For the information and guidance of Railway Officers and Railway Staff only

BRITISH RAILWAYS

North Eastern Operating Area

No. 1
SUPPLEMENT
TO
GENERAL
AND
NORTH EASTERN OPERATING AREA SECTIONAL APPENDICES

(THE ALTERATIONS AND ADDITIONS SHOWN HEREIN MUST BE MADE TO THE GENERAL AND SECTIONAL APPENDICES IN FORCE FROM 1st NOVEMBER, 1947)

(Includes alterations and additions up to and including those contained in July, 1955, General Notices Programme.)

YORK
AUGUST, 1955

A. P. HUNTER
CHIEF OPERATING SUPERINTENDENT

GENERAL APPENDIX.

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to read:—		
	Shields, Gangway.	
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PAGE viii **ADD:—**		
	Working of Cranes in Connection with Mishaps or Engineering Operations. Protection of Trains on Adjoining Lines	87
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PAGE 18.

GENERAL REGULATIONS FOR WORKING THE VACUUM BRAKE.

AMEND Clause 1(C) to read:—

PAINTING OF VACUUM BRAKED AND VACUUM PIPED FREIGHT VEHICLES.

In future the bodies of vacuum "fitted" and vacuum "piped" freight vehicles (except Insulated and Service vehicles) will be painted red. To enable staff to distinguish between "fully fitted" and "piped only" vehicles the colours of the vacuum train pipes will be as under:—

"Fitted" vehicles—stand pipes red.

"Piped" vehicles—stand pipes white.

PAGE 21.

GAUGE COCKS AND ENGINE LEAK DISCS.

	Stations.	Carriage Sidings and Marshalling Yards.
DELETE:—		York (Marshalling Yard).
		York (Warehouse Yard).
		York (Yard North).
		Leeds (Armley Bridge).
		South Stockton (Goods).
		Middlesbrough (Goods).
INSERT:—	Middlesbrough	Hull (Old Inward Yard).
	Filey Holiday Camp	North Stockton (Marshalling Yard).
	Bridlington	York (Skelton New Yard).
		York (Severus).
		York (No. 2 Up Goods).
		York (Dringhouses Down).
		York (North Junction).
		York (Warehouse Yard).
		Leeds (Hunslet).
		Darlington (Bank Top Yard).

PAGE 22.

The hand signal indicating the vacuum is required to be destroyed is abolished.

Clause 8(b) note (ii).

AMEND to read:—

(*ii*) The intimation to the Driver to create the vacuum must be given either verbally or by hand signal as follows:—

To create by Day: Arm moved vertically up and down above shoulder level. (See Diagram 1.)

To create by Night: Red light moved vertically up and down above shoulder level.

DELETE Diagram 2.

PAGES 33/34.

DELETE:—

Existing Instructions headed "CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING STOCK AND BRAKED FREIGHT STOCK IN PASSENGER TRAINS",

and

"CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING STOCK AND BRAKED FREIGHT STOCK IN EMPTY COACHING STOCK AND PARCELS, ETC., TRAINS."

GENERAL APPENDIX—continued.

INSERT:—

CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING STOCK AND BRAKED FREIGHT STOCK IN PASSENGER TRAINS.

General.

1. Four-wheeled vehicles, either non-passenger-carrying Coaching Stock or Braked Freight Stock, requiring to run in passenger trains must comply with the following requirements:—
   (a) Oil axle boxes.
   *(b) Automatic brake or through pipes.
   (c) Screw couplings and long buffers.
   (d) A minimum tare weight of 6 tons. (The minimum tare weight of 6 tons does not apply to Container wagons when such wagons are carrying containers either loaded or empty and the total load, i.e., tare weight of wagon plus weight of container is 6 tons or over).

   Four-wheeled vehicles conforming to the above requirements and having a wheelbase of 10 ft. or over are marked "X.P." together with the wheelbase.

   The term "non-passenger-carrying Coaching Stock" refers to stock not constructed for conveying passengers but includes Horse Boxes and Cattle Boxes.

   *Note.—This requirement does not modify the authority (where given) to attach at the extreme rear one vehicle not conveying passengers and not fitted with the continuous brake or through pipe. (See instructions headed "Continuous Brakes on Passenger trains".)

   When a four-wheeled vehicle is attached to a passenger train next to a bogie vehicle the screw coupling of the four-wheeled vehicle must be used and must be screwed up tightly. Instanter couplings must not be used for attaching vehicles to a passenger train and the emergency screw coupling or screw coupling of the adjacent vehicle must be used. Four-wheeled vehicle marked "X.P." and having a wheelbase of 15 ft. or over may be attached to passenger trains without restriction, unless otherwise specially prohibited.
2. (a) Passenger trains conveying vehicles with a wheelbase of less than 15 ft. must not exceed a speed of 60 m.p.h. at any point. In every case where four-wheeled vehicles of less than 15 ft. wheelbase are marshalled in the train the Guard must advise the Driver before starting so that the speed of 60 m.p.h. may not be exceeded at any point when such vehicle is, or vehicles are, attached to the trains. The note "♠" in the W.T.T. indicates those trains on which the conveyance of four-wheeled vehicles of less than 15 ft. wheelbase is prohibited.

   Note.—The instructions contained in this Clause 2 (a) do not apply to "LNER" Horse Boxes with a 14 ft. wheelbase which are lettered "May run at speeds exceeding 60 m.p.h. on "LNER" only".

   (b) Four-wheeled vehicles with a wheelbase of less than 10 ft. must not be conveyed on Express Passenger Trains.
3. Four-wheeled vehicles with a wheelbase of under 15 ft. should as a general rule be marshalled at the back of passenger trains and at the rear of all bogie vehicles. Where this is impracticable in the interests of traffic working, they may be marshalled as shown below:—
   (i) Next engine.
   (ii) Between bogie non-passenger-carrying vehicles and/or bogie passenger coaches not conveying passengers when these are placed behind the last vehicle conveying passengers.
   (iii) According to destination when conveying Theatrical, Naval, Military or Air Force traffic when formed in trains composed entirely of such traffic.
4. Four-wheeled vehicles should not be placed next to the engine during the period when steam heating is in operation, unless the vehicle or vehicles are fitted with steam pipes.
5. Four and six-wheeled vehicles may be intermixed provided they are all marshalled at the front of all bogie vehicles or behind all bogie vehicles.

CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING STOCK AND BRAKED FREIGHT STOCK IN EMPTY COACHING STOCK AND PARCELS, ETC., TRAINS.

Any train (other than Passenger) composed of coaching stock, i.e., empty coaching stock train, parcels train, newspaper train, milk train, horse-box train, pigeon train, fish, meat, fruit, or perishable train conveying one or more four-wheeled vehicles of less than 15 ft. wheelbase must not exceed 60 m.p.h. at any point. In every case where four-wheeled vehicles of less than 15 ft. wheelbase are marshalled on the train, the Guard must advise the Driver before starting, so that the speed of 60 m.p.h. may not be exceeded at any point while such vehicle is, or vehicles are, attached to the train.

This instruction does not apply to "LNER" Horse Boxes with a 14 ft. wheelbase which are lettered "May run at speeds exceeding 60 m.p.h. on "LNER" only".

"BUCKEYE" AUTOMATIC COUPLERS AND PULLMAN VESTIBULES FITTED TO L.N.E.R. STOCK.

PAGE 35. WARNING.

INSERT additional paragraph:—

When a vehicle is detached from a train the coupler head should be dropped immediately and the buffers placed in the "Long" position.

PAGE 36. Clause 2.—COUPLING INSTRUCTIONS.

INSERT:—

(c) WHEN COUPLING A VEHICLE FITTED WITH INSTANTER COUPLINGS TO A VEHICLE FITTED WITH AUTOMATIC COUPLERS, the Instanter coupling must not be used.

If a loose screw coupling is available, this must be used in accordance with Clause 2(b).

If a loose screw coupling is not available the emergency screw coupling must be used as in the case of a broken or defective screw coupling, telegraphic advice being sent, as provided in Clause 5, to the station where the Instanter fitted vehicle will be detached.

Clause 3.—UNCOUPLING INSTRUCTIONS.

INSERT between 3rd and 4th paragraphs:—

When the necessary gap between the vehicles has been made the Shunter must exhibit a hand danger signal to the Driver to indicate that he wishes to proceed between the vehicles and he must obtain an acknowledgement of this hand signal working in close co-operation with the Driver before going between the vehicles.

PAGE 42.

STEAM HEATING OF PASSENGER TRAINS.

DELETE paragraphs headed Commencement and Discontinuance and **INSERT:—**

The following dates are those which normally must be followed in the application and discontinuance of steam heating for passenger trains:—

Commencing.	Date.
(i) All steam heater pipes to be fitted and coupled for use by	25th August.
(ii) Heat to be applied:—	
Sleeping car trains	1st September.
Other express trains while running after 5.0 p.m. and before 10.0 a.m.	1st September.
All other passenger trains	1st October.

GENERAL APPENDIX—continued.

Discontinuance.

(i) Heat to be discontinued:—

All trains except as shown below	1st May.
Sleeping car trains	15th June.
Other express trains while running after 5.0 p.m. and before 10.0 a.m.	
Trains running North of Inverness	
(ii) Pipes to be removed as soon as possible after	15th June.

The foregoing dates for the application of steam heating are to be regarded as a general guide but guards and others concerned must use their discretion in the event of unusual climatic conditions.

PAGE 44.

APPLIANCES CARRIED ON TRAINS FOR USE IN CASE OF ACCIDENT OR OTHER EMERGENCY, AND DIRECTIONS FOR THEIR USE.

ADD to paragraph 2:—

In the case of British Railways standard stock, fire extinguishers are provided in all corridor vehicles.

PAGE 45.

CLAUSE 7.—SPARE AMBULANCE BOXES IN THE CUSTODY OF THE SUPERINTENDENT'S STAFF: NORTH EASTERN AREA.

INSERT under above heading:—

"Northallerton".

SPEEDS OF FREIGHT ROLLING STOCK.

Type of Vehicle	Average start to stop. Speed not to exceed		Remarks
	Loaded	Empty	
PAGE 49.			
DELETE Item 1 and INSERT:—			
1. Wagon stock fitted with screw couplings or "Instanter" couplings, vacuum brake and in accordance with coaching stock requirements as shown in Note (h) below.	—	—	May be attached to any freight train. Includes tank wagons with two or three stars.
AMEND 3 to read:—			
3. Machine, Bolster or Special wagons when load **unequally** distributed and bolster wagons when load is on three or more vehicles.	Maximum 32 m.p.h.	—	Guards to advise Drivers when their trains include traffic of this nature.
DELETE:—			
7. Crippled wagons or condemned wagons ...	—	20	——
9. New and newly lifted wagons	25	25	——

PAGE 50.

(j) TANK WAGONS.

AMEND third paragraph to read:—

Wagons carrying three stars may be conveyed on Braked Freight or Passenger trains; wagons carrying two stars may be conveyed on Braked Freight trains, but wagons carrying one star and Continental tank wagons marked "R.I.V." must be conveyed only on Freight trains which do not exceed an average speed of 35 m.p.h. from start to stop. Wagons not starred must not exceed an average speed of 25 m.p.h., when loaded, or 35 m.p.h. when empty.

INSERT immediately preceding instructions in regard to "Express Freight Trains".

EXAMINATION OF FREIGHT TRAINS BY C. & W. STAFF.

Unless specially authorised, freight trains may not be run without examination for longer distances than those in the list below:—

Description of Train.	Maximum Distance between C. & W. examination. Miles.
Class C, Freight and Fish	160
Class D, Freight	125
Class E, Freight (braked and unbraked)	125*
Class F, H, J and K (except empty wagon trains)	85
Empty wagon trains	125*

* If such trains are conveying any wagons fitted with grease axle boxes, maximum distance must not exceed 85 miles, unless specially authorised.

EXPRESS FREIGHT TRAINS.

No. 1 Express Goods (now Class C Freight).

AMEND Conditions to read as follows:—

Must be composed of vehicles conforming to coaching stock requirements as shown above. Wagons fitted with "Instanter" couplings which conform in other respects to coaching stock requirements, may be conveyed on these trains. (See also instructions regarding "Instanter" couplings.)

Brake Vans for use on the above trains **except Parcels and Fish trains** must be either braked or piped-and-gauged only. Freight Brake vans used on Parcels or Fish trains must be fully braked.

PAGE 51.

No. 2 Express Goods (now Class D).

AMEND first sentence of Conditions to read:—

Must be composed of vehicles conforming to coaching stock requirements as shown on Page 50 or wagon stock fitted with three link couplings (including "Instanter" couplings), oil axle boxes and springs, secured by one of the methods shown in item 2 of Coaching Stock Requirements on Page 50, and permitted to run at an average speed of 40 m.p.h. or over. (See instructions regarding "Instanter" couplings.)

GENERAL APPENDIX—continued.

PAGE 54.

EQUIPMENT FOR GUARDS AND BRAKE VANS.

AMEND the final paragraph to read:—

2 Sprags.
1 Coupling stick.
1 Brake stick.
1 Brush (long handle).
1 Shovel.
Securing Lock for Equipment Locker.
2 Side lamps.
1 Tail lamp.

LOCKING OF VESTIBULE AND CORRIDOR DOORS.

DELETE existing instructions headed as above and **INSERT:**—

LOCKING OF CORRIDOR AND GANGWAY DOORS.

Corridor and gangway doors should be left unlocked so as to provide free access through the train, except as shown below:—

1. Gangway doors to the extreme ends of the train. Care must be taken to ensure that when vehicles are detached from a train en route the gangway doors at the point of detachment are locked.
2. Brake Vans or Luggage Vans at the extreme ends of the train. Where, however, a Guard is riding in the van or it is empty, the doors should be unlocked. Should the Guard have occasion to leave his van whilst the train is in motion he must lock the door.
3. Brake Vans or Luggage Vans intermediate in the train. Where, however, there is a refreshment car on the train or a Guard is riding in the van or the latter is empty, the doors should be unlocked.
4. Where the gangway connections cannot be made.
5. The gangway doors at both ends of sleeping car accommodation on trains. Where, however, it is necessary to admit passengers to their berths or to give access to a refreshment car during the time the refreshment service operates the doors should be unlocked.

In laying down the marshalling of trains, arrangements should be made, if possible, to avoid a passenger carrying vehicle being isolated from the remainder of the train by being marshalled between the brake van in which a Guard is not riding, and the sleeping car accommodation.

In cases where, in the interests of the working, this is not desirable, the door leading to the sleeping car must be left unlocked.

The Guard will be responsible for carrying out these instructions, but Travelling Ticket Staff, where provided, should assist. In the case of sleeping cars, the Sleeping Car Attendant will be responsible.

Pullman cars are not equipped with doors leading to the gangways at the extreme ends of the coaches, and such vehicles must only be utilised in the sets to which they are specially allocated.

Except in emergency, Pullman cars (apart from brake thirds) must not be marshalled next to the engine or on the extreme rear of the train, next to a vehicle equipped with a British Standard gangway, but not fitted with Pullman adaptors, or next to non-gangway stock.

If there is no alternative to marshalling the vehicles in one of these positions, and in all instances when the gangway connection is interrupted owing to defect or other cause, it is imperative that a sound gangway shield should be affixed to the end (or ends) of the Pullman car concerned.

MARSHALLING OF PASSENGER TRAINS.

AMEND existing instructions headed as above to read as follows:—

A brake van or vehicle with brake compartment leading should, as far as practicable, be marshalled next the engine of all passenger trains, except where the formation is otherwise specified in the Carriage Working Instructions, or delay will be caused at starting points; similarly a brake van or vehicle with brake compartments trailing should, as far as practicable, be marshalled at the rear of passenger trains.

When passenger carrying vehicles are attached en route to either the front or rear of a train, they should be marshalled within the brake van where this can be done without causing delay to the working.

PAGE 55.

MARSHALLING OF HIGH SIDE GIRDER SETS CONVEYING TRANSFORMERS.

DELETE existing instructions and **INSERT:**—

High Side girder sets conveying transformers must be marshalled at the rear of freight trains subject to:—

(i) the number of wagons between the engine and the load not exceeding the equivalent of 45 ordinary goods wagons in length, and
(ii) if, in the opinion of the Inspector passing the load, the oscillation is such that the stability of the load will be jeopardised, then working by special train must be arranged.

PAGES 56 AND 57.

INSTANTER COUPLINGS.

DELETE existing instructions and **INSERT:**—

A number of vehicles are fitted with instanter couplings, which can be in either of two positions, as shown in the diagrams on page 56, viz:—

(i) Short position.
(ii) Long position.

Such vehicles may be attached to trains as shown below:—

(a) Trains conveying Passengers.

One vehicle only, fitted with instanter couplings, may be attached to trains conveying passengers, provided it conforms in other respects to Coaching Stock requirements and subject also to the instructions relative to the conveyance of four-wheeled vehicles on passenger trains. In such circumstances the screw couplings of the adjacent vehicles must be used. This does not modify the authority (where given) to attach at the extreme rear one vehicle not conveying passengers and not fitted with the continuous brake or through pipe.

(b) Coaching Stock trains not conveying Passengers.

Vehicles fitted with instanter couplings and conforming to coaching stock requirements may be conveyed in trains composed of coaching stock, other than those conveying passengers, but the screw couplings of the vehicles on each side of the instanter fitted vehicle must be used. When two or more vehicles fitted with instanter couplings are marshalled together in such trains the screw couplings of the vehicles on each side of the instanter coupled vehicles must be used and the instanter coupling, or couplings, in use, must be in the short position.

The instructions respecting the conveyance of four-wheeled vehicles will apply in respect of the running of instanter fitted vehicles on empty coaching stock trains.

(c) Freight Trains.

The couplings must be in the Long position during shunting operations, and also when used in ordinary freight trains except when the vehicles are conveying cattle when the couplings of the cattle wagons must be in the Short position.

GENERAL APPENDIX—continued.

Vehicles with instanter couplings can be used in fitted freight trains in excatly the same way as screw coupled vehicles, but when used in the fitted portion of the train the screw coupling of the adjacent vehicle or vehicles should be used if possible. If this is not possible the instanter coupling must be in the Short position.

Under no circumstances must an instanter coupling be used for attaching to vehicles fitted with the Buck-eye coupling and a screw coupling must be used.

PAGE 57.

ENGINES COUPLED TOGETHER.

DELETE heading and existing instructions and **INSERT:—**

HAULING OF "DEAD" LOCOMOTIVES OWNED BY BRITISH RAILWAYS.
(Excluding departmental "Service" locomotives.)

Whenever it is necessary for "dead" locomotives to be hauled on their own wheels from one place to another the following instructions must be carried out:—

The term "dead locomotive" means:—

Steam Locomotive—Not in steam and without fire.
Diesel Locomotive—Not capable of movement under its own power.
Electric Locomotive—Not capable of movement under its own power.

PROCEDURE.

Movement.

(a) Not more than five locomotives, including the hauling locomotives, must be run coupled together. When more than 2 locomotives, including the hauling locomotive, are required to run coupled together, the assent of the Chief Civil Engineers concerned must be obtained.

Steam Locomotives.—Except for short distances (not exceeding 25 miles):—
Must have connecting rods removed and piston crossheads secured against movement and suitable bushes to be fitted to the driving crank pins to prevent side movement of the coupling rods. The piston valve spindle must be disconnected and securely fastened in a forward position clear of the movement of the valve crossheads.

Diesel Electric Shunting Locomotives.
Locomotives fitted with Jackshaft—must have Jackshaft and side coupling rods removed.
Locomotives not fitted with Jackshaft—side coupling rods left in position but traction motor gears demeshed.

Diesel Mechanical Shunting Locomotives.
Connecting rods from Jackshaft to be removed, and suitable bushes to be fitted to the driving crank pins to prevent side movement of the coupling rods.

Diesel Mechanical Main Line Locomotives.
(i) Ensure that the gearbox oil level is up to maximum height.
(ii) Set the ganged vacuum control isolating cocks at both ends to the off position.
(iii) Set the test cock at each end open to atmosphere.
(iv) Set both vacuum brake valves to neutral.
(Diesel Electric Main Line and Gas Turbo Locomotives require no special preparation for movement in this connection.)

Electric Locomotives.
(i) When being hauled outside an electrified area, pantograph or collector shoes must be removed or secured.
(ii) Precautions must be taken to ensure that there are no circulating currents in the traction motors.
(iii) Brushes to be taken out of the traction motors for hauls exceeding 25 miles.

(c) In cases where the automatic brake can be coupled, this should be done.

(d) When more than one locomotive is being used to haul "dead" locomotives, the locomotives hauling must be marshalled in front of the "dead" locomotives.

(e) "Dead" locomotives must not be hauled at a speed exceeding 25 miles per hour, and all instructions regarding the use of spacing wagons, and speed restrictions (permanent way and particular types of locomotives) more severe than 25 miles per hour must be observed.

(f) "Dead" tender locomotives must not be conveyed on freight trains (see Clause (h) (i) for movement of "dead" tender locomotives with defective hand brake).

(g) "Dead" tank locomotives may be conveyed on freight trains subject to the following:—
(i) Not more than one per train.
(ii) It should normally be marshalled next to the hauling locomotive if its weight is 20 tons or over. If below 20 tons, it should normally be marshalled next to and within the guard's van.
(iii) The locomotive must be prepared in accordance with (b) above.
(iv) The speed of the train must be regulated to comply with Clause (e). In every case where a "dead" locomotive is marshalled in a freight train, the Guard must advise the Driver before starting so that the speed of 25 m.p.h. may not be exceeded at any time such a locomotive is on the train.

Manning of "Dead" Locomotives.

(h) "Riders" must be provided for "dead" locomotives in accordance with the following:—
(i) When only one is being hauled, a "rider" must travel on the footplate to operate the hand brake; if the hand brake is defective, a freight brake van must be attached and a guard provided, in which case there is no necessity to provide a "rider".
(ii) When two "dead" locomotives are being hauled, one "rider" must be provided and he must travel on the last locomotive, the hand brake of which must be effective.
(iii) When three "dead" locomotives are being hauled, "riders" must be provided to ride on the last two, the hand brakes of which must be effective.
(iv) When four locomotives are being hauled "dead", "riders" must be provided on the second and fourth locomotives, the hand brakes of which must be effective.
Note.—"Riders" must be Motive Power Department men competent to operate the hand brake of the locomotive on which they ride, and competent to carry out the necessary rules for the protection of a train. They must be in possession of 12 detonators, two red flags and a hand lamp.

These instructions cancel all existing instructions relating to the hauling of "dead" Railway-owned locomotives. Instructions as to conveyance of privately-owned locomotives remain as shown in the Appendix instructions.

LOCOMOTIVES IN STEAM COUPLED TOGETHER.

Except where otherwise authorised or modified, not more than five locomotives to be run coupled together.

GENERAL APPENDIX—continued.

Page 58.

EXTINGUISHING SIDE LIGHTS OF FREIGHT TRAINS STANDING IN RECEPTION LINES.

DELETE. Rule 121 applies.

PAGE 60.

ENGINES FITTED WITH ELECTRIC HEAD LAMPS. (FORMERLY "ENGINE HEAD AND TAIL LAMPS").

DELETE. Rule 124 applies.

STANDARD CODE OF ENGINE HEADLAMPS OR DISCS.

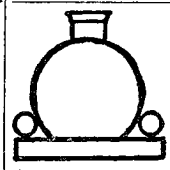
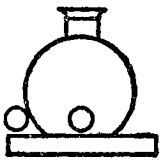
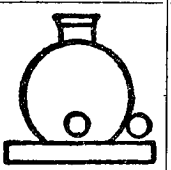
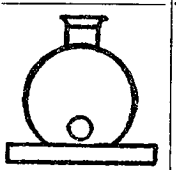
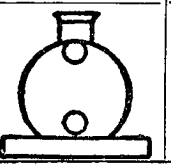
DELETE existing instructions and **INSERT:—**

Unless otherwise shown in the Sectional Appendices all engines must carry headlamps or white discs as described below.

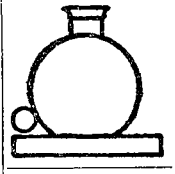
Each train will be signalled and take precedence in accordance with the engine headlamps or discs, except where instructions are issued to the contrary, and Drivers will be responsible for seeing that the proper head code is carried.

Where discs are not provided, unlighted lamps are to be carried in the prescribed position in the daytime.

Guards must instruct Drivers to alter their headlamps or discs when any change in the classification of a train is necessary.

Classification.	Engine Headcode (white lights or discs.)	Description of Train.
A		Express passenger train, or newspaper train, or breakdown van train or snow plough going to clear the line, or light engine going to assist disabled train. Officers' Special train not requiring to stop in section.
B		Ordinary passenger train, or mixed train, or breakdown van train NOT going to clear the line, or loaded rail motor train. * Branch passenger train.
C		Parcels, fish, fruit, horse, livestock, meat, milk, pigeon or perishable train composed entirely of vehicles conforming to coaching stock requirements. Express freight, livestock, perishable or ballast train, pipe fitted throughout with the automatic brake operative on not less than half of the vehicles. Empty coaching stock train (not specially authorised to carry "A" headcode) or empty rail motor train.
D		Express freight, livestock, perishable or ballast train, partly fitted, with the automatic brake operative on not less than one third of the vehicles.
E		Express freight, livestock, perishable or ballast train, partly fitted, with not less than four braked vehicles connected by vacuum pipe to the engine. Express freight, livestock, perishable or ballast train with a limited load of vehicles NOT fitted with continuous brake.
F		Express freight, livestock, perishable or ballast train NOT fitted with continuous brake.
G		Light engine or light engines coupled. Engine with not more than two brake vans.
H		Through freight or ballast train not running under class "C", "D", "E" or "F" headcode.

GENERAL APPENDIX—continued.

Classification.	Engine Headcode (white lights or discs.)	Description of Train.
J		Mineral or empty wagon train.
K		Freight, mineral or ballast train stopping at intermediate stations. * Branch freight train. Freight, ballast or Officer's' Special train, requiring to stop in section.

* To be used only where authorised by the Chief Operating Superintendent.

The term "Freight Train" applies to loaded Goods or Mineral or Empty Wagon train.

The following shows briefly the former "LNE" classification as related to the corresponding new standards:—

"LNE" Class.	*NEW Class.*
Express Passenger Train	*A*
Ordinary (or stopping) Passenger Train	*B*
No. 1 Express Goods, etc., Train	*C (also includes ECS trains)*
No. 2 Express Goods, etc., Train	*D*
No. 3 Express Goods Braked Train / *No. 3 Express Goods Unbraked Train*	*E*
Class "A" Goods, etc., Train	*F*
Light Engine	*G*
Class "B" Goods, etc., Train	*H*
Class "C" Goods, etc., Train	*J*
Class "D" Goods, etc., Train	*K*

NOTE.—Where trains are referred to in the Appendix or other special instructions by the descriptions formerly in use such instructions must be interpreted in accordance with the new classification.

The term Rail Motor train in the new classification "B" and "C" includes Push and Pull trains and Steam Coaches but does not include Engineer's Rail Motors or Velocipede Cars.

The special Codes of Engine Headlamps and Discs shown on pages 250-252 of the Sectional Appendix will remain unaltered. (See also page 98 herein).

PAGE 61.

DUTIES OF ENGINE CONDUCTOR.

AMEND existing instructions to read:—

If a Driver, a Passed Fireman acting as a Driver, or Motorman is not thoroughly acquainted with any portion of the line over which he has to run, he must obtain the services of a competent Conductor.

When the Conductor is familiar with the type of engine employed, he must work the engine.

When the Conductor is not familiar with the type of engine employed, he will give to the train Driver the necessary instructions in regard to the signals, curves, gradients, speed restrictions, etc., applicable to the line over which they are working, and leave the actual driving entirely in the hands of the train Driver.

The Conductor will be responsible for the due observance of signals, speed restrictions, etc., and safe working of the train.

In every case the train Driver must study the signals, speed restrictions, etc., for that part of the line over which he is being conducted.

The Conductor will be responsible in cases where it is necessary for the Fireman to carry out the provisions of Rule 55, or seeing that this is done.

SPEED LIMITS AND SPEED RESTRICTIONS ON RUNNING LINES.

INSERT as additional clause:—

WORKING OF LOCOMOTIVES WITH TENDER LEADING.

Tender locomotives must not exceed a speed of 45 m.p.h. when running with the tender leading, either when attached to a train or when running light.

RESTRICTIONS ON EX L.N.E.R. COACHING STOCK WORKING OVER EX L.N.E.R. PASSENGER LINES.

PAGE 63.

Section C. **Restrictions on L.N.E.R. Stock over specified Branch lines.**

DELETE Clause (d).

PAGE 64.

Restriction **1. Southern Area.**

DELETE entry relating to Witham Up Back Platform.

Scottish Area.

DELETE entry relating to Abbeyhill Station.

GENERAL APPENDIX—continued.

PAGE 65.

RESTRICTION 3.

Branch or Place.	Locality of Restriction.	Nature of Restriction.
North Eastern Operating Area.		
INSERT:—		
Durham and Bishop Auckland.	Bishop Auckland ...	**Down Direction.** If travelling on No. 2 Platform line—Down Mineral line to be clear and vice versa. **Up Direction.** If travelling on No. 3 Platform line—Up Mineral line to be clear and vice versa.

PAGE 66.

AMEND to read:—

RESTRICTION 7.

Vehicles marked "Restriction 7" must not be allowed to work to the Scottish Region, the Eastern Section of the Eastern Region, and the following sections of the North Eastern Region:—

Riccarton-Hexham.
Reedsmouth-Scotsgap.
Rothbury-Morpeth.

RESTRICTION 10.

INSERT:—

Vehicles marked Restriction 10 are also subject to the restrictions shown below:—

Branch or Place.	Locality of Restriction.	Nature of Restriction.
Whitby	Whitby Station ...	If standing on No. 3 platform line, No. 4 to be clear and vice versa.

PAGE 67.

INSERT:—

BRITISH RAILWAYS STANDARD COACHING STOCK.—PROHIBITIONS AND RESTRICTIONS ON STOCK WITH A LENGTH OVER HEADSTOCKS NOT EXCEEDING 57 FEET WITH BOGIE CENTRES OF 41 FEET.

Lines Totally Prohibited.	Lines over which Restrictions are to be Observed.
London Midland Region.	
Maryport (excl.) to Carlisle Line. Through Whitehaven Tunnel and into Whitehaven Bransby Station. Buckley and Connah's Quay Branch.	The adjoining lines to be blocked through Hampstead Heath Tunnel.
Eastern Region.	
Nil.	Nil.
Southern Region.	
Tonbridge to Battle via Robertsbridge Isle of Wight Lines.	Weymouth Tramway.
Scottish Region.	
Nil.	Nil.
Western Region.	
Highworth Branch. Culm Valley Branch Looe Branch. Liskeard—Looe Line. North Roskear Branch. Trenance Branch. Keyham—H.M. Dockyard Burryport and Gwendreath Valley Line (Burryport—Cwnmawr). Shipston-on-Stour Branch. Ponteycyllte Branch. Cleobury Mortimer and Ditton Priors Light Railway. Cleehill Branch. Criggion Branch. Vron Branch. Wrexham and Minera Line (Brymbo Terminus). Brynmawr (Blaenavon Bay).	Valley Lines on Cardiff and Newport Divisions South Wales (Passing restrictions.)

GENERAL APPENDIX—continued.

PAGE 67. INSERT:—

Lines Totally Prohibited.	Lines on which Restrictions are to be Observed.
North Eastern Region.	
Ferryhill and Castle Eden West.	Shildon North to Shildon South adjacent lines blocked through Shildon Tunnel. Spofforth Station to Crimple Junction adjacent lines blocked. Bishop Auckland **Down Direction** if on No. 2 Platform line Down Mineral line to be blocked and vice versa **Up Direction** if on No. 3 Platform line the Up Mineral line to be blocked and vice versa. Whitby Station, if standing on No. 3 Platform line, No. 4 Platform line to be clear and vice versa.
London Transport Executive. Tube lines with their open sections, except Northern Line North of Park Junction and Central Line East of Leyton. District Line. Circle Line. Widened Lines. Metropolitan Line from Baker Street to Finchley Road.	Nil.

BRITISH RAILWAYS STANDARD COACHING STOCK.—PROHIBITIONS AND RESTRICTIONS ON STOCK WITH A LENGTH OVER HEADSTOCKS OF 63 FEET 6 INCHES WITH BOGIE CENTRES OF 46 FEET 6 INCHES.

All vehicles coming within these prohibitions will be marked **"C.1"** above the dimensions shown on the end of vehicles.

Lines Totally Prohibited.	Lines on which Restrictions are to be Observed.
LONDON MIDLAND REGION.	
Dursley Branch. Thornbury Branch. Nailsworth Branch. Widnes and St. Helens Line. Maryport (Excl.) and Carlisle Line. Penistone (Through L.M. Station). Hampstead Junction Line. Churnet Valley Line, Platforms at Uttoxeter Station. Loop Line, Etruria and Kidsgrove. Through Disley Tunnel on Buxton Branch.	NIL.
Through Whitehaven Tunnel and into Whitehaven-Bransty Station.	NOTE.—These coaches may work through Dalton Tunnel on Carnforth-Whitehaven line whilst the lines remain interlaced, but when interlacing is dispensed with the matter will be reviewed.
Between Bingley Junction, Shipley and Bradford Junction, Shipley. Macclesfield (Central) Platform Roads (Ex-G.C. and N.S. Joint). Keighley Worth Valley Branch Platform Lines. Lockwood Junction. To and from Meltham Branch. Buckley and Connah's Quay Branch. Stafford No. 2 Bay Line Platform. St. Pancras-King's Cross Tunnel. Dalston-Station-Poplar Branch. Hayfield Branch.	
EASTERN REGION. NIL	Sudbury Station—Adjoining lines to be blocked.
SOUTHERN REGION. Tonbridge to Battle via Robertsbridge. Whitstable Harbour Branch. Isle of Wight Lines.	NIL.
SCOTTISH REGION. Barncluith Tunnel between Hamilton Central and Haughhead Junction. North Leith. Penicuik.	Milton of Campsie Platforms—Not to pass passenger trains on adjoining lines.
Eyemouth.	Thornton to Leuchars via Crail—Speed restriction **25 m.p.h.** between 1 m.p. and 4 m.p's. Thornton Junction and Leven—Speed restriction **15 m.p.h.** on Down line and **30 m.p.h.** on Up line at Anstruther Crossing and **15 m.p.h.** between 31¼ and 33 m.p's. Stravithie and St. Andrews—Speed restriction **10 m.p.h.** St. Andrew's Station and Guardbridge Station. Wormit to Leuchars via Tayport—Speed restriction **10 m.p.h.** Wormit Station.

GENERAL APPENDIX—continued.

PAGE 67—INSERT:—

Lines Totally Prohibited.	Lines over which Restrictions are to be Observed.	
WESTERN REGION. Highworth Branch. Culm Valley Branch. Looe Branch. Liskeard—Looe Line. North Roskear Branch. Trenance Branch. Keyham—H.M. Dockyard. Burry Port and Gwendreath Valley Line (Burry Port-Cwmmawr). Shipston-on-Stour. Pontysyllte Branch. Cleobury Mortimer and Ditton Priors Light Railway. Cleehill Branch. Criggion Branch. Vron Branch. Wrexham and Minera Line (Brymbo-Terminus). Brynmawr (Blaenavon Bay). Swansea Vale Line and Branches. Swansea Victoria Station. Brynmawr (M.T.A. Line) Up Line through Station.	M. & S.W. Line (Swindon-Andover) Valley Lines on Cardiff and Newport Divisions in South Wales. Beaufort Road S.B. to Ebbw Vale Jct.	Passing restrictions.
NORTH EASTERN REGION. Ferryhill to Castle Eden West.	Spofforth to Crimple Junction. Shildon North to Shildon South. Bishop Auckland West to Bishop Auckland North. Bishop Auckland East to Bishop Auckland North. Bedlington Nth. to W. Sleekburn. Whitby Station. If standing on No. 3 Platform Line, the No. 4 Platform Line to be blocked, and vice versa.	Adjoining lines to be blocked at these places.
LONDON TRANSPORT EXECUTIVE. Tube Lines with their open Sections, except Northern Line North of Park Junction and Central Line East of Leyton. District Line. Circle Line. Widened Lines. Metropolitan Line from Baker Street to Finchley Road.	NIL.	

PAGES 70 AND 71.

RULE 55—DETENTION OF TRAINS ON RUNNING LINES.

DELETE. (Rule 55 applies.)

PAGE 72.

RULES 77 and 81—DISCONNECTION OF SIGNALS, POINTS, ETC.

DELETE. (Rules 77 and 81 apply.)

RULE 78 (c)—HANDSIGNALMEN AT TWO-ASPECT COLOUR LIGHT SIGNALS

DELETE. (Rule 78 applies.)

RULE 107—TRACTION ENGINES, ETC., CROSSING LINE.

DELETE. (Rule 107 applies.)

PAGE 73.

INSERT:—

FULLY FITTED FREIGHT TRAINS—SIDE LIGHTS.

Referring to Rule 120, for the purpose of this Rule it must be understood that fully fitted freight trains which are not required to carry side lights are those classified "C" and signalled by 5 beats on the Block Bell Code: viz., 3 pause. 1 pause, 1.

RULE 121—SIDE LIGHTS ON GOODS TRAINS ON PARALLEL LINES.

DELETE. (Rule 121 applies.)

RULE 127 (iv)—SIGNALS AT JUNCTIONS LOWERED FOR WRONG ROUTE.

DELETE. (Rule 127 (viii) applies.)

GENERAL APPENDIX—continued.

PAGE 73.

RULE 147—LOOP LINES PROVIDED WITH TELEPHONES.

DELETE. (Rule 147 applies.)

RULE 159—SMOKING.

DELETE. (Rule 159 applies.)

PAGE 74.

RULES 183 and 184—MOVEMENTS IN WRONG DIRECTION

DELETE. (Rules 183 and 184 apply.)

PAGE 75.

RULE 194 (c)—COLOUR LIGHT SIGNALS AT BOXES WHERE SINGLE LINE WORKING TERMINATES.

DELETE. (Rule 194 (c) applies.)

RULE 215—OCCUPATION BY TROLLEY OF SINGLE LINE WORKED BY ELECTRIC TOKEN BLOCK SYSTEM.

DELETE. (Rule 215 (n) applies.)

RULE 217—RELAYING, REPAIR AND OBSTRUCTIONS ON SINGLE LINES.

DELETE. (Rule 217 (d) applies.)

INSERT:—

CONVEYANCE BY FREIGHT TRAINS OF EXPLOSIVES AND DANGEROUS GOODS

Referring to Rule 240, Clause 10, the restriction on the number of vehicles containing explosives which may be conveyed by any one train at any one time to a maximum of five does not apply in the case of explosives conveyed on account of:—

(i) The Government, (Admiralty, War Office, Air Ministry and Ministry of Supply).

(ii) A trader for transit to a Government Establishment.

(iii) A trader for transit to a trader on account of the Government. The marshalling arrangements laid down in the Rule must, however, be observed.

PAGE 76.

AUTOMATIC AND SEMI-AUTOMATIC SIGNALS.

DELETE Clause headed **PASSENGER TRAINS OVER-RUNNING PLATFORMS.** (Rule 136 (b) applies.)

PAGES 76 AND 77.

TRAINS DETAINED AT AUTOMATIC AND SEMI-AUTOMATIC STOP SIGNALS PROVIDED WITH "P" SIGNS.

These instructions are **cancelled.** Where "P" signs have hitherto been provided at automatic or semi-automatic signals for the purpose of authorising Drivers to pass such signals at danger, the "P" signs are now put out of use and these signals may be passed at danger only on verbal or telephonic authority of the Signalman—see Rule 55 (g). In the event of the telephone failing, Drivers must act in accordance with Rule 55 (h).

PAGE 77.

TELEPHONES AT STOP SIGNALS.

DELETE existing instructions and **INSERT:—**

When a train has been brought to a stand at a signal where telephone communication with a signal box is provided the following code of instructions must, after telephonic communication has been established, be observed by the Trainman and Signalman.

The Trainman must be careful to ascertain the name of the signal box with which he has established telephonic communication, and that it is the box from which he requires to obtain instructions.

1. Trainman to Signalman. To intimate that train has been brought to a stand owing to the signal being at Danger.	**To communicate as follows:—** †.....train waiting at ‡.....Signal on.....Line. † Full description to be given. ‡ Name or number of signal and name of line on which train is standing to be given.
2. Signalman to Trainman. If train to be held at signal.	**To communicate as follows:—** Stop till signal clears. (If after waiting 5 minutes, or other prescribed period, signal does not clear, Trainman must again communicate with the Signalman).
If signal is defective or cannot be lowered and train **must not** proceed.	Wait at telephone for further instructions. (Trainman must communicate with Signalman at intervals of not more than 5 minutes, or other prescribed period, unless otherwise instructed).

GENERAL APPENDIX—continued.

If signal is defective or cannot be lowered, but train **may** proceed.

Applicable at signal controlled from a Signal Box.
Pass*.....Signal at Danger and proceed cautiously to.....(Name point to which train can proceed).

Applicable at Automatic Signal or Semi-automatic Signal working Automatically.
Pass*.....Signal at Danger and proceed cautiously.
* Name or number of signal to be given.

3. The Trainman and Signalman must not terminate a conversation until they are sure that a clear understanding has been reached.

4. If a Trainman cannot establish communication with the Signalman, the Driver must, unless Instructions to the contrary are exhibited in the telephone box, send his Fireman to the signal box from which the signal is controlled in order to receive the Signalman's instructions. (This clause is not applicable at Automatic or Semi-automatic Stop Signals).

PAGE 83.

INSERT:—

DEFECTIVE SIGNALS AND POINTS.

If it is found that any signals or points do not respond to the working of the controlling lever, or that it is not possible to correctly set up a route, the Signalman must first replace the levers and operate them again, provided it is safe for him to do so; if this is not successful it is probable that the cause is due to some hold up in the mechanism, such as a stone in the points or other obstruction in the wire or rodding. The Signalman should then endeavour to locate the fault and, if possible, remove the obstruction.

If the Signalman is unable to leave his box for the purpose of tracing the fault he should obtain assistance from a member of the station or yard staff.

Should the Signalman be unable to trace or remove the obstruction he must send for the Lineman.

No attempt should be made by the Signalman to interfere in any way with electrical signalling apparatus.

DETONATORS.

ADD to final paragraph:—

1951/52 White.	1954/55 Red.	1957/58 Yellow.
1952/53 Black.	1955/56 Green.	1958/59 Blue.
1953/54 Brown.	1956/57 Grey.	1959/60 White.

PAGE 84.

SIGNALLING OF BALLAST TRAINS.

CANCEL existing instructions.

Engineer's trains must be classified in accordance with the standard codes—see page 60.

OFFICER'S SPECIALS.

The "Is Line Clear" bell codes for an Officers' Special are amended as under:—

Officers' Special train not requiring to stop in section	4 consecutively.
Officers' Special train requiring to stop in section	2 - 2 - 3.

PAGE 86.

INSERT (after notice headed "Junctions and Other Diverging Points. Movements of points when train is approaching"):—

WORKING OF FIXED SIGNALS AT DIVERGING POINTS.

In the event of it being necessary for a passenger train, or other train composed of coaching stock, or a Class "C" or "D" train to be run from one line to another through a junction over which it is necessary that speed should be reduced and such route is not the regular booked route for the train to travel, the Junction Stop signal must not be lowered until the train is close to such signal and the Signalman must, where practicable, satisfy himself that the speed of the train has been suitably reduced.

Where there is a stop signal worked from the same Signal Box on diverging line ahead of the junction, such signal should not be lowered until the Junction Stop signal is lowered and then only in accordance with the Block Regulations.

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS.

DELETE existing instructions headed as above and **INSERT:—**

(a) In cases where:—

(i) An outlet signal is provided to control movements from a siding to a running line, and

(ii) a shunting signal is provided to control set-back movements,

Drivers must regard such signals as controlling the movement, although the engine may be standing on the wrong side of the signal, and must not move their engines until they are satisfied the signal is off. Where, however, the Driver cannot see the signal and the movement is accompanied by a Shunter, the latter must advise the Driver when the signal is lowered.

If for any reason the signal cannot be lowered, the Shunter or person in charge will be responsible for ascertaining from the Signalman that it is in order for the movement to be made and for satisfying himself that the points are in the proper position. In the case of a light engine unaccompanied by a Shunter, this duty must be carried out by the Fireman.

(b) On platform lines or other running lines when an engine is ahead of the signal controlling the starting of trains owing to the length of the train, a Driver must regard that signal as controlling his movement. When the Driver cannot see such signal, or back indication where provided, or the signal cannot be lowered owing to the engine occupying a track circuit or other apparatus which prevents the signal being lowered, the Driver must not proceed until he receives a green handsignal from the Signalman or verbal intimation to do so from the person acting under the instructions of the Signalman. The Driver must not be authorised to proceed until it has been ascertained that any points concerned have been correctly set.

GENERAL APPENDIX—continued.

In cases, however, where Absolute Block Working is **not** in operation and the signal has been lowered to enable the train to draw forward for station duties the signal must be placed at Danger in accordance with Rule 68(a) (ii) and (iii). In such circumstances the signal must not be regarded as controlling the further movement of the train. If it is necessary for the Signalman to allow a conflicting movement to take place ahead of the standing train he must not do so until the Driver of such train has been advised of what is about to be done. After the conflicting movement has been completed, and when the train is ready to continue its journey, the Driver must not proceed until he has received a verbal intimation to do so, from the Signalman or the person acting under the Signalman's instructions, in addition to the Guard's "right-away" signal.

(c) When the fixed signals referred to in clauses (a) and (b) lead to more than one running line, the Driver should satisfy himself by observation which line he is travelling over, but the person in charge of the movement mentioned in clause (a) or the Signalman or person acting under his instructions as mentioned in clause (b) must, whenever practicable, also inform the Driver over which line he is about to travel.

PAGE 87.

INSERT:—

WORKING OF CRANES IN CONNECTION WITH MISHAPS OR ENGINEERING OPERATIONS—PROTECTION OF TRAINS ON ADJOINING LINES.

Where a crane is being used in connection with mishaps or engineering operations and it is necessary for trains to travel over any line which may be fouled by the movement of the crane, the following precautions must be taken:—

(i) A District Inspector (or other responsible member of the Operating Department Staff) must be in attendance and no line must be fouled by the operation of the crane until his permission has been given. He must keep in touch with the Signalman or Signalmen concerned so as to obtain accurate information as to the running of trains. Where necessary a portable telephone in communication with the signal box or boxes concerned must be provided.

(ii) No train must be allowed to pass the site where the crane is working without the permission of the Operating Department District Inspector, who must not give his permission until (a) the person in charge of the crane has ensured that it is clear of the line on which the train will run and no further movement of the crane will be made, and (b) the hook and lifting beam (where used) is secured to prevent movement.

(iii) After a train has passed the site of the work the crane may re-commence operations as soon as the Operating Department District Inspector has ascertained that there is a suitable interval for work to proceed and after the protective arrangements shown in clause (iv) have been carried out.

(iv) When the site at which the crane is working is not within the protection of the fixed signals of the line on which trains require to run, Handsignalmen must be appointed in accordance with Rule 217. When the Handsignalmen have taken up their positions, a train may be allowed to enter the section, but the Handsignalman at the site of the work must continue to exhibit a Danger signal until the Operating Department District Inspector authorises the train to proceed.

If the site at which the crane is working is within the protection of the Home signal of the line on which trains require to run, such line must not be fouled within the authorised clearing point by the crane until the signal **Blocking Back Inside Home Signal** has been sent to the signal box in rear and acknowledged. Where block instruments are not provided, the **Blocking Back** (2-4) signal must be sent by bell or telephone and the Signalman at the box in the rear must place a lever collar on the lever of the signal controlling the entrance to the section and must not acknowledge the **Blocking Back** signal until this has been done.

In the case of an Intermediate Block Home signal controlled from the signal box in the rear, if the site where the crane is working is within the clearing point of such signal, the Operating Department District Inspector must request the Signalman at the box in rear to place a lever collar on the lever controlling the Intermediate Block Home signal and also on the lever of the signal controlling the entrance to the Intermediate Block section until the conditions in clause (ii) are carried out. Where the site at which the crane is working is ahead of the clearing point of the Intermediate Block Home signal, Handsignalmen must be appointed in accordance with Rule 217. If, however, the Handsignalman when going out to protect an obstruction should arrive at an Intermediate Block Home signal before he has reached the distance of 1 mile, he must make use of the telephone provided, and request the Signalman to maintain the Intermediate Block Home signal at Danger until the Handsignalman has informed him that the obstruction has been removed, and that the line is clear and safe for the passage of trains. Under these circumstances the Handsignalman must remain at the Intermediate Block Home signal, place on the rail 3 detonators, 10 yards apart, and exhibit a hand Danger signal, until the Operating Department District Inspector authorises the train to proceed. Should the telephone at the Intermediate Block Home signal have failed, the Handsignalman must proceed for the prescribed distance in accordance with Rule 217.

At places where automatic signalling is in operation a Handsignalman must be stationed at the automatic Stop signal in rear of the site of the crane working, and wherever possible this signal must be placed and maintained at Danger, in which case a distant Handsignalman will not be required. If it is not possible for the signal to be kept at Danger, a distant Handsignalman must be appointed in accordance with Rule 217. On the arrival of a train at such signal, the Handsignalman must advise the Operating Department District Inspector, who, after ensuring that the line is clear in accordance with paragraph (ii), may instruct the Handsignalman to authorise the train to proceed.

PAGE 89.

INSERT (to follow "Accidents arising from opening of carriage doors"):—

LIMITED CLEARANCES—WARNING TO STAFF.

The attention of the staff is directed towards the need for exercising care when working at places where there is a restricted clearance between the running line or siding and adjacent structures, or between running lines and/or sidings.

This applies to Footplate Staff and Guards as well as to staff working on the ground.

At certain places the limited clearance may be indicated by a Red and White chequered board bearing the words "WARNING—LIMITED CLEARANCE".

PAGES 90-92.

ADVICE TO PASSENGERS OF DELAYS TO PASSENGER TRAINS AND PROVISION OF REFRESHMENTS.

DELETE existing entry and **INSERT:—**

1.

The Station Master or other person in charge of the working at a place where a passenger train is delayed, or is likely to be delayed 10 minutes or more, must at once notify the District Control Office and carry out existing special instructions for advising late running of trains. If the place at which the delay occurs, or is likely to occur, is not connected by telephone to a District Control Office, and the train reporting arrangements do not cover the particular circumstances, information must be sent by the best means available to the stations in the vicinity which would be affected, and to the principal stations on the direct line of route.

GENERAL APPENDIX—continued.

The District Control Office upon receiving advice of delays to passenger trains must advise the stations affected within the Control area if they are not already covered by the train reporting arrangements and also notify the appropriate Regional Headquarters of the circumstances which in turn must suitably advise other District Control Offices and other Regional Headquarters Offices affected.

If a station has not received prior advice of late running and a train is more than 10 minutes overdue, the Station Master or other person in charge must make immediate enquiries by the best means available to ascertain the likely extent of the delay.

As far as possible, Station Masters at starting points of trains and at intermediate points should advise passengers by the most effective means of any exceptional delay which it is definitely known will arise from any extensive engineering works, diversions or other causes on the route to be traversed.

2.

Immediately it is known that a train is running behind time to an extent likely to cause inconvenience, an advice of the probable delay must be given to passengers by Enquiry Office staffs, by Booking Clerks when issuing tickets, by blackboards or other methods of displaying notices and verbally to passengers on platforms and in waiting and refreshment rooms. Full use should be made of the loudspeakers where this equipment is available.

When the passenger service is entirely suspended, intending passengers for destinations within or beyond the area affected by the suspension must be informed that if they proceed with their journey they do so at their own risk. They must be also informed of any alternative routes available. Passengers who are already on their journey must be dealt with in accordance with the following paragraphs.

In the case of disturbance of suburban and residential passenger services, particularly during the peak periods, Station Masters must be in attendance on the platform and advise passengers verbally of the circumstances.

3.

For the purpose of advising passengers of train delays caused by mishaps or failures, printed skeleton double-royal notices have been supplied to stations; these must be kept in readiness to be filled in and prominently displayed as soon as it is known that delays will be caused by mishap or failure. The notice (A) is worded as follows:—

(A)

IMPORTANT NOTICE.

British Railways regret that owing to an interruption of normal services at.....trains are subject to cancellation and delay.

Every effort is being made to restore normal services and to minimise inconvenience to passengers.

Particulars of train alterations must be displayed on an adjoining blackboard.

4.

Intending passengers and passengers in trains detained at stations should be given information as to the probable extent of the delay and should be informed of any alternative rail or road services available or specially provided, so that they may have the opportunity of proceeding to their destinations by these means. Passengers deciding to take advantage of alternative services should be directed to them.

Where arrangements have been made for rail tickets or vouchers to be available by alternative road or rail services whether normal or specially arranged, the double-royal notice (B) worded as shown in the following illustration, must be used instead of notice (A). Details of the alternative services must be inserted in the space provided and particulars of train alterations must be exhibited.

(B)

IMPORTANT NOTICE.

British Railways regret that owing to an interruption of normal services at.....trains are subject to cancellation and delay. Arrangements have been made for passengers to proceed to their destinations by the following alternative services:—

All descriptions of railway tickets will be available by these alternative services.

Every effort is being made to restore normal services and to minimise inconvenience to passengers.

These notices (A or B) must remain exhibited until it has been ascertained that the working is about to become normal, when they should be cancelled by a notice (C), worded as shown below, placed obliquely across the warning notice (A or B):—

C)

NORMAL TRAIN SERVICE RESTORED FROM:—

A record must be kept at each station of the time during which the notices are displayed.

5.

Passengers in trains unavoidably held between stations must be advised by:—

(a) Train Attendant where provided, suitably instructed by the Guard.

(b) Guard, when he can do so without delaying any protective measures which may be necessary.

(c) Any other member of the train staff (Traffic or Hotels), to whom the guard must give the necessary instructions.

If there is no other member of the staff available on the train, the Guard, after taking the protective steps required by the Rules, must advise passengers of the circumstances at the first opportunity.

GENERAL APPENDIX—continued.

6.
When it is necessary for trains to be diverted from their normal route, causing the journey time to be unduly extended, the Station Master at the last stopping place before the point of diversion will be responsible for arranging for the passengers in the train to be advised, providing this can be done without causing undue delay. When possible the advice should be given by the train staff.

7.
When prolonged delay is inevitable, trains must be held at stations rather than at intermediate signal-boxes, so that passengers may be afforded the opportunity of using the station lavatory accommodation or obtaining refreshments.

8.
At stations where refreshment facilities are available, Station Masters must, during the hours when the Refreshment Rooms are normally open, advise the staff immediately it is known that trains are likely to be more than 45 minutes late in order that arrangements can be made to serve waiting passengers and those on the trains which have been delayed. This is particularly desirable at stations where platform refreshment trolleys are available, so that refreshments and hot beverages may be in readiness. In the event of a train which would normally reach a station before the Refreshment Room closes for the night, being 45 minutes or more late, the Station Masters must advise the Refreshment Room Management in order that where it is practicable, arrangements may be made for them to remain open until the train has arrived and passengers desiring refreshments have been served. Wherever practicable, passengers should be advised by the quickest means, the facilities which have been provided for their convenience.

9.
When an accident occurs, arrangements must be made for supplies of refreshments and hot beverages to be made available as quickly as possible.

Station Masters at stations where there are Refreshment Rooms should make arrangements immediately with the Refreshment Room Management to cover the contingency of accidents arising during the hours the Refreshment Rooms are closed. District Operating Officers should make similar arrangements of a general character with the Refreshment Room Management so that accidents or emergencies at other points can be covered.

As a general rule, the supply of refreshments (including restoratives) without charge should be confined to passengers involved in accidents, but Station Masters or other persons in charge may exercise their discretion in the case of delays of an exceptional character.

10.
The Station Master or other member of the staff in charge of operations at the scene of an accident must see that passengers intending to continue to their destination are fully informed of the arrangements that are being made for their comfort and conveyance. The earliest possible announcement must be made, and if it is not practicable to give definite information, passengers must be informed that they will be notified as soon as final arrangements have been made.

In the event of passengers involved in an accident being sent forward to their destination stations at times when connecting trains and other transport services are not available, emergency arrangements must be made for the reception of the passengers. Where practicable, steps should be taken as under:—

(i) Telephone the local Omnibus Company to arrange an emergency service to convey passengers from the railway station to their homes.

(ii) Telephone local garage proprietors to ask that taxis be made available.

(iii) In such circumstances, road conveyance should be provided without charge to the passengers.

Where passengers must of necessity spend an appreciable time on the railway station premises, the best possible arrangements must be made for their comfort.

11.
In the case of a serious accident to a passenger train, as soon as the safety of the line has been provided for and all the necessary emergency arrangements have been made, all reasonable assistance must be given to passengers for the despatch of telegrams to relatives, etc., without charge. Such telegrams which must be brief and must be written on free postal telegraph forms, should be certified by or on behalf of the Station Master.

Should the accident occur at a point where there are no regular means of disposing of telegrams to the Post Office, telegrams from passengers should be passed forward by messenger (or over railway wires if this can be done without detriment to railway emergency requirements) to the most convenient point at which they can be handed over to the Post Office. At the point of transmission to the Post Office, the messages must be affixed to free postal telegraph forms and handed over to the postal Telegraph Office by the most expeditious means.

These instructions do not apply to telegrams to newspapers or news agencies.

12.
Station Masters, Passenger Agents, and other officials must satisfy themselves that the members of their staffs who come in contact wtih the public appreciate the importance of the duties prescribed to them and that they keep themselves acquainted with the running of trains so as to be in a position to answer public enquiries promptly and correctly.

13.
All employees should ensure that the highest standard of tact, courtesy, and helpfulness is maintained on the occasion of any emergency.

PAGE 92.

WAGONS CONTAINING L.N.E.R. COMPANY'S FUEL.

DELETE the instructions under the above heading.

INSERT:—

WAGONS CONTAINING FUEL FOR RAILWAY, DOCKS AND HOTEL USE STOPPED FOR REPAIRS.

When wagons containing coal, coke, briquettes or ovoids for use of British Railways, Docks and Inland Waterways, Hotels or Catering Services are stopped for repairs, transhipment or any other reason, the sending and receiving stations must be advised, and, in addition, and advice must be sent to the Regional Coal Supplies Officers of the Region in which the wagon is stopped and the destination Region. The addresses of the Regional Coal Supplies Officers are:—

Eastern Region—Doncaster.
North Eastern Region—Doncaster.
Scottish Region—Glasgow.
London Midland Region—Derby.
Southern Region—Waterloo Station, London.
Western Region—Swindon.

GENERAL APPENDIX—continued.

PAGES 93 AND 94.

CHARGES TO BE MADE FOR THE BREAKAGE OF CARRIAGE WINDOWS, MIRRORS, GLASS GLOBES, ETC., BY PASSENGERS.

DELETE the charges shown for damage to stock and substitute the following:—

	£	s.	d.
Droplights—			
Framed, not exceeding 2 ft. 6 in.		18	0
Unframed, not exceeding 2 ft. 6 in.	1	9	0
Unframed, exceeding 2 ft. 6 in.	3	16	0
Doorlights, Saloon, Restaurant or Buffet Cars	1	5	0
Fixed Side Windows in doors or bodyside—			
Not exceeding 1 ft. 6 in. wide	1	6	0
Between 1 ft. 6 in. and not exceeding 2 ft. 6 in. wide	1	13	0
Exceeding 2 ft. 6 in. wide	2	14	0
Curved Windows—gangway ends and Vestibule stock	1	12	0
Windows at end of Brake Vans	1	0	0
Toplights and Fanlights		13	0
Sliding Shutters and Ventilator Glasses		9	0
Guards' Projection Lights		10	0
Clerestory Glass		16	0
Mirrors		10	0
In bakelite frame, both broken		13	0
Glass—			
Photograph and advertising		5	0
In bakelite frame, both broken		7	0
Frames—			
Bakelite		6	0
Electric Light Fittings—			
Fittings		9	0
Fuses above corridor sliding doors		4	0
Switches, compartments and corridors		5	0
Globes		7	0
Shades		5	0
Lamps		4	0
Gas Fittings—			
Glass Globes		7	0
Steam Rail Cars—			
Droplights—			
Unframed	2	11	0
Sliding Door Lights	1	3	0
Side Windows—			
Fixed	1	10	0
Inside Partition Windows—			
Not exceeding 2 ft. 6 in. wide	1	0	0
Exceeding 2 ft. 6 in. wide	1	7	0
Fanlights		13	0
End Windows	1	5	0
Pullman Cars—			
Doors lights	3	4	0
Side lights	2	13	0
Sliding lights		17	0
End lights	1	13	0
Pantry lights		14	0
Mirrors—Lavatory	1	19	0
Electric Carriage Stock—			
Droplights	1	6	0
Sliding door lights	1	8	0
*Drivers' and Articulated Door lights	1	0	0
*Luggage Door lights		17	0
Side Windows	2	19	0
*Drivers' Side Fixed lights		13	0
Fanlight		4	0
Inside Partition Windows	1	4	0
*Inter-Saloon Door lights		16	0
End Windows	1	18	0
*Casement light	1	16	0
*Switch Box lights		10	0
Destination Glass		18	0
*Windscreen Glass		15	0
Bullseye and Tail Lamp Glasses		13	0
Clerestory Glass		15	0
*Spare Fuse Box Glass		7	0
Mirrors		18	0
Glass—			
Photograph, Advertising and Route Diagram		11	0
Electric Light Fittings—			
Shade		4	0
Lamp		4	0

Note—Entries marked * applicable only to Tyneside stock.

GENERAL APPENDIX—continued.

PAGE 94.

TRAINS BECOMING DIVIDED.

AMEND third paragraph to read:—

"Any broken coupling or drawgear found on the line should be handed over at once to the nearest Station Master, who must forward it, booked through Parcels Department, with a report, to the local District Carriage and Wagon Foreman".

PAGE 96.

INSERT after Instruction headed "Rerailing of Bogie Vehicles":—

BREAKDOWN CRANES.

Cranes, whether capable of moving under their own power or not, must not be moved, when on running lines the gradient of which is 1 in 150 or steeper, unless coupled to a locomotive.

With either class of crane, the locomotive should, in all cases where no serious inconvenience to the operation would result, be placed below, rather than above the crane, i.e., the locomotive should stand lower on the gradient than the crane.

Where cranes are working on a gradient steeper than 1 in 260, a baulk of timber must in every case be fixed across the line and secured to the rails by means of chains at the lowest point on the gradient to which the crane, or the locomotive attached to the crane, may be required to travel, unless the locomotive is at the lower level.

PAGE 97.

EXPLOSIVES, INFLAMMABLE LIQUIDS, DANGEROUS CHEMICALS, COMBUSTIBLE MATERIALS, ETC.—FIRES OR ACCIDENTS.

INSERT after instruction headed "Acids and Corrosive Liquids":—

Phosphorous.

White or Yellow Phosphorous is poisonous and is spontaneously inflammable when exposed to air. Tank wagons and large receptacles bear warning notices indicating steps to be taken in the event of fire. The fire should be approached from the windward side and can be controlled with water (at low pressure to avoid spattering), but the phosphorous will inflame again if not kept wetted; alternatively, it can be controlled by smothering with earth or sand, preferably damp or wet.

PAGE 99.

LINESIDE FIRES.

DETECTION AND EXTINGUISHING OF FIRES ON THE LINE SIDE.

DELETE last two paragraphs and **INSERT**:-

Station Masters, Permanent Way Inspectors and Gangers must report the circumstances as quickly as possible. Lineside fires known to be caused, alleged, or suspected of being caused, by a spark or sparks from locomotives must be reported on Form E.266 in all cases where damage is done to property other than that of the British Railways. All other fires must be reported on the forms provided in accordance with the instructions contained in Chief General Manager's Circular No. S.21, dated 1st February, 1946.

Information supplied by the Forestry Commission, showing the danger zones in the North Eastern Region where the risk of fire appears greatest is shown in the Sectional Appendices, but, as all points of contact between Forest and Railway are dangerous, it must not be understood that danger does not exist in places other than those specified.

PAGE 100.

SIGNALMEN—SUPERVISION AND DUTIES.

The first paragraph is cancelled. Rule 17, clause (v) is applicable, and further instructions have been issued to each Station Master as necessary.

PAGE 101.

ACKNOWLEDGEMENT BY EMPLOYEES ON PERMANENT WAY OF TRAINMEN'S WARNING SIGNALS.

DELETE. (Rule 127 (vi) applies.)

UNAUTHORISED PERSONS IN GUARDS' VANS.

DELETE. (Rule 130 (iii) applies.)

PAGE 104.

MOVEMENT OF RAIL VEHICLES BY ROAD MOTOR VEHICLES.

DELETE. (Rule 110 (c) applies.)

DOGS—CONVEYANCE BY PASSENGER TRAIN.

INSERT additional paragraphs:—

War Dogs accompanied by Escorts. Except when requiring conveyance by "Push and Pull" trains, Army and R.A.F. War Dogs must not be allowed into the passenger compartments but must be securely muzzled and travel in the Guard's Van with the escort, who will be required to sign the usual indemnity.

When war dogs travel by "Push and Pull" trains on which no Guard is employed, they must be securely muzzled and travel with the escort in the passenger portion of the units, care being taken to ensure that there is no interference with the comfort of passengers and that the dogs do not sit on the seats.

GENERAL APPENDIX—continued.

FREEZING MIXTURES CONVEYED BY PASSENGER TRAIN.

Page 105.

INSERT Additional Instruction:—

4. Not more than 12 cartons to be conveyed in any one van in any particular train.

PAGES 108 and 109.

BREAKDOWN OF WAGONS UNDER LOAD OR STOPPAGE DUE TO LOAD UNSAFE TO TRAVEL. PROCEDURE AS TO ADVISING AND TRANSHIPMENT, ETC., WHEN LOADED WAGONS ARE STOPPED IN TRANSIT OWING TO MECHANICAL OR LOADING DEFECTS.

The responsibility for goods traffic loading matters having passed to the Commercial Department, the words "District Commercial Officer" to be substituted for "District Superintendent" in paragraphs numbered 3, 4, 5 and 8.

The following additions to be made to paragraphs 1 and 3 of the instructions under the above heading:—

Paragraph 1.

The Continental Traffic Manager, Liverpool Street, must also be advised by telegram addressed to EASTDAY 5 LIV ST of all breakdowns affecting Train Ferry Wagons, whether loaded or empty, travelling to and from Harwich (Parkeston Quay) or Dover.

Paragraph 3.

Form B.795 must be issued to Harwich (Parkeston Quay) or Dover, as the case may be, as the sending or destination station according to whether the wagon is inward or outward bound.

PAGES 110 and 111.

CONVEYANCE OF PRIVATELY OWNED ENGINES RUNNING ON THEIR OWN WHEELS.

DELETE existing instructions and **INSERT:—**

REGULATIONS IN REGARD TO THE ACCEPTANCE AND CONVEYANCE OF PRIVATELY-OWNED LOCOMOTIVES AND TRAVELLING CRANES RUNNING ON THEIR OWN WHEELS.

The following regulations must be observed by all concerned in the conveyance of this traffic. It should be understood that in these instructions the term privately-owned locomotives embraces privately-owned travelling cranes on their own wheels.

1. EXAMINATION.

(a) On receipt of the application, the Goods Agent or Station Master who deals with the Senders in regard to the transit of locomotives must communicate with his appropriate District Officer, who will arrange for an examination to be made by the District Motive Power Superintendent: as much time as possible must be allowed for this examination. It must be clearly notified whether the locomotive is to be worked "dead" or under its own power.

(b) The District Motive Power Superintendent will arrange for the necessary examination to be carried out, and as soon as this is completed, for an advice by telephone or telegram to be given to the appropriate District Officer as to whether the locomotive is fit or unfit to travel on its own wheels. After the examination has been carried out, a report form—Diagram and Certificate of Examination of Privately-owned Locomotives running on own wheels (B.R. 87262)—is to be filled in by the examiner and countersigned by a responsible member of the District Motive Power Superintendent and sent to the appropriate District Officer.

(c) Before a steam locomotive is allowed to run under its own power, the Goods Agent or Station Master must inform the sender or owner that the examination made by the Railways does not include the firebox and boiler.

(d) Before a locomotive is allowed to run "dead" the coupling rods, connecting rods and valve rods, and eccentric straps where fitted, should be removed, the pistons secured to prevent movement and, if the material removed is of a suitable size to be conveyed on the locomotive, it must, in turn, be properly secured, otherwise it will be necessary for a wagon to be attached to carry this material.

2. SPECIFICATION.

Privately-owned locomotives must comply with the following:—

(i) The minimum clearance above rail level of any part of the locomotive, either between the wheels or outside the wheels, must not be less than the measurements shown in the table below, confined to a width of 3 ft. 6 in. on either side of the centre of track, except that the clearance may be down to rail level over a width of 2⅞ ins. on either side of centre of each rail, as shown in sketch depicted on the Diagram and Certificate of Examination. Any excess over this width of 3 ft. 6 in. to be within the loading gauges of the lines over which the locomotive is required to travel.

Minimum Underclearance.	Between
Six inches	... Centre line of track and 1 ft. 4 in. either side.
Five inches...	... 1 ft. 4 in. and 2 ft. 1⅝ in. either side.
Four inches	... 2 ft. 1⅝ in. and 2 ft. 2¾ in. either side.
Six inches	... 2 ft. 8½ in. and 3 ft. 6 in. either side.

GENERAL APPENDIX—continued.

Exceptions.

Loftus and Whitby Line (N.E. Region).

Nine inches ... ... 2 ft. 8½ in. and 3 ft. 6 in. either side.

Manchester & Bury Line and Tottington Branch (L.M. Region).

Six inches ... ... 2 ft. 8½ in. and 3 ft. 2 in. either side.

Ten inches ... ... 3 ft. 2 in. and 3 ft. 6 in. either side.

(ii) The height of centre of buffers above rails should not be more than 3 ft. 6 in. nor less than 3 ft. 4 In. unless the examiner considers the buffer faces are sufficiently large to prevent locking.

"Dead" buffered locomotives may be accepted for conveyance over all Regions; such locomotives must be marshalled between spring-buffered vehicles.

The height of the centre of drawgear above rail should be not more than 3 ft. 6 in. nor less than 3 ft. 2 in.

(iii) The diameter of the wheels forming the rigid wheelbase should not be less than 2 ft. 6 in. in the case of a two-wheel or a four-wheel bogie in addition to at least four coupled wheels, the minimum diameter allowed for bogie wheels to be 2 feet.

(iv) The minimum thicknesses of tyres to be as shown below:—

For axle loads under 15 tons ... ... 1¼ in. on tread.

For axle loads 15 tons and under 18 tons ... 1⅜ in. on tread.

For axle loads 18 tons and above ... ... 1½ in. on tread.

In the case of axle loads under 10 tons, and the tyres formed solid with the rims of the wheels, the minimum thickness on the tread may be 1 inch.

Axle loads should be supplied by the Owner; if details are not available, an estimate is to be made by the examiner.

(v) The rigid wheelbase of any privately-owned locomotive to be conveyed by Freight train to be not less than 5 feet.

(vi) A privately-owned locomotive having a wheelbase not less than 4 ft. 9 in. may be run light under own power or hauled by special engine. If the rigid wheelbase is less than 4 ft. 9 in. the locomotive must be loaded up.

(vii) Steam locomotives without ashpans must not be allowed to run in steam.

3. ACCEPTANCE AND CONVEYANCE.

(a) **Locomotive within Gauge and Axle weights not excessive.** The appropriate District Officer, on receipt of Diagram and Certificate of Examination (B.R. 87262) satisfactorily completed in all respects and being satisfied, through prescribed Regional channels, that the locomotive is suitable from a loading gauge aspect and axle load requirements to travel to its destination, must make the necessary arrangements for despatch through the Operating Department, advising Goods Agent or Station Master accordingly.

In cases of interchange between Regions, the appropriate District Officer must make the necessary arrangements for the acceptance of the locomotive with the other Regions concerned, through the prescribed Regional channels.

(b) **Locomotive Out-of-Gauge and/or Axle Weights Excessive.** Should a locomotive not conform in all respects with the loading gauge and axle weight requirements, or present any other features not herein provided for, the procedure in respect of out-of-gauge loads must be followed, and before the locomotive is allowed to go forward, agreements must be obtained from all concerned in the throughout transit, through the prescribed Regional channels.

(c) **General.** Privately-owned locomotives must not be allowed to work **under their own power** over the lines maintained by the Railway Executive without at least one axle load of 10 tons or over unless specially authorised by the appropriate Regional Headquarters.

Any number of privately-owned locomotives **"dead"** on own wheels may be conveyed by one freight train up to the loading capacity available, provided axle weights produced are not excessive, having regard to the route to be travelled, and that instructions are complied with respecting clearances, etc., as shown on the Diagram and Certificate of Examination of Privately-owned Locomotives running on own wheels (B.R. 87262). All other cases must be referred to the Civil Engineer for consideration.

A Privately-owned locomotive "dead" on its own wheels must not travel at a speed exceeding 25 m.p.h. at any point, and must stop for examination purposes at least once every 25 miles.

A locomotive weighing 30 tons and over must be marshalled next the train engine, and if more than one such locomotive is attached to a train they must be separated by at least two ordinary wagons (more if the Engineer requires them).

A locomotive weighing below 30 tons must be marshalled next within the rear brake but not more than three such locomotives are to be grouped together; or if required by the Civil Engineer they must be separated by a stipulated number of ordinary wagons.

4. ACCOMPANYING AND INDEMNITY.

(a) Each privately-owned locomotive forwarded "dead" must be accompanied by a competent caretaker, and in case such a man is not provided by the sender or owner, arrangements must be made by the appropriate District Officer with the District Motive Power Superintendent to provide a Fireman or other competent person to travel on the footplate.

The person in charge of the locomotive, whether provided by the owner or the Railways, must travel on the footplate of the locomotive and not in any other part of the train. If the destination is on another Region, the Railway caretaker will travel to the junction at which transfer is to be effected, unless otherwise arranged, and the appropriate District Officer must arrange in advance with the other Regions concerned to provide caretakers over their respective Regions. In every case possible, the caretaker should be provided by the sender or owner. (See (c) below regarding Indemnity.)

(b) Each Privately-owned locomotive forwarded **under its own power** must be accompanied by a Railway Driver and Fireman provided by the District Motive Power Superintendent to take charge through to destination, or if for another Region, to the junction at which it will be transferred, unless otherwise arranged. A competent man provided by senders or owners must accompany each locomotive forwarded under its own power and travel on the footplate. (See (c) below regarding Indemnity).

(c) Indemnity Form (R.C.H. 60040), properly completed, must be obtained in respect of all journeys of locomotives travelling under own power and also caretakers in charge of locomotives travelling under own power or "dead".

(d) A sender's or owner's man travelling with a locomotive must have a pass issued to him throughout to destination this must be obtained from the appropriate District Officer by the most expeditious manner. On the return journey the man must pay his fare.

20

SECTIONAL APPENDIX

CONTENTS

PAGE ii

DELETE:—

Engine Whistles ... ... Table Z ... ... Pages 257—332
(Separate publication headed "CODES OF ENGINE WHISTLES, dated 27th April, 1952, now applies.)

PAGES iii—v

LIST OF LINES AND NUMBER ALLOCATED THERETO.

From	To	Line No.
INSERT:—		
Shaftholme Junction	Knottingley (excluding Knottingley)	1A
DELETE:—		
Upton & North Elmsall (Wrangbrook)	Hickleton & Thurnscoe	12
INSERT:—		
Upton & North Elmsall (Wrangbrook)	Moorhouse & South Elmsall	12
DELETE:—		
Leeds (Wortley Junction L.N.E.R.)	Northallerton (Station and Boroughbridge Road) via Arthington and Sinderby, including Wortley to Geldard, Panal Junction to Bilton, via Starbeck.	20
INSERT:—		
Headingley (Cardigan Road)	Northallerton (Station and Boroughbridge Road), via Arthington and Sinderby, including Starbeck North to Bilton.	20
DELETE:—		
Knaresborough (Goods)	Pilmoor North	29
INSERT:—		
Knaresborough (Goods)	Brafferton	29
DELETE:—		
Pickering (Mill Lane)	Pilmoor South (North and South Curves) ...	34
INSERT:—		
Kirbymoorside	Pilmoor South (North and South Curves) ...	34
DELETE:—		
Pickering (Mill Lane)	Seamer West	35
INSERT:—		
Pickering (Mill Lane)	Thornton Dale	35
DELETE:—		
Darlington (Hopetown)	Penrith (Eden Valley Junction) including Merrybent Branch, Forcett Branch.	49
INSERT:—		
Darlington (Hopetown)	Penrith (Eden Valley Junction) including Forcett Branch.	49
DELETE:—		
Murton	Durham Elvet	65
INSERT:—		
Murton	Sherburn North	65
DELETE:—		
Hexham (Border Counties)	Allendale	75
Alnmouth	Coldstream	83
Tweedmouth North	Kelso...	84
Morpeth (Station)	Morpeth (Wansbeck)	85
INSERT:—		
Alnmouth	Alnwick	83
Coldstream	Wooler	83A
Tweedmouth North	Carham	84
Morpeth (Station)	Reedsmouth Junction	85
Scotsgap	Rothbury	86
Hexham (Border Counties)	Riccarton South Junction...	87

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INDEX TO GENERAL INSTRUCTIONS

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Aerodromes in vicinity of Railways—Safety Arrangements 3

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Draw-ahead Signals in Semaphore Areas 4

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INSERT:—

Engine and Engine and Brake Vans coupled together 15

SECTIONAL APPENDIX—continued.

INDEX TO GENERAL INSTRUCTIONS—continued.

L

INSERT:—

Lines Equipped for Passenger Train Working over which there is no Booked Passenger Train Service 2

P

INSERT:—

Propelling of loaded passenger trains into bay platforms 3

R

INSERT:—

Regulations for Working on Single Lines by Train Staff and Ticket—Use of Metal Tickets, etc. 3

S

INSERT:—

Semaphore Areas—Draw-ahead Signals 4

PAGES 2 AND 3.

RULE 55. DETENTION OF TRAINS ON RUNNING LINES.

DELETE existing instructions and **INSERT:—**

Referring to Rule 55. The following additional instructions apply:—

Lines normally used by Freight etc., trains only and worked under Permissive Block, Telegraph Bell or "No Block" Regulations. Rule 55, Notes 6 (ii), (iii) and (viii).

Where a Fireman's call plunger or a telephone is provided at signals on Goods lines and Goods Loops, the provisions of Note 6 (viii) must be complied with at all times.

If in case of accident or other special circumstances Passenger trains are run over lines not normally used by such trains, and an intimation of such working does not appear in the Weekly Printed Programme of Permanent Way Operations, etc., the Signalman at the diverting point must stop all trains during the time Absolute Block Working is being maintained, advise the trainmen of the circumstances and instruct them that the provisions of Rule 55 must be carried out.

Electrified Areas. It will not be necessary for the Guard, Shunter or Fireman to go to the Signal Box to carry out Rule 55 when detained at running signals on the North and South Tyneside Electrified Areas, but where such signals are fitted with "D" signs to indicate that a telephone or ringing key is provided, use must be made of these appliances by the Guard, Shunter or Fireman, as the case may be, or where provision of a small platform for the purpose is made, by the Driver of an Electric train. Should, however, a train be detained an unusually long time at a signal not provided with a "D" sign, the Guard, Shunter or Fireman must go to the Signal Box.

Other than Electrified Areas. It will not be necessary for the Guard, Shunter or Fireman to go to the Signal Box to carry out Rule 55 when detained at the following signals which are not fitted with Diamond or "D" signs.

Line No.	Signal Box.	Signal No.	Nomenclature of Signal.
1	Ferryhill No. 1 ... ... Newcastle Nos. 1, 2 and 3 ...	49 —	No. 1 Platform Down Starting. All signals. Clause 2 of these instructions headed "Lines Normally used by Freight, etc., Trains only and Worked under Permissive Block, Telegraph Bell or 'No Block' Regulations" will not apply in the case of Passenger trains when working over No. 3 Up and No. 2 Down Goods lines between Nos. 1 and 3 Signal Boxes.

Lines equipped for Passenger train working, over which there is no booked Passenger train service.

The following is a list of Absolute Block lines equipped for Passenger train working over which there is no booked Passenger train service. Passenger trains may, however, be allowed to use these lines without special arrangements, but Rule 55 must be carried out for all trains at all times.

Line No.	From	To	Lines.	
			Down.	Up.
20	Starbeck North ... ... Bilton	Bilton ... ... Starbeck North	Main	Main
24	Cutsyke ... ... Castleford Central	Castleford Central ... ... Cutsyke	Main	Main
26	Pontefract Baghill ... ... Pontefract Monkhill	Pontefract Monkhill ... ... Pontefract Baghill	Main	Main
	Moorthorpe Station ... ... South Kirkby	South Kirkby ... ... Moorthorpe Station	Main	Main

SECTIONAL APPENDIX—continued.

Line No.	From	To	Lines. Down	Lines. Up
42	Leeming Bar ... ... Bedale	Bedale ... ... Leeming Bar	Main	Main
43	Norton-on-Tees West ... ... Norton-on-Tees East	Norton-on-Tees East ... ... Norton-on-Tees West	Main	Main
45	Norton-on-Tees South ... ... Ferryhill No. 3	Ferryhill No. 3 ... ... Norton-on-Tees South	Main	Main
54	Ferryhill (Coxhoe) ... ... Spennymoor (Merrington Lane) ...	Spennymoor (Merrington Lane) ... Ferryhill (Coxhoe)	Main	Main
57	Ushaw Moor (New Brancepeth) ... Brandon Colliery (Dearness Valley)...	Brandon Colliery (Dearness Valley)... Ushaw Moor (New Brancepeth) ...	Main	Main
58	Durham (Relly Mill) ... ... Lanchester	Lanchester ... ... Durham (Relly Mill)	Main	Main
	Consett South ... ... Consett North	Consett North ... ... Consett South	Main	Main
63	Hartlepool (Cemetery North) ... Castle Eden West	Castle Eden West ... ... Hartlepool (Cemetery North) ...	Main	Main
	Ferryhill No. 1 ... ... Ferryhill (Coxhoe)	Ferryhill (Coxhoe) ... ... Ferryhill No. 1	Hartlepool	Hartlepool
64	Castle Eden West ... ... Ryhope Grange	Ryhope Grange ... ... Castle Eden West	Main	Main
70	Ferryhill (Tursdale) ... ... Leamside (Auckland)	Leamside (Auckland) ... ... Ferryhill (Tursdale)	Main	Main
73	Lintz Green ... ... Scotswood Bridge	Scotswood Bridge ... ... Linzt Green	Main	Main
	High Westwood (Westwood) ... High Westwood (Hamsterley) ...	High Westwood (Hamsterley) ... High Westwood (Westwood) ...	Main	Main
78	Benton Station ... ... Benton North	Benton North ... ... Benton Station	Main	Main
81	*Bedlington North ... ... Choppington	Choppington ... ... Bedlington North	Main	Main

* Booked Passenger Train Service in Summer.

PAGE 3.

INSERT:—

PROPELLING OF LOADED PASSENGER TRAINS INTO BAY PLATFORMS.

The propelling of trains conveying passengers into bay platforms is prohibited except at the places shown below:—

Line No.	Place	Remarks
1	Newcastle	Loaded sleeping cars may be propelled into No. 7 platform
36	Guisborough	See separate instructions herein
36	Scarborough	See separate instructions herein
72	Hexham	From Up Main line to Up Bay —Platform

SECTIONAL APPENDIX—continued.

PAGE 3.

INSERT:—

REGULATIONS FOR WORKING ON SINGLE LINES BY TRAIN STAFF AND TICKET.

Referring to pages 1-8 of the General Appendix; the instructions on page 8 headed "SINGLE LINES WHERE METAL TICKETS ARE IN USE" must not be applied on the North Eastern Region.

NSERT:—

AERODROMES IN THE VICINITY OF RAILWAYS: SAFETY ARRANGEMENTS.

Special colour light signals, as shown below, will function only when an obstruction occurs within the areas bounded by the signals on the lines in question. Trainmen must act on the aspects given irrespective of the indications shown by the semaphore signals. When a train is brought to a stand by one of the special signals showing a red aspect, Trainmen must act in accordance with Rules 55 and 56.

When no light aspects are exhibited in the special signals, Trainmen must work to the semaphore signals only.

Line No.	Signal Boxes between	Signal.	Emergency Aspect.	Location.	Telephone communication with Signalman at
1	Acklington and Chevington. *	Down Main R.2.	Red ...	Below Acklington No. 2 Down Home signal, 646 yds. South of signal box.	Acklington or Chevington.
		Up Main R.33.	Red ...	Below Acklington No. 33 Up Home signal, 285 yds. North of signal box.	Acklington or Chevington.
8	Beverley North and Lockington.	Down Main D.9 ...	Yellow ...	Down side of line, 1,220 yards on approach side of Arram Down Distant signal.	—
		Down Main D.10.	Red ...	Down side of line, 70 yards on approach side of Arram Down Distant signal.	Arram.
		Up Main U.11.	Yellow ...	Up side of line, 260 yards on approach side of Arram Up Home signal.	—
		Up Main U.10.	Red ...	Up side of line, 1,150 yards on Beverley side of U.11.	Arram.
9	Stamford Bridge and Fangfoss.	Down Main D.9.	Yellow ...	Down side of line, 1,110 yards on approach side of Full Sutton Gate Box Down Distant signal.	—
		Down Main D.10.	Red ...	Down side of line, 100 yards on Market Weighton side of Full Sutton Gate Box Down Distant signal.	Stamford Bridge.
		Up Main U.12.	Yellow ...	Up side of line, 7 yards on approach side of Fangfoss Up Home signal.	—
		Up Main U.11.	Red ...	Up side of line, 1,200 yards on York side of U.12 and 160 yards on York side of Full Sutton Gate Box Up Distant signal.	Stamford Bridge.
40	Oak Tree and Urlay Nook.	Down Main D.4.	Yellow ...	Down side of line, 740 yards East of Oak Tree Down Starting signal.	—
		Down Main D.5.	Red ...	Down side of line, 1,200 yards East of D.4.	Urlay Nook.
		Up Main U.6.	Yellow ...	Up side of line, 1,620 yards on West side of Urlay Nook signal box.	—
		Up Main U.5.	Red ...	Up side of line, 1,200 yards West of U.6.	Urlay Nook.

* **Note.**—When the Red Emergency Aspect is displayed at signals R2 and R33 it will restore Acklington Colour Light Distant signals Nos. 1 and 35 to Caution, if not already in that position.

SECTIONAL APPENDIX—continued.

PAGE 3.

TRAINS CONVEYING PASSENGERS RETURNING TO TOKEN STATION IN REAR INSTEAD OF PROCEEDING THROUGH THE SECTION.

Line No.	Electric Token Station to which train may return.	Trains authorised.
DELETE:—		
4	Barlow	*Rail motors proceeding to Drax Hales.
34	Kirbymoorside	Push and Pull train proceeding to Nawton.
36	Cloughton	*Steam coach proceeding to Hayburn Wyke.
56	Etherley, Wear Valley	*Steam coach proceeding to Witton-le-Wear.

*Authority not to be exercised if trailer coach attached, nor when worked as a steam train.

PAGE 4.
INSERT:—

SEMAPHORE AREAS—DRAW-AHEAD SIGNALS.

Draw-ahead Signals. Such signals consisting of a miniature arm painted red with white band, are at present provided below stop signals not controlling the entrance to the section ahead. These signals will in due course be substituted by calling-on signals and in the meantime the following instruction is applicable to such signals:—

"Draw-ahead" signals apply when lowered as far as the line is clear towards the next signal only, but the lowering of such signals does not authorise the next signal to be passed at danger.

INSERT:—

RULE 35.

Position light signals with two white lights in a horizontal position for the normal aspect are in use in the North Eastern Region. The proceed aspect is given by two white lights at an angle of 45 degrees.

The instructions shown below and headed "Colour Light Signalled Areas—Subsidiary Signals" apply.

PAGE 5.
INSERT:—

DETONATOR PLACERS—EMERGENCY.

Referring to pages 83 and 84 of the General Appendix. The following additional instructions apply:—

Wake's Machine.—Operated by pull-up stirrup (to hold one detonator with tin plate clips, affixed to a lath).

The instructions in the General Appendix regarding Types "B" and "C" apply.

The clearance between the bottom of the lath carrying the detonator and the top of the rail, when the detonator is in position for exploding, is $\frac{1}{8}$ in., and Signalmen must report at once to the Station Master if the clearance is above or below this.

Only the special detonators with tin-plate clips must be used. Each detonator must be securely fixed to the end of the lath, the clips being passed through the holes in the lath, then turned upwards and folded together over the top of the detonator by means of the key provided for the purpose; the key must then be withdrawn and the loop of the clip made flat with the top of the detonator. The clip must then be indented at each underside of the lath.

A supply of not less than six but not more than twelve detonators with tin clips, and also not less than six laths for each machine, must always be kept on hand.

A special type of detonator placing machine is in use at the undermentioned locations:—

Signal Box.	No.	Denomination.
High Street	7	From Greensfield, Home.
Greensfield	14	From Newcastle to Durham Up Home.
"	21	From Newcastle to Leamside Up Home.
"	42	From Durham to Down Slow Pass. Starting.
"	45	From Leamside to Down Slow Pass. Starting.
"	46	From Leamside to Down Main Starting.
"	48	From Durham to Down Main Starting.
Darlington South	DS43	Outer Home from Geneva.
Northallerton	N.133	Down Main.
Naburn	6	Down Main Starting.
"	11	Up Main No. 1 Block Home.

The detonator placing machine works in conjunction with the relative signal. A detonator is normally on the rail when the signal is at Danger and is removed automatically when the signal is cleared.

In the case of the Greensfield and High Street signals detailed above, should it be necessary in emergency to replace the detonators on the rail after the signal has been lowered, the Signalman must operate the switch provided for that purpose.

The following general instructions must be observed:—

The special detonators provided for use with the machines are obtainable from the Stores Superintendent. They must not be used for any other purpose.

When placing detonators in the machines care must be taken to see that the metal strips are, where necessary, bent in such a manner as to secure the detonators in the machines. The clearance between the bottom of the detonator and the top of the rail, when the detonators are in position for exploding must not exceed one-eighth inch and the person placing the detonators in the machines must adjust the detonators concerned if the clearance is more than this.

The detonators fixed in the machines must be replaced on the first Monday in each month and a record made in the Occurence Book when the change is made. Those taken from the machines must be returned to the Stores Superintendent with a special label supplied for the purpose.

Station Masters must frequently examine each detonator placer under their control, in order to satisfy themselves that the detonators are in good condition, and should it be found on making such examination that one (or both) of the detonators are damaged in the slightest degree, fresh detonators must be at once substituted and the matter reported to the District Operating Superintendent.

The machines must be tested at weekly intervals by the lineman in conjunction with the signalman on duty, and the lineman will be held responsible for seeing that this is done.

The Ganger or other authorised person, when walking his length, must immediately advise the signalman of any detonators which have been exploded, damaged or displaced in any detonator placer on his length, and in addition must,

SECTIONAL APPENDIX—continued.

when passing the signal box, report on the condition of the machine and detonators. On commencing duty each day the Signalman must, as far as is practicable, satisfy himself that the apparatus correctly places the detonators on the line.

If at any time the detonators are exploded, the signalman must take steps to have fresh detonators immediately placed in the apparatus and will be held responsible for doing so. The signalman must record in the Occurence Book the time when and the train by which they are exploded, and the time when they are replaced. He must also report the circumstances to the Station Master, a report afterwards being sent to the District Operating Superintendent.

A supply of not less than 12, but not more than 24 detonators must always be kept on hand.

PAGE 5.

ENGINEER'S RAIL MOTORS.

AMEND para. 4 to read:—

A motor must not exceed a speed of 25 miles per hour, and must be kept in gear when running down steep gradients. All existing speed restrictions must be observed. When running out of gear every care must be taken to keep the vehicle under complete control.

PAGE 6.

AMEND:—

Paragraph 9, reference to Rule 55A to read Rule 56.

INSERT the following as paragraphs 10, 11, 12, 13, 14 and 15.

10. When an Engineer's Rail Motor is approaching or leaving a station and a train is standing on the next adjoining line, or when approaching any place where shunting operations are in progress on the next adjoining line or siding, the driver must, on approaching and whilst passing, sound the Klaxon horn. The Klaxon horn must also be sounded to caution lengthmen and others on or near the line on which a rail motor is running, and on entering or emerging from a tunnel, and must be repeated occasionally when passing through long tunnels.
11. Where an Engineer's Rail Motor has to pass in the trailing direction over runaway or spring points the driver or man in charge of the motor must not drive the motor, or allow it to be driven over such points, until they have been closed by hand and so held while the motor is passing thereover.
12. Where an Engineer's Rail Motor has to pass over a crossing fitted with movable wings controlled by springs, the driver or person in charge of the motor must not drive the motor or allow it to be driven through the crossing, but the engine must be shut off and the motor propelled through by hand.
13. Where an Engineer's Rail Motor has to pass in a trailing direction through points worked by a hand lever and which are not already set for the route on which the motor is travelling, the points must be reversed by the hand lever before the vehicle is allowed to pass through.
14. When not in use the motor and trailer must be removed from the running line, placed well clear of the line and the wheels secured by chain and padlock; where arrangements are made for motors to be stabled in a siding they must be kept in the place agreed with the Traffic Department, and the chains must be passed round the rail and secured through the wheel of the motor.
15. When a motor is removed from the running line the person in charge of the motor will be responsible for seeing the line is clear, and for advising the signalman accordingly.

PAGE 7.

Line No.	Between	
	Signal Box.	Signal Box.
INSERT:—		
1A	Knottingley South (L.M.R.)	Shaftholme Junction.
2	Boothferry Road	Potter's Grange.
	Potter's Grange	Engine Shed Junction.
4	Boothferry Road	Oakhill Junction.
5	King George Dock	Salt End.
	Holderness Drain North	Victoria Dock.
10	Alexandra Dock	King George Dock.
	King George Dock	Holderness Drain North.
	Springhead (Spring Bank North)	Stairfoot.
34	Gilling	Kirbymoorside.
DELETE:—		
49	Piercebridge (Merrybent)	Barton.
62	Cemetery West	Cemetery North.
	Seaham (Hawthorn)	Dawdon, via Seabanks.
INSERT:—		
62	Cemetery West	Blackhall Rocks.
DELETE:—		
65	Murton	Hetton.
	Pittington	Durham Elvet.
INSERT:—		
65	Murton	Sherburn North.
DELETE:—		
72	Prudhoe	Scotby.
INSERT:—		
72	Prudhoe	Wetheral.
DELETE:—		
84	Tweedmouth North	Sprouston.
INSERT:—		
84	Tweedmouth North	Carham.
85	Morpeth (Wansbeck)	Scotsgap.
	Reedsmouth	Woodburn.
87	Wall	Border Counties.
	Reedsmouth	Wark.
	Reedsmouth	Bellingham.
	Kielder	Riccarton South Junction.

SECTIONAL APPENDIX—continued.

PAGE 8. ENGINEER'S RAIL MOTORS—continued.

AMEND Clauses Nos. 10 and 11 to read Nos. 16 and 17.

Clause 16, 2nd Line. AMEND "Clauses 1 to 9 will apply" to read "Clauses 1 to 15 will apply".

Clause 17, 4th Line of Preamble. AMEND "Clauses 1 to 5 of the General Instructions" to read "Clauses 1 to 6 and 9 to 15 of the General Instructions".

PAGE 9.

AMEND Clause No. 12 to read No. 18.

Clause 18, 1st Line. AMEND "Clause 11" to read "Clause 17".

PAGE 10.

Engineer's Rail Motors are authorised to work over the following lines in accordance with the Instructions contained in Clauses 10, 11 and 12.

AMEND "Clauses 10, 11 and 12" to read "Clauses 16, 17 and 18".

Line No.	Between		Line on which run-offs are situated.
	Signal Box.	Signal Box.	
49	Broomielaw	Barnard Castle East	Down.
AMEND to read:— 49	Barnard Castle East	Broomielaw	Up.
DELETE:— 62	Hartlepool (Cemetery North)	Ryhope	Up and Down.

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

Line No.	Between	
	Signal Box.	Signal Box.
DELETE:— 10	Springhead (Spring Bank North)	Stairfoot.
PAGE 11.		
DELETE:— 12	Moorhouse and South Elmsall	Hickleton and Thurnscoe.
22	Nidd Bridge (Ripley)	Pateley Bridge.
34	Pickering (Mill Lane)	Gilling.
INSERT:— 34	Kirbymoorside	Gilling.
DELETE:— 35	Pickering (Mill Lane)	Seamer West.
36	Carlin How	Skinningrove Zig-Zag.
INSERT:— 36	Carlin How Mineral Office	Skinningrove Zig-Zag.
DELETE:— 65	Hetton	Pittington.
75	Hexham (Border Counties)	Allendale.
79	West Gosforth	Ponteland.
INSERT:— 79	South Gosforth West	Ponteland.
DELETE:— 83	Alnwick	Coldstream.
INSERT:— 83A	Coldstream	Wooler.
85	Woodburn	Scotsgap.
86	Scotsgap	Rothbury.
87	Falstone	Kielder.
	Bellingham	Falstone.
	Wall	Wark.

PAGE 11.

INSTRUCTIONS FOR WORKING OVER COLOUR LIGHT SIGNALLED AREAS IN CONNECTION WITH THE MAINTENANCE OF SIGNALLING.

AMEND:—

Clause 13 to read Clause 19, and in third line of that Clause **AMEND** "Clauses 1 to 9" to read "Clauses 1 to 15".

PAGE 12.

Italicized notes at the top of the page, "Clauses 1 to 9" to read "Clauses 1 to 15" and "Clause 13" to read "Clause 19".

SECTIONAL APPENDIX—continued.

PAGE 13.

HEATING OF ELECTRIC TRAINS.

DELETE existing Instructions and **INSERT**:—

North Tyneside.

Instruction boards have been placed on the barrier railings at No. 2 platform, Central Station, Newcastle, and at Gosforth Car Sheds, for the information of the Guards as to the heating to be in service, if any.

The Station Inspector of the East End of Newcastle Central Station must alter this board according to the temperature shown by the thermometer on the Inspectors' Cabin at the buffer stop end of Nos. 2 and 3 platforms. The time at which the alteration is made must be entered on the record and the Car Shed staff instructed to alter their board in a similar way.

Temperature above 50 degrees—Heaters OFF.

Temperature between 40 and 50 degrees—Half heat. Main Switch only ON.

Temperature below 40 degrees—Full heat, both Switches ON.

The Station Master, Newcastle, must advise the Car Sheds the temperature readings at 5.0 a.m., 9.0 a.m., 1.0 p.m. and 5.0 p.m. daily.

South Tyneside.

Instruction boards have been placed on No. 2 Signal box, facing East along Nos. 5 and 6 platforms, at the Central Station, Newcastle, on the platform at South Shields, and at the Gosforth Car Sheds for the information of the Guards as to the heating to be in service, if any.

The Station Inspector, Nos. 5 and 6 platforms, Newcastle Central, must alter this board to conform with the information received from the Station Inspector at the East End, of the temperature shown by the thermometer. He must enter on the record the time at which the alteration is made and instruct South Shields Station to alter their board in a similar way

Temperature above 50 degrees—Heaters OFF.

Temperature between 40 and 50 degrees—Heaters SMALL coil only.

Temperature below 40 degrees—Heaters LARGE coil only.

The Station Master, Newcastle, must advise the Station Master, South Shields, at 5.0 a.m., 9.0 a.m., 1.0 p.m., 5.0 p.m. and 9.0 p.m. each day, particulars of the heating to be used on the Electric trains.

The large coil is controlled by No. 1 switch.

The small coil is controlled by No. 2 switch.

PAGE 15.

RUNNING OF SPECIAL TRAINS OUTSIDE NORMAL TRAFFIC HOURS.

Line No.	Between
DELETE:—	
83	Alnwick and Coldstream.
84	Tweedmouth and Kelso.
INSERT:—	
84	Tweedmouth and Carham.
85	Morpeth and Reedsmouth.

PAGE 15.

MOVEMENT OF RAIL VEHICLES BY ROAD MOTOR VEHICLES.

Line No.	Place.
DELETE:—	
36	Scarborough Goods Station.
77	Newcastle—Quay.
INSERT:—	
77	Newcastle—Quay and Quayside Yard when tractors (tow motors) used.
DELETE:—	
83	Hedgeley Station.

INSERT (after Coupling and Uncoupling of Engines):—

ENGINE AND ENGINES AND BRAKE VANS COUPLED TOGETHER.

Except where prohibited in the Sectional Appendix (Local Instructions) and in the Route Availability of Locomotives Booklet, two engines and not more than two brake vans may be run coupled in any of the following positions:—

1st	2nd	3rd	4th	
Engine	Van	Engine	Van	To be signalled 1 pause 1 pause 3 followed by 2 pause 2.
Engine	Van	Van	Engine	
Engine	Engine	Van	Van	
Engine	Engine	Van	—	
Engine	Van	Engine	—	
Engine	Van	Van	—	To be signalled 1 pause 1 pause 3.

SHUNTING ENGINES IN YARDS—HEAD AND TAIL LAMPS.

DELETE —Rule 123 applies.

SECTIONAL APPENDIX—continued.

PAGE 15.

LINESIDE FIRES.

DELETE existing instructions and **INSERT:**—

Referring to pages 98 and 99 of the General Appendix; the following information supplied by the Forestry Commission shows danger zones where the risk of lineside fire appears greatest:—

County and Forest.	Location of Zone.	Periods when risks are greatest.
York—Londesborough (Line No. 15) ...	Selby and Driffield—one mile south of Enthorpe Station.	February to June inclusive.
York—Rosedale (Line No. 33)	Pickering and Whitby line—4 miles of line between Levisham and Goathland with special danger points Rosedale and Newton Dale.	February to June inclusive. In dry years also July to September.
Durham—Wynyard (Eaglescliffe) (Line No. 40). ...	Darlington and Saltburn line—1 mile of line East of Eaglescliffe Station.	February to June inclusive.
Durham—Wynyard (Line No. 44) ...	Thornaby (Bowesfield) and Wellfield line—3 miles of line south of Hurworth Burn Station.	February to June inclusive.
Durham—Chopwell (Beamish) (Line No. 60). ...	Birtley (Ouston) and Consett North line—½ mile east of Beamish Station.	February to June inclusive.
Northumberland—Ray (Line No. 85) ...	Morpeth and Reedsmouth line—Summit Cottages to near Knowesgate.	February to June inclusive.
Northumberland—Kielder (Line No. 87)	Hexham (Border Counties) and Riccarton line—between Falstone and Deadwater.	February to June inclusive.

PAGE 16.

MAIL BAG APPARATUS.

Line No.	Location.	Up or Down Side.	Distance from Station.
DELETE:—			
1	Pegswood Station	Down	25 yards south.

PAGES 16 and 17.

NUMBER TABLETS FOR EXCURSION AND SPECIAL TRAINS.

DELETE paragraphs 5 (b), (c), (d), (e), and 6, and **INSERT:**—

5. (b) In the case of trains through the North Eastern Region between the Scottish and the Eastern Regions, tablets must not be removed in the North Eastern Region.

5. (c) Trains from the London Midland Region will carry London Midland Region tablets (bearing the same number as that scheduled in the North Eastern Region programme or advices for the working in the North Eastern Region) so far as the places at which London Midland Region engines are changed for North Eastern Region engines. London Midland Region tablets are not suitable for use on North Eastern Region engines, and the Station Master at the Tablet Depot Station must, therefore, send the necessary tablets to the engine-changing points concerned. The Station Master at the Tablet Depot Station must also make such arrangements as are necessary to ensure the prompt return of the North Eastern Region tablets removed from trains at the engine changing point with respect to trains returning to the London Midland Region.

5. (d) In the case of trains from the Eastern and Scottish Regions to the North Eastern Region, the tablets belonging to those Regions must not be removed at the Junction Station but must be allowed to work with the train through to its destination and be sent back to the owning Region on the return working, or, if no return working, despatched as quickly as possible to the Tablet Depot Station.

5. (e) In the case of trains from the North Eastern Region to the Eastern or Scottish Regions, the tablets should be allowed to work through with the train to its destination and be brought back to the North Eastern Region on the return working, or, if no return working, despatched as quickly as possible to the Tablet Depot Station.

6. Guards must ensure that tablets are removed at the place where North Eastern Region engines are changed for London Midland Region engines in the case of trains to the London Midland Region, and on return to the North Eastern Region, must see that the tablets are replaced at the engine-changing point.

PAGE 17.

Under Sunderland District **AMEND** "Seaham Harbour" to read "Seaham".

PAGE 18.

CHARGING CARRIAGES WITH GAS.

DELETE:—

Line No.	Place.
30	Scarborough.

SECTIONAL APPENDIX—continued.

PAGE 21.

DIMENSIONS OF LOADS.

Railway.	Width of load as defined in heading of table.	Height in centre from rail.	Height at side from rail.
DELETE:—			
Murton and Durham ... ... Elvert Branch	9 ft. 0 in.	13 ft. 6 in.	11 ft. 0 in.
INSERT:—			
Murton and Sherburn North	9 ft. 0 in.	13 ft. 6 in.	11 ft. 0 in.

DELETE:—footnote re Freight Stock (L.N.E.R. and other Companies.)

PAGE 22.

DIMENSIONS OF LOADS.

INSERT:—

Railway.	Width of load as defined in heading of table.	Height in centre from rail.	Height at side from rail.
Morpeth (Station) and Reedsmouth ... Scotsgap and Rothbury ... ... Hexham (Border Counties) and Riccarton South Junction.	9 ft. 0 in.	12 ft. 11 in.	10 ft. 9 in.

INSERT:—

MINERAL WAGONS FITTED WITH HOPPERED BOTTOM DOORS AND END BRAKE LEVERS.

The loading of **hoppered bottom door** mineral wagons fitted with END BRAKES must be confined to traffic for:—

(i) Shipping points in the North Eastern Region on the North side of the River Tyne.
(ii) Shipping points at Blyth.
(iii) Places South of the River Tyne and North of Northallerton; and the Burdale limestone quarries.
(iv) Carlisle: Iron Works in the Workington and Barrow-in-Furness districts: and the ports of Workington and Maryport.

PAGE 23.

WORKING OF OTHER COMPANIES MAIL VANS OVER THE N.E. OPERATING AREA.

AMEND. Clause (1) to read:—

"From the South, as far as York only, by any route."

DELETE:—Clause (5).

PAGE 24.

OTHER COMPANIES' COACHING STOCK WORKING OVER THE N.E. OPERATING AREA.

INSERT Immediately after heading:—

Guards working trains conveying London Midland, Scottish (ex London Midland), Western or Southern Region stock into the North Eastern Operating Area must carefully examine their trains at the junction station or at the last stopping station before traversing any of the restricted sections shown below. If any vehicle on the train exceeds the agreed dimensions the attention of the Station Master or person in charge must be called to the matter, and arrangements made for the traffic to be transhipped. If the traffic cannot conveniently be transhipped and permission is given as shown below for the vehicle to work over the section concerned subject to certain restrictions being applied, the vehicles may be allowed to work over the section of line and the appropriate restriction enforced, but particulars must be passed forward immediately to the District Control in order that the necessary information can be given to the appropriate signal boxes, etc. In all cases a special report must be submitted to the District Operating Superintendent.

L.M.R. Stock. Clause 1, **DELETE** fourth paragraph.

PAGE 26.

DELETE entry under G.W. Stock, and **INSERT:—**

Former G.W. Stock is accepted, subject to the following conditions:—

Dimensions of Stock.	Conditions of Acceptance.
Not exceeding 9 feet in width over projections and 60 feet in length over headstocks.	May work except over the following sections:— Newcastle—Carlisle. Ferryhill—Castle Eden West.
Not exceeding 9 feet 0¾ inches in width over handles and 56 feet in length over headstocks.	May work from the Western Region by all routes into York and Hull or to Berwick and Scarborough via York.
Not exceeding 9 feet 3¼ inches in width over projections and 56 feet in length over headstocks.	May work from the Western Region by all routes into York and Hull or to Newcastle and Scarborough via York.
Horse Boxes	May work over all lines of the North Eastern Operating Area.

SECTIONAL APPENDIX—continued.

PAGE 26.

DIVERSION OF OTHER COMPANIES' STOCK BY AN ALTERNATIVE ROUTE OWING TO ACCIDENT OR OTHER CAUSE.

Line No.	If obstruction between	Alternative routes.
1	York and Thirsk	**DELETE:—** Pilmoor, Starbeck and Ripon. (During Daylight only.)

PAGE 28.

LAMPS FOR REPAIRS.

DELETE existing instructions and **INSERT:—**

LINES OTHER THAN THOSE PENETRATING INTO LONDON MIDLAND REGION.

Lamps requiring repair must be dealt with as under:—
Signal lamps, Level Crossing Gate lamps, and Platform lamps must be addressed to the District Engineer concerned.
Lamps used on Dock Lighters must be addressed to the Storekeeper, Dockyard, Hull.
Other lamps must be addressed to the Locomotive Works Manager, North Road, Darlington.

LINES PENETRATING INTO LONDON MIDLAND REGION.

Lamps at stations on lines penetrating into the London Midland Region must be addressed as shown below:—

Type.	
Tilley and Hand signal	General Stores, Derby.
Level Crossing Gate	Local Signal Engineer's Department.
Signal	
Platform	Local District Engineer.
Office	Local District Engineer (except for Aladdin lamps, dealt with by General Stores, Derby).
Signal Box	
Tail	
Side (L.M. lamps and E./N.E. slides and cisterns.	C. & W. Stores, Derby.

General.

A record must be kept of the number of lamps sent for repairs, and the address labels must show clearly the station from which the lamps have been forwarded, and the number in each consignment. Those sent by passenger train must also have the standard free passenger train traffic label B.R.87655 affixed.

All lamps sent to the Locomotive Works Manager, North Road, Darlington, must be accompanied by Advice Note B.588 from the forwarding station. Each class of lamp must be entered on a separate form.

Care must be taken when sending defective hand, roof, tail or side lamps to be repaired, to send all parts belonging to them, e.g., cisterns, burners, reflectors, etc. Oil must not be left in the vessels.

All repaired lamps must be returned to the places for which they are lettered unless other disposal orders have been received.

BARROWS, RULLEYS AND RULLEY SHAFTS FOR REPAIRS.

	Barrows, Rulleys and Rulley Shafts.
NEWCASTLE DISTRICT	**DELETE:—** Rulley Repair Shop, Greensfield Works, GATESHEAD. **INSERT:—** Works Manager, WALKER GATE.
SUNDERLAND DISTRICT ... ... Other Stations.	**DELETE:—** Rulley Repair Shop, Greensfield Works, GATESHEAD. **INSERT:—** Works Manager, WALKER GATE.

LOCAL INSTRUCTIONS

PAGE 29.

LINE No. 1—SHAFTHOLME TO BERWICK (MARSHALL MEADOWS). BETWEEN SHAFTHOLME AND BERWICK.

ENGINES WORKING MAIN LINE TRAINS REQUIRING (1) OTHER THAN NORMAL PILOT ASSISTANCE, OR (2) TO CHANGE ENGINES.

AMEND paragraph 1 to read as under:—

(1) Whistles to be given by Drivers:—	No. of Whistles.
(a) For assisting engine other than normal piloting assistance (not applicable at Darlington Station)	1 crow.
(b) To change engines (*)	3 crows.
* Assistance is not provided at Darlington Station and Drivers must be prepared to change engines.	

When through unforeseen circumstances Drivers of Up trains not booked to call at Darlington require a change of engines at that point they should bring their trains to a stand on the through line at Darlington South, at which point the changeover will be effected.

(c) To cancel either (a) or (b) ... ... 3 short, 1 long.

PAGE 30.

DELETE:—

"Ferryhill No. 2" from the list of signal boxes, at the top of page.

SECTIONAL APPENDIX—continued.

YORK.

PAGE 30.

INSERT:—

YORK SIGNAL BOX. Rule 55. When a train is brought to a stand at any signal operated from York Signal Box and equipped with a telephone, the Trainmen must wait two minutes before communicating with the Signalman.

This modifies the second paragraph of Clause (a) of Rule 55 so far as these signals are concerned.

YORK YARD NORTH.—Provision of Loudspeakers.

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

(1) On No. 122 signal (Down Shunting line, locally called Up Beck), North of Severus Bridge.
(2) On the Telegraph Post immediately North of signals 131 Up Warehouse to Up Yard, 132 Up Warehouse to Up Mineral, 133 Up Warehouse Starting South of Severus Bridge.

Method of Communication: Trainmen or Ground Staff to Signalmen.

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

(a) Be within, say, 20 yards of loudspeaker.
(b) Give identity and position—Trainmen to give engine number.
(c) Signalman will acknowledge and messages can be exchanged.

Speak Slowly and Distinctly.

In order to avoid annoyance to residents in the neighbourhood of the railway, especially during night time, the use of the loudspeaker apparatus and the volume of speech should be kept down to the absolute minimum necessary to ensure efficient working.

The loudspeakers are sensitive and pick up all sounds over a wide range. Drivers are requested to avoid noise caused by the emission of steam from engines when near the loudspeakers and thus assist in the efficient working of the apparatus.

YORK STATION.—Electrical bells and indicators for starting trains.

PAGE 30.

Reference to "Signal Boxes" to read "Signal box."

PAGE 31.

DELETE:—all entries and **INSERT:—**

Guards' "Ready in Front" Indicators.

These are provided as shown below:—

Platform.	Plunger.	Indicator.
8.S.	(1) On group of four pillars	On Gantry of Signal Y.131.
	(2) On second pillar from South end ...	
9	(1) On third pillar North of Footbridge	On ninth pillar South of Footbridge.
	(2) On twelfth pillar North of Footbridge.	
14 (Southbound)	(1) Special Gantry on South end of Platform.	On second pillar South of Footbridge.
	(2) On sixteenth pillar South of Footbridge.	
14 (North or East bound) ...	(1) On Footbridge	On sixteenth pillar South of Footbridge
14 (North or East bound) ...	(1) On Footbridge	Special Gantry on South end of Platform.
	(2) On sixteenth pillar South of Footbridge.	
15 (Southbound)	(1) Special Gantry on South end of Platform.	On first pillar South of Footbridge.
	(2) On first pillar South of Refreshment Rooms.	
15 (Northbound)	(1) On first pillar South of Refreshment Rooms.	Special Gantry on South end of Platform.
	(2) Under Footbridge	
16 (Southbound)	(1) Special Gantry on South end of Platform.	On North side of Footbridge.
	(2) On first pillar South of Refreshment Rooms.	
16 (Northbound)	(1) On first pillar South of Refreshment Rooms.	Special Gantry on South end of Platform.
	(2) On North side of Footbridge. ...	

SECTIONAL APPENDIX—continued.

Starting Bells and Indicators to Drivers.

Starting Bells and Indicators, operated by green plungers, are provided on the Platforms as shown below:—

Platform.	Plunger.	Bell and Indicator.
7	Pillar near buffer stops of No. 7 Platform...	Pillar South of South Post Office lift.
8.S. (Southbound)	(1) Pillar next to North end lift ...	Second pillar from South end.
	(2) Pillar near buffer stops of No. 3 Platform.	
	(3) On group of four pillars	
8.N. (North or East bound)	Pillar near buffer stops of No. 7 Platform	Pillar South of South Post Office lift.
9.S. (Southbound)	(1) On twelfth pillar North of Footbridge.	Special Gantry near third lamp standard South of Umbrella Roof.
	(2) On third pillar North of Footbridge	
	(3) On ninth pillar South of Footbridge.	
9 (Northbound)	On ninth pillar South of Footbridge ...	On twelfth pillar North of Footbridge.
9.N. (North or East bound)	(1) On ninth pillar South of Footbridge	Special Gantry North end.
	(2) On third pillar North of Footbridge	
10	On fourth pillar South of Footbridge ...	Special Gantry near third lamp standard, South of Umbrella Roof.
11	(1) On wall near buffer stops of No. 11 Platform.	Special Gantry South end.
	(2) On fifth pillar from end of Umbrella Roof.	
12	On third pillar North of Footbridge ...	Special Gantry North end.
14 (Southbound)	(1) Under Footbridge	Special Gantry on South end of Platform.
	(2) On sixteenth pillar South of Footbridge.	
14 (Eastbound)	(1) Under Footbridge	Special Gantry on North end of Platform
	(2) On sixteenth pillar South of Footbridge.	
14 (North or East bound) ...	(1) Special Gantry on South end of Platform.	On second pillar South of Footbridge.
	(2) On sixteenth pillar South of Footbridge.	
15 (North or East bound) ...	(1) Special Gantry South end of Platform.	On first pillar South of Footbridge.
	(2) On first pillar South of Refreshment Rooms.	
15 (Southbound)	(1) Under Footbridge	Special Gantry on South end of Platform.
	(2) On first pillar South of Refreshment Rooms.	
16 (North or East bound) ...	(1) Special Gantry on South end of Platform.	On North side of Footbridge.
	(2) On first pillar South of Refreshment Rooms.	
16 (Southbound)	(1) On North side of Footbridge ...	Special Gantry on South end of Platform.
	(2) On first pillar South of Refreshment Rooms.	

The Guard in charge must operate the appropriate bell push to indicate to the front Guard, or Driver if there is only one Guard, that the train is ready to start.

If the starting signal is at danger, it is not necessary for the Driver to whistle as the signal will be cleared when the Signalman is in a position to allow a train to depart.

Communication from Platforms to Signal Box.

Yellow bell pushes communicating with the Signal Box are fixed as shown below:—

Yellow Bell Pushes. Platforms to Signal Boxes.

Platform No. 1 ... Three.	Platform No. 8.S. ... Five.	Platform No. 13 ... Two.
,, 2 ... Three.	,, 8.N. ... Four.	,, 14.N. ... Three.
,, 3 ... Three.	,, 9.N. ... Three.	,, 14.S. ... Four.
,, 4 ... Two.	,, 9.S. ... Five.	,, 15.N. ... Three.
,, 5 ... Two.	,, 10 ... Three.	,, 15.S. ... Three.
,, 6 ... Two.	,, 11 ... Three.	,, 16.N. ... Three.
,, 7 ... Two.	,, 12 ... Two.	,, 16.S. ... Three.

PAGES 31 AND 32.

DELETE:—

YORK STATION.—Method of Cautioning.

SECTIONAL APPENDIX—continued.

PAGE 32.

INSERT:—

CLIFTON MOTIVE POWER DEPOT.—Loudspeaker Communication between Outlet Cabin and Loco. Departure Sidings.

Enginemen in charge of locomotives en route to the Locomotive Departure Sidings must stop and report to the OUTLET CABIN and give details of trains to be worked by the locomotive. Unless otherwise instructed they must proceed via the Shed Spur Line to the appropriate Locomotive Departure Siding. Locomotives must be brought to a stand clear of the exit from each siding and should not draw forward from the Departure Siding unless called forward through the Loudspeaker. Instructions will also be given over the Loudspeaker, when it is necessary, to alter the sequence of locomotives on the Locomotive Departure Sidings.

YORK OLD STATION.—Instructions for working Ground Frame at Signal and Telegraph Stores.

The ground frame consists of a single lever which operates a semaphore signal situated on the South side of Queen Street Bridge. The signal protects the level crossing from Queen Street to the Signal and Telegraph Stores.

The normal position of the signal is "OFF" and when it is required to use the level crossing or overhead conveyor the staff of the Signal and Telegraph Stores, when on duty, will be responsible for seeing that the signal will be placed in the "ON" position. No engine or vehicle must pass the signal when in the "ON" position, and care must be taken that, during shunting, loose vehicles are not allowed to pass the signal or to obstruct the crossing.

BETWEEN YORK (CLIFTON) AND DARLINGTON.

AMEND heading to read:—

BETWEEN YORK AND DARLINGTON.

ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING.

York Supply Area.

DELETE existing entry and **INSERT:—**

"Between Copmanthorpe and Naburn Signal Boxes and Signals D.3 and D.3S (both inclusive) in the Down direction Between Signals S.102 and U.4S (both inclusive) and Copmanthorpe and Naburn Signal Boxes in the Up direction.

PAGE 33.

Opening of Temporary Block Posts.

AMEND existing paragraph to read:—

"Also to shorten the sections, Signalman to be provided when necessary at Skelton Bridge station, at the ground frame at the North side of the bridge (Down side), and in the Station Master's office at Cowton."

PAGE 34.

DARLINGTON.

INSERT:—

DARLINGTON NORTH.—Engines stopping to take water.

When Drivers stop to take water on No. 1 or No. 2 Down Goods or the Down Main line, they must immediately advise the Signalman at Darlington North by the telephone on the signal post near the water column.

PARKGATE SIGNAL BOX.—Method of cautioning Trains.—Rule 44(b):—

Authority is given for the Calling-on Signal reading into the Up Goods Loop to be cleared, if circumstances permit, after a train has been brought **nearly** to a stand.

INSERT:—

AYCLIFFE.

PRESTON SIGNAL BOX.—Rule 39(a):—In clear weather, when the Up or Down Loop line is clear to the outlet signal, Goods trains (other than Class C or D Goods) will not be brought quite or nearly to a stand before the Up Main to Up Loop Home signal, or Down Main to Down Loop Home signal, is lowered: Rule 39(a) is modified accordingly.

FERRYHILL.

DELETE existing instructions.

INSERT:—

BETWEEN No. 3 AND No. 2 SIGNAL BOXES. Block working is not in force for any of the lines in the Yard Area between No. 3 and No. 2 signal boxes.

Drivers must exercise caution when running on these lines and be prepared to stop clear of any obstruction. Wrong direction working is authorised on any line EXCEPT THE DOWN MAIN GOODS LINE. Before a movement is allowed to take place in the wrong direction on any line for which signals are provided, the Yard Foreman will be responsible for obtaining the permission of the Signalman concerned and coming to a clear understanding with any other staff concerned.

FERRYHILL No. 1 SIGNAL BOX.—Ground Telephone. A ground telephone to No. 1 signal box is provided opposite the North End of Ferryhill Station Up Platform at the converging point of Nos. 1 and 2 Down Goods Lines from No. 2 Signal Box.

On arrival of an engine rounding its train on either No. 1 or No. 2 Goods Line the fireman must telephone No. 1 Signal Box and the engine must not return in the facing direction towards No. 2 Signal Box until instructed to do so by No. 1 Box signalman.

In the event of the fireman being unable to contact the signalman at No. 1 Box on the telephone, he must proceed to No. 1 Signal Box for instructions.

PAGE 35

INSERT:—

BIRTLEY.

OUSTON SPRINGS.—Henley's Telegraph Works Sidings. Three Sidings are provided for dealing with the above firm's traffic. They are situated between Birtley Station and Ouston Signal Boxes and the trailing connection off the Up Main line is worked by ground frame, controlled from Birtley Station Box.

Each siding will accommodate approximately 20 wagons. The most southerly siding, i.e. that nearest the works, is dead ended and must be used only for the firm's inward traffic. The most northerly siding will be used by the firm for their outward traffic only. The centre line and the approach line from within the gate will be used for shunting purposes by British Railways' engines. British Railways' engines must not use the curve leading over the concrete bridge.

SECTIONAL APPENDIX—continued.

Each siding is worked by loose levers. There is also a run off at the bottom of the approach siding leading to the exchange sidings from the connection, and Guards must ensure that these points are properly laid before their train is propelled over them towards the exchange sidings.

Messrs. Henley's private locomotive will work all traffic between the works and the exchange sidings.

A Stop Board situated just within the Turnout leading to the local Shunting lines is lettered as follows:—

Side Facing North. British Railways' engines must not pass this board.

Side Facing South. Messrs. Henley's locomotive must not pass this board if a British Railways' engine is in the sidings.

Traffic for Messrs. Henley's Siding must be marshalled next the engine when the train leaves Birtley, and the total number of wagons on the train (including Messrs. Henley's traffic) must not exceed 30 and Guard's van.

NEWCASTLE.

INSERT:—

NEWCASTLE No. 2 SIGNAL BOX.—Method of Cautioning Trains (Rule 44 (b)). Authority has been given for the proceed aspect of Nos. 11 (No. 8 Platform), 19 and 61 (No. 9 Platform) Calling-on signals to be exhibited, if circumstances permit, after a train has been brought nearly to a stand.

NEWCASTLE NO. 3 SIGNAL BOX.—Calling Back Signals. Calling back signals are provided near the buffers of Nos. 11, 12 ,13, 14 and 15 platforms.

These signals control only light engines, and only when such light engines are at the buffer stops. All other trains must be regarded by signalmen as being outside the control of these signals, and they must act accordingly.

INSERT:—

NEWCASTLE CENTRAL STATION.—Engines following trains out of Bay Platforms Nos. 1 to 7 inclusive: Rules 97 and 98.—The driver of a light engine after having worked the train into one of the Bay Platform lines Nos. 1 to 7 inclusive must be prepared, unless he receives instructions to the contrary, to follow the train or empty carriages out of the platform line as far as the Platform Starting signal. He must exercise caution and keep the engine under such control as to be able to stop at once, clear of the last vehicle of train he is following in the event of that train being brought to a sudden stand or its speed reduced. The engine must stop at the Platform Starting signal until it has been replaced to Danger behind the preceding movement and the appropriate signal lowered for the further movement of the light engine.

NEWCASTLE NO. 1 SIGNAL BOX.—Engines crossing from No. 4 Platform Line to No. 5 Platform Line or vice versa:—The driver of an engine which has passed through the crossover road at the buffer stop end of the platform must, after the ground frame has been replaced to normal, proceed immediately to the Platform Starting signal, or as far as the line is clear. If, for any reason, an engine does not immediately proceed towards the Starting signal, or as far as the line is clear, drivers must not move their engines forward until authorised to do so by the Station Inspector or other person in charge.

PAGE 36.

INSERT:—

NEWCASTLE CENTRAL YARD.—Electric Bells and Indicators for Starting of Trains. In order to expedite the starting of trains a visual indicator is provided for Nos. 3 and 4 Up Goods lines on the extreme left of the bridge of signals at the West end of Newcastle Central Yard underneath the two direction signals reading from the Up Goods lines to the South and West. The indicator is illuminated by push buttons situated on the outside wall of the Central Yard Inspector's Office.

The visual indicator shows No. 3 READY or No. 4 READY when the respective push button is actuated, thus:—

No. 4 READY
No. 3 READY

The Yard Inspector on receipt of the necessary intimation from the Guard, must operate the starting indicator and Drivers may accept the Indicator as a signal to start instead of a hand-signal or green light referred to in Rule 142 (b).

PAGE 37.

HEATON.

INSERT:—

SOUTH SIGNAL BOX.—Rule 108. Propelling Movement from Up Main and Up Tynemouth lines into Heaton Yards. Up to 35 wagons may be shunted from Heaton South Yard to Heaton North Yard via the Up and Down Main lines without a van in rear.

Banner repeating signals are provided on the Up Main and Up Tynemouth lines to repeat the aspects of signals No. 66 and No. 8 respectively, and for shunting movements with not more than 35 wagons a Driver should commence to propel when the appropriate Banner signal is cleared and without a hand signal being given by the Guard or Shunter.

Where more than 35 wagons are involved a van must be attached and the necessary hand signals given.

HEATON NEW YARD. Before the engine is detached from a train after arriving on the Heaton New Yard Down Reception line or Nos. 1, 2 or 3 Marshalling Sidings, the Guard must pin down three wagon brakes next to the van in addition to putting on the van brake.

DELETE:—

Instructions headed **"STANNINGTON STATION SIGNAL BOX.—Up Goods Independent".**

INSERT:—

MORPETH STATION SIGNAL BOX.—Down Siding. A Down Passenger train may be shunted to the Down Siding provided that line is clear throughout. All points to be passed over in the facing direction and not fitted with facing point lock and bar must be secured by clip or scotch.

MORPETH STATION SIGNAL BOX.—Blyth and Tyne Branch Line. An Up Passenger train may be shunted to the Blyth and Tyne Branch line.

ALNMOUTH STATION SIGNAL BOX.—Down Branch Line. A Down Passenger train may be shunted to the Down Branch Line. All points to be passed over in the facing direction and not fitted with facing point lock and bar must be secured by clip or scotch.

SECTIONAL APPENDIX—continued.

PAGE 38.

DELETE:—

Instructions headed **"BEAL SIGNAL BOX.—Up Goods Independent".**

INSERT:—

BERWICK STATION SIGNAL BOX.—Up Goods Loop. An Up Passenger train may be shunted to the Up Goods Loop provided the line is clear throughout.

PAGE 40.

LINE No. 5.—HULL YARDS AND DOCK LINES, ETC.

INSERT:—

HULL INWARD GOODS YARD.—Working Arrangements East End of Nos. 1 and 2 Down North Main lines and Nos. 1, 2, 3 and 4 Departure lines.—For Trains and Light Engines proceeding towards Dairycoates West.

Nos. 1 and 2 Down North Main Lines.

The exits from Nos. 1 and 2 Down North Main lines are controlled by colour light signals. The normal aspect of these signals will be "ON". Drivers of trains and light engines must on arrival at these signals immediately telephone the Signalman at Dairycoates West giving destination and line occupied.

Nos. 1, 2, 3 and 4 Departure Lines.

The exits from the Departure lines are controlled by Stop Boards, floodlit at night.

The Stop Boards read:—

STOP.

TELEPHONE SIGNALMAN. GIVE DESTINATION AND NUMBER OF DEPARTURE LINE.

DRIVERS MUST NOT PASS THIS BOARD UNLESS A GREEN LIGHT IS EXHIBITED OR VERBAL PERMISSION OBTAINED FROM THE SIGNALMAN.

Drivers of trains and light engines departing from the East end of the yard must on arrival at the Stop Boards immediately telephone the Signalman at Dairycoates West giving destination of train and number of Departure line occupied.

Nos. 1 and 2 Down North Main Lines and Nos. 1, 2, 3 and 4 Departure Lines.

The switches to the colour light signals and to the Stop Boards must be kept in the "ON" or "STOP" position and turned to the "PROCEED" position if circumstances permit, only after the Driver has reported on the telephone.

The switches must be returned to the "ON" or "STOP" position immediately the train occupies the track circuit ahead of the colour light signal or Stop Board.

Permission to proceed will, if circumstances permit, be given by the Signalman operating the appropriate switch which will cause a green light to be exhibited at the colour light signal or Stop Board.

REPORTING OF TRAINS, LIGHT ENGINES, ETC.

Yard Inspectors must advise District Control of all trains or engines departing from the East or West ends of the Yard.

ARRIVAL OF TRAINS ON RECEPTION LINES FROM THE DIRECTION OF HESSLE HAVEN.

Trains arriving must be brought to a stand before fouling the connections at the East end of the Reception lines, the engine to await the arrival of the Guard and not to leave for the Shed until the Driver has been instructed by the Yard Inspector. Immediately a train is brought to a stand on the Reception line, the Guard must secure the train by the use of the hand brake.

INSERT:—

St. Andrew's Dock Signal Box:—Method of Cautioning.—Drivers of trains leaving the Outward Yard for the direction of Hessle East either via the Up Goods line or the Shunting Neck will not receive any caution (verbal or otherwise) and must be prepared to stop short of any obstruction before reaching the Home signal worked from Hessle East Box.

PAGE 40.

LINE No. 6.—HULL (WEST PARADE) TO WITHERNSEA.

INSERT —

WILMINGTON.

WILMINGTON STATION AND DANSOM LANE SIGNAL BOXES.—Working of Up and Down Goods lines between. If either of the Goods lines is partly occupied by a short train or light engine and a second one is required to enter, the Signalman at the end where the train is to enter must satisfy himself that there is room for the second train to stand clear of the points giving access thereto. Prior to any train or wagon being allowed to enter the Up Goods line from the Wilmington Goods Yard, or to any engine returning to its train on the Down Goods line from the Yard, the Foreman, or the Guard if no Foreman is on Duty, must obtain the permission of the Signalman at Dansom Lane.

As soon as the Goods line is clear, the advance Signalman must inform the Signalman in rear. In the event of a train being shunted clear of the Down Goods line into Wilmington Yard, the Foreman, or Guard if no Foreman is on duty, must advise the Dansom Lane Signalman that the line is clear, in order that the latter may advise the Signalman at Wilmington. Should part of the train only be shunted from the Down Goods line into the Yard, leaving the rear portion on the Down Goods line, the Signalman at Dansom Lane must be advised accordingly.

PAGE 41.

LINE No. 8.—HULL (WEST PARADE) TO SEAMER WEST.

INSERT:—

BEVERLEY.

CHERRY TREE SIGNAL BOX.—Rule 39 (a). Exemption from the provisions of Rule 39 (a) has been given in respect of Cherry Tree Down Intermediate Home Signal No. 28 slotted with Beverley Station Down Starting Signal No. 30, for trains booked to stop or terminate at Beverley Station. Drivers of such trains who sight this signal in the Clear position must be prepared to find the next Stop signal in the Danger position.

SECTIONAL APPENDIX—continued.

PAGE 43.

LINE No. 10.—HULL (KING GEORGE DOCK) TO CUDWORTH AND STAIRFOOT. HULL.

SCULCOATES SIGNAL BOX.

DELETE the instructions headed **"Goods Yard Up Siding Points"** and **"Cannon Street Branch".**

INSERT:—

Goods Yard to Central Electricity Authority Sidings Points. These points are controlled from a one-lever ground frame, the lever being secured by a bolt and padlock, one key of which is kept at the Shunter's cabin and the other at Sculcoates Signal Box. Guards or Shunters working trains which require admission to the sidings must first obtain one of the keys, and on completion of the work, must restore and properly lock the points in the normal position. The key must then be returned to its proper place. The Signalman at Sculcoates must be informed when the movement is about to take place and when the operations are completed.

Before the Central Electricity Authority's private locomotive is allowed to pass from their sidings to Sculcoates Goods Yard, the ground frame points must be set in the proper position for the movement and the Signalman at Sculcoates informed. The Signalman must lower No. 18 signal for the movement, providing no train is entering or is about to enter the Goods Yard from the Main line. The Signalman must be advised when the locomotive has returned to the C.E.A. sidings and the ground frame points must be restored to the normal position.

When Sculcoates Signal Box is about to close, the Yard Foreman must set the ground frame points for the C.E.A. sidings and the lever must be padlocked with the points in that position. The Signalman, before closing, must lower No. 18 signal to allow the C.E.A. locomotive to pass to and from the Goods Yard as necessary.

When Sculcoates Yard opens each morning, the Yard Foreman must advise the Signalman at Sculcoates if the C.E.A. locomotive is in the Goods Yard.

Cannon Street Branch.

1. A marker board, lettered "Drivers of engines must stop at this point until instructed to proceed by the Pilot Guard" is fixed alongside the Down Branch line clear of the fouling point with the Up Branch line.
   The line between the marker board and the stop signal at the entrance to Cannon Street Yard is worked under the Regulations for Working on Single Lines by Pilot Guard, on pages 15 and 16 of the General Appendix. The Head Shunter at Cannon Street will act as Pilot Guard, subject to the following instructions.
2. All trains must be brought to a stand after entering the Cannon Street Branch and the Guard (or Fireman in the case of a light engine) must inform the Signalman at Sculcoates when the train has arrived clear on to the Branch complete with tail lamp attached. The Driver must bring the train to a stand with the van as nearly as possible opposite the telephone. When this has been done, the Pilot Guard must personally instruct the Driver to proceed as far as the stop signal at Cannon Street. The Pilot Guard must accompany each train.
3. If for any reason the train does not proceed immediately the Guard must advise the Signalman at Sculcoates by telephone.
4. Should it be necessary for a second train to enter the branch end at Beverley Road, this may be done provided the Signalman at Sculcoates is satisfied that there is room for it to stand clear of the Main lines and within the marker board, but in such cases the Sculcoates Down Main to Branch Home signal must be kept at Danger by the Signalman at Sculcoates until the train has been brought to a stand as an indication that the train must only proceed to the marker board to await the Pilot Guard. Any train additional to the booked trains for Cannon Street must be advised to the Pilot Guard by the Signalman at Sculcoates immediately he receives information that a train has left any point for Cannon Street.
5. The Stop signal at Cannon Street is worked from a ground frame by the yard staff and must not be lowered until they are in a position to deal with the train. All trains must be brought to a stand at this signal and Guards must pin down brakes as necessary.
6. The signal must be placed to Danger as soon as the engine has passed it. The yard staff must inform the Signalman at Sculcoates as soon as a train complete with tail lamp has arrived within the signal.
7. In all cases where an incoming train is stopped at Cannon Street ground frame signal for the purpose of dividing the train and the engine and front portion have been detached, the rear portion of such a train may be allowed to gravitate into the arrival roads under the following conditions:—
   (a) The operation must not be performed except under the supervision of the Shunter in charge at the time.
   (b) Not more than 15 vehicles must be worked in this manner at one time.
   (c) The Guard must travel in the brake van and only release the brake sufficiently to allow the train to start. Brakes must also be pinned down as necessary.
8. Before a train leaves Cannon Street, the permission of the Signalman at Sculcoates must be obtained on the telephone by the Pilot Guard, who must then authorise the Driver to proceed as far as the Branch Home signal worked from Sculcoates Signal Box and accompany the train to that point.

DRAX.

PAGE 45.

INSERT below paragraph headed "OUSE BRIDGE SIGNAL BOX":—

OUSE SWING BRIDGE—TIPPING OF COAL

Coal for use at the Bridge Engine House is tipped from the Down line through the Bridge into the bunkers on the Bridge Jetty, the Bridge being swung for this purpose. Drivers of trains conveying coal for the Bridge Engine House must come to a stand at Drax Abbey Signal Box where the Guard must inform the Signalman there of the circumstances. The Signalman at Drax Abbey must then advise the Signalman at Ouse Bridge accordingly, after which the train will be signalled forward in accordance with Block Regulation 8.

On receipt of the "Is Line Clear" signal, the Signalman at Ouse Bridge must then act in accordance with Clause 1 of Circular O.3172, dated the 7th September, 1937.

The train must come to a stand on the approach side of No. 4 Down Home signal, and after a clear understanding has been reached with the Trainmen as to the movements to be carried out, the wagons of coal may be detached and the Driver must be handsignalled by the Guard to draw them forward on to the Bridge, where they must be secured over the bunkers by brakes and sprags. No. 4 Down Home signal should then be replaced to Danger.

The engine and front portion of the train must then be detached and drawn forward clear of the fixed portion of the Bridge, and when the Signalman has received an assurance that this has been done and all is in order to permit of the Bridge being swung, he must send the Special Blocking Back Signal 4-2-4 to the Signal Box in rear for the Up line.

To enable the Bridge to be swung in order to tip the coal, the Signalman must make use of the emergency release.

When the Bridge is brought back into alignment and secured for rail traffic, the engine and front portion must be handsignalled back to the wagons on the Bridge and, after attaching, handsignalled back to the rear portion of the train.

The "Obstruction Removed" signal must be sent for the Up line, after which the Trainmen will be instructed by the Signalman to proceed.

Care must be taken to ensure that during the detaching movements any portion of the train left unattended is firmly secured.

Pages 45/46.

DELETE existing instructions headed

"BETWEEN BRIERLEY AND SHAFTON JUNCTION (L.M. R.) SIGNAL BOXES."

and

INSERT:—

BETWEEN BRIERLEY AND SHAFTON JUNCTION (L.M.R.) SIGNAL BOXES.

The lines between Brierley and Shafton Junction (L.M.R.) Signal Boxes are not worked under any Block System. A stop signal, worked by Shafton Junction, controlling the entrance to the "Up and Down" Through Siding is provided at the Brierley end of this Siding.

A miniature Distant signal acting as a Repeater signal and worked from Shafton Junction Signal Box is situated 256 yards in rear of the Shafton Junction Home signal. This Repeater signal is provided with a board lettered "R" in black on a yellow background and affixed to the post. When the Repeater signal is in the Clear position it denotes that the Home signal is also "Clear", but Drivers must be prepared to stop at the Down Main Starting signal.

Before entering upon the "Up and Down" Through Siding, trainmen of shunting movements and of through movements from Brierley to Shafton Junction must utilise the adjacent bell communication in accordance with instructions exhibited to inform the Signalman at Shafton Junction Box of their requirements.

Through movements from Brierley to Shafton Junction must travel over the Up Through Siding between Brierley and the above-mentioned Stop Signal.

All movements proceeding along the "Up and Down" Through Siding from the Shafton Junction end must be brought to a stand at the Stop Board adjacent to the first pair of Spring Assisted Facing Hand-points giving admission to Brierley Sidings, and the Driver will be responsible for ensuring that the two sets of hand-points are correctly set for this movement.

Through movements from Shafton Junction to Brierley must travel over the Down Through Siding between the Stop Board and Brierley Signal Box.

Bell Communication at Brierley Empty Wagon Sidings.

To enable the Guard to communicate with the Driver during shunting operations necessitating drawing on to the "Up and Down" Through Siding towards Shafton Junction (L.M.R.) an electric bell is provided on the post of the Repeating Signal situated about 160 yards from the entrance to the "Up and Down" Through Siding, which is operated by means of a bell push on the telegraph post at the exit from the Empty Wagon Sidings. The standard code is in operation with the following addition:—

Set back with train complete.....5

PAGE 46

CUDWORTH.

DELETE the instructions under the heading **"South Signal Box".**

PAGE 47.

NORTH SIGNAL BOX.

Monckton Colliery Branch.

DELETE present instructions and **INSERT:—**

Monckton Colliery Branch. The staff section of the Branch extends from the illuminated stop board fixed approximately 250 yards from Cudworth North Signal Box to Monckton Main Colliery, and the spring points giving access to the Branch are normally laid for the Branch. The Guard or Shunter in charge of a train requiring to enter the Branch must see these points are correctly laid before passing over them.

Trains returning from Monckton Colliery must not pass the Stop Board until verbal permission has been obtained by telephone from the Signalman at Cudworth North.

When it is necessary owing to congestion at Cudworth North Empty Sidings, the Branch between the Stop Board and Monckton Colliery must be utilised for the storage of empty mineral wagons during the time this line is not required for ordinary traffic purposes.

In all cases where this Branch is used for standage purposes, the Yard Inspector-in-charge must take possession of the train staff and retain it under his personal supervision until the Branch has been cleared. When this has been done, the train staff must be returned to Cudworth North Signal Box, and normal working resumed.

When wagons are left standing on the Branch, the Shunter-in-charge must satisfy himself that sufficient brakes have been pinned down.

INSERT:—

Royston Depot Line to Cudworth North, H. & B.

An illuminated Stop Board with telephone is fixed clear of the fouling point with the Monckton Main Branch, to enable enginemen to communicate with the Signalman at Cudworth North Box (H. & B.), and no engine must pass this Board until verbal permission is obtained from the Signalman there, who must also be informed of the direction the engine requires to run at Cudworth North Box. Engines entering the Depot from Cudworth North must be turned into the Loop line by the Enginemen operating the spring points, and the Signalman advised by telephone from the Stop Board that the engine is inside clear, giving the engine number.

Engines entering the Depot must travel via the left-hand route on the triangle (indicated by an arrow) whether turning on the triangle or from the direction of Cudworth North.

Halt signs are fixed facing in each direction on the Loop line, and Drivers entering or leaving the Depot must satisfy themselves that the line ahead is clear.

Traffic from Cudworth Yard, H. & B. for Royston Motive Depot may be worked via Cudworth North and the Loop line during daylight and clear weather only, under the same conditions as apply to Light Engines. Loads must not exceed 10 wagons and brake van, and the Guard or Shunter will be responsible for turning the train into the Loop line at the spring points and for advising the Signalman at Cudworth North when the whole of the train is inside clear.

LINE No. 11.—UPTON AND NORTH ELMSALL (WRANGBROOK) TO DENABY AND CONISBOROUGH.

WRANGBROOK.

WRANGBROOK SIGNAL BOX.

AMEND existing instructions to read:—

Guards of trains stopped at Wrangbrook Down Denaby Branch Home Signal must immediately carry out Rule 147. The telephone fixed near the Up Branch starting signal may be used for this purpose.

SECTIONAL APPENDIX—continued.

PAGES 47 and 48.

BETWEEN WRANGBROOK AND PICKBURN & BRODSWORTH.

Auxiliary Key Token Instrument.

CANCEL existing instructions (the auxiliary Token Instrument has been withdrawn).

INSERT:—

WRANGBROOK.

When it is necessary for trains to proceed to the Up Starting signal awaiting acceptance by Pickburn and Brodsworth, the Fireman must wait at the signal box for the Token.

PAGE 48.

PICKBURN AND BRODSWORTH.

STATION SIGNAL BOX.

Brodsworth Main Colliery.

INSERT after closing paragraph of existing instructions:—

Drivers must not pass between the empty and loaded sidings without the permission of the Railway Shunter. Such permission will be given as follows:—

Empty to Loaded Sidings ... By 2 rings on the loud sounding bell near the Empty Weigh Lobby.
Loaded to Empty Sidings ... By verbal instruction.

A Stop Board is erected near the bell.

The Railway Shunter at the loaded sidings must consult the Colliery Shunter at the empty sidings and satisfy himself that the line is clear before allowing the Driver to proceed.

No engine or vehicle must stand foul of the shunting neck at the loaded sidings.

PAGE 49.

LINE No. 12.—UPTON AND NORTH ELMSALL (WRANGBROOK) TO HICKLETON AND THURNSCOE.

AMEND the line heading to read:—

LINE No. 12.—UPTON AND NORTH ELMSALL (WRANGBROOK) TO MOORHOUSE AND SOUTH ELMSALL.

MOORHOUSE & SOUTH ELMSALL.

STATION SIGNAL BOX.

DELETE heading of second paragraph: **"Moorhouse and South Elmsall Signal Box open".**

DELETE whole of last paragraph: **"Moorhouse and South Elmsall Signal Box closed".**

INSERT:—

FRICKLEY COLLIERY BRANCH H. & B. SECTION WORKING OF NEW SPOIL TIP.

UNTIL FURTHER NOTICE, a new spoil Tip for Frickley Colliery will be in use. The line to the tip connects with the Single line section of the Branch, facing from the direction of the Colliery, and is controlled by a ground frame electrically released by Moorhouse and South Elmsall Signal Box. A Stop Board lettered "Engines must Not Pass This Board Until Authorised by the Guard or Shunter" is erected near the exit from the Colliery Sidings.

The Single line commencing at the outlet of the Colliery Sidings to the connections to the new Spoil Tip and to Moorhouse and South Elmsall must be worked in accordance with the following instructions:—

MOORHOUSE AND SOUTH ELMSALL SIGNAL BOX OPEN.

The Signalman on taking duty must ascertain the state of the Colliery Branch and advise the Weigh Office by telephone that the Signal Box is open.

BRITISH RAILWAYS LOCOMOTIVES.

British Railways trains requiring to leave the Colliery Sidings must draw forward to the Stop Board and must not foul the Single line without permission from the Guard or Shunter, who must not give such permission until he has ascertained from the Signalman that no other train or engine is approaching from Moorhouse and South Elmsall or from the Spoil Tip. For this purpose Guards or Shunters must use the telephone fixed to the Stop Board. The Signalman must not give permission for a train to leave the Colliery unless the release lever for the ground frame is in the normal position.

N.C.B. LOCOMOTIVES

N.C.B. engines requiring to proceed to the new Spoil Tip must not foul the Single line without the permission of the Signalman at Moorhouse and South Elmsall. Such permission must be obtained on the telephone fixed to the "Stop Board". When working from the Colliery to the Tip the engine must in all cases be leading, and when working from the Tip to the Colliery the waggons must be propelled, except as shown below:—

If it is necessary owing to its being impossible for the Colliery engine to run round in the Tip Siding, for loads to be propelled from the Colliery to the Tip Sidings, this may be done provided N.C.B. staff have operated the ground frame and set the points for the Tip Sidings before the propelling movement is authorised to commence. When this is done and the N.C.B. train requires to return to the Colliery Sidings with engine leading, the N.C.B. staff will remain at the ground frame and ensure the points are kept set for the Tip Siding until the train has arrived complete on the Colliery Sidings.

On arrival at the Spoil Tip the train must be drawn into the Sidings clear of the Single line in accordance with the instructions posted at the ground frame. The Shunter in charge of a Colliery engine requiring to leave the Spoil Tip Sidings, must carry out the instructions posted at the ground frame.

When returning to the Colliery, the Shunter must advise the Signalman when his train is clear of the Single line by means of the telephone on the Stop Boards.

SECTIONAL APPENDIX—continued.

MOORHOUSE AND SOUTH ELMSALL SIGNAL BOX CLOSED.

Before leaving duty the Signalman must place the release lever for the ground frame in the reverse position and advise the Colliery Weigh Office that the Signal Box is about to be closed. Colliery engines may the work to and from the Colliery Sidings and the Spoil Tip as required.

PAGE 50.

DELETE instructions headed: **"HICKLETON AND THURNSCOE".**

PAGE 51.

LINE No. 14.—HULL TO LEEDS, ETC.
HULL.

PARAGON SIGNAL BOX.—Engines crossing from one platform line to another, via Ground Frame.

INSERT additional paragraphs:—

When the engines off a double-headed train require to use a crossover road controlled by a platform ground frame, a separate release must be obtained for each engine.

When the first engine has passed through the crossover road the Fireman must fully restore the ground frame and advise the Signalman by means of the push button that this movement has been completed. The Fireman of the second engine, when it is in a position to cross, must obtain a second release. If both the engines are to proceed to the same shed, they must be coupled up immediately both are clear of the crossover and proceed to the platform Starting signal, or so far as the line is clear, as one unit. When engines are required to proceed to different sheds, the second engine must not pass the platform Starting signal until such signal has been restored to Danger and a second proceed aspect indicated.

PARAGON SIGNAL BOX.—Platform Starting Signals.

DELETE existing instructions and **INSERT:—**

PARAGON SIGNAL BOX.—Platform Starting Signals. When a Driver is unable to observe the aspect displayed at the Platform Starting signal when ready to start, he may draw forward as far as is necessary to enable him to see the signal. Rule 127 (ix) is modified accordingly.

When the engine of a loaded passenger train is ahead of the Platform Starting signal, the "Proceed" aspect of the relative subsidiary signal will be given and the Station Inspector must arrange to instruct the Driver verbally to start, but this verbal instruction must not be given until the Guard has given his hand signal to start.

When an engine is ahead of the Platform Starting signal during shunting operations, the "Proceed" aspect of the relative subsidiary signal will be given and the Signalman must inform the Yard Inspector or Shunter by means of the loudspeaker and the Yard Inspector or Shunter must arrange to verbally instruct the Driver accordingly.

DELETE:—

WEST PARADE SIGNAL BOX.—Method of Cautioning.

Drivers of ingoing trains on A and F lines accepted by the Signalman at Paragon under Regulation 5 will be cautioned at West Parade in accordance with the Permissive Block Regulations where Subsidiary signals are not provided below Home signals.

INSERT:—

WEST PARADE SIGNAL BOX.—Rule 47.—Shunting Signals.

Drivers of engines leaving Botanic Gardens Locomotive Shed on the authority of No. 36 Shunting signal worked from West Parade Signal Box will not receive any Warning or Caution at the Signal Box, and must be prepared to stop short of any obstruction.

PAGE 55.

LINE No. 20.—LEEDS (WORTLEY JUNCTION) TO NORTHALLERTON, ETC.

AMEND the line heading to read:—

LINE No. 20.—HEADINGLEY (CARDIGAN ROAD) TO NORTHALLERTON, ETC.

LEEDS.

DELETE the instructions headed **"BETWEEN GELDARD AND LEEDS "B" SIGNAL BOXES"** and **"ARMLEY SIGNAL BOX".**

PAGE 56.

HORSFORTH AND ARTHINGTON.

BRAMHOPE TUNNEL.

DELETE fifth, sixth and seventh paragraphs of general instructions and **INSERT—**

Gas proof type telephones are provided at Nos. 2 and 4 shafts (1,348 yards from the Arthington end and 1,080 yards from the Horsforth end respectively), and ordinary type telephones at each end of the Tunnel on the Down side, providing communication with Arthington South and Horsforth signal boxes.

Gas proof type telephones differ from the ordinary type of receiver, and the following instructions should be observed:—

To Call: Press button and give code ring before raising hand combination.

To Speak: Raise hand combination until flexible tube is vertical and elbow connection is turned against the stop.

The following code of rings must be used to obtain the attention of:—

Signal Boxes.	No. of Rings.
Arthington South	One short, one long.
Horsforth	One long, two short, one long.

An ordinary type telephone, which provides communication with Horsforth signal box is also provided at the outlet signal at the end of the Down Passenger Loop about 700 yards from the South end of the tunnel.

PAGE 58.

LINE No. 23.—MELMERBY TO MASHAM.
MELMERBY AND MASHAM.

DELETE:—

WORKING OF PASSENGER TRAINS.

SECTIONAL APPENDIX—continued.

PAGE 59.

LINE No. 25.—NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN), ETC.

CASTLEFORD.

WHITWOOD BRANCH.

DELETE existing instructions and **INSERT:—**

"The normal position of the Pottery Street Level Cossing gates is across the line and Drivers when approaching must sound the engine whistle to inform the person appointed for the duty that the level crossing gates require to be reversed".

EAST BRANCH.

AMEND "Assistant Guard" in paragraphs 1 and 2 to read "Guard".

PAGES 59 and 60.

LINE No. 26.—BOLTON-ON-DEARNE (DEARNE JUNCTION) TO BURTON SALMON, ETC.

FRICKLEY.

HICKLETON MAIN COLLIERY SIDINGS SIGNAL BOX.

DELETE present instructions and **INSERT:—**

Empty Wagon Sidings.

The only approach to the Hickleton Main Colliery Empty Wagon Sidings is via the Empty Wagon Branch (previously known as "North" Empty Wagon Branch), and all empty wagon trains must be propelled over the Branch into the Sidings.

In order that a train or engine may not run on the Empty Wagon Branch when there is an obstruction on the line, the Branch is worked by Train Staff without tickets. No engine or vehicle must be on the Branch unless the Driver as regards an engine, or authorised person as regards any vehicle other than an engine, is in possession of the Train Staff.

Exception.

On request by the National Coal Board's man, permission may be given by the Signalman for the National Coal Board's engine to travel along the Empty Wagon Branch line towards the Shunter's Lobby without being in possession of the Staff, provided:—

(i) The Staff is in possession of the Signalman at Hickleton Main Colliery Sidings Signal Box

and

(ii) A Lever Collar is placed and maintained on the Staff until the line is clear again.

The N.C.B. Staff will be responsible for advising the Signalman at Hickleton Main Colliery Sidings Box when any movement which has been authorised to take place without the Train Staff is clear of the Empty Wagon Branch line.

The Train Staff is round, black, and lettered "Hickleton Main Colliery Empty Wagon Branch".

During the time the Hickleton Main Colliery Sidings Signal Box (S. & K. line) is open, the signalman on duty is the person authorised to have charge of the Staff when not in use.

For empty wagon trains from any direction the Signalman at Hickleton Main Colliery Sidings Signal Box is responsible for informing the person on duty at the Empty Wagon Weigh Office by means of telephone when a train or engine is ready to proceed towards the Empty Wagon Sidings.

For empty wagon trains from the Dearne Valley lines, the Guard must advise the N.E. Region Shunter, who will obtain the "Staff" from the Signalman at Hickleton Main Colliery Sidings Box and hand it to the Driver.

SIGNALS.

A signal to regulate the running of trains and engines going towards the Empty Wagon Sidings is situated as follows:—

For the Empty Wagon Branch, a short distance on the N.E. side of the Colliery Screens.

This signal must always be kept at Danger, except when it is necessary to lower it for a train or engine to pass, but no train or engine must pass the signal until the Colliery Shunter has arrived at the engine, and authorised the propelling movement, even though the signal may be in the "OFF" position.

A "Stop Board" is provided at the East end of the crossing controlling movements from the Empty Wagon Branch, near the Overbridge, which Drivers (except those proceeding to the S. & K. line) must not pass, except on receiving the authority of the Railway Shunter.

A second "Stop Board" is erected on the Overhead Bridge centre buttress controlling movements out of the Loaded Sidings which Drivers must not pass except on receiving the authority of the Railway Shunter.

Loaded Wagon Sidings.

When more than one train is engaged in the Sidings at the same time, before giving the Guard of the second train permission to commence shunting, the numbertaker (or in his absence the Guard) must satisfy himself that the first engine has gone beyond the signal applicable to the shunting neck. This instruction, however, will not apply to the L.M. Region (D.V. Section) trains.

In the case of an L.M. Region (D.V.) train being in the National Coal Board's Sidings at the same time as one of the other Region's trains, the L.M. Region (D.V.) Guard will be held responsible for satisfying himself that the first train has gone beyond the signal, applicable to the shunting neck, or is clear on to the Dearne Valley line.

In the event of a train coming to a stand owing to the inability of the engine to draw out of the Sidings, the Guard must go back and arrange with the Numbertaker before instructing the Driver to set back.

If the signal controlling the exit from the National Coal Board's Sidings is not pulled off immediately after an engine requiring to leave the Colliery has whistled, the Numbertaker (or in his absence the Guard) must telephone to the Signalman in order to take any instructions the latter may have to give as to his future movements.

PAGE 61.

LINE No. 28.—YORK (SKELTON) TO HARROGATE (DRAGON).

DRAGON SIGNAL BOX.—Harrogate Goods Yard.

DELETE existing instructions and **INSERT:—**

Should an engine or train be on the Goods line, or working in the Goods Yard and a second train is required to proceed to the Goods Yard, the Signalman at Dragon must not lower the signal for the direction of the Goods Yard until such train has been brought nearly to a stand. When the signal has been lowered, the Driver must proceed cautiously as far as the line is clear but must not foul the outgoing line until he receives a hand signal from the Shunter.

During fog or falling snow the Groundsman at Dragon Signal Box must render assistance to the Signalman with trains entering and leaving the Goods Yard.

SECTIONAL APPENDIX—continued.

PAGE 61.

LINE No. 29.—KNARESBOROUGH (GOODS) TO PILMOOR NORTH.

AMEND to read:—**LINE No. 29.—KNARESBOROUGH (GOODS) TO BRAFFERTON.**

PAGES 61 to 63.

DELETE instructions headed:—**KNARESBOROUGH AND PILMOOR.**

PAGES 63 AND 64.

LINE No. 30.—YORK (WATERWORKS) TO SCARBOROUGH, INCLUDING FOSS ISLANDS BRANCH.

YORK.

BURTON LANE SIGNAL BOX.—Foss Islands Branch.

SUBSTITUTE "6.20 a.m." for "8.0 a.m." and "9.0 p.m." for "8.0 p.m." in paragraphs 1, 2 and 4.

PAGE 64.

SCARBOROUGH.

GASWORKS AND WASHBECK SIGNAL BOXES.

DELETE existing instructions and **INSERT:**—

When Gasworks Signal Box is closed the signals applicable to Nos. 1 and 2 Reception lines will be lowered for the Up and Down directions to enable movements to be made between Washbeck and Gasworks Down Carriage Sidings, and vice versa. The hand points connecting the Loco. Yard and No. 2 Reception line must be clamped in the normal position and be secured by padlock to prevent their use during the time Gasworks Signal Box is closed, the key for the padlock so used to be kept at Gasworks Signal Box. During this period engines must use the connection worked from Washbeck Box.

When Gasworks Box is closed and it is necessary for more than one engine to work in the Sidings, an Inspector or Shunter will be placed in charge of the work in the Sidings. No train or engine must leave Washbeck Box for Gasworks Down Sidings until the permission of the person in charge has been obtained on the telephone.

After permission has been given to the Washbeck Signalman to allow an engine or train to enter the Sidings, the Inspector or person in charge of the Sidings must not allow a conflicting movement to take place until the engine or train for which he has given permission has passed clear into the Sidings or has been brought to a stand.

WASHBECK, FALSGRAVE AND STATION BOXES.—Method of cautioning trains into partly occupied Bay Platforms at Londesborough Road and Central Station.—Rule 96.

DELETE present instructions and **INSERT:**—

WASHBECK SIGNAL BOX.—Method of cautioning trains into partly occupied Bay Platform at Londesborough Road Station.—Rule 96.

In clear weather the green handsignal referred to in Rule 96 will not be given by the Signalman at Washbeck, nor will trains be actually stopped at the signal controlling the entrance to the line concerned. Drivers, after being brought **nearly** to a stand at such signal, must understand that the lowering of the signal authorises them to proceed cautiously only as far as the line is clear.

During fog or falling snow the train will be brought to a stand and the driver verbally informed of the state of the lines ahead.

INSERT:—

FALSGRAVE SIGNAL BOX.—Method of cautioning.—Rule 44(b).

Authority is given for the calling-on signal fixed under the Down Home signal to be lowered, if circumstances permit and in clear weather only, after an approaching train has been brought **nearly** to a stand.

INSERT:—

SCARBOROUGH STATION SIGNAL BOX.—Method of Cautioning.—Rule 44 (b). Authority is given for the calling-on signal fixed under the Down Home Signal to be lowered, if circumstances permit and in clear weather only, after an approaching train has been brought **nearly** to a stand.

PAGE 65.

LINE No. 32.—MALTON EAST TO DRIFFIELD WEST.

INSERT:—

RUNNING OF PASSENGER TRAINS. When it is necessary for passenger trains to work over this branch special arrangements will be made for the District Engineer's staff to open and close the level crossing gates at the undermentioned crossings:—

Little Driffield.
Garton Baulk.
Garton Slack.
Green Lane.

Station Master, Driffield, to advise the Ganger residing at Driffield responsible for the Garton length of the running of these trains and the latter will provide the necessary attendance.

The Station Master, Sledmere & Fimber, to advise the Ganger residing at the crossing of the running of these trains and the latter will attend.

SECTIONAL APPENDIX—continued.

PAGE 66.

BURDALE.

DELETE:—

Attaching. On arrival of the train, the van may be detached and left standing on the Main line whilst the train is attaching the wagons from the Goods Sidings. When attaching or detaching from the coal depot, the train must be left standing on the Main line, this engine only proceeding on to the Depot.

INSERT:—

Attaching—Goods Sidings. On arrival of the train, the van may be detached and left standing on the Main line whilst the train is attaching the wagons from the Goods Sidings.

Attaching and Detaching—Coal Depot. When attaching the engine only must proceed on to the Depot. When detaching only the engine and wagons to be detached must proceed on to the Depot. During either attaching or detaching, the train must **not** be left standing on the Main line but must first be shunted to the Goods Siding.

PAGE 67.

LINE No. 33.—RILLINGTON TO WHITBY.

WHITBY.

DELETE existing instructions headed:—

STATION.—Coaching Stock Restrictions.

INSERT:—

STATION.—Coaching Stock Restriction. Coaching stock exceeding 52 ft. 4 in. in length over body and/or exceeding 9 ft. 0 in. and 9 ft. 3 in. in width over body and handles respectively, must **not** be allowed to work into either Nos. 3 or 4 Platform lines while the adjacent platform line is occupied.

Caution must be exercised when permitted stock is being worked into either Bay Platform.

INSERT:—

LINE No. 34.—KIRBYMOORSIDE TO PILMOOR SOUTH (NORTH AND SOUTH CURVES).

BETWEEN NUNNINGTON AND KIRBYMOORSIDE.

RUNNING OF PASSENGER TRAINS. When it is necessary for passenger trains to work over this branch, special arrangements will be made for the District Engineer's Staff to open and close the level crossing gates at the undermentioned crossings:—

Harome.
Pockley.
Starfitts Lane.

} Station Master, Kirbymoorside to advise the Permanent Way Inspector, Pickering, of the running of these trains and the latter to arrange to provide the necessary attendance.

PAGE 68.

LINE No. 36.—SCARBOROUGH FALSGRAVE TO MIDDLESBROUGH VIA GUISBOROUGH, ETC.

STAITHES VIADUCT.

DELETE the words "Grinkle or" from the third line of paragraph six and from the fourth and sixth lines of paragraph eight.

PAGE 69.

INSERT:—

BETWEEN PRIESTCROFT AND NORTH SKELTON.

Working of Through Siding:—The entrance and exit at each end is controlled by the Signalmen at Priestcroft and North Skelton Signal Boxes. This Siding may be used as a through line in both directions under Absolute Block conditions by trains not conveying passengers.

Permission must not be given by either Signalman for a through train to enter the Through Siding at the opposite end after he has himself received permission for a train to enter the Through Siding at his own end, until such train has passed clear of the Through Siding.

When passenger trains are worked over this line for any cause, arrangements must be made for working by Pilotman in accordance with the Regulations for Working on Single Lines by Train Staff and Ticket as set out in Clause 17, on pages 3 4 and 5 of the General Appendix.

Use of Standage Siding:—The entrance and exit at each end is controlled by the Signalmen at Priestcroft and North Skelton Signal Boxes. No movement must be made to or from this siding to foul the Through Siding at either end without the authority of the Signalman concerned neither must movements be made towards this siding from opposite ends at the same time.

DELETE:—

BETWEEN BROTTON AND CARLIN HOW.

GOODS TRAINS COUPLED TOGETHER.—Rule 134. Two Goods trains may be run coupled from Redcar or Saltburn West to Carlin How signal box in accordance with Rule 134, provided the total number of wagons on the combined trains does not exceed 110.

LINE No. 37.—BROTTON TO SALTBURN WEST.

DELETE:—

BETWEEN SALTBURN WEST AND BROTTON.

GOODS TRAINS COUPLED TOGETHER.—Rule 134. Two Goods trains may be run coupled from Redcar or Saltburn West to Carlin How signal box in accordance with Rule 134, provided the total number of wagons on the combined trains does not exceed 110.

PAGE 71.

LINE No. 40.—DARLINGTON SOUTH TO SALTBURN, ETC.

THORNABY.

BOWESFIELD SIGNAL BOX.—Method of cautioning.—Rule 44 (b).

ADD to existing instructions:—

Drivers will not be advised to which signal box they are being cautioned, but must understand that at any time the section may extend from Bowesfield to Stillington North and must be prepared to stop short of any obstruction between these points.

SECTIONAL APPENDIX—continued.

INSERT:—

WORKING BY BRITISH RAILWAYS ENGINES IN ASHMORE, BENSON, PEASE & CO.'S SIDINGS, PARKFIELD WORKS.

The points connecting Messrs. Ashmore, Benson, Pease & Company's Sidings to the Shunting line, and derailers fixed on the line giving access to the Works and on the Weigh line are worked by a hold-up lever.

A telephone giving communication with the Signalman at Bowesfield is fixed in the Weigh Cabin.

When it is desired to make a movement from the Shunting line towards the Works line or to the Weigh line, the Guard or Shunter must, before signalling the Driver to set back on to either of these lines, arrange for the Firm's employee concerned to lift the derailers from the line and hold them in that position until the whole of the movement has been completed. Care must be taken on release to ensure that the derailers return correctly to the normal position on the lines after which the Guard or Shunter must inform the Signalman at Bowesfield by telephone that the Shunting line is clear.

A CASE CONTAINING DETONATORS, FOR USE IN THE EVENT OF A DERAILMENT OF A VEHICLE OR VEHICLES WHICH FOUL THE MAIN LINES, IS FIXED TO A POST NEAR THE HOLD-UP POINTS GIVING ACCESS TO THE WORKS AND WEIGH LINES. THE KEY OF THE CASE IS UNDER A GLASS COVER WHICH SHOULD BE BROKEN IN THE EVENT OF ANY EMERGENCY NECESSITATING THE USE OF DETONATORS.

PAGE 72.

MIDDLESBROUGH.

GOODS YARD AND ACKLAM BANK HEAD.

DELETE present instructions and INSERT:—

GOODS YARD AND ACKLAM BANK HEAD:—

1. Before a train is allowed to leave Middlesbrough Goods Yard for Acklam Bank Head over the Single line, the Signalman at Middlesbrough Goods Yard Box must advise, by telephone, the Messrs. Dorman Long & Company's man at their Acklam Mineral Weigh Cabin, stating in all cases the composition of the train. The latter will clear the line as necessary and having set the points for the siding in which delivery of the traffic is to be given, will place the Siding signal to the danger position and lower the Acklam Bank Head signal. When the Signalman observes this has been done he may allow the train to proceed.
   If the signal repeater indicator is out of order during fog or falling snow, the Signalman must have an assurance from the firm's man that the Acklam Bank Head signal has been lowered, and that all is ready for the receipt of the train before he allows it to proceed.
2. When the train has passed No. 33 signal, and the Signalman has replaced it to danger, he must place a lever collar on the lever of that signal. No further movement towards the Bank Head must be allowed, nor must a fouling movement take place on the Single line until the train which has proceeded to Acklam Bank Head has returned and passed clear of that line.
3. Before a train worked by Messrs. Dorman Long & Company's engine is allowed to travel from the Bank Head to Middlesbrough Goods Yard over the Single line, the firm's man must place the Siding signal to danger and obtain the permission, by telephone, of the Signalman at Middlesbrough Goods Yard Box. The Signalman must, before giving such permission, place a lever collar on the lever of No. 33 signal, and not allow any fouling movement to be made until the train concerned has passed clear of the Single line.
4. The Signalman at Middlesbrough Goods Yard Box must observe the conditions of Clause 1 for the return of the firm's engine—with or without wagons—and the firm's man will comply with the requirements for the receipt of the engine. Upon arrival of the engine at the Bank Head the firm's man must advise the Signalman at Middlesbrough Goods Yard Box. No train must be allowed to leave Middlesbrough Goods Yard for Acklam Bank Head until the firm's engine has returned to the Bank Head.
5. In the event of a failure of the telephone, a Pilotman must be appointed by Messrs. Dorman Long & Company, from a member of their staff, and he will be responsible for all movements over the Single line until the telephone has been repaired and is again in working order. The Pilotman must travel on the engine of each train working over the Single line, and no fouling movement on this line must be allowed unless the Pilotman is present. When the Pilotman is at Acklam Bank Head, and is required at Middlesbrough Goods Yard Box, the Local Railway staff must provide a messenger to fetch the Pilotman.
6. The Signalman at Middlesbrough Goods Yard Box must record all the movements over the Single line in his Train Register Book. Messrs. Dorman Long & Company's Signalman will similarly record all movements.
7. When the Middlesbrough Goods Yard Box is required to close, the Signalman will advise the firm's man at the Acklam Mineral Weigh Cabin, and the latter will be responsible for working over the Single line during the period the Signal Box is closed. When the Signal Box is re-opened the Signalman must advise the firm's man accordingly and the latter must not allow any train to leave the Bank Head until permission has been obtained in accordance with the foregoing instructions.
8. Guards must ensure that wagons are left securely braked to prevent them moving in the sidings allocated by Messrs. Dorman Long & Company.

GRANGETOWN.

GRANGETOWN SIGNAL BOX.—Working of Traffic on Down Goods Independent from Wilton Estate Tip and Lackenby Slag Crusher Ground Frame.

DELETE existing instructions.

INSERT:—

GRANGETOWN SIGNAL BOX.—Permissive Block Lines—Method of Cautioning—Rule 44 (b). Authority is given for the Calling-on signals to be lowered after an approaching train has been brought **nearly** to a stand.

PAGE 73.

DELETE:—

BETWEEN REDCAR AND SALTBURN WEST.

GOODS TRAINS COUPLED TOGETHER.—Rule 134. Two Goods trains may be run coupled from Redcar or Saltburn West to Carlin How signal box in accordance with Rule 134, provided the total number of wagons on the combined trains does not exceed 110.

SALTBURN.

DELETE:

Entry regarding **Propelling of Passenger Trains between Saltburn West and Saltburn Station,** and also item under **West Signal Box** regarding the working of the Up Goods Loop.

SECTIONAL APPENDIX—continued.

PAGE 75.

LINE No. 43.—NORTHALLERTON (STATION AND BOROUGHBRIDGE ROAD) TO HARTLEPOOL, ETC.

INSERT:—

BILLINGHAM-ON-TEES.

BILLINGHAM-ON-TEES STATION—Marker Boards. Drivers of all trains calling at Billingham-on-Tees must be prepared to stop with the engine and leading vehicles beyond the platform end when the length of the train exceeds five vestibuled vehicles.

Boards marked 6, 7 and 8 respectively, not illuminated, have been erected beyond both the Up and Down Platforms.

Drivers should ensure that trains are brought to a stand with the leading end of the first vehicle opposite the marker board corresponding to the number of passenger vehicles on the train.

SEATON CAREW.

BETWEEN SEATON CAREW AND CLIFF HOUSE SOUTH SIGNAL BOXES.

DELETE first two paragraphs and **INSERT:—**

Empty Coaching Stock trains (consisting of not more than ten vehicles) may be propelled on the Up Goods line rom Seaton Carew Station to Cliff House South Ground Frame under the following arrangements:—

INSERT:—

WEST HARLTEPOOL.

UP WEIGH LINE FROM CHURCH STREET TO NEWBURN. Wrong direction working is authorised from the Weighbridge to Church Street Weigh Independent No. 11 signal.

During daylight and in clear weather only loads not exceeding 20 wagons with or without brake van, after being weighed, may be propelled over this portion of line.

Trains composed of more than 20 wagons requiring to travel from the Weighbridge to No. 11 signal at Church Street must be hauled.

The Guard or Shunter must obtain the permission of the Signalman at Church Street by telephone before authorising the Driver to commence the wrong direction movement from the Weighbridge towards No. 11 signal irrespective of whether the movement is to be propelled or hauled.

PAGE 76.

LINE No. 44.—THORNABY (BOWESFIELD) TO WELLFIELD, ETC.

REDMARSHALL.

DELETE first paragraph and INSERT:—

BETWEEN SOUTH AND STATION SIGNAL BOXES. "Trains in Section" Indicators:—About 100 yards East of the Station signal box on the Up side of the Up Goods line and also about 50 yards South of the South signal box on the Down side of the Down Goods line, numerical indicators worked from the respective signal boxes are provided and are worked as follows:—

INSERT the following as additional paragraph:—

Drivers will not be advised at Redmarshall Station to which signal box they are being cautioned when proceeding towards Bowesfield under the authority of the Calling-on signal. They must understand that at any time the section may extend from Redmarshall Station to Bowesfield and be prepared to stop short of any obstruction between these two points.

INSERT:—

REDMARSHALL SOUTH AND WELLFIELD.

Drivers will not be advised at Wellfield or Wingate South to which Signal Box they are being cautioned when proceeding towards Redmarshall. They must understand that at any time the Section may extend to Redmarshall South and be prepared to stop short of any obstruction between these two points.

Drivers will not be advised at Redmarshall South or North to which Signal Box they are being cautioned when proceeding towards Wellfield. They must understand that at any time the Section may extend to Wellfield and be prepared to stop short of any obstruction between these two points.

PAGE 77.

INSERT:—

LINE No. 45.—STOCKTON (NORTON-ON-TEES SOUTH) TO FERRYHILL No. 3, INCLUDING CHILTON BRANCH.

FERRYHILL.

Mainsforth Colliery N.C.B. Sidings.

The entrance to Mainsforth Colliery Sidings is controlled by Mainsforth Signal Box and the Signalman there must not allow trains to proceed on to the Colliery single line until he has obtained the permission of the Colliery staff.

The line leading to the Empty Sidings is crossed by the Colliery Tip line. Movements of trains or engines at this crossing are controlled by four two-aspect colour light signals which are operated by the N.C.B. staff. These colour light signals must **not** be operated by British Railways' staff. The normal aspects exhibited by these signals will be "Red" to and from the Empty Sidings, and "Green to and from the Colliery Tip Line.

A telephone for the use of trainmen and N.C.B. staff, fixed on a post at the hand points giving access to the Colliery Loaded Sidings, provides communication with Mainsforth Signal Box.

Working of Colliery Empty Sidings.

A train for the Colliery Empty Sidings must not be allowed to leave Mainsforth Signal Box until the appropriate colour light signal has been placed to the "clear" position for the passage of the British Railway's train by the member of the N.C.B. staff who will then telephone the Signalman at Mainsforth Box that the train may enter the sidings.

The member of the N.C.B. staff will remain at the telephone until the train has returned from the Empty Sidings. Enginemen must be prepared to obey the indication shown by the colour light signal protecting the crossing.

Working of Colliery Loaded Sidings.

Trains are allowed into the Colliery Loaded Sidings by the Mainsforth Signalman on the authority of the Colliery Weigh Cabin staff.

Should there already be one or more trains in the Loaded Sidings when a further train is required to enter and N.C.B. staff are not in attendance at the telephone, the Signalman must instruct the Guard to proceed into the Sidings on foot and instruct any other trainmen not to move on to the single line until his train is inside clear. After the Guard has done so, he must telephone the Signalman accordingly, and providing permission has been obtained from the Colliery Weigh Cabin staff, such further train may be allowed to enter the sidings.

Trainmen in the Colliery Sidings must confer with one another as to what movements they intend to make and telephone to the Signalman when a train is ready to leave the sidings.

One shunting signal and two departure signals are provided on the single line. Trains ready to leave the Colliery for the Main line must not do so until both the Departure signals are in the "clear" position, nor must the line leading to the Empty Sidings be fouled by such trains having difficulty in starting and requiring to set back.

LINE No. 46.—PORT CLARENCE AND BILLINGHAM BECK BRANCHES.

BILLINGHAM-ON-TEES BECK BRANCH.

DELETE instructions headed **BILLINGHAM REACH SIDINGS GROUND FRAME.**

PAGE 78.

LINE No. 48.—CATTERICK CAMP LINE.

CATTERICK BRIDGE.

CATTERICK CAMP RAILWAY.

DELETE:—

Men are provided at the undermentioned level crossings to protect road traffic during the time trains are running over the Camp Railway:—

Level Crossing.	Passenger Trains.	Goods Trains.
Camp Station (Crossing to Station Yard)	Foreman.	Foreman.
Cinema	Military Personnel.	Lengthman.
Walkerville	Military Personnel.	Lengthman.
Farmers Arms	Military Personnel	See note below.
Brompton Lane	Porter Signalman.	Porter Signalman.

The Station Master at Catterick Bridge must advise the Permanent Way Ganger of the approximate hours between which the Lengthmen are required at the respective level crossings, to act as Crossing Keepers. The men stationed at the level crossings must prominently exhibit a red hand signal against road traffic when a train is approaching.

INSERT:—

Men are provided at the undermentioned level crossings to protect road traffic during the time trains are running over the Camp Railway:—

Level Crossing.	Passenger Trains.	Freight Trains.
Camp Station (Crossing to Station Yard)	Foreman.	Foreman.
Cinema	Military Personnel.	Military Personnel.
Colburn	Military Personnel.	See note below.
Walkerville	Military Personnel.	Porter.
Farmers Arms	Military Personnel.	See note below.
Brompton Lane	Porter Signalman.	Porter Signalman.

The men stationed at the level crossings must prominently exhibit a red hand signal against road traffic when a train is approaching.

PAGE 79.

INSERT:—

COLBURN LEVEL CROSSING. Freight trains proceeding towards Catterick Bridge must be brought to a stand immediately before passing over this crossing.

LINE No. 49.—DARLINGTON (HOPETOWN) TO PENRITH (EDEN VALLEY JUNCTION), INCLUDING MERRYBENT BRANCH, FORCETT BRANCH.

DELETE MERRYBENT BRANCH from line heading.

PAGES 79 AND 80.

PIERCEBRIDGE.

MERRYBENT SIGNAL BOX—Merrybent Branch.

DELETE existing instructions.

PAGE 81.

BETWEEN BARNARD CASTLE AND KIRKBY STEPHEN.
DEEPDALE VIADUCT, BETWEEN LARTINGTON AND BOWES, AND BELAH VIADUCT, BETWEEN BARRAS AND KIRKBY STEPHEN.

DELETE present instruction and

INSERT:—

BETWEEN BARNARD CASTLE AND KIRKBY STEPHEN
DEEPDALE VIADUCT, BETWEEN LARTINGTON AND BOWES, AND BELAH VIADUCT, BETWEEN BARRAS AND KIRKBY STEPHEN.

The following instructions are applicable in conjunction with the information shown in the Route Availability Booklet and in Table J—Engines Assisting in Rear of Train.

If necessary, an engine and van proceeding from Barnard Castle to Kirkby Stephen or from Kirkby Stephen to Barnard Castle may be coupled on the rear of a Freight Train and assist to Stainmore Signal Box. On reaching Stainmore Signal Box the train must draw into the appropriate refuge siding, the engine and van detached and allowed to precede the Freight train to Kirby Stephen or Barnard Castle as the case may be.

Between Tees Valley and Bowes, and between Stainmore and Kirkby Stephen East Signal Boxes, an engine and van may only be coupled to an engine and van, or two engines may only be coupled together, if both engines are in Route Availability Group 4 or a lower group.

Subject to the instructions shown on page 12 of the Route Availability booklet, if it is necessary to convey a dead engine on a train or two engines are employed in the working of a train between Barnard Castle and Kirkby Stephen, the engines must be separated by not less than three ordinary empty or loaded wagons, or three freight vans, if any of the engines concerned are in Class WD.8.2-8-0, Q.6 or J.39. The instructions shown on page 57 of the General Appendix headed "Hauling of 'Dead' Locomotives owned by British Railways" are modified accordingly.

An engine tender filled with water may be conveyed on a train between Barnard Castle and Kirkby Stephen provided the filled tender is of a type belonging to an engine in Route Availability Group 4 or a lower Group or in Class WD.8.2-8-0, Q.6 or J.39. If any engine hauling or forming part of the train if of Class WD.8.2-8-0, Q.6 or J.39, three ordinary empty or loaded wagons must be placed between that engine and any such tender filled with water. In the case of a double headed train, three ordinary empty or loaded wagons must be placed between the second engine and any such tender filled with water.

When two engines are employed with one set of snow ploughs between Barnard Castle and Kirkby Stephen, and either of the engines concerned are in Class WD.8.2-8-0, Q.6 or J.39, the snow plough train must be divided to pass over the Deepdale or Belah Viaducts, that is, not more than one engine of these classes with one plough must pass over the Viaducts at one time.

In the event of a Locomotive Department steam crane being required at a breakdown West of Deepdale or Belah Viaducts, the 25-ton steam crane from Middlesbrough or the 45-ton steam crane from Darlington must be used. Either crane may be allowed to pass over these Viaducts in either direction subject to the following restrictions:—

It must **not** pass over the Viaduct at a **higher speed than 15 miles per hour.**

An ordinary wagon or van must be interposed between the crane and the engine, and in no circumstances must the crane travel over either Viaduct under its own power or with the jib off the match wagon.

Two trains running in opposite directions must not be allowed to cross either of the Viaducts at the same time. This does not apply to Engineer's Rail Motors.

When a train is approaching Deepdale Viaduct from Barnard Castle at the same time as a train from Bowes, the latter must be brought to a stand at the Stop signal at the West end of the Viaduct, and must not be started again until the train in the opposite direction has passed.

When a train is approaching Belah Viaduct from Kirkby Stephen at the same time as a train from Stainmore, the latter must be brought to a stand at the Stop signal at the East end of the Viaduct, and must not be started again until the train in the opposite direction has passed.

KIRKBY THORE.

DELETE instructions.

PAGES 82 TO 84.

LINE No. 52.—DARLINGTON (PARKGATE) TO TOW LAW, ETC.

SHILDON.

SHILDON TUNNEL.—Gradient "1 in 236" falling towards Bishop Auckland.

DELETE existing instructions and **INSERT:—**

The instructions set out below apply between Shildon South and Shildon North Signal Boxes. When Shildon North Signal Box is closed the instructions will operate between Bishop Auckland East and Shildon South Signal Boxes so far as they are applicable.

1. Trains and light engines must not be allowed to pass each other through the tunnel on the Up and Down lines at the same time. Before a train is allowed to proceed through the tunnel in either direction the provisions of clause (b) of instructions in regard to the working of trains conveying "Out-of-Gauge Loads", as shown in Superintendent's circular, dated 15-10-46, must be complied with, except that the "Blocking Back" signal (2-4) need not be sent by the Signalman receiving the signal 1-2-4. The signal 1-2-4 need not be sent, however, during the period the "Blocking Back Outside Home Signal" signal is in operation in connection with the Engineer's possession of the Down line shown in clause 2.

2. (a) For the purpose of repairing the lines and inspecting the track circuits through the tunnel, the Down line will be closed from 1.15 p.m. to 2.0 p.m. on Monday, Wednesday and Friday of each week, and on Sundays from 12.1 a.m. to 6.30 a.m.
When the Lengthmen and Signal Engineer's men are ready to enter the tunnel the Ganger must communicate with the Signalmen at Shildon North and Shildon South Signal Boxes and arrange for three detonators, ten yards apart, and a red flag during daylight or a red light during darkness, fog or falling snow, to be placed on the Down Main line at the South end of the tunnel. The Ganger must advise the Signalman at Shildon North Box that these requirements have been carried out and the Signalman must then send the bell signal "Blocking Back Outside Home Signal" for the Down line in accordance with Block Regulation 13, and the Ganger must obtain an assurance from the Shildon South Signalman that this has been done and that the Block Indicator has been placed in the "Train on Line" position. If Shildon North Signal Box is closed the Ganger must arrange to communicate with the Signalman at Bishop Auckland East Signal Box so that these instructions can be carried out. If both Shildon North and Bishop Auckland East Signal Boxes are closed the Ganger must arrange for a Handsignalman to place three detonators and a red flag or a red light, as the case may be, on the Down Main line at Shildon South Signal Box and remain there until the men are out of the tunnel. The Ganger may, on receiving an assurance that the requirements have been carried out, authorise the men to enter the tunnel.
In order that the Engineer may have possession of the Down Main line at the time stipulated in the first paragraph of this clause, the Signalman at Shildon North Box must, if no train is signalled on the Block Instrument for the Down line, send the bell signal 3-3, "Blocking Back Outside Home Signal" to the Signalman at the rear Box at 1.15 p.m. on Mondays, Wednesdays and Fridays. If, however, a train for which the bell signal 1-2-4 "Is Opposite Line Clear for Out-of-Gauge Load" has been signalled in accordance with Clause 1 of these instructions is passing, the 3-3 bell signal must not be sent until the "Train Out of Section" signal for such a train has been received.

(b) If it is necessary to occupy the tunnel when Shildon North Signal Box is closed, previous arrangements may be made with the Signalman at that Signal Box as under:—
The Ganger must attend at the Signal Box immediately prior to the closing of the box and ascertain from the Signalman if traffic on the Down line has ceased, and then carry out the instructions as set out in Clause (a), paragraph 3.

(c) If no previous arrangements have been made the Ganger may authorise the Lengthmen and Signal Engineer's staff to enter the tunnel when the Signal Boxes at both ends are closed, provided the Down Main line is protected by detonators and a red flag or red light in accordance with Clause (a), and that a Handsignalman has been provided in the vicinity of Shildon South Signal Box.

the Guard that a skid has been placed in position and the Guard must give an assurance to the Shunter and Driver that the train to be propelled is properly coupled up to the engine. Loads should be brought to a stand short of the skids.

AMEND fourth paragraph to read:—

If there are any wagons standing in the siding into which wagons are to be placed the Shunter must satisfy himself that the skid is in position at the Works end of the siding and the Guard or Shunter must ensure that the brakes of the standing wagons are properly applied before allowing the propelling movement. When the wagons are against the standing wagons the whole of the wagons must be coupled together.

INSERT:—

FELL SIGNAL BOX (C.I.C.).

Working of Ground Frames at Ore Gantry Sidings.

Ground frames are provided at the entrance to the Ore Gantry Line and at the West end of the Empty Ore Line. Telephone communication is provided from each Ground Frame to Fell Signal Box. The Ground Frame at the entrance to the Ore Gantry Line is electrically released from Fell Signal Box and that at the West end of the Empty Ore Line is free. When a movement is required to be made from the Ore Gantry Line to the Empty Ore Line the Guard must telephone the Signalman for the necessary release, to enable him to operate the Ore Gantry Ground Frame.

When the train is clear of the Ground Frame connections from the Ore Gantry Line the Fireman must restore the Ground Frame to the normal position. The Guard must proceed to the Ground Frame at the West end of the Empty Ore Line and operate it for the entry of the train to the Spur. When the whole of the train is inside the Spur connection and ready to leave, the Guard must telephone the Signalman for permission to proceed towards Fell Signal Box via the Empty Ore Line and on receiving this permission, will operate the Ground Frame accordingly.

When the train is clear of the Ground Frame connections the Guard must restore the Ground Frame to the normal position.

BETWEEN ANNFIELD PLAIN (ANNFIELD EAST) AND CONSETT (FELL, C.I.C.).

orking of 56-ton wagons between Tyne Dock and Consett.

Iron ore is conveyed between Tyne Dock Bottom and Consett in trains composed of specially constructed 56-ton wagons with power operated doors for discharging, and also fitted with the vacuum brake. For details, see printed pamphlet "Instructions relating to the working of 56-ton wagons between Tyne Dock and Consett".

PAGE 90.

LINE No. 61.—GATESHEAD (GREENSFIELD, DUNSTON LINES) TO BLAYDON VIA NORWOOD, ETC.

INSERT:—

LOW FELL PERMANENT WAY STOREYARD. GROUND FRAME.

Drivers of trains leaving the siding must in all cases assume the line is clear to Low Fell Station Home signal only.

DUNSTON-ON-TYNE.

NORWOOD SIGNAL BOX.—Catch Points on Down line.

AMEND second paragraph to read as follows:—

"A train must not be allowed to leave Norwood and proceed in the direction of the catch points until the **Train out of Section** signal has been received for the previous train (except where such previous train is assisted by an engine in the rear, or is a L.E. or L.E.'s coupled or engine and van) whether such train is to carry out shunting operations or not".

INSERT:—

Norwood Coke Works N.C.B. Sidings.

Six sidings have been provided for the exchange of traffic between British Railways and the National Coal Board at Norwood Coke Works. These sidings are numbered 1 to 6, reading from left to right from the railway end. Normally ingoing wagons will be placed in No. 6 Siding; traffic for despatch will be placed in Sidings Nos. 1 to 5 as necessary by the N.C.B.

A telephone has been provided at the North (or Main Line) end of the exchange sidings, connected with the Coke Works Weigh Cabin.

All trains will be propelled into the Sidings.

Between the hours of 6.0 a.m. and 10.0 p.m., Mondays to Fridays, 6.0 a.m. and 5.0 p.m., Saturdays, and 6.0 a.m. and 2.0 p.m. on Sundays, no movement must take place into the exchange sidings until the Guard has communicated with the Coke Works Weigh Cabin by telephone and has received permission to place his train in No. 6 Siding, or in another siding if No. 6 is occupied. If the Coke Works Weighman specifies any road other than No. 6 for the reception of the inward load, the Guard must tell him the number of wagons requiring to be placed on the road, and receive his assurance that if these wagons are propelled in clear of the North end connections they will not foul any other road or any movement by the Coke Works engine.

At other times there will be no weighman on duty. The N.C.B. will leave No. 6 Siding clear of traffic at close of work and one train may be placed therein, not further than is necessary just to clear the connections at the North end of the Sidings. If a second train requires to be disposed of, or for any reason Siding No. 6 is not available, the Guard must examine the siding/s to be used in disposing of his train, and ensure that no wagons are left foul at the South (or Coke Works) end of the Sidings.

IN NO CASE MUST WAGONS BE PROPELLED THROUGH A ROAD AND BE FOUL OF ANY OTHER ROAD AT THE SOUTH (OR COKE WORKS) END OF THE EXCHANGE SIDINGS.

DUNSTON POWER STATION.—Delivery of Coal and Goods to Exchange Sidings.

Working in the Dunston Power Station Exchange Sidings is controlled by the Central Electricity Authority and Trainmen must work to the instructions given by the Signalman, Dunston West and/or the C.E.A. Commissionaire.

When advised by the Signalman that a train is approaching, the Commissionaire will inform him where the load is to be detached. The Signalman will instruct the Guard who will be responsible for placing the traffic where it is required. During busy periods it may be necessary for an incoming train engine to move other traffic in the sidings before the load can be detached.

SECTIONAL APPENDIX—continued.

To assist the Guards in carrying out the instructions a diagram board is provided at the entrance to the sidings. This board shows the nomenclature of the sidings, the position of points, the disused "A" Station Crossing and the ungated level crossing at "B" Station.

The Commissionaire will be responsible for setting points West of the disused "A" Station Crossing, and for ensuring that no conflicting movements by C.E.A. engines are taking place when British Railways' engines are working in the Sidings. He will take up a position on the disused "A" Station Crossing and will assist the Guard by giving hand signals as necessary. These arrangements will enable the Guard to remain in a position where he can keep in touch with his Driver, but he will be responsible for seeing that hand points at the East End of the sidings are correctly set.

When propelling beyond the disused "A" Station Crossing, great care must be exercised to ensure that no wagons foul the ungated level crossing at "B" Station.

A "Limit of Shunt" board is erected approximately 25 yards east of "B" Station Crossing to mark the limit of this propelling movement.

24 XX wagons can be accommodated between the "Limit of Shunt" board and the disused "A" Station Crossing on each of the three ingoing coal lines.

Immediately the delivery of the load has been completed the Commissionaire will advise the Signalman, Dunston West, who will control the departure of the engine, from the loaded sidings.

TRAINS FOR C.E.A. GROUND FRAME, BETWEEN NORWOOD AND DERWENTHAUGH:—Drivers of all trains required to detach or attach at the above ground frame must stop at Norwood Box and advise the Signalman accordingly.

BLAYDON.

Diversion of Trains via Norwood or via Blaydon Main and South.

When in case of emergency trains are diverted via Norwood or via Blaydon Main and South, the following restrictions on coaching stock must be observed:—

Via Norwood.

Passenger trains and trains conveying empty coaching stock made up of London Midland (including all former L.M.S. stock working to or from the Scottish Region), Western and/or Southern Region coaching stock, or former L.N.E.R. stock bearing plates lettered "RESTRICTION 2" or "RESTRICTION 3" must not pass any other train on the opposite line between Blaydon Main and Blaydon Signal Boxes.

Via Blaydon Main and South.

No train conveying coaching stock having a width exceeding 9 ft. 3 in. over maximum projection must be allowed to pass via this route.

PAGE 91.

DERWENTHAUGH.

INSERT:—

Derwenthaugh and Swalwell Colliery Branch. The Staff (with round handle) kept at Derwenthaugh Signal Box applies to the single line between Derwenthaugh Signal Box and the connection with the Swalwell Opencast Coal Sidings which is worked in accordance with the Regulations for working Single Lines of Railway by one engine in steam. Beyond this point Drivers must be prepared to proceed at Caution and to stop short of any obstruction.

PAGE 92.

LINE No. 62.—WEST HARTLEPOOL (CEMETERY WEST) TO GATESHEAD (GREENSFIELD) VIA HORDEN, INCLUDING SEABANKS BRANCH, NORTH DOCK BRANCH, TILE SHED TO HARTON, ALLHUSEN'S BRANCH, HIGH STREET TO GREENSFIELD CURVE.

SEAHAM.

INSERT:—

VANE TEMPEST COLLIERY SIDINGS:—Trap points are provided on the Single line leading into Vane Tempest Colliery Loaded Sidings, Seaham, at a point near the N.C.B. Weigh Cabin. These trap points are facing to trains approaching the Sidings. A semaphore Stop signal controlling facing direction movements over the trap points is provided on the left-hand side of the Single line, 50 yards before reaching the trap points. The points and signal are worked by the N.C.B. staff and are controlled from the Weigh Cabin.

Drivers of trains from the direction of Hall Dene Signal Box must give one long engine whistle on approaching, to enable the N.C.B. staff to operate the trap points and Stop signal.

HAWTHORN SIGNAL BOX.

INSERT as 2nd paragraph:—

Emergency Telephone.

A telephone is provided in the porch of the signal box for use by trainmen in emergency when the signal box is closed.

HAWTHORN LIMESTONE QUARRY SIDINGS.

AMEND Line 5 to read:—

"Safety Swing chocks are provided at the entrance to the four sidings. . . ."

DELETE the following instructions:—

SEAHAM HARBOUR STATION.

Only 5 coaches and an engine can be accommodated at the Platform side of the Stop signal situated near the sand drag facing points.

This signal is connected to and works in conjunction with the hold-up lever operating the sand drag points. When a movement past the signal is required the Fireman must work the hold-up lever; this operation will set the points and lower the signal simultaneously.

INSERT:—

SUNDERLAND.

Station Signal Box.—Rule 39 (a).

Drivers of trains should note that exemption from the first paragraph of Rule 39 (a) has been granted at Sunderland Station Home Signals as follows:—

Down Direction. For all trains booked to stop at Sunderland Station.

For trains from the West Hartlepool direction, the Outer Distant signal at the South end of Sunderland South Tunnel when in the off position indicates that the signals are off to the Station platform, but does not indicate the position of the Starting signal at the North end of the platform.

Up Direction.

All trains.

SECTIONAL APPENDIX—continued.

PAGE 93.

INSERT:—

PELAW AND GATESHEAD (ST. JAMES BRIDGE) SIGNAL BOXES.

Cautioning of Trains on Goods Lines.

Drivers of trains will not be advised at Pelaw or St. James Bridge Signal Boxes to which signal box they are being cautioned. They must understand that at any time Felling Signal Box may be closed and be prepared to stop short of any obstruction between Pelaw and St. James Bridge Signal Boxes when proceeding with trains in either the Up or the Down direction.

GATESHEAD.

INSERT:—

ST. JAMES' BRIDGE SIDINGS GROUND FRAME:—Drivers of trains leaving the Sidings must in all cases assume the line is clear only as far as the first stop signal of the next Signal Box open.

GATESHEAD EAST STATION:—Electric Bells and Indicators for Starting of Trains.—Referring to Table X. An electric starting bell and a double-sided visual indicator are provided on the gantry carrying the colour light signal at the North end of the Down platform.

The push button which operates the bell also illuminates the visual indicator.

The visual indicator shows the letter R when the bell is rung.

LINE No. 63.—HARTLEPOOL (CEMETERY SOUTH) TO FERRYHILL No. 1.

DELETE:—

BETWEEN HART AND HESLEDEN.

HESLEDEN BANK SIDING. Traffic for this siding must be attached in front of the train. On arrival at the siding and after the train clears the catch points leading to the run-away siding, it must be set back with the brake van resting against the buffer stops of the latter siding before work is commenced.

HESLEDEN.

DELETE existing instructions regarding **Up Freight Trains and INSERT:—**

UP FREIGHT TRAINS. All Up Freight trains must travel over the Up Goods Loop. If the Loop is not already occupied by another train, No. 25 trap points must be maintained in the run-off position until the Signalman at Hesleden station Box receives intimation from the trainmen by telephone that the train has come to a stand. Drivers of Freight trains which require brakes to be applied must advise the Signalman by telephone as soon as they are ready to depart.

PAGES 93 AND 94.

WINGATE.

WINGATE COLLIERY SIGNAL BOX.—Wingate Colliery Branch.

DELETE:—

The Signalman at Wingate Colliery and the Crossing Keeper at Wingate Grange must advise each other by telephone when a train is leaving for or departing from the Colliery.

The Brick Works traffic must be dealt with without fouling the line used by trains travelling from the Colliery direction.

INSERT:—

WINGATE GRANGE LEVEL CROSSING. The level crossing gates will be opened and closed by the Signalman from Wingate Colliery Signal Box, who will accompany each train.

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LINE No. 64.—RYHOPE GRANGE TO CASTLE EDEN WEST, INCLUDING SILKSWORTH COLLIERY BRANCH, THORNLEY COLLIERY BRANCH.

THORNLEY.

WHEATLEY HILL COLLIERY BRANCH.

INSERT as second Paragraph.

The National Coal Board have provided a wheel chock at the East end of the outgoing sidings and a safety switch at the West end of the ingoing sidings near the Colliery Weigh Office to prevent wagons running out of the sidings towards the level crossing. The safety switch and wheel chock will be operated by a man from the Colliery Weigh Office, who will also act as hand-signalman at the level crossing for trains proceeding to and from the Colliery and during any shunting movements over the level crossing.

The signalman at Wheatley Hill Signal Box must, when accepting a train for the Colliery, immediately advise the Traffic Manager at the Colliery Weigh Office by telephone, who will send a man to act as above. The signalman must not lower No. 8 Down Main to Colliery signal until assurance has been received that a man has been sent.

In the event of the telephone being out of order, the signalman must stop any train proceeding into the Colliery and advise the driver to bring his train to a stand at the level crossing and satisfy himself that all is safe before proceeding over the crossing, and to stop clear of the safety switch adjacent to the Colliery Weigh Office.

DELETE THE HEADING:—

LINE No. 65 MURTON TO DURHAM ELVET, ETC.

and

INSERT:—

LINE No. 65.—MURTON TO SHERBURN NORTH.

SHERBURN COLLIERY.

Sherburn North Signal Box.—Rule 39 (a).

Exemptions from the provisions of Rule 39 (a) has been given when advancing a train from Nos. 4 or 6 Up Branch Home Signals.

SECTIONAL APPENDIX—continued.

PAGE 96.

LINE No. 66.—SUNDERLAND TO PENSHAW NORTH, INCLUDING PALLION TO DEPTFORD BRANCH. LEAMSIDE (AUCKLAND) TO DURHAM (NEWTON HALL).

PALLION.

DEPTFORD BRANCH.—J. A. Jobling & Co. Ltd., Glass Works Siding.

DELETE existing instructions and **INSERT:—**

DEPTFORD BRANCH.—J. A. Jobling & Co. Ltd., Glass Works Siding.

The siding is situated on the Up line between Deptford and Ogden's Lane Signal Boxes. The points are worked from a ground frame locked by an Annett's key. The key is kept in Pallion Station Signal Box.

Shunting movements in the Sidings are regulated by a 3-aspect colour light signal giving the following indications:—

RED	... ...	STOP.
YELLOW	... ...	SET BACK.
GREEN	... ...	MOVE FORWARD.

The signal can be worked by either of two switches located in wooden boxes which are normally kept locked. The Guard is the only person authorised to work the switches.

When it is necessary to shunt the Siding, the Guard, before entering the branch, must obtain the Annett's key and the key to the switch boxes from the Signalman at Pallion.

The engine must not enter the warehouse and a sufficient number of vehicles must be attached to obviate the necessity for so doing.

Whilst attaching or detaching movements are taking place a portion of the train and/or brake van must be left secured on the Up line to protect the shunting movements.

The Guard will be responsible for switching off the signal, locking the switch box, locking the ground frame, and returning the keys to the Signalman at Pallion when leaving the branch.

PAGE 97.

INSERT:—

LINE No. 68.—SOUTH DOCK BRANCHES.

SOUTH DOCK.

The Guard or Shunter in charge of a train from South Dock Bottom which requires a clear run across Hendon Junction must advise the Signalman at Hendon accordingly on the telephone provided near Hendon "Dock to Up Main or Branch Distant" signal, and must not signal the Driver to start until the Distant signal has been lowered.

Londonderry Signal Box.

DELETE first three paragraphs of existing instructions and **INSERT:—**

"When propelling loads on to Nos. 21, 22 and 23 Jetties, Drivers must keep a sharp look-out for, and be prepared to act immediately upon, hand signals given by Shunters or Guards".

Note.—The semaphore signal referred to in the previous instructions has now been dispensed with.

INSERT:—

LINE No. 69.—TYNE DOCK TO ANNFIELD PLAIN (ANNFIELD EAST) VIA STELLA GILL, INCLUDING TYNE DOCK BOTTOM BRANCH, WHITBURN BRANCH, GREEN LANE TO BOLDON COLLIERY, HEDWORTH LANE TO EAST BOLDON (TILE SHED).

BETWEEN TYNE DOCK BOTTOM AND ANNFIELD PLAIN (ANNFIELD EAST).

Working of 56-ton wagons between Tyne Dock and Consett.

Iron Ore is conveyed between Tyne Dock Bottom and Consett in trains composed of specially constructed 56-ton wagons with power operated doors for discharging and also fitted with the vacuum brake. For details see printed pamphlet "Instructions relating to the working of 56-ton wagons between Tyne Dock and Consett".

PAGE 98.

LINE No. 70.—PELAW TO FERRYHILL (TURSDALE) VIA LEAMSIDE, INCLUDING BELMONT TO DURHAM GOODS, FERRYHILL (COXHOE) TO COXHOE STATION.

WASHINGTON.

WASHINGTON SOUTH SIGNAL BOX.

DELETE existing instructions and **INSERT:—**

WASHINGTON SOUTH SIGNAL BOX.—Washington Collieries Branch. An Annett's key which is attached to the Train Staff has been provided to release the one lever ground frame which controls the South end connection of the Glebe Colliery Weigh Siding with the Single line.

The North end connection of the Weigh Siding with the Single line is controlled by a 2-lever ground frame. The levers are free and are worked by the National Coal Board Fatfield Road level crossing keeper.

LINE No. 71.—PELAW TO SOUTH SHIELDS.

INSERT after entry headed "Hebburn":—

JARROW.

JARROW EAST END LIGHT RAILWAY AND MERCANTILE DRY DOCK COMPANY.—Instructions for dealing with traffic for the Shell Mex & B.P. Co. Ltd.

1. Two Exchange Sidings are situated on the West side of the Branch Single line at the South side of Jarrow High Street Level Crossing. Each siding will accommodate 30 tank cars.
2. The sidings are in the form of Loops connected to the running line by points worked by throw-over levers. The points when not in use must be left normal for the running line.
3. The siding next the Branch line is the exchange point for OUTWARD Installation traffic and the other siding the exchange point for INWARD Installation traffic.
4. The Installation private locomotive will work all traffic between the exchange sidings and the Installation.
   British Railways' engines must not pass over Jarrow High Street Level Crossing except as provided for in Clause 10.
5. A STOP BOARD situated 40 yards South of the South end connection to the Exchange Sidings is lettered as follows:—

   Side Facing South. "British Railways' engines must stop at this point and not proceed until signalled forward by the Guard in charge". (A white light is exhibited at this board during hours of darkness).

   Side Facing North. "Movements beyond this point by Installation engines are prohibited"

SECTIONAL APPENDIX—continued.

6. The British Railways' Guard, giving the signal to his Driver to pass the STOP BOARD, must satisfy himself that no conflicting movement is taking place ahead, and that the points are set for the correct siding.
7. British Railways' engines arriving with trains in the Inward Siding must not proceed beyond the fouling point of that siding with the outward siding until it has been ascertained that no fouling movement is in progress.
8. The Shunter in charge of the Installation private locomotive will, before commencing a shunting movement over Jarrow High Street Level Crossing, assure himself that no conflicting movement is taking place ahead. The Installation locomotive will carry an electric head-light at night.
9. When the Inward Installation siding is clear of tank cars the Installation locomotive will not again enter or place cars in that siding from the Jarrow High Street end until further cars are placed there by a British Railways' engine, except in special circumstances by prior arrangement with the Station Master, Jarrow. The Installation engine may, however, enter the Inward Siding from the South end provided no conflicting movement is being made by a British Railways' engine.
10. When the Installation locomotive is out of commission for any reason the Station Master, Jarrow, will be notified accordingly by the Installation staff, and will notify trainmen before entering the Light Railway that on arriving in the Inward Siding they will be met by a Conductor provided from the Installation staff and may, under his authority, cross Jarrow High Street Level Crossing and proceed to shunt the Installation sidings in accordance with his directions, the Conductor remaining with the British Railways' enginemen until the British Railways' engine has returned to the sidings South of the Level Crossing. THE ENGINE MUST NOT ACTUALLY ENTER THE OIL COMPOUNDS. CAPSTANS ARE PROVIDED WITHIN THE OIL COMPOUNDS TO ENABLE THE OIL COMPANY'S STAFF TO PLACE THE TANKS IN POSITION, WHICH WILL ENABLE THE ENGINE TO ATTACH WITHOUT PASSING BEYOND THE GATES.

PAGE 99.

SOUTH SHIELDS.

INSERT:—

Station Signal Box. Drivers of trains approaching South Shields on the Down Main should note that, when the line is clear to the bridge carrying the outlet signals from the Station Sidings, Rule 39 (a) will not be carried out at the undermentioned signals:—

No. 1. Down Main to Down Platform Home.
No. 26. Down Platform.
No. 2. Down Main to Middle Line.
No. 3. Down Main to Up Platform Home.

LINE No. 72.—NEWCASTLE No. 3 TO CARLISLE.

ELSWICK.

DELETE existing instructions and **INSERT:—**

Light Engines and Empty Coaching Stock Trains for the direction of Newcastle, etc.

Drivers of Empty Coaching Stock trains and Light Engines must slacken speed on passing Elswick Station Signal Box and give the following information:—

(a) In the case of Empty Coaching Stock trains, the forward working of the set from Newcastle.
(b) In the case of a Light Engine, the forward working of the engine from Newcastle.

This information must be telephoned to Newcastle No. 3.

In the case of an Empty Coaching Stock train for beyond the Central Station, the Signalman at Newcastle No. 3 must instruct the Signalman at Forth whether the train is required to travel by the Main line or the Goods line. In the absence of such instructions the train must travel via the Main line.

Guards of Empty Coaching Stock trains will be held responsible for reminding Drivers to slacken speed at Elswick and for ensuring that Drivers are in a position to give the Signalman correct information on the forward working of the set.

INSERT:—

SCOTSWOOD.

UP GOODS LINE BETWEEN SCOTSWOOD AND ELSWICK.—Scotswood Station Box, Rule 69.

After an engine has run round a freight train on the Up Goods line and the train has been drawn clear of that line, the Guard must so advise the Signalman at Scotwsood Station Signal Box in accordance with Rule 69.

For this purpose Guards may use the telephone fixed on the post of the signal bridge situated 250 yards East of Scotswood Station Signal Box.

SCOTSWOOD BRIDGE SIDINGS—LIGHT ENGINES REQUIRING TO TRAVEL FROM THE WEST TO THE EAST END.

Whether running from Blaydon Loco. Shed or after having been detached from a train in the Sidings, no light engine must travel from the West to the East end without the Driver having first obtained, if possible, the authority of the Yard staff.

In order to contact the Yard Foreman or Shunter the telephone at the West End of the Sidings must be used, and a clear understanding reached as to the Siding on which the engine must run.

If the attention of the Yard staff cannot be obtained, engines must travel from West to East via No. 8 New Side only. The exact location of this line, which has been allocated for use as an engine line, is indicated by a notice board on a lighting pole near the West End of the Washing Bench and close to the telephone box.

The engine line must not be used for any other purpose unless there are exceptional circumstances, in which case the following precautions must first be taken:—

1. A detonator and a red flag by day, or red light by night, must be placed to protect the West End of the engine line.
2. Loco. Shed staff must be advised that the engine line is blocked, with an indication as to how light engines should proceed to the East End.

PAGE 100.

INSERT:—

BRAMPTON JUNCTION.

Level Crossing Over Up Siding.

This level crossing is protected on the East side by a swing chock on the Up Siding.

Before a shunting movement is made over the level crossing the man in charge of the rail movement must first close the level crossing gates to road traffic and then remove the swing chock from across the line.

SECTIONAL APPENDIX—continued.

On completion of the shunting operations the swing chock must be replaced across the line, after which the gates may be re-opened to road traffic.

The man in charge of the rail movement must remain at the level crossing and prevent access over it until the shunting operations have been completed and the crossing is again clear.

LINE No. 73.—SCOTSWOOD BRIDGE TO CONSETT NORTH, VIA LINTZ GREEN, INCLUDING BLAYDON S.W. AND S.E. CURVES.

LINTZ GREEN.

DELETE:—

Station Signal Box—
Victoria Garesfield Colliery Single Line:—
When it is necessary for a train to leave Victoria Garesfield Colliery. . . .

INSERT:—

Station Signal Box—
South Garesfield Colliery Single Line:—
When it is necessary for a train to leave South Garesfield Colliery. . . .

DELETE:—

HIGH WESTWOOD.

Hamsterley Colliery Sidings. Owing to the gradient of the line, trains working traffic into and out of Hamsterley Colliery Sidings must always have the engine at the lower end, or the whole of the train must be placed in the sidings clear of the Main line before any shunting operations are commenced. In no circumstances must the van, or any portion of the train, or any wagons, be left on the Main line during the time the engine is engaged in the sidings.

PAGE 101.

EBCHESTER.

Station Sidings.

DELETE Instructions.

INSERT:—

BLAYDON S.W. CURVE (BETWEEN BLAYDON SOUTH SIGNAL BOX AND BLAYDON MINERAL YARD GROUND FRAME).

Trains conveying **empty** coaching stock must not pass any other train on the opposite line between Blaydon South No. 14 signal and Blaydon Mineral Sidings Ground Frame. Trains in the Up direction must be brought to a stand at the Mineral Sidings Ground Frame to permit of the passing of Down trains, or alternatively trains in the Down direction must be brought to a stand at Blaydon South No. 8 signal to permit of the passing of Up trains.

Trains conveying **loaded** coaching stock must not travel via this route.

INSERT:—

LINE No. 74.—SCOTSWOOD TO WEST WYLAM VIA NORTH WYLAM.

LEMINGTON.

WALBOTTLE SIGNAL BOX. Owing to the gradient no train or part of a train is allowed to stand on the Down Main Line unless the engine is attached at the Newburn end.

If it is necessary for an engine to run round a train, or part of a train, the train or part thereof must be placed on to the Up Main Line via the West crossover, and firmly secured before the train engine is detached and the running round movement commenced.

DELETE:—

LINE No. 75.—HEXHAM (BORDER COUNTIES) TO ALLENDALE.

LANGLEY-ON-TYNE.

STATION SIDINGS. Owing to the gradient any train . . . etc.

LINE No. 76.—HALTWHISTLE TO ALSTON, INCLUDING LAMBLEY FELL BRANCH.

INSERT:—

LAMBLEY FELL BRANCH.

LAMBLEY FELL COLLIERY LINE.—Public Road Level Crossing.

When approaching the public road level crossing, drivers and guards must exercise due care and be prepared to act on the signals of the Colliery handsignalman.

PAGE 102.

LINE No. 77.—NEWCASTLE QUAYSIDE BRANCH.

MANORS.

Argyle St. Signal Box.—Quayside Branch.

INSERT as second paragraph:—

On weekdays the Train Staff when not required for train working is retained in the Yard Inspector's Cabin at Trafalgar Yard.

PAGE 104.

LINE No. 80.—BACKWORTH (EARSDON) TO NORTHUMBERLAND DOCK, ETC.

INSERT:—

BACKWORTH.

ALGERNON SIGNAL BOX.—Method of Cautioning.—Rule 44 (b). Authority has been given for the Calling-on signal fixed under the Down Home signal to be lowered after a train has been brought **nearly** to a stand, although the section ahead is occupied.

PAGE 105.

INSERT:—

BETWEEN PERCY MAIN NORTH AND EARSDON SIGNAL BOXES.

When it is necessary in case of emergency for trains composed of coaching stock to be diverted via Percy Main North and Earsdon, such trains must not exceed a speed of 30 miles per hour, and must not pass another train composed of coaching stock on the opposite line.

SECTIONAL APPENDIX—continued.

The coaching stock must conform to the dimensions laid down in the "Dimensions of Loads" issued by the Railway Clearing House in April, 1941, namely 9 ft. wide and 13 ft. high in centre from rail and 11 ft. high at side from rail excepting that in an emergency, stock 9 ft. 3 in. wide may be allowed.

INSERT:—

TYNE COMMISSION QUAY: PASSENGER STATION.

Drivers must keep a good look-out for the Rolling Bridge which fouls the running line when brought into use at the East end of the Station, and be prepared to stop short as necessary.

In the event of its being necessary for an engine to proceed beyond the Rolling Bridge, and the latter be placed across the line between the engine and train, a responsible member of the T.I.C. staff will inform the Driver what is being done. After the engine has proceeded forward the Driver should not again move until verbally instructed by the responsible member of the T.I.C. staff.

LINE No. 81.—BACKWORTH TO MORPETH, INCLUDING HARTLEY TO MONKSEATON WEST, NEWSHAM TO BLYTH, BEDLINGTON TO CAMBOIS, NORTH BLYTH AND NEWBIGGIN, ASHINGTON COLLIERY LINES.

PAGE 105.

INSERT:—

BEBSIDE.

Horton Grange Siding.

A telephone is provided near Bebside Down Home signal to enable the Guard to inform the Signalman in accordance with Rule 147 whenever a train, complete with tail lamp attached, has been shunted into the above siding clear of the Down Main line.

PAGE 106.

INSERT:—

NEWSHAM.

ISABELLA SIGNAL BOX.—COLLIERY LINE, PUBLIC ROAD LEVEL CROSSING.

When leaving Isabella Colliery Sidings Drivers and Guards must exercise due care on approaching the public road level crossing and be prepared to act on the signals of the Colliery Handsignalman appointed to protect the crossing.

DELETE:—

Present instructions headed **"ASHINGTON COLLIERY COMPANY'S LINES BETWEEN ELLINGTON COLLIERY** and **LYNEMOUTH COLLIERY".**

INSERT:—

N.C.B. ASHINGTON LINE BETWEEN ELLINGTON COLLIERY AND LYNEMOUTH COLLIERY.

The N.C.B. lines between Ellington Colliery Signal Box and Lynemouth Colliery Signal Box are worked under the Permissive Block System.

The line between Lynemouth Colliery No. 1 and No. 7 Colour light signals is used for traffic in both directions, the controlling signals being electrically interlocked.

SOUTH BLYTH STAITHS.

DELETE existing instructions and **INSERT:—**

SINGLE LINE BETWEEN NOTICE BOARD FIXED SOUTH OF No. 1 SPOUT AND NOTICE BOARD NEAR COAL SHIPPING FOREMAN'S OFFICE.

SINGLE LINE BETWEEN NOTICE BOARD FIXED NEAR COAL SHIPPING FOREMAN'S OFFICE AND NOTICE BOARD WEST OF No. 8 SPOUT.

The Coal Shipping Foreman is in charge of the Train Staff Working.

Separate Train Staffs are provided for the sections of line specified above and no engine must foul either of these sections of line unless the Driver is in possession of the appropriate Train Staff.

Receptacles for the Train Staffs are provided in the Guard's Room and also near to No. 1 Spout and West of No. 8 Spout.

In the event of an engine requiring to leave the Staiths for the purpose of working Crofton Mill, Gas Works Siding, or for Loco. duties, thereafter returning to the Staiths, the Train Staff must be placed by the Fireman or Guard in the receptacle provided in the Guard's Room or, with the permission of the Coal Shipping Foreman, may be placed in the receptacle near No. 1 Spout or West of No. 8 Spout.

In every case when work ceases on the Staiths the Train Staff for each section must be taken to the Guard's Room and placed in the receptacle provided, where they must remain until required again.

PAGE 107.

LINE No. 82.—CHEVINGTON TO AMBLE.

AMEND BROOMHILL COLLIERY BRANCH to read **"AMBLE BRANCH"** and **AMEND** second paragraph to read:—

A Ground Frame is provided at Broomhill Colliery which will be operated by the Working Foreman as required.

DELETE third paragraph.

LINE No. 83.—ALNMOUTH TO COLDSTREAM.

AMEND line heading to read:—

LINE No. 83.—ALNMOUTH TO ALNWICK.

DELETE entries in respect of EDLINGHAM AND KIRKNEWTON.

INSERT:—

LINE No. 83A.—COLDSTREAM TO WOOLER.

KIRKNEWTON.

STATION SIDINGS:—Owing to the gradient, any train stopping to shunt must be brought to a stand within the safety points in the loop, which must then be placed in the run-off position, and no shunting must, in any circumstances, be done outside these points.

INSERT:—

LINE No. 85.—MORPETH STATION TO REEDSMOUTH JUNCTION.

When it is necessary for Passenger or Military trains to work over the branch the Station Master, Reedsmouth will arrange attendance at Buteland Level Crossing for the passage of such trains. Drivers must keep a sharp lookout for hand signals in the vicinity of the crossing.

SECTIONAL APPENDIX—continued.

MELDON.

Down Line Siding.

An intermediate key token instrument is provided. When it is necessary to refuge a train or an Engineer's rail motor in the Down Line Siding, and when a train or Engineer's motor requires to leave the Siding, the instrument must be operated in accordance with the instructions exhibited at the ground frame.

MIDDLETON STATION.

Train Working.

During shunting operations, the engine must always be at the Morpeth end of the wagons.

Down Passenger trains must not stop at Middleton unless the automatic brake is working on the rear vehicle.

Down Goods trains may stop at the platform for the purpose of leaving or lifting road van traffic, but only if sufficient brake power is applied at the rear of the train to hold it.

SCOTSGAP JUNCTION.

Train Working.

No Freight train may stand on the Main line without an engine attached. Before shunting operations by a Freight train are commenced, the entire train, including brake van, must be shunted from the Main line into the sidings.

Down Passenger trains must not stop at Scotsgap Junction unless the automatic brake is working on the rear vehicle.

Goods trains leaving the Yard at Scotsgap going in the direction of Reedsmouth must first be drawn forward on to the Rothbury Branch line, and from there propelled through the crossover road on to the Platform line. The backward movement from the Rothbury Branch line to the Platform line being on a falling gradient, the Guard, during the time the train is being propelled, must ride in the brake van and give close attention to the brake.

KNOWESGATE.

Intermediate Token Instrument.

An intermediate token instrument is provided in the office. When a train has been shunted clear of the Main line and the points returned to their normal position, the instrument must be operated in accordance with the instructions exhibited at the ground frame, which will admit of electric token working between Woodburn and Scotsgap being resumed.

REEDSMOUTH JUNCTION.

Platform for Messrs. Vickers Armstrong, Ltd.

This platform is situated about one and a half miles east of Reedsmouth Station.

When passengers are to be taken up or set down at the platform, timeous notices must be made by Messrs. Vickers Armstrong, Ltd., workmen or guests, to the Station Master at Reedsmouth, who will give the necessary instructions to the Guard and Driver.

Guards of trains stopping at the platform to take up or set down passengers must report such stoppages in their Train Journals.

Passengers alighting or joining trains at the platform must pay the fare to or from the station beyond.

When it is necessary for trains to stop at the platform after dark, Vickers Armstrong staff will arrange to light the lamps.

LINE No. 86.—SCOTSGAP TO ROTHBURY.

LONGWITTON.

Station Sidings.

During shunting operations, the engine must always be at the Rothbury end of the wagons.

Up Trains.

Up Passenger trains must not stop at Longwitton unless the automatic brake is working on the rear vehicle.

Up Goods trains may stop at the platform for the purpose of leaving or lifting road van traffic, but only if sufficient brake power is applied at the rear of the train to hold it.

LINE No. 87.—HEXHAM (BORDER COUNTIES) TO RICCARTON SOUTH JUNCTION.

HEXHAM VIADUCT.

Two engines coupled together must not be allowed to pass over Hexham Viaduct. The loads of Passenger and Goods trains proceeding over the Viaduct must not exceed the weight for one engine.

When the steam crane requires to run over Hexham Viaduct a tool van must be placed between it and the engine and the latter must be of a type permitted in the route availability.

WALL.

Acomb Colliery.

A notice board is erected indicating the point beyond which engines must not pass.

CHOLLERTON.

Cocklaw Siding.

Notice boards are erected at the east end of the hoppers, beyond which engines and vans exceeding 12 feet in height above rail level must not pass.

Traffic to and from the outer siding of the Alston Limestone Company must be worked through the crossover between the inner and outer sidings, and not over the Hexham Rural District Council Siding.

FALSTONE.

Trains entering Goods Loop.

A train requiring to enter the Goods Loop will be brought to a stand at the relative Home signal. The Signalman will exhibit a green hand signal to authorise the Driver to pass the Home signal at Danger to enter the Goods Loop.

PLASHETTS.

Intermediate Token Instrument.

An intermediate token instrument is provided in the office. When a train has been shunted clear of the Main line and the points returned to their normal position, the instrument must be operated in accordance with the instructions exhibited at the ground frame, which will admit of electric token working between Kielder and Falstone being resumed.

KIELDER.

Trains entering Goods Loop.

A train requiring to enter the Goods Loop will be brought to a stand at the relative Home signal. The Signalman will exhibit a green hand signal to authorise the Driver to pass the Home signal at Danger to enter the Goods Loop.

SECTIONAL APPENDIX—continued.

TABLE A.

LINE No. 1.—SHAFTHOLME TO BERWICK (MARSHALL MEADOWS).

The Speed Limits and Permanent Speed Restrictions shown on pages 108 to 120 of the N.E. Sectional Appendix, and amendments thereto, have been cancelled and the following substituted:—

Station, Junction, Signal Box, etc.	Speed Limits and Speed Restrictions. Miles per hour.		Location.
	Up	Down	
SHAFTHOLME AND ERYHOLME	**90**	**90**	**SPEED LIMIT. MAIN LINES.**
	60	**60**	**SPEED LIMIT. PASSENGER LINES OTHER THAN MAIN LINES.**
Arksey and Shafthohne Junction ...	60	60	Main Lines, 159 miles 36 chains to 160 miles 22 chains.
Shafthohne Junction	20	20	To and from Knottingley Lines.
Selby...	50	50	Main Lines, 174 miles 16 chains to 174 miles 30 chains.
	10	—	Connection from Up Fast to Up Slow Line (Up Platform Line) at 174 miles 30½ chains.
	40	40	Selby Swing Bridge, 174 miles 30 chains to 174 miles 36 chains.
	45	45	Passenger Lines, 174 miles 36 chains to 174 miles 78 chains.
	50	50	174 miles 78 chains to 175 miles 50 chains.
Naburn Swing Bridge	60	60	184 miles 13 chains to 184 miles 24 chains.
Chaloners Whin	50	50	185 miles 45 chains to 186 miles 20 chains.
	25	25	All connections Doncaster to Leeds Lines and Leeds to Doncaster Lines, 186 miles 15 chains to 186 miles 20 chains.
Holgate and York Station	25	25	Up and Down Main Lines, 187 miles 50 chains to 188 miles 11 chains, in **Right Direction** only.
	15	15	Up and Down Main Lines, 187 miles 50 chains to 188 miles 11 chains, in **Wrong Direction** only.
	15	15	All Lines other than Main Lines, 187 miles 50 chains to 188 miles 11 chains.
YORK HOLGATE JUNCTION AND SKELTON	**20**	**20**	**SPEED LIMIT. GOODS LINES.**
Holgate Junction	15	15	Goods Lines, 0 miles 0 chains to 0 miles 20 chains.
York Yard South	10	10	Goods Lines, 0 miles 20 chains to 0 miles 29 chains.
York Station and Skelton	25	25	Up and Down Main Lines, 0 miles 0 chains to 0 miles 42 chains, in **Right Direction** only.
	15	15	Up and Down Main Lines, 0 miles 0 chains to 0 miles 42 chains, in **Wrong Direction only.**
	15	15	All Lines other than Main Lines, 0 miles 0 chains to 0 miles 42 chains.
	50	45	Up and Down Main Lines, 0 miles 42 chains to 1 mile 9 chains.
Skelton Signal Box and Thirsk (South end of Station)	30	30	All connections Fast to Slow and Slow to Fast Lines used by Passenger trains, 1 mile 50 chains to 22 miles 10 chains.
Skelton Signal Box and Signal S.171 ...	—	25	Down Goods Line, 1 mile 46 chains to 2 miles 40 chains.
Skelton Bridge—between Signals S.171 and D.3.S...	—	30	Down Goods Line, 3 miles 4½ chains to 3 miles 23 chains.
Beningbrough	40	40	Up and Down Slow Lines through Station, 5 miles 40 chains to 5 miles 47 chains.
Raskelf	—	40	Down Slow through Station, 13 miles 23 chains to 13 miles 32 chains.
Thirsk	—	20	Connection, Down Fast to Down Slow at Thirsk Signal Box (22 miles 31 chains).
	35	—	Up Slow Line, 22 miles 12 chains to 22 miles 6 chains.
	—	30	Connection Down Slow to Down Fast, immediately North of Thirsk Signal Box at 22 miles 36 chains.
	—	20	Connections Down Slow to Down Fast North of Signal D.22 CS at 22 miles 57 chains.
	20	—	Connections Up Slow to Up Fast, South of Signal U.22.S at 22 miles 32 chains.
	30	—	Connection Up Fast to Up Slow, South of Signal U.22 at 22 miles 27 chains.
Thirsk and Northallerton	30	30	All connections Fast to Slow and Slow to Fast used by Passenger trains, North end of Thirsk Yard to South end of Northallerton Up Platform inclusive, between 22 miles 60 chains and 29 miles 64 chains.
Wiske Moor Water Troughs	70	70	Up and Down Main Lines, 31 miles 63 chains to 32 miles 11 chains.
ERYHOLME AND DURHAM (NEWTON HALL)	**80**	**80**	**SPEED LIMIT. MAIN LINES.**
	60	**60**	**SPEED LIMIT. PASSENGER LINES OTHER THAN MAIN LINES.**
Darlington	15	15	Up and Down Lines through Station, 43 miles 70 chains to 44 miles 27 chains.
Aycliffe	60	60	48 miles 0 chains to 49 miles 26 chains.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 1.—SHAFTHOLME TO BERWICK (MARSHALL MEADOWS)—(continued).

Station, Junction, Signal Box, etc.	Speed Limits and Speed Restrictions Miles per hour. Up	Down	Location.
Preston	20	—	Trains entering and travelling over Up Goods Loop. 52 miles 35 chains to 52 miles 0 chains.
	—	10	Trains entering and travelling over Down Goods Loop, 52 miles 2 chains to 52 miles 63 chains.
Bradbury	75	75	55 miles 26 chains to 56 miles 14 chains.
Ferryhill No. 3	25	25	To and from Darlington, via Ferryhill Station, 56 miles 23 chains to 56 miles 32 chains.
Ferryhill	25	25	Leamside Lines 0 miles 37 chains to 0 miles 74 chains and Through Platform Lines.
Ferryhill No. 1	15	15	To and from Durham, via Ferryhill Station, 57 miles 15 chains to 57 miles 20 chains.
Ferryhill and Durham	75	75	61 miles 21 chains to 61 miles 67 chains.
	70	70	62 miles 20 chains to 63 miles 0 chains. (Browney Colliery Curve.)
	70	70	64 miles 8 chains to 64 miles 21 chains.
Relly Mill	50	50	64 miles 60 chains to 65 miles 30 chains.
Durham South	30	30	65 miles 63 chains to 66 miles 11 chains.
DURHAM (NEWTON HALL) AND NEWCASTLE VIA K.E.B. OR HIGH LEVEL BRIDGE	**75**	**80**	**SPEED LIMIT. MAIN LINES.**
	60	**60**	**SPEED LIMIT. PASSENGER LINES OTHER THAN MAIN LINES.**
Newton Hall	65	65	67 miles 8 chains to 67 miles 40 chains.
	25	25	All connections Main to Slow and Slow to Main.
	55	55	67 miles 40 chains to 68 miles 20 chains.
	70	—	68 miles 64 chains to 69 miles 6 chains.
Bensham	55	55	78 miles 63 chains to 79 miles 17 chains.
	50	35	Through Bridge, 79 miles 26 chains to 79 miles 42 chains.
King Edward Bridge	20	20	All Lines, 79 miles 42 chains to 79 miles 57 chains.
Gateshead West and Junction	10	10	Up and Down Lines through Station and entering Down Slow, 0 miles 16 chains to 0 miles 0 chains (G.N. & B. Mileage).
Newcastle	15	15	All Lines, 79 miles 70 chains to Station, via King Edward Bridge.
	15	15	All Lines, 101 miles 45 chains to Station, via High Level Bridge (Leeds Northern Mileage).
NEWCASTLE AND FALLODON	**80**	**80**	**SPEED LIMIT. MAIN LINES.**
	60	**60**	**SPEED LIMIT. PASSENGER LINES OTHER THAN MAIN LINES.**
Newcastle Central	15	15	All Lines, 0 miles 0 chains to 0 miles 25 chains.
Manors	25	25	Main Lines, 0 miles 25 chains to 0 miles 51 chains.
	30	30	Tynemouth Lines, 0 miles 25 chains to 0 miles 51 chains.
Heaton South	45	45	1 mile 76 chains to 2 miles 7 chains.
Benton Bank	60	—	2 miles 75 chains to 2 miles 60 chains.
Plessey and Stannington	75	75	12 miles 0 chains to 12 miles 20 chains.
Morpeth Curve	40	40	16 miles 14 chains to 16 miles 50 chains.
Morpeth and Pegswood	60	60	16 miles 67 chains to 17 miles 51 chains.
	70	70	17 miles 54 chains to 18 miles 16 chains.
Acklington and Warkworth	65	65	30 miles 0 chains to 30 miles 40 chains.
Alnmouth	60	60	34 miles 65 chains to 35 miles 43 chains.
Alnmouth and Longhoughton	70	70	35 miles 52 chains to 35 miles 70 chains.
Longhoughton and Little Mill	—	70	37 miles 42 chains to 38 miles 34 chains.
FALLODON AND MARSHALL MEADOWS	**90**	**90**	**SPEED LIMIT. MAIN LINES.**
	60	**60**	**SPEED LIMIT. PASSENGER LINES OTHER THAN MAIN LINES.**
Lucker Water Troughs	70	70	50 miles 3 chains to 50 miles 31 chains.
Beal Curves	80	80	57 miles 1 chain to 58 miles 67 chains.
Scremerston and Berwick	50	50	65 miles 57 chains to 66 miles 57 chains.
Berwick	30	—	67 miles 6 chains to 66 miles 70 chains.
Berwick-Marshall Meadows	60	60	67 miles 6 chains to 67 miles 69 chains.
	70	70	69 miles 0 chains to 69 miles 48 chains.
	60	60	69 miles 48 chains to 69 miles 66 chains.

SECTIONAL APPENDIX—continued.

TABLE A.
SPEED LIMITS AND RESTRICTIONS, ETC.

PAGES 108 TO 189.

Speed Limits are not available for certain branches. Until this information is available, Drivers of trains over these lines must work to the allowances shown in the Working Time Table, and in no case must a maximum speed of 60 m.p.h. be exceeded.

LINE No. 1.—SHAFTHOLME TO BERWICK (MARSHALL MEADOWS).

(See pages 57 and 58 herein for alterations to Speed Limits and Speed Restrictions.)

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 108.							
Selby.							
DELETE:—	—	—	50′ 0″	—	—	—	Inside No. 1 Engine Shed.
INSERT:—	—	—	52′ 0″	—	—	—	Inside No. 1 Engine Shed.
PAGE 109.							
York.							
DELETE:—	—	—	50′ 0″	—	—	—	No. 1 Down Goods Yard
							9S platform, Middle.
							Nos. 9, 12, 14 and 16 platforms, North End.
	—	—	—	W	—	—	Up Main from Scarborough, East End of Scarborough Bridge.
							Down and Up lines, South End of Locomotive Yard Signal Box (front).
							Nos. 9 and 12.
INSERT:—	—	—	—	W	—	—	No. 14 (South of footbridge).
							No. 16 (North of footbridge).
PAGE 110.							
York.							
DELETE:—	—	—	—	W	—	—	Clifton Up Goods Independent.
	—	—	—	W	—	—	**Holgate.** Down Goods Independent.
	—	—	—	—	C	1680 (Falling)	Down Goods Independent. Near Holgate Road Bridge (Worked from Locomotive Yard Signal Box.)
	—	—	—	—	C	1680 (Falling)	Down Doncaster Goods, 350 yards before reaching York Yard South Home Signal. (Worked from Locomotive Yard Signal Box.)
	—	—	—	—	C	1680 (Falling)	Down Leeds Goods, 370 yards before reaching York Yard SouthHomeSignal. (Worked from Locomotive Yard Signal Box.)
INSERT:—	—	—	—	W	—	—	Up Goods between Skelton and Clifton.
	—	—	—	W	—	—	**Holgate.** Holgate Down Loop.
	—	—	—	—	C	1680 (Falling)	Holgate Down Loop. Near Holgate Road Bridge. (Worked from York Signal Box.)
	—	—	—	—	C	1680 (Falling)	Down Doncaster Goods, 350 yards before reaching York Yard South Home Signal. (Worked from York Signal Box.)
	—	—	—	—	C	1680 (Falling)	Down Leeds Goods, 370 yards before reaching York Yard South Home Signal. (Worked from York Signal Box.)
PAGE 114.							
Darlington.							
INSERT:—	—	—	—	W	—	—	Up Goods and Up Reception. (North End of Station.)
PAGE 117.							
Newcastle.							
	—	—	—	W	—	—	*Under the heading* **East End.** **DELETE:**—Reference to Nos. 2 and 3 platforms.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 1.—SHAFTHOLME TO BERWICK (MARSHALL MEADOWS)—(continued).

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 118.							
INSERT:—							
Benton Bank	—	—	—	—	C	204	Down Main line, 60 yards ahead of Benton Bank Down Advance Starting Signal.
Morpeth.							
DELETE:—	—	—	42′ 0″	—	—	—	Behind Station near Rothbury line.
PAGE 119.							
INSERT:—							
Widdrington North ...	—	—	—	—	S	330	Up Main line, 1 mile 358 yards before reaching Widdrington Up Home Signal.
Alnmouth.							
INSERT:—	—	—	—	W	—	—	Down Goods.
DELETE:—	—	—	42′ 2″	—	—	—	Siding between Down Main and Alnwick Branch.

PAGE 120.
INSERT:—

LINE No. 1A.—SHAFTHOLME JUNCTION TO KNOTTINGLEY (EXCLUDING KNOTTINGLEY).

SHAFTHOLME JCT. AND KNOTTINGLEY SOUTH.	45	45	—	—	—	—	**SPEED LIMIT.**
Shaftholme Junction ...	20	20	—	—	—	—	Knottingley lines.
Norton	—	—	—	W	—	—	Down Main.
Criddling Stubbs	—	—	—	—	C	220	Down line, 706 yards before reaching Criddling Stubbs Down Home No. 1 Signal.

LINE No. 5.—NEPTUNE STREET TO SPRINGHEAD BRANCH.

PAGE 123.							
INSERT:—							
Springbank North and Springbank South.	15	15	—	—	—	—	Springbank East loop, 4 miles 805 yards (Alexandra Dock and Stairfoot Branch mileage) to 2 miles 400 yards. Neptune St. Branch mileage.)
Springbank North ...	—	—	—	—	C	Level	Up West Branch. 330 yards before reaching Springbank West Up Home. (Worked from Springbank North Signal Box.)
	—	—	—	—	C	Level	Up South Branch. 308 yards before reaching Springbank South Up Home. (Worked from Springbank North Signal Box.)

LINE No. 6.—HULL (WEST PARADE) TO WITHERNSEA.

PAGE 124.							
INSERT:—							
WEST PARADE AND WITHERNSEA.	55	55	—	—	—	—	**SPEED LIMIT.**
West Parade and Botanic Gardens.	35	35	—	—	—	—	0 miles 48 chains to 1 mile 4 chains.
Stepney and Wilmington...	40	40	—	—	—	—	2 miles 9 chains to 2 miles 39 chains.
Wilmington and Southcoates.	30	30	—	—	—	—	2 miles 39 chains to 2 miles 69 chains.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 6.—HULL (WEST PARADE) TO WITHERNSEA—(continued).

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
Southcoates	25	25	—	—	—	—	3 miles 25 chains to 3 miles 60 chains.
Southcoates and Marfleet	40	40	—	—	—	—	3 miles 60 chains to 4 miles 36 chains.
Hedon	15	—	—	—	—	—	8 miles 15 chains to 8 miles 11 chains.
Ottringham and Patrington. ...	45	45	—	—	—	—	16 miles 51 chains to 16 miles 35 chains.
The above restrictions are additional to the existing restriction at							West Parade.
Withernsea							
DELETE:—		—	46′ 0″	—	—	—	End of platform line.
INSERT:—	—	—		—	S	Level	East end of No. 3 platform line 60 feet from buffer stops, leading to depot sidings, normally laid for platform line.

LINE No. 7.—WILMINGTON TO HORNSEA.

PAGE 124.

INSERT:—							
WILMINGTON AND HORNSEA.	**60**	**60**	—	—	—	—	**SPEED LIMIT.**
Wilmington Junction and Sutton.	30	30	—	—	—	—	2 miles 45 chains to 2 miles 63 chains.
Wilmington Junction and Sutton.	45	45	—	—	—	—	2 miles 63 chains to 3 miles 12 chains.

LINE No. 8.—HULL (WEST PARADE) TO SEAMER WEST, ETC.

PAGE 125.

Cottingham South Jct.							
DELETE:—	40	40	—	—	—	—	2 miles 5 chains to 2 miles 12 chains.
INSERT:—	50	50	—	—	—	—	2 miles 5 chains to 2 miles 12 chains.
	15	15	—	—	—	—	To and from Hessle Road direction.

LINE No. 10.—HULL (KING GEORGE DOCK) TO CUDWORTH AND STAIRFOOT.

PAGE 126.

INSERT:—							
Springbank North ...	—	—	—	—	C	Level	Up West Branch, 255 yards before reaching Springbank West Up Home. (Worked from Springbank North Signal Box.)

PAGE 127.

DELETE:—							
Springbank North ...	—	—	—	—	C	Level	Up West Branch. 330 yards before reaching Springbank West Up Home. (Worked from Springbank North Signal Box.)
	—	—	—	—	C	Level	Up South Branch. 308 yards before reaching Springbank South Up Home. (Worked from Springbank North Signal Box.)
Carlton Towers.							
DELETE:—	—	—	50′ 0″	—	—	—	Station Yard.

PAGE 128.

DELETE:—							
Cudworth	—	—	60′ 0″	—	—	—	Loco. Yard.
	—	—	—	W	—	—	Loco. Yard—Engine Pit and Turntable line; Coal Stage and Shed lines; Outgoing line.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 11.—UPTON & NORTH ELMSALL (WRANGBROOK) TO DENABY & CONISBOROUGH.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 128.							
Hampole Viaduct.							
DELETE:—	20 (Both directions)		—	—	—	—	2 miles 45 chains to 2 miles 48 chains.
INSERT:—	10 (Both directions)		—	—	—	—	2 miles 40 chains to 2 miles 60 chains.

LINE No. 14.—HULL TO LEEDS INCLUDING ANLABY ROAD LOOP, HESSLE ROAD TO COTTINGHAM SOUTH, ETC.

PAGE 129.							
INSERT:—							
Cottingham South Junction. ...	15	15	—	—	—	—	1 mile 45 chains to 1 mile 53 chains.
PAGE 131.							
DELETE:—							
Swing Bridge	30	30	—	—	—	—	30 miles 67 chains to 30 miles 72 chains.
Selby West and Canal Signal Boxes	10	10	—	—	—	—	Reception Lines.
INSERT:—							
Swing Bridge	40	40	—	—	—	—	30 miles 67 chains to 30 miles 72 chains.
Selby West and Canal Signal Boxes.	10 (Both directions)		—	—	—	—	Reception Line.
PAGE 132.							
Leeds City South Station.							
DELETE:—	15	15	—	—	—	—	All lines, 20 miles 25 chains to West end of Canal Bridge.
INSERT:—	10	10	—	—	—	—	All lines, 20 miles 25 chains to West end of Canal Bridge.

LINE No. 15.—SELBY (BARLBY NORTH) TO DRIFFIELD (STATION JUNCTION).

DELETE:—							
SELBY (BARLBY NORTH) AND DRIFFIELD (STATION JCT.).	65	65	—	—	—	—	**SPEED LIMIT.**
INSERT:—							
SELBY (BARLBY NORTH) AND DRIFFIELD (STATION JCT.).	60	60	—	—	—	—	**SPEED LIMIT.**
Bubwith and Menthorpe Gate.	40	—	—	—	—	—	5 miles 24 chains to 5 miles 16 chains (over Bridge No. 4).
DELETE:—							
Market Weighton ...	35	35	—	—	—	—	16 miles 17 chains (Selby and Market Weighton mileage) to 0 miles 6 chains (Market Weighton and Driffield mileage).
INSERT:—							
Market Weighton ...	35	—	—	—	—	—	0 miles 6 chains (Market Weighton and Driffield mileage) to 16 miles 17 chains (Selby and Market Weighton mileage).
Everingham and Market Weighton.	—	30	—	—	—	—	16 miles 17 chains to 16 miles 38 chains.
Market Weighton... ...	—	35	—	—	—	—	16 miles 38 chains (Selby and Market Weighton mileage) to 0 miles 6 chains (Market Weighton and Driffield mileage).

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 16.—SELBY WEST TO CAWOOD.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 133.							
INSERT:—							
SELBY WEST AND CAWOOD.	20 (Both directions)		—	—	—	—	**SPEED LIMIT.**
PAGE 135.							
LINE No. 20.—LEEDS (WORTLEY JUNCTION L.N.E.R.) TO NORTHALLERTON (STATION AND BOROUGHBRIDGE ROAD) VIA ARTHINGTON AND SINDERBY, INCLUDING WORTLEY TO GELDARD AND PANNAL JUNCTION TO BILTON JUNCTION VIA STARBECK.							
AMEND LINE HEADING TO READ:—							
LINE No. 20.—HEADINGLEY (CARDIGAN ROAD) TO NORTHALLERTON (STATION AND BOROUGHBRIDGE ROAD) VIA ARTHINGTON AND SINDERBY, INCLUDING STARBECK NORTH TO BILTON.							
DELETE:—							
LEEDS (WORTLEY JUNCTION) AND HARROGATE VIA ARTHINGTON.	60	60	—	—	—	—	**SPEED LIMIT.**
Geldard and Leeds "B" ...	20	20	—	—	—	—	0 miles 9 chains to 0 miles 20 chains. **(Wortley Jct. to "B" Box Jct. mileage.)**
Geldard	—	—	—	—	C	140 (Falling)	Up Goods Indept. to Whitehall LMS, 41 yards from Geldard Signal Box. (Worked from Signal Box.)
	—	—	—	—	C	98 (Falling)	Up N.E. Goods line to Yard. 200 yards before reaching Yard entry signal. (Worked from Signal Box.)
Wortley Junction... ...	20	20	—	—	—	—	**Connections between LNER and LMS lines.**
Armley	—	—	—	W	—	—	Scarborough Sidings, Armley Bridge. Shed Road, Loco. Yards.
INSERT:—							
HEADINGLEY (CARDIGAN RD.) AND HARROGATE VIA ARTHINGTON	60	60	—	—	—	—	**SPEED LIMIT.**
DELETE:—							
Pannal	—	—	—	—	S	245	Up Main. Trailing points at Pannal Junction.
PANNAL JCT. AND BILTON JCT. VIA STARBECK.	50	50	—	—	—	—	**SPEED LIMIT.**
Pannal Junction	40	40	—	—	—	—	14 miles 48 chains to 14 miles 52 chains.
Starbeck	—	—	50′ 0″	—	—	—	Loco. Yard.
INSERT:—							
STARBECK NORTH AND BILTON	50	50	—	—	—	—	**SPEED LIMIT.**
Starbeck	—	—	52′ 0″	—	—	—	Loco. Yard.
PAGE 136.							
Harrogate.							
DELETE:—	—	—	50′ 0″	—	—	—	Up Sidings, North End.
Ripon.							
DELETE:—	—	—	47′ 3″	—	—	—	Yard Sidings.
PAGE 137.							
Northallerton South Jct.							
DELETE:—	30	30	—	—	—	—	To and from York and Newcastle Main lines.
INSERT:—	25	25	—	—	—	—	To and from York and Newcastle Main lines.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 21.—ARTHINGTON (SOUTH AND NORTH) TO ILKLEY.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 137.							
Arthington South.							
DELETE:—	—	—	—	—	S	277 (Falling)	West Junction Trailing Points from South and North Signal Boxes.
INSERT:—	—	—	—	—	U	277 (Falling)	West Junction Trailing Points from South and North Signal Boxes.

LINE No. 22.—NIDD BRIDGE (RIPLEY) TO PATELEY BRIDGE.

PAGE 137.							
INSERT:—							
NIDD BRIDGE (RIPLEY) AND PATELEY BRIDGE. ...	25 (Both directions)		—	—	—	—	**SPEED LIMIT.**
Pateley Bridge.							
DELETE:—	—	—	42′ 6″	—	—	—	Loco. Yard.
	—	—	—	W	—	—	Engine Shed line and Main line.
INSERT:—	—	—	—	W	—	—	Main line.

LINE No. 24.—MELMERBY NORTH TO THIRSK, ETC.

PAGE 138.							
Thirsk.							
DELETE:—	20	20	—	—	—	—	All lines, 37 miles 39 chains to 37 miles 49 chains.
INSERT:—	20	30	—	—	—	—	37 miles 39 chains to 37 miles 49 chains.

LINE No. 25.—NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN JUNCTION INCLUDING WHITWOOD TO METHLEY, CASTLEFORD STATION TO CUTSYKE, ETC.

PAGE 139.							
INSERT:—							
CASTLEFORD (CEN.) AND CUTSYKE JUNCTION.	20	20	—	—	—	—	**SPEED LIMIT.**
Milford Yard.							
DELETE:—	—	—	—	W	—	—	Up Goods Main to Normanton; Up Main to Normanton (two) Down Main to York; Down Main to Hull.
INSERT:—	—	—	—	W	—	—	Up Goods Main to Normanton; Up Main to Normanton; Up Branch to Normanton; Down Goods Main to York.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 26.—BOLTON-ON-DEARNE (DEARNE JUNCTION) TO BURTON SALMON, INCLUDING MOORTHORPE STATION TO SOUTH KIRKBY, FERRYBRIDGE TO KNOTTINGLEY, BRACKENHILL BRANCH.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 140.							
DELETE:—							
DEARNE JUNCTION AND MOORTHORPE.	75	75	—	—	—	—	**SPEED LIMIT.**
INSERT:—							
WATH ROAD JUNCTION AND MOORTHORPE. ...	45	45	—	—	—	—	**SPEED LIMIT.**
PAGE 141.							
INSERT:—							
(After entry for Moorthorpe Station.)							
SOUTH KIRKBY BRANCH.							
MOORTHORPE STN. JUNCTION AND SOUTH KIRKBY JUNCTION.	15	15	—	—	—	—	**SPEED LIMIT.**
DELETE:—							
Brackenhill Light Railway near Ackworth Moor Top	5 (Both	— directions)	—	—	—	—	

LINE No. 28.—YORK (SKELTON) TO HARROGATE (DRAGON).

PAGE 142.							
Knaresborough (Goods).							
DELETE:—	—	—	—	W	—	—	Down Main and Siding.

PAGE 143.

LINE No. 29.—KNARESBOROUGH (GOODS) TO PILMOOR NORTH.

AMEND LINE HEADING TO READ:—LINE No. 29.—KNARESBOROUGH (GOODS) TO BRAFFERTON.

INSERT:—							
KNARESBOROUGH GOODS AND BRAFFERTON.	25 (Both	directions)	—	—	—	—	**SPEED LIMIT.**

LINE No. 30.—YORK (WATERWORKS) TO SCARBOROUGH, ETC.

PAGE 143.							
INSERT:—							
York Station	15	15	—	—	—	—	Station to 0 miles 26 chains.

LINE No. 31.—MALTON (SCARBOROUGH ROAD) TO GILLING.

PAGE 144.							
INSERT:—							
MALTON (SCARBOROUGH ROAD) AND GILLING.	30 (Both	directions)	—	—	—	—	**SPEED LIMIT.**
Malton (Scarborough Road Junction).	20 (Both	directions)	—	—	—	—	22 miles 51 chains to 22 miles 49 chains.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 32.—MALTON EAST TO DRIFFIELD WEST.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 144.							
INSERT:—							
MALTON EAST AND DRIFFIELD WEST.	25 (Both directions)		—	—	—	—	**SPEED LIMIT.**
Through Wharram Station.	20 (Both directions)		—	—	—	—	16 miles 46 chains to 16 miles 51 chains.

LINE No. 33.—RILLINGTON TO WHITBY.

PAGE 144.							
Pickering.							
DELETE:—	—	—	—	W	—	—	Turntable line.
	—	—	50′ 0″	—	—	—	Siding near High Mill Signal Box.
PAGE 145.							
Gosmont.							
DELETE:—	—	—	42′ 0″	—	—	—	Deviation Ground Frame.

PAGE 145.

LINE No. 34.—PICKERING (MILL LANE) TO PILMOOR SOUTH (NORTH AND SOUTH CURVES)

AMEND LINE HEADING TO READ:—

LINE No. 34.—KIRBYMOORSIDE TO PILMOOR SOUTH (NORTH AND SOUTH CURVES).

PAGE 145.							
DELETE:—				ALL	ENTRIES.		
INSERT:—							
KIRBYMOORSIDE AND GILLING.	30	30	—	—	—	—	**SPEED LIMIT.**
	15	15	—	—	—	—	**ALL CONNECTIONS SINGLE TO DOUBLE LINES.**
Helmsley	—	—	—	—	C	289 (Falling)	Up Line 220 yards before reaching Starting signal. (Worked from signal box.)
Gilling	—	—	—	W	—	—	Kirbymoorside Line.
GILLING AND ... PILMOOR SOUTH	40	40	—	—	—	—	**SPEED LIMIT.**
	15	15	—	—	—	—	**ALL CONNECTIONS SINGLE TO DOUBLE LINES.**
Pilmoor South	—	—	—	—	C	888	Down South curve to Sunbeck clear of Junction with Main Line.
Pilmoor North and South Curves.	25	25	—	—	—	—	0 miles 31 chains to Junctions with Main Line.

PAGE 145.

LINE No. 35.—PICKERING (MILL LANE) TO SEAMER WEST.

AMEND LINE HEADING TO READ:—

LINE No. 35.—PICKERING (MILL LANE) TO THORNTON DALE.

PAGE 145.							
DELETE:—							
PICKERING AND SEAMER.	25 (Both directions)		—	—	—	—	**SPEED LIMIT.**
Seamer West	—	—	—	—	C	326	Down Passenger Independent, etc.
INSERT:—							
PICKERING AND THORTON DALE.	25 (Both directions)		—	—	—	—	**SPEED LIMIT.**

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 36.—SCARBOROUGH (FALSGRAVE) TO MIDDLESBROUGH VIA GUISBOROUGH, ETC.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 146.							
INSERT:—							
Scarborough, Falsgrave and Gallows Close.	20 (Both directions)		—	—	—	—	0 miles 0 chains to 0 miles 21 chains.
Hayburn Wyke	10 (Both directions)		—	—	—	—	Level Crossing at 6 miles 46½ chains.
PAGE 147.							
INSERT:—							
Loftus and Staithes ...	30 (Both directions)		—	—	—	—	36 miles 14 chains to 36 miles 25 chains.
	15 (Both directions)		—	—	—	—	36 miles 40 chains to 36 miles 76 chains.
Brotton.							
DELETE:—	—	—	50′ 0″	—	—	—	Goods Yard.
Brotton and Boosbeck							
INSERT:—	20	20	—	—	—	—	13 miles 0 chains to 14 miles 44 chains.
DELETE:—							
Kiltonthorpe Branch	—	—	—	—	C	110	Clear of fouling point of Junction with Main line. (Worked from Kiltonthorpe Signal Box.)
	—	—	—	—	C	143	Exit from Lingdale Mines Sidings.
	—	—	—	—	C	128	Exit from Kiltonthorpe Mines Sidings.
INSERT:—							
Kiltonthorpe—Kilton Mines.	20 (Both directions)		—	—	—	—	0 miles 0 chains to 0 miles 25 chains.
	20 (Both directions)		—	—	—	—	0 miles 58 chains to 1 mile 1 chain.
Kilton Mines ...	—	—	—	—	C	98	Exit from Mines Sidings. (Worked by Hold-up Lever.)
Lingdale Branch—Lingdale Mines.	20 (Both directions)		—	—	—	—	0 miles 58 chains to 1 mile 9 chains.
Lingdale	—	—	—	—	C	84	Clear of fouling point of Junction with Lingdale Mine Branch. (Worked from Ground Frame.)
Lingdale Mines ...	—	—	—	—	C	43	Exit from Mines Sidings.
Priestcroft							
DELETE:—	—	—	—	—	C	144	Up line. 308 yards before reaching Priestcroft Up Home Signal.
INSERT:—	—	—	—	—	C	114	Up line. 440 yards before reaching Priestcroft Up Home signal.
Priestcroft Branch							
DELETE:—	—	—	—	—	C	55	Up line. Clear of fouling point with Main line at North Skelton (worked from North Skelton Signal Box.)
	—	—	—	—	C	55	Up line. 40 yards after passing North Skelton Up Advanced Starting signal.
	—	—	—	—	C	55	Up line. 298 yards before reaching Priestcroft Up Home Signal.
INSERT:—	—	—	—	—	C	55	Through Siding. Clear of fouling point with Main line at North Skelton (Worked from North Skelton signal Box.)
	—	—	—	—	C	55 (Falling)	Through Siding. Clear of fouling point with Main line at Priestcroft (Worked from Priestcroft Signal Box.)

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 39.—PICTON TO GROSMONT.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 149.							
DELETE:—							
Stokesley	—	—	—	W	—	—	Down line; Up line.
Battersby	—	—	—	W	—	—	Down platform and Bay.
INSERT:—							
Stokesley	—	—	—	W	—	—	Down line.
Battersby	—	—	—	W	—	—	Down platform and Bay; Up platform, West end.

LINE No. 40.—DARLINGTON SOUTH TO SALTBURN, INCLUDING FIGHTING COCKS BRANCH, GENEVA CURVE.

PAGE 149.							
Eaglescliffe North and Bowesfield.							
INSERT:—	15	15	—	—	—	—	Over Junction to and from Goods lines, 10 miles 30 chains to 10 miles 34 chains.
PAGE 150.							
Thornaby and Newport.							
INSERT:—	55	55	—	—	—	—	13 miles 29 chains to 13 miles 53 chains.
Newport.							
DELETE:—	—	—	—	W	—	—	Nos. 4 and 5 Down Goods Independents, No. 2 Down Goods Yard.
INSERT:—	—	—	—	W	—	—	No. 4 Down Goods line, No. 2 Down Goods Yard.
PAGE 151.							
INSERT:—							
Eston West and Grangetown.	20	20	—	—	—	—	Connections Down Main to Down Goods and Up Goods to Up Main. 17 miles 74 chains.
	25	25	—	—	—	—	Connections Goods Lines to Dorman, Long & Co.'s Beam Mill Lines. 18 miles 4 chains
Grangetown.							
INSERT:—	20	20	—	—	—	—	Connections Main Line to Goods Lines and Goods Lines to Main Lines immediately East of Grangetown Signal Box. 18 miles 65 chains to 18 miles 75 chains.
	—	20	—	—	—	—	Down Goods Line over Junction with I.C.I. Works Lines. 19 miles 40 chains to 19 miles 45 chains.
	—	—	—	—	S	406	Up Main. Trailing points of Connection from Up Goods Line, West of Junction with Beam Mill Lines.
	—	—	—	—	S	406	Connection Up Beam Mill line to Up Goods line.
DELETE:—	—	—	—	—	C	406	Up Goods Indept. Clear of fouling point with Down Main. (Worked from signal box.)

LINE No. 43.—NORTHALLERTON (STATION AND BOROUGHBRIDGE ROAD) TO HARTLEPOOL, INCLUDING LONGLANDS LOOP, ETC.

PAGE 153.							
Northallerton East ...							
DELETE:—	35	35	—	—	—	—	To and from Northallerton.
INSERT:—	35	25	—	—	—	—	To and from Northallerton.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 153.							
INSERT:—							
Boroughbridge Road ...	30	25	—	—	—	—	To and from Longlands Loop.
Longlands Loop	30	30	—	—	—	—	29 miles 40 chains to 29 miles 66 chains.
PAGE 154.							
Stockton.							
DELETE:—	—	—	50′ 0″	—	—	—	Phoenix Sidings.
PAGE 155.							
INSERT:—							
North Shore Branch ...	—	—	—	—	S	78	Up line, 26 yards North West of Portrack Level Crossing.
Newburn Junction and Cliff House Branch.	10	10	—	—	—	—	Over connections, 1 mile 0 chains to 1 mile 6 chains.

LINE No. 44.—THORNABY (BOWESFIELD) TO WELLFIELD, INCLUDING REDMARSHALL NORTH TO REDMARSHALL EAST.

PAGE 157.							
Bowesfield.							
DELETE:—	—	—	—	—	C	628	Down line, clear of fouling point at Bowesfield. (Worked from Signal Box.)
INSERT:—	—	—	—	—	C	628	Up line, clear of fouling point at Bowesfield. (Worked from Signal Box.)
INSERT:—							
Redmarshall East	—	—	—	—	C	100 (Falling)	Down Line clear of fouling point with Ferryhill line. (Worked from Signal Box.)
Wellfield	—	—	—	—	C	270	Up Branch line clear of fouling point with Main lines. (Worked from Signal Box.)

LINE No. 45.—STOCKTON (NORTON-ON-TEES SOUTH) TO FERRYHILL No. 3, INCLUDING CHILTON BRANCH.

PAGE 157.							
DELETE:—							
STOCKTON (NORTON-ON-TEES SOUTH) AND FERRYHILL No. 3.	45	45	—	—	—	—	**SPEED LIMIT.**
Norton-on-Tees West and Redmarshall.	35	35	—	—	—	—	0 miles 30 chains to 1 mile 15 chains.
INSERT:—							
STOCKTON (NORTON-ON-TEES SOUTH) AND FERRYHILL No. 3.	35	35	—	—	—	—	**SPEED LIMIT.**
Stillington North.							
DELETE:—	35	35	—	—	—	—	5 miles 5 chains to 5 miles 21 chains.
	—	—	—	W	—	—	Near Up Main advanced Starting Signal.
PAGE 158.							
INSERT:—							
(Before Chilton Crossing.)							
Gipsy Lane	10 (Both directions)		—	—	—	—	When approaching the crossing. The Engine Whistle must be sounded approaching the Warning Boards.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 46.—PORT CLARENCE AND BILLINGHAM BECK BRANCH.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 158. Port Clarence. **DELETE:—**	—	—	50′ 0″	—	—	—	Sidings.

PAGE 159.

LINE No. 49.—DARLINGTON (HOPETOWN) TO PENRITH (EDEN VALLEY JUNCTION), INCLUDING MERRYBENT BRANCH, FORCETT BRANCH.

DELETE:—

MERRYBENT BRANCH.

PAGE 159. **DELETE:—** Barton Goods	—	—	—	W	—	—	Sidings.
PAGE 161. **INSERT:—** **KIRKBY STEPHEN AND EDEN VALLEY JCT.**	45	45	—	—	—	—	**SPEED LIMIT.**

LINE No. 50.—BARNARD CASTLE (TEES VALLEY) TO MIDDLETON-IN-TEESDALE.

PAGE 161. **INSERT:—** Tees Valley Junction ...	10 (Both directions)		—	—	—	—	To and from Main line.

LINE No. 51.—KIRKBY STEPHEN TO PENRITH.

PAGE 161. **INSERT:—** **KIRKBY STEPHEN JUNCTION AND TEBAY**	40	40	—	—	—	—	**SPEED LIMIT.**

LINE No. 52.—DARLINGTON (PARKGATE) TO TOW LAW.

PAGE 163. Shildon South. **DELETE:—**	—	—	—	—	C	423 (Falling)	Up Reception, Clear of fouling point with Main Line. (Worked from Signal Box.)
INSERT:—	—	—	—	—	C	220	Up Reception, Clear of fouling point with Main Line. (Worked from Signal Box.)
Crook. **DELETE:—**	—	—	42′ 0″	—	—	—	Outside Station.

LINE No. 55.—BARNARD CASTLE EAST TO DURHAM (RELLY MILL), ETC.

PAGE 164. **DELETE:—** Gibbs Neese	—	—	—	—	C	119	Down Main 473 yards before reaching Gibbs Neese Down Home Signal.
PAGE 165. Cockfield Fell. **INSERT:—**	—	—	—	—	C	119	Down Main; 1 mile 1700 yards before reaching Cockfield Fell Down Home Signal.

TABLE A—(continued).

PAGES 169 AND 170.

LINE No. 61.—GATESHEAD (GREENSFIELD, DUNSTON LINES) TO BLAYDON VIA NORWOOD, INCLUDING BENSHAM CURVE AND NORWOOD TO LOW FELL, REDHEUGH BRANCH, TANFIELD BRANCH AND BLAYDON LOOP.

The following speed restrictions will apply to passenger or coaching stock trains which may be diverted in emergency via the routes shown.

Route.	Speed not to exceed m.p.h.
Between Blaydon and K.E. Bridge via Norwood, **excepting** between 1 mile 60 chains and 2 miles 5 chains ...	20
Between Blaydon and K.E. Bridge via Norwood, between 1 mile 60 chains and 2 miles 44 chains ...	10
Between Blaydon and Low Fell via Norwood ...	20
Between Low Fell and K.E. Bridge via Bensham Curve ...	20
Between Blaydon Main and Blaydon South ...	10

LINE No. 62.—WEST HARTLEPOOL (CEMETERY WEST) TO GATESHEAD (GREENSFIELD) VIA HORDEN, ETC.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr.		Engine Turntable.	Water Columns or Troughs.	Catch Points and Spring or Unworked Trailing points.	Gradient (Rising unless otherwise shown).	Location.
	Up.	Down.	Diameter.	W. or T.	CS. or U.	One in.	
PAGE 171.							
Monkwearmouth.							
DELETE:—	—	—	—	W	—	—	Up Main—Passenger Station; No. 12 Siding Goods Yard; No. 1 Siding and Down Independent—Goods Yard.
INSERT:—	—	—	—	W	—	—	Up Main. Passenger Station. No. 12 Siding and Engine Pit, Goods Yard.
PAGE 172.							
DELETE:—							
Monkwearmouth ...	—	—	—	—	S	Level	Connection from Up Goods to Turntable. Lie normally for Up Goods. Trains may pass through points from Up Goods or Sidings when in reverse position.
Wearmouth.							
INSERT:—	—	—	—	W	—	—	Down Goods Yard and No. 1 Siding, Wearmouth Yard.
NORTH DOCK BRANCH. ...	10	10	—	—	—	—	**SPEED LIMIT.**
Borough Gardens.							
DELETE:—	—	—	45′ 0″	—	—	—	Inside Engine Shed.
PAGE 173.							
DELETE:—							
High Street and Gateshead Junction.	15	15	—	—	—	—	Trains passing through Station and trains entering Passenger Independent, 101 miles 13 chains to 101 miles 33 chains.
INSERT:—							
High Street and Gateshead Junction.	—	15	—	—	—	—	Trains passing through Station and trains entering Down Slow line, 101 miles 13 chains to 101 miles 33 chains.
Gateshead Junction and Park Lane.	15	—	—	—	—	—	101 miles 33 chains to 100 miles 75 chains.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 63.—HARTLEPOOL (CEMETERY SOUTH) TO FERRYHILL No. 1.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 173.							
Hart.							
DELETE:—	—	—	—	—	C	50	Down line. 1 mile 258 yards after passing Hart Signal Box.
	—	—	—	—	C	50	Down line. 1 mile 600 yards before reaching Hesleden Signal Box.
PAGE 174.							
Hesleden.							
DELETE:—	—	—	—	—	C	180	Down Goods Loop. Clear o fouling point with Main line.
	—	—	—	—	S	162	Down Main end of trailing connection Down Goods Loop to Down Main.
INSERT:—	—	—	—	—	C	180	Down line. 665 yards before reaching Hesleden Signal Box.
DELETE:—							
Castle Eden	—	—	—	W	—	—	Up Goods Independent; Up Main; Down Main.
	—	—	—	—	C	160 (Falling)	Up Goods Loop. Clear of fouling point with Main line. (Worked from Station Signal Box.)
Castle Eden West ...	—	—	—	—	C	160 (Falling)	Up Goods Independent. Clear of fouling point with Main line. (Worked from West Signal Box.)
INSERT:—							
Castle Eden	—	—	—	W	—	—	Up Main; Down Main.

PAGE 175.

LINE No. 65.—MURTON TO DURHAM ELVET, INCLUDING BROOMSIDE TO SHERBURN NORTH

AMEND LINE HEADING TO READ:—

LINE No. 65.—MURTON TO SHERBURN NORTH.

PAGE 175.							
INSERT:—							
MURTON TO SHERBURN COLLIERY	25 (Both directions)		—	—	—	—	**SPEED LIMIT.**
Pittington and Sherburn North	10 (Both directions)		—	—	—	—	0 miles 38 chains to 0 miles 35 chains.
DELETE:—							
Durham Elvet.	—	—	50′ 0″	—	—	—	Sidings (Up Side).
	—	—	—	W	—	—	No. 4 Siding and Turntable.

LINE No. 68.—SOUTH DOCK BRANCHES.

PAGE 177.							
South Dock.							
INSERT:—	—	—	—	—	C	42	Up line from Dock Bottom to Hendon. Clear of fouling point with Down line.
	—	—	—	—	C	42	Up line from Dock Bottom to Hendon. 170 yards before reaching Hendon Up Home signal.

TABLE A—(continued).

LINE No. 69.—TYNE DOCK TO ANNFIELD PLAIN (ANNFIELD EAST) VIA STELLA GILL, ETC.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 178.							
Washington South.							
INSERT:—	—	—	—	W	—	—	Up Pontop line; Down Pontop line.
Durham Turnpike.							
INSERT:—	25	25	—	—	—	—	10 miles 67 chains to 11 miles 23 chains.
DELETE:—							
Stella Gill	—	—	60′ 0″	—	—	—	West Kip near Flatts Signal Box.
	—	—	60′ 0″	—	—	—	South side near Flatts Signal Box.
	—	—	—	W	—	—	South Kip Turntable line; West Kip Turntable line.
Stanley Level	—	—	—	W	—	—	Up line near Louisa Pit.
Pelton Level	—	—	—	W	—	—	Coal line from Pontop.
INSERT:—							
Stella Gill	—	—	60′ 0″	W	—	—	West Side Turntable line near Flatts Signal Box.
Stanley Level	—	—	—	W	—	—	Up line near Louisa Ground Frame.
Pelton Level	—	—	—	W	—	—	Outside Engine Shed.

LINE No. 70.—PELAW TO FERRYHILL (TURSDALE) VIA LEAMSIDE, INCLUDING BELMONT TO DURHAM GOODS, ETC.

PAGE 179.							
Washington.							
DELETE:—	—	—	—	W	—	—	Up Pontop line; Up Main line; Down Main line; Down Pontop line.
INSERT:—	—	—	—	W	—	—	Up Main line; Down Main line.
Belmont and Durham Goods.	1 0 (Both directions)		—	—	—	—	1 mile 10 chains to 1 mile 16 chains, Durham Goods Branch.

LINE No. 71.—PELAW TO SOUTH SHIELDS.

PAGE 180.							
DELETE:—							
Pelaw	30	30	—	—	—	—	To and from Leeds and Newcastle line.
INSERT:—							
Pelaw	25	25	—	—	—	—	To and from Leeds and Newcastle line.
	30	30	—	—	—	—	0 miles 7 chains to 0 miles 27 chains.
Jarrow	—	—	—	W	—	—	Between North and South Shunt Spurs, East end of Station Yard.
High Shields.							
INSERT:—	—	—	—	W	—	—	No. 1 Reception Siding, Goods Yard.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 72.—NEWCASTLE No. 3 TO CARLISLE.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGES 180 AND 181.							
DELETE:—	All existing entries in respect of speed limits and speed restrictions, and						
INSERT:—							
NEWCASTLE AND HAYDON BRIDGE.	**55**	**55**	—	—	—	—	**SPEED LIMIT.**
Newcastle No. 3	15	15	—	—	—	—	Newcastle Central Station to 0 miles 23 chains.
Newcastle Central and Elswick	45	45	—	—	—	—	0 miles 40 chains to 1 mile 32 chains.
Elswick	35	—	—	—	—	—	1 mile 56 chains to 1 mile 65 chains.
Elswick and Blaydon ...	45	45	—	—	—	—	2 miles 75 chains to 3 miles 17 chains.
Blaydon Curves	35	35	—	—	—	—	3 miles 64 chains to 4 miles 0 chains.
Blaydon and Ryton ...	45	45	—	—	—	—	4 miles 20 chains to 4 miles 73 chains.
Wylam Curves	40	40	—	—	—	—	8 miles 48 chains to 8 miles 78 chains.
Stocksfield	50	50	—	—	—	—	13 miles 0 chains to 13 miles 17 chains.
Stocksfield Curve ...	40	40	—	—	—	—	13 miles 24 chains to 13 miles 42 chains.
Riding Mill and Corbridge	45	45	—	—	—	—	16 miles 72 chains to 17 miles 8 chains.
Corbridge and Hexham ...	50	50	—	—	—	—	20 miles 48 chains to 20 miles 64 chains.
Fourstones	50	50	—	—	—	—	24 miles 48 chains to 25 miles 7 chains.
HAYDON BRIDGE AND GREENHEAD.	**60**	**60**	—	—	—	—	**SPEED LIMIT.**
Haltwhistle and Greenhead.	55	55	—	—	—	—	40 miles 0 chains to 40 miles 32 chains.
GREENHEAD AND CARLISLE.	**50**	**50**	—	—	—	—	**SPEED LIMIT.**
Naworth and Brampton Junction.	45	45	—	—	—	—	49 miles 3 chains to 49 miles 19 chains.
Heads Nook and Wetheral.	45	45	—	—	—	—	55 miles 51 chains to 55 miles 67 chains.
Wetheral Curve	35	35	—	—	—	—	55 miles 69 chains to 56 miles 3 chains.
PAGE 181.							
Blaydon.							
DELETE:—	—	—	—	W	—	—	Down Main; Redheugh line.

LINE No. 73.—SCOTSWOOD BRIDGE TO CONSETT NORTH VIA LINTZ GREEN.

PAGE 182.							
Swalwell.							
DELETE:—	—	—	—	—	C	140	Up line, 1 mile 1414 yards before reaching Lockhaugh Up Home Signal.
	—	—	—	—	C	140	Up line, 1070 yards before reaching Lockhaugh Up Home Signal.
INSERT:—	—	—	—	—	C	140	Up line. 2 miles 842 yards before reaching Rowlands Gill Up Home Signal No. 1.
	—	—	—	—	C	140	Up line. 1 mile 488 yards before reaching Rowlands Gill Up Home Signal No. 1.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 74.—SCOTSWOOD TO WEST WYLAM VIA NORTH WYLAM.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 183.							
DELETE:—							
Newburn Curves ...	30	30	—	—	—	—	2 miles 40 chains to 3 miles 14 chains.
INSERT:—							
SCOTSWOOD AND WEST WYLAM.	45	45	—	—	—	—	**SPEED LIMIT.**
Scotswood	15	15	—	—	—	—	0 miles 0 chains to 0 miles 5 chains.
Lemington and Newburn	30	30	—	—	—	—	1 mile 31 chains to 1 mile 43 chains.
Newburn Curve	30	30	—	—	—	—	2 miles 24 chains to 3 miles 14 chains.
Heddon-on-the-Wall and North Wylam.	30	30	—	—	—	—	4 miles 24 chains to 4 miles 44 chains.
North Wylam and West Wylam and over Junction with Main line.	15	15	—	—	—	—	6 miles 28 chains to 6 miles 35 chains.

PAGE 183.

LINE No. 75.—HEXHAM (BORDER COUNTIES) TO ALLENDALE.

DELETE:—The line heading and all entries in respect of same.

LINE No. 76.—HALTWHISTLE TO ALSTON, ETC.

PAGE 183.							
DELETE:— All existing entries.							
INSERT:—							
HALTWHISTLE AND ALSTON.	35 (Both directions)		—	—	—	—	**SPEED LIMIT.**
Haltwhistle and Featherstone Park.	25 (Both directions)		—	—	—	—	0 miles 17 chains to 0 miles 72 chains.
Featherstone Park and Coanwood.	25 (Both directions)		—	—	—	—	3 miles 67 chains to 4 miles 8 chains.
Coanwood and Slaggyford.	20 (Both directions)		—	—	—	—	4 miles 56 chains to 5 miles 13 chains.
Lambley and Slaggyford ...	30 (Both directions)		—	—	—	—	6 miles 10 chains to 6 miles 33 chains.
Alston	—	—	—	W	—	—	Engine Shed line.

LINE No. 78.—MANORS TO TYNEMOUTH VIA BACKWORTH, INCLUDING BENTON NORTH WEST, SOUTH WEST AND SOUTH EAST CURVES, ETC.

PAGE 184.							
Jesmond.							
DELETE:—	—	—	—	—	C	75	Down line, 440 yards before reaching West Jesmond Down Home Signal.
INSERT:—	—	—	—	—	C	75	Down line. 396 yards before reaching West Jesmond Down Home Signal.
DELETE:—							
South Gosforth East Jct. ...	35	35	—	—	—	—	2 miles 65 chains to 2 miles 74 chains.
INSERT:—							
South Gosforth East Jct. ...	30	30	—	—	—	—	2 miles 65 chains to 2 miles 74 chains.
PAGE 185.							
INSERT:—							
Howdon-on-Tyne Viaduct	40	40	—	—	—	—	2 miles 66 chains to 3 miles 3 chains.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

LINE No. 79.—SOUTH GOSFORTH TO PONTELAND AND DARRAS HALL, INCLUDING SOUTH GOSFORTH EAST TO WEST.

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 185.							
INSERT:—							
SOUTH GOSFORTH STATION AND COXLODGE.	30	30	—	—	—	—	**SPEED LIMIT.**
SOUTH GOSFORTH EAST AND WEST.	30	30	—	—	—	—	**SPEED LIMIT.**
COXLODGE AND PONTELAND	30 (Both directions)		—	—	—	—	**SPEED LIMIT.**
DARRAS HALL BRANCH.	30 (Both directions)		—	—	—	—	**SPEED LIMIT.**

LINE No. 80.—BACKWORTH (EARSDON) TO NORTHUMBERLAND DOCK, ETC.

PAGE 187.							
INSERT:—							
Tyne Improvement Commissioners No. 1.	—	—	—	—	C	67	Up line from Albert Edward Dock, 255 yards before reaching T.I.C. No. 1 Up Main Home Signal.

LINE No. 81.—BACKWORTH TO MORPETH, INCLUDING NEWSHAM TO BLYTH, ETC.

PAGE 187.							
INSERT:—							
Seghill South	—	—	—	—	C	249 (Falling)	Down Main, 150 yards ahead of Down Main Home Signal. (Worked from Signal Box.)
Isabella.							
INSERT:—	—	—	—	—	C	218	Up Main, 106 yards in advance of Blyth Up Starting Signal.

LINE No. 82.—CHEVINGTON TO AMBLE.

PAGE 188.							
INSERT:—							
CHEVINGTON AND AMBLE	30 (Both directions)		—	—	—	—	**SPEED LIMIT.**
DELETE:—							
Amble	—	—	—	W	—	—	Single line.

PAGE 188.

LINE No. 83.—ALNMOUTH TO COLDSTREAM, AMEND LINE HEADING TO READ:—LINE No. 83.—ALNMOUTH TO ALNWICK.

PAGE 189.							
DELETE:—							
ALNWICK AND COLDSTREAM.	25 (Both directions)		—	—	—	—	**SPEED LIMIT.**
Whittingham	—	—	—	W	—	—	Down line.
Learchild Level Crossing ...	10 (Both directions)		—	—	—	—	*When passing.
Rosedene Level Crossing ...	10 (Both directions)		—	—	—	—	*When passing.
Wooler Haugh Level Crossing.	10 (Both directions)		—	—	—	—	*When passing.
Brewery Road Level Crossing.	10 (Both directions)		—	—	—	—	*When passing.
Wooler South Level Crossing.	10 (Both directions)		—	—	—	—	*When passing.

SECTIONAL APPENDIX—continued.

TABLE A—(continued).

Station, Junction, Signal Box.	Speed Limits and Speed Restrictions on Running Lines. Miles per hr. Up.	Down.	Engine Turntable. Diameter.	Water Columns or Troughs. W. or T.	Catch Points and Spring or Unworked Trailing points. CS. or U.	Gradient (Rising unless otherwise shown). One in.	Location.
PAGE 189.							
Alnwick.							
DELETE:—	—	—	50′ 0″	—	—	—	In siding between Alnmouth and Coldstream Branch lines.
INSERT:—	—	—	50′ 0″	—	—	—	In siding between Alnmouth and Alnwick Branch lines.
PAGE 189.							
INSERT:—	THE FOLLOWING LINE HEADING (above the existing entry in respect of Wooler):—						
	LINE No. 83A.—COLDSTREAM TO WOOLER.						

PAGE 189.

LINE No. 84.—TWEEDMOUTH NORTH TO KELSO, AMEND LINE HEADING TO READ:—
LINE No. 84.—TWEEDMOUTH NORTH TO CARHAM.

DELETE:—							
TWEEDMOUTH AND KELSO.	**45**	**45**	—	—	—	—	**SPEED LIMIT.**
Sprouston	—	—	—	W	—	—	Up line.
INSERT:—							
TWEEDMOUTH AND CARHAM.	**45**	**45**	—	—	—	—	**SPEED LIMIT.**

PAGE 189.

INSERT:—

LINE No. 85.—MORPETH (STATION) TO REEDSMOUTH JUNCTION.

Scotsgap Junction... ...	—	—	45′ 0″	W	—	—	In Yard Platform.
Woodburn	6	6	—	—	—	—	When lifting or leaving Tablets.
	—	—	—	—	C	300	Up line, 240 yards in rear of Starting Signal. (Worked from Signal Box.)

LINE No. 86.—SCOTSGAP TO ROTHBURY.

Rothbury	—	—	42′ 0″	W	—	—	Platform Engine Shed.
Rothbury, Crook Level Crossing.	10 (Both directions)		—	—	—	—	Approaching Level Crossing.

LINE No. 87.—HEXHAM (BORDER COUNTIES) TO RICCARTON SOUTH JUNCTION.

HEXHAM (BORDER COUNTIES) TO RICCARTON SOUTH.	**35**	**35**	—	—	—	—	**SPEED LIMIT.**
Hexham (Border Counties)	10 (Both directions)		—	—	—	—	1 mile 9 chains to 1 mile 32 chains.
Wall and Humshaugh ...	25 (Both directions)		—	—	—	—	3 miles 11 chains to 3 miles 35 chains.
Wark and Reedsmouth ...	25 (Both directions)		—	—	—	—	14 miles 71 chains to 15 miles 5 chains.
Reedsmouth Junction ...	—	—	45′ 0″	—	—	—	Wansbeck Platform.
	—	—	—	W	—	—	Up and Down Platform and Wansbeck Platform.
Falstone	—	—	—	—	C	100	On Loop. (Worked from Signal Box.)
Plashetts	—	—	—	W	—	—	Platform.
Plashetts and Lewiefield ...	25 (Both directions)		—	—	—	—	31 miles 46 chains to 31 miles 59 chains.
Kielder Forest	25 (Both directions)		—	—	—	—	33 miles 71 chains to 34 miles 10 chains
Riccarton	—	—	—	—	C	75	Branch line clear of fouling point with Up Main line. (Worked from South Signal Box.)

SECTIONAL APPENDIX—continued.

TABLE B.
LINES WORKED UNDER PERMISSIVE BLOCK SYSTEM.

Line No.	From	To	Line. Up.	Line. Down.
PAGE 190.				
INSERT:—				
1	Barlby North	Barlby	No. 1 Goods	—
			No. 2 Goods	—
DELETE:—				
1	South Points	Loco. Yard	—	Goods Independent.
	Loco. Yard	South Points	Goods Independent ...	—
	York	Locomotive Yard ...	—	Goods Independent.
	Locomotive Yard ...	Platform	—	Main and No. 9 Platform.
	Platform	Locomotive Yard ...	Main and No. 8 Platform	—
	Locomotive Yard ...	Leeman Road	—	Nos. 14 and 15 Platf'ms.
	Leeman Road	Locomotive Yard ...	Nos. 14 and 15 Platf'ms.	—
	Platform	Waterworks	—	Main and No. 9 Platform.
	Waterworks	Platform	Main	No. 8 Platform.
	Leeman Road	Clifton	—	Station.
	Clifton	Leeman Road	Station	—
	Waterworks	Clifton	—	Main.
	Clifton	Waterworks	Main	—
	Locomotive Yard ...	York Yard So.	—	Doncaster Goods.
				Leeds Goods.
				Goods Independent.
	York Yard So.	Locomotive Yard ...	Leeds Goods	—
			Doncaster Goods ...	—
			Goods Independent ...	—
	York Yard So.	Leeman Road	Goods	—
	Leeman Road	York Yard So.	—	Goods.
INSERT:—				
1	York	York Yard So.	—	Goods.
				Leeds Goods.
				Doncaster Goods.
	York Yard So.	York	Doncaster Goods ...	—
			Leeds Goods	—
	York	York Yard So.	Scarborough Goods ...	—
	York Yard So.	York	—	Scarborough Goods.
PAGE 191.				
DELETE:—				
1	Alnmouth South... ...	Wooden Gate	Goods Independent ...	—
PAGE 192.				
DELETE:—				
5	Neptune Street	Manor House	—	Goods.
	Manor House	Neptune Street	Goods	—
	Dairycoates East ...	Hessle Road	—	Goods.
	Hessle Road	Dairycoates East ...	Goods	—
INSERT:—				
5	Hessle Road	Dairycoates East... ...	—	Goods.
	Dairycoates East ...	Hessle Road	Goods	—
	Springbank South ...	Springbank North ...	—	Main.
	Springbank North ...	Springbank South ...	Main	—
	Springbank South ...	Springbank West ...	Main	—
	Springbank West ...	Springbank South ...	—	Main.
	Springbank South ...	Albert Dock	—	Main.
	Albert Dock	Springbank South ...	Main	—
DELETE:—				
10	Springbank South ...	Springbank North ...	—	Main.
	Springbank North ...	Springbank South ...	Main	—
	Springbank South ...	Springbank West ...	Main	—
	Springbank West ...	Springbank South ...	—	Main.
	Springbank South ...	Albert Dock	—	Main.
	Albert Dock	Springbank South ...	Main	—
PAGE 192.	The authority for working Passenger Trains under the Permissive Block System has been withdrawn in the case of the following lines and the asterisk should be deleted from the existing Appendix entries:—			
14	Hull, Paragon	West Parade	Outward G.	—
	West Parade	Hull, Paragon	Inward A. & F. ...	—
PAGE 193.				
DELETE:—				
20	*Wortley	Geldard	Main	—
	*Geldard	Wortley	—	Main.
	*Geldard	Leeds "B"	Main	—
	*Leeds "B"	Geldard	—	Main.
40	S. & D. Crossing ...	Fighting Cocks	—	Main.
	Fighting Cocks	S. & D. Crossing ...	Main	—
INSERT:—				
40	S. & D. Crossing ...	Lingfield Lane	—	Main.
	Lingfield Lane	S. & D. Crossing ...	Main	—
	Lingfield Lane	Fighting Cocks	—	Main.
	Fighting Cocks	Lingfield Lane	Main	—

SECTIONAL APPENDIX—continued.

TABLE D.—(continued).

Line	Section of Line.	Staff Station. (Custodian of Staff is Signalman unless otherwise shown.)
DELETE:—		
64	Nimmo's Branch	Wellfield.
	Shotton Colliery Branch	Shotton.
INSERT:—		
64	Shotton Colliery Stop Signal and Shotton Colliery Sidings.	Shotton.
DELETE:—		
65	Durham Elvet	Broomside.
INSERT:—		
69	Pelton Colliery Branch	Pointsman at South Side Box.
DELETE:—		
75	*Allendale Branch	Border Counties.
77	*Newcastle Quay Side	Argyle Street.
INSERT:—		
77	*Newcastle Quay Side	Argyle Street Signalman or Trafalgar Yard Inspector.

TABLE E.

WORKING IN WRONG DIRECTION.

Line No.	From	To	Line. Up.	Line. Down.
PAGE 202.				
DELETE:—				
1	Selby South	Selby Canal	—	No. 1 Goods Indept. No. 2 Goods Indept.
INSERT:—				
1	Selby South	Selby Canal	—	No. 1 Goods. No. 2 Goods. (No. 2 Goods may be used with or without Brake Van.)
DELETE:—				
1	York No. 1 Up	York No. 2 Up	—	No. 3 Independent.
	York Yard South ...	Locomotive Yard ...	—	Leeds Goods.
	Locomotive Yard ...	York (Platform)	Main	Goods Independent. —
	York (Platform)	Waterworks	Main	—
	Waterworks	York (Platform)	—	Main.
	York (Platform)	Locomotive Yard ...	—	9 Platform.
INSERT:—				
1	York No. 2 Up	York No. 1 Up	No. 3 Independent ...	—
	York Yard South ...	Holgate	—	Leeds Goods. Goods.
	*Ferryhill No. 1	Ferryhill No. 2	—	Goods Nos. 1 & 2.
	*Fixed signals provided Down Goods No. 1.	at No. 2, but fixed signals	only provided at No. 1	from Up Goods No. 1 to
DELETE:—				
1	Killingworth Sidings ...	Killingworth Station ...	Main	—
INSERT:—				
1	Killingworth Sidings ...	Killingworth Station Sidings.	Main	—
DELETE:—				
20	Geldard	Wortley	Main	—
INSERT:—				
25	Sherburn-in-Elmet North	Sherburn-in-Elmet South	—	Goods to Bacon Factory Connection.
DELETE:—				
40	Foreshore	Old River...	—	No. 5 Goods Indept.
	Lackenby Slag Siding ...	Grangetown	—	Goods Independent.
INSERT:—				
40	Normanby	Cargo Fleet	—	No. 2 Goods.
PAGE 203.				
INSERT:—				
62	Turntable Sidings ... Ground Frame, Monkwearmouth.	Wearmouth	No. 2 Goods Indept. (Light engines only).	—
DELETE:—				
64	Thornley Station ...	Wheatley Hill ... ... No. 9 crossover.	Main (Colliery Co.'s private locomotive and carriage).	—

SECTIONAL APPENDIX—continued.

TABLE F.

LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN.

Line No.	Name of Crossing.	Situated Between.
PAGE 203.		
INSERT:—		
3	Mill Road	Crowle and Belton.
	Field Lane	Crowle and Belton.
	Ealand	Crowle and Belton.
	Hagg Lane	Crowle and Belton.
	Beltoft	Belton and Epworth.
	Burnham Lane	Epworth and Haxey.
16	(a) Leeds Road	Selby West and Wistow.
22	Ross...	Birstwith and Dacre.
	Glasshouses	Dacre and Pateley Bridge.
23	Wath Lane	Melmerby and Tanfield.
	Nosterfield...	Melmerby and Tanfield.
	Thornborough	Melmerby and Tanfield.
	Aldburgh	Tanfield and Masham.
26	Mill Lane	Brackenhill and Hemsworth Colliery.
29	Wath Lane	Brafferton and Boroughbridge.
	Humberton	Brafferton and Boroughbridge.
	Myton Gates	Brafferton and Boroughbridge.
32	(b) Little Driffield	Driffield and Garton.
	(b) Garton Baulk	Driffield and Garton.
	(b) Garton Slack	Garton and Wetwang.
	(b) Wetwang Green Lane	Wetwang and Sledmere & Fimber.
34	(c) Starfitts Lane	Kirbymoorside and Nawton.
	(c) Pockley Gates	Nawton and Helmsley.
	(c) Harome	Helmsley and Nunnington.
35	Eastgate	Pickering (Mill Lane) and Thornton Dale.
	Haygate Lane	Pickering (Mill Lane) and Thornton Dale.
	Hugton	Pickering (Mill Lane) and Thornton Dale.
	Westfield	Pickering (Mill Lane) and Thornton Dale.
	Broadmire	Pickering (Mill Lane) and Thornton Dale.
45	Gipsy Lane	Chilton Bank Foot and Chilton.
56	Unthank	Stanhope and Westgate.
	Coronation...	Westgate and Wearhead.
DELETE:—		
59	*Saltersgate	Burnhill and Saltersgate.
79	High Callerton	Callerton and Ponteland.
	Bells	Coxlodge and Callerton
INSERT:—		
79	(a) High Callerton	Callerton and Ponteland.
	(a) Bells	Coxlodge and Callerton.
82	Township	Chevington and Amble
83	(a) Bendor	Wooler and Akeld.
83A	Hagg Lane	Mindrum and Coldstream.
	Langham	Mindrum and Kirknewton.
	Kilham	Mindrum and Kirknewton
	Kirknewton	Akeld and Kirknewton.
	Yeavering	Akeld and Kirknewton.
85	(d) Buteland	Reedsmouth and Woodburn.

(a) The Guard must assist the Fireman in both opening and closing the gates.
(b) These instructions apply except when Passenger Trains are run on the Branch. For instructions regarding the working of the gates when Passenger Trains are run, see page 41 of this supplement.
(c) These instructions apply except when Passenger Trains are run on the Branch. For instructions regarding the working of the gates when Passenger Trains are run, see page 42 of this supplement.
(d) These instructions apply except when Passenger or Military Trains are run on the Branch. For instructions regarding the working of the gates when Passenger or Military Trains are run, see page 55 of this supplement.

DELETE:—

Asterisk and note.

TABLE G.

TOWING OF VEHICLES:

	Line No.	Place.
PAGE 204.		
INSERT:—		
	1	York, Signal Engineer's Loading Dock, Queen Street.
	7	Sutton-on-Hull.
DELETE:—		
	9	Earswick (Down Siding)

SECTIONAL APPENDIX—continued.

TABLE G.—TOWING OF VEHICLES—(continued.)

	Line No.	Place.
INSERT:—		
	15	Menthorpe Gate.
	32	Garton.
		Wetwang.
DELETE:—		
	36	Hawsker.
	63	Coxhoe Bridge.
	65	Pittington (not more than 2 wagons for Warehouse Siding).
	78	Preston Colliery Depots.
	84	Sprouston.
INSERT:—		
	85	Meldon.
	87	Wark.
		Tarset.

TABLE H.—PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS.

Line No.	Signal Box.	Line.	Remarks.
PAGE 204.			
INSERT:—			
1	Warkworth ... ... (Southside).	Down	The brakes of one wagon in five must be pinned down. There must be no train between signals Nos. 2 and 8 at Acklington before the Blocking Back signal is accepted by Acklington and until the Obstruction Removed signal is received.
PAGE 205.			
DELETE:—			
22	Dacre	Up Direction	——
INSERT:—			
26	Pontefract South	Up	Trains composed of Coaching Stock only.
	Pontefract (Baghill) Station.	Up Branch (towards Pontefract (Monkhill)).	——
28	Knaresborough Station ...	Down	Fully fitted Coaching Stock.
DELETE:—			
34	Kirbymoorside	Up Direction	——
44	Wynyard	Down	——

TABLE J.

ENGINES ASSISTING IN REAR OF TRAINS.

Line No.	From	To	Condition.	Trains Authorised and Remarks.
PAGE 206.				
DELETE:—				
1	Durham North ...	Relly Mill	D	Passenger and Freight Trains:— Slip couplings at Durham for Up Express Passenger Trains assisted out of Durham Station.
INSERT:—				
1	Durham Up Platform	Durham South ...	B	Passenger Trains. Assistant engine must not go farther than is necessary to clear the crossover road at Durham South Signal Box and in no case farther than the Up Starting Signal.
10	Cudworth	Stairfoot	A	Freight Trains.
AMEND:—				
11	Denaby and Conisborough.	Sprotborough ...	—	Condition "C" to read "D" and **delete** to following remarks:— "If the slip coupling is not available the assisting engine must be coupled to the train by the ordinary coupling, the Guard to remove the coupling with the shunting pole from the brake van when the train has reached the top of the incline, approximately 156 yards from Sprotborough Down Distant Signal."

SECTIONAL APPENDIX—continued.

TABLE J—(continued).

ENGINES ASSISTING IN REAR OF TRAINS—(continued).

Line No.	From	To	Condition.	Trains Authorised and Remarks.
DELETE:—				
20	Geldard	Leeds "B"	A	Freight Trains. Rear engine must not assist until the whole of the train has passed clear over the crossings at Geldard Signal Box.
PAGE 207.				
DELETE:—				
36	Loftus	Grinkle	A	Freight Trains.
	Carlin How ...	Brotton	A	Freight Trains.
	Brotton	Carlin How ...	A	Freight Trains, provided train does not convey timber, castings or other articles on two or more bolster wagons.
INSERT:—				
36	Crag Hall	Brotton	A	Freight Trains.
	Brotton	Crag Hall	A	Freight Trains, provided train does not convey timber, castings or other articles on two or more bolster wagons.
40	Redcar (Upleatham)	Saltburn West ...	A	As shown.
AMEND to read:—				
	Redcar	Saltburn West ...	A	
DELETE:—				
49	Kirkby Stephen Junction	Stainmore	D	Passenger and Freight trains—slip couplings at Kirkby Stephen. When it is necessary to attach assisting engine to the rear of Passenger train during snowstorms, or in stormy weather the assisting engine must be coupled with the screw instead of the slip coupling, and the Automatic brake pipes connected.
51	Kirkby Stephen Junction	Ravenstonedale ...	D	Freight trains—slip couplings at Kirkby Stephen.
INSERT:—				
49	Kirkby Stephen Junction	Stainmore	D	Passenger trains—slip couplings at Kirkby Stephen. During snowstorms or in stormy weather the assisting engine must ... be coupled with the screw instead of the slip coupling, and the Automatic brake pipes connected.
	Kirkby Stephen Junction	Stainmore	A	Freight trains.
51	Kirkby Stephen Junction	Tebay	A	Freight trains.
DELETE:—				
52	Shildon South ...	Fieldon Bridge ...	A	Freight Trains.
INSERT:—				
52	Hopetown	Shildon North ...	A	Freight Trains.
	Shildon North ...	Fieldon Bridge ...	A	Freight Trains.
PAGE 208.				
INSERT:—				
60	Consett North ...	Carr House East ...	A	Freight Trains.
DELETE:—				
60	South Pelaw ...	Carr House West ...	A	Freight Trains.
INSERT:—				
60	South Pelaw ...	Consett Fell (C.I.C.)	A	Freight Trains.
PAGE 210.				
INSERT:—				
80	Percy Main North	Earsdon	A	Passenger and Empty Coaching Stock Trains when diversions are authorised in emergency.
DELETE:—				
83	Whittingham ...	Alnwick	A	Cattle Trains.
INSERT:—				
85	Reedsmouth... ...	Broomhope Siding...	A	Special Trains conveying guns.

TABLE K.

TRAINS DRAWN BY PILOT ENGINE WITH TRAIN ENGINE IN REAR.

Line No.	From	To	Line.	Applies to
PAGE 210.				
DELETE:—				
1	York (Clifton) ...	Waterworks ...	Up ...	Empty Coaching Stock Trains.
	York (Waterworks)	Platform	Up ...	Empty Coaching Stock Trains.
	Newcastle No. 1 ...	Heaton South ...	Down ...	Empty Coaching stock Trains.
	Heaton South ...	Newcastle No. 1 ...	Up ...	Empty Coaching Stock Trains.

SECTIONAL APPENDIX—continued.

TABLE K—(continued).
TRAINS DRAWN BY PILOT ENGINE WITH TRAIN ENGINE IN REAR—(continued).

Line No.	From	To	Line.	Applies to
INSERT:—				
1	Newcastle No. 1 ...	Benton Bank ...	Down ...	Empty Coaching Stock Trains.
	Benton Bank ...	Newcastle No. 1 ...	Up ...	Empty Coaching Stock Trains.
INSERT:—				
5	Springbank North ...	Albert Dock ...	Down ...	Empty Coaching Stock Trains.
	Albert Dock ...	Springbank North ...	Up ...	Empty Coaching Stock Trains.
10	Hull (West Paradle)...	Springbank North ...	Up ...	Empty Coaching Stock Trains.
	Springbank North ...	Hull (West Parade)...	Down ...	Empty Coaching Stock Trains.
DELETE:—				
20	Leeds "B"	Geldard	Down ...	Freight Trains during fog or falling snow.
	Wortley (L.N.E.R.)	Leeds "B"	Up ...	Empty Coaching Stock Trains.
	Geldard	Armley	Down ...	Freight Trains during fog or falling snow.
	Armley	Geldard	Up ...	Freight Trains.
INSERT:—				
26	Wath Junction ...	Dearne Junction ...	Up ...	Freight Trains during fog or falling snow.
PAGE 211.				
INSERT:—				
66	Hendon	Pallion	Up ...	Freight Trains.
68	Hendon	Ryhope Grange ...	Up ...	Freight Trains.

TABLE L.
PROPELLING OF TRAINS OR VEHICLES.

Line No.	From	To	Line.	No. of Vehicles and Special Conditions.
PAGE 212.				
DELETE:—				
1	Selby South ...	Selby Canal ...	Nos. 1 and 2 Up Goods Indept.	Freight Trains with or without Brake Van.
INSERT:—				
1	Selby South ...	Selby (Canal) ...	No. 1 Up Goods ...	Freight Wagons with or without Brake Van.
	Selby South ...	Selby (Canal) ...	No. 2 Up Goods ...	Freight Wagons with or without Brake Van. Also applicable in wrong direction.
DELETE:—				
1	Chaloners Whin ...	South Points ...	Down Leeds Down Doncaster	Stores Vans.
	South Points ...	Chaloners Whin ...	Up Leeds ... Up Doncaster	Stores Vans.
	†South Points ...	Clifton	Down Passenger lines.	Empty Coaching Stock or Freight Wagons with or without Brake Van. Also applies in the wrong direction where the latter working is authorised.
	†Clifton	South Points ...	Up Passenger lines	
	York (Loco.) ...	Waterworks or Leeman Road.	Down lines ...	Vehicles conveying passengers; such movements must be dealt with in the same way as passenger trains except that they must not be accepted under Regulation 5 as between Waterworks and Locomotive Yard.
	York (Clifton) ...	Loco. via Waterworks or Leeman Road.	Up lines ...	
	South Points ...	Skelton	All Down Goods	Freight Wagons with or without Brake Van.
	Skelton	South Points ...	All Up Goods	
INSERT:—				
1	York	Skelton	All Down Goods	Freight Wagons with or without Brake Van.
	Skelton	York	All Up Goods	
PAGE 213.				
DELETE:—				
1	†York Yard South ...	Clifton	Down Goods ...	20 Freight Wagons—clear weather, etc.
	†Clifton	York Yard So. ...	Up Goods	20 Freight Wagons with or without Brake Van.
	Skelton	Clifton	Up Main	Freight Wagons for York Waterworks Siding.
INSERT:—				
1	York Yard South ...	York	Down Scarborough Goods.	20 Freight Wagons. Clear weather. Movement must not be authorised from York Yard South if section is occupied.
	York	York Yard South ...	Up Scarborough Goods.	20 Freight Wagons with or without Brake Vans. Clear weather. Must not be authorised by York if section is occupied.
	Skelton	York	Up Main	Freight Wagons and to from York Waterworks Siding.

SECTIONAL APPENDIX—continued.

TABLE L—(continued).

PROPELLING OF TRAINS OR VEHICLES—(continued).

Line No.	From	To	Line.	No. of Vehicles and Special Conditions.
PAGE 213.				
DELETE:—				
1	Croft Depot ...	Croft Marshalling Yard.	Down	Freight Wagons.
INSERT:—				
1	Croft Depot ...	Croft Marshalling Yard.	Single	Freight Wagons.
	Croft Marshalling Yard.	Croft Depot ...	Single	Freight Wagons.
DELETE:—				
1	Ferryhill South Goods Yard.	Ferryhill North Goods Yard.	Down ...	Freight Wagons with or without Brake Van.
	Ferryhill North Goods Yard.	Ferryhill South Goods Yard.	Up	
INSERT:—				
1	Ferryhill No. 3 ...	Ferryhill No. 2 ...	Down Goods Nos. 1, 2 & 3.	Freight Wagons with or without Brake Van.
	Ferryhill No. 2 ...	Ferryhill No. 1 ...	Down Goods Nos. 1 & 2.	
	Ferryhill No. 1 ...	Ferryhill No. 3 ...	Up Goods Nos. 1 & 2.	
PAGE 214.				
AMEND:—				
1	†Durham South ...	Durham North ...	Down Main ...	Note (c) to read:— (c) An Up Train conveying Passengers not exceeding 8 vehicles may be propelled from the Up line at South Box to the Down Platform line when necessary to effect a quick clearance of the Up line if Platform 4 is not available. Drivers must bring their trains to rest opposite the Signal Bridge carrying Durham South Up Home Signal.
			Down Platform	
	†Durham North ...	Durham South ...	Up Main ...	
			Up Platform	
PAGE 215.				
AMEND:—				
2	†Potters Grange ...	Boothferry Road ...	Down Main ...	**AMEND** Special **Is Line Clear** Signal to read 2 - 3 - 2.
DELETE:—				
5	†Neptune Street ...	Manor House ...	Down	Freight Wagons with or without Brake Van or Stores Van.
	Manor House ...	Neptune Street ...	Up	Freight Wagons with or without Brake Van.
	Neptune Street ...	Albert Dock ...	Up	Freight Wagons with or without Brake Van.
	Albert Dock ...	Neptune Street ...	Down ...	
	Albert Dock ...	Dairycoates East ...	Up	
	Dairycoates East ...	Albert Dock ...	Down ...	
	Dairycoates East ...	Dairycoates West ...	Up	
	Dairycoates West ...	Dairycoates East ...	Down ...	
	†Hessle Road... ...	Dairycoates East ...	Up	
	†Dairycoates East ...	Hessle Road... ...	Down ...	
INSERT:—				
5	Neptune Street ...	Albert Dock ...	Up	Freight Wagons with or without Brake Van.
	Albert Dock ...	Neptune Street ...	Down ...	
	Albert Dock ...	Dairycoates East ...	Up	Empty Coaching Stock or Freight Wagons, with or without Brake Van.
	Dairycoates East ...	Albert Dock ...	Down ...	
	Dairycoates East ...	Dairycoates West ...	Up	
	Dairycoates West ...	Dairycoates East ...	Down ...	
	†Dairycoates East ...	Hessle Road... ...	Up	Freight Wagons with or without Brake Van.
	†Hessle Road... ...	Dairycoates East ...	Down ...	
PAGE 216.				
INSERT:—				
6	Hull (Paragon) ...	Botanic Gardens ...	Down	One Coaching Stock Vehicle with Brake Compartment or two Coaching Stock Vehicles fitted with Continuous Brake, one of which must contain a Brake Compartment.
	Wilmington	Dansom Lane ...	Down Goods ...	15 Freight Wagons and Van in daylight and clear weather only.
7	Wilmington	Stoneferry Goods ...	Down...	15 Freight Wagons and Brake van in clear weather and daylight only.

SECTIONAL APPENDIX—continued.

TABLE L—(continued).

PROPELLING OF TRAINS OR VEHICLES—(continued).

Line No.	From	To	Line.	No. of Vehicles and Special Conditions.
INSERT:—				
9	Earswick	York, Burton Lane	Up	3 Freight Wagons and Van. In clear weather.
INSERT (After Cannon Street):—				
10	Aire Junction ...	Gowdall	Up	45 Freight Wagons. Trains must be accepted at "line clear" and facing points set for Main line.
PAGE 217.				
INSERT:—				
11	Denaby	Middleton Sidings ...	Down	20 Freight Wagons in daylight and clear weather only.
				10 Freight Wagons in daylight and clear weather only without Brake Van leading.
12	Moorhouse South (E.R.).	Moorhouse and South Elmsall ...	Up	12 Freight Wagons with or without Brake Van. Daylight and clear weather. Also provided leading vehicle is suitable for Guard to ride on.
	Moorhouse South (E.R.).	Moorhouse and South Elmsall ...	Down	Only applicable when the Up line is blocked by stored Wagons and the Down line is being worked under the instructions "Single Lines worked by Pilot Guard". Conditions as set out above for Up line to be observed.
14	Botanic Gardens ...	Anlaby Road ...	Up Goods (Anlaby Road Loop).	One Coaching Stock Vehicle with Brake Compartment or two Coaching Stock Vehicles fitted with Continuous Brake, one of which must contain a Brake Compartment.
	Anlaby Road ...	Hull (Paragon) ...	Down ...	
	Cottingham South ...	Hessle Road... ...	Up	One Stores Van. In daylight and clear weather only.
	Hessle Road... ...	Cottingham South ...	Down ...	
	Selby (Canal) ...	Selby West	Reception ...	20 Freight Wagons with or without Brake Van. Clear weather.
	Selby West	Selby (Canal) ...	Reception ...	
DELETE:—				
20	Wortley L.N.E.R. ...	Leeds "B"	Up	5 Empty Coaching Stock vehicles. Clear weather.
	Leeds "B"	Geldard	Down	Freight Wagons, Fish Wagons, Parcels Vans and Empty Coaching Stock. Two Horse Boxes (conveying grooms or attendants). When more than 15 wagons of Goods or 10 wagons of Coal, Brake Van to be heavy type.
	Geldard	Wortley	Down ...	Freight Wagons. Also applicable in wrong direction over Down Main line for 15 Freight Wagons in clear weather. Stores Vans may be propelled from Wortley to Geldard over Up line.
	Wortley	Geldard	Up	
	Wortley	Castleton Bridge Sidings.	Down ...	Freight Wagons.
	Castleton Bridge Sidings.	Wortley	Up	
PAGE 218.				
INSERT:—				
25	Sherburn-in-Elmet North.	Sherburn-in-Elmet South.	Down Goods to Bacon Factory Connection.	Freight Wagons for the Bacon Factory with or without Brake Van.
	Castleford (Gates)...	Whitwood	Up Main	10 Freight Wagons. Daylight.
PAGE 219.				
INSERT:—				
26	Wath (G.C.) ...	Dearne Junction ...	Down	Freight Wagons in clear weather only. The propelled train must not be permitted by Dearne Junction Signal Box to leave Wath Junction until the line is clear at Dearne Junction in accordance with Block Regulation 4.
DELETE:—				
29	Copgrove	Boroughbridge ...	Down direction	Six Freight Wagons.
	Roecliffe Siding ...	Boroughbridge ...	Down direction	
INSERT:—				
29	Boroughbridge ...	Brafferton	Down direction ...	Three Freight Wagons.
DELETE:—				
30	†Malton East ...	Malton West ...	Up Main ...	Freight Wagons with or without Brake Van.
	†Malton West ...	Malton East ...	Down Main	

SECTIONAL APPENDIX—continued.

TABLE L—(continued).

PROPELLING OF TRAINS OR VEHICLES—(continued).

Line No.	From	To	Line.	Number of Vehicles and Special Conditions.
INSERT:—				
30	†Malton East ...	Malton West ...	Up Main ...	Empty Coaching Stock or Freight Wagons with or without Brake Van.
	†Malton West ...	Malton East ...	Down Main ...	
	†Malton East ...	Malton West ...	Up Goods	Empty Coaching Stock or Freight Wagons with or without Brake Van.
DELETE:—				
30	Scarborough (Station) Gasworks	Gasworks ... ... Scarborough (Station)	Up Main ... Down Main	Empty Coaching Stock (see Special Instructions on page 65 of the Sectional Appendix), or Freight Wagons with or without Brake Van.
	Scarborough (Station). ...	Washbeck	Middle or Excursion	Stores Vans.
INSERT:—				
30	†Scarborough (Station.) ...	Gasworks	Up Main, Middle or Excursion.	Empty Coaching Stock (see special instructions on page 65 of the Sectional Appendix), or Freight Wagons with or without Brake Van, or Stores Vans.
	†Gasworks	Scarborough (Station). ...	Down Main, Middle or Excursion.	
32	Malton East ...	Scarborough Road Bacon Factory Sidings.	Down	6 Freight Wagons during daylight and clear weather only.
DELETE:—				
33	Grosmont	Dowson Garth Sidings.	Down	20 Freight Wagons.
PAGE 220.				
DELETE:—				
36	Carlin How ...	Kilton Embankment	Down	Freight Wagons.
INSERT:—				
36	Crag Hall	Kilton Embankment	Down	Freight Wagons.
PAGE 221.				
DELETE:—				
40	Whitehouse... ...	Cargo Fleet... ...	No. 1 Down Goods Indept.	10 Freight Wagons with or without Brake Van.
	Cargo Fleet ...	Normanby	No. 2 Down Goods Indept.	
	Normanby	Cargo Fleet ...		
INSERT:—				
40	Whitehouse ...	Cargo Fleet ...	No. 1 Down Goods ...	10 Freight Wagons with or without Brake Van.
	Cargo Fleet ...	Normanby	No. 2 Down Goods ...	
	Normanby	Cargo Fleet ...	No. 2 Down Goods	Freight Wagons with or without Brake Van.
DELETE:—				
40	Saltburn	Saltburn West ...	Up	Passenger Trains consisting of not more than 3 vehicles. See instructions on page 73.
	Saltburn West ...	Saltburn	Down ...	
41	Maw & Co.'s Siding (Eston Bch.).	Cargo Fleet Inner ...	Up	5 loaded Freight Wagons, etc.
43	†Northallerton ...	Northallerton East ...	Down	20 Freight Wagons.
INSERT:—				
43	†Northallerton Station. ...	Northallerton East ...	Down	6 empty Coaching Stock Vehicles or 20 Freight Wagons.
	†Northallerton East ...	Low Gates	Down	6 empty Coaching Stock Vehicles or 15 Freight Wagons. In daylight and clear weather only.
PAGE 222.				
DELETE:—				
43	Seaton Carew ...	Cliff House South ...	Down Goods ...	15 Freight Wagons. Daylight and clear weather.
	Cliff House South Ground Frame. ...	Seaton Carew ...	Up Goods	10 empty Coaching Stock Vehicles. Daylight and clear weather.
PAGE 223.				
INSERT:—				
49	Barnard Castle West	Stainmore	Down	P. Way Specials.
PAGE 224.				
INSERT:—				
54	Byers Green ...	Spennymoor ...	Up Single	6 empty Freight Wagons with Brake Van.
DELETE:—				
55	Spring Gardens ...	Randolph Colliery ...	Down	Freight Wagons with or without Brake Van, providing line is clear to Colliery Sidings.

SECTIONAL APPENDIX—continued.

TABLE L.

PROPELLING OF TRAINS OR VEHICLES—(continued).

Line No.	From	To	Line.	No. of vehicles and special conditions.
INSERT:—				
55	Randolph Colliery ...	Spring Gardens ...	Down	10 Freight Wagons with Brake Van. The movement from Randolph Colliery must be brought to a stand at No. 23 Down Branch Home Signal, with No. 16 Trap Points open, before the train is allowed forward to the Down Main line.
	Spring Gardens ...	Randolph Colliery ...	Up	Freight Wagons with or without Brake Van, providing line is clear to Colliery Sidings.
DELETE:—				
55	Hunwick Colliery ...	Hunwick	Down	Freight Wagons. Clear weather. Level crossing gates at Hunwick to be closed against road traffic before the propelling movement is accepted and until completed.
INSERT:—				
55	Hunwick Colliery ...	Hunwick	Up Reception ...	Freight Wagons. Clear weather. Level crossing gates at Hunwick to be closed against road traffic before movement is accepted and until completed.
PAGE 225.				
DELETE:—				
59	Saltersgate	Burnhill	Single	5 Freight Wagons with or without Brake Van.
INSERT:—				
60	Carr House West ...	Fell (C.I.C.) ...	Up	11 20-ton Freight Wagons or equivalent, with or without Brake Van.
	Fell (C.I.C.) ...	Carr House West ...	Down	11 20-ton Freight Wagons or equivalent, with or without Brake Van. The points at Carr House West must be set for the Down Goods line before the propelling movement commences.
61	Dunston East ...	Dunston Exchange Sidings.	Up	Freight Wagons.
	Dunston Exchange Sidings.	Dunston East ...	Down	Freight Wagons.
	Blaydon	Blaydon Main ...	Up	One Passenger Brake Van in daylight and clear weather only.
PAGE 226.				
DELETE:—				
63	Ferryhill Sidings ...	Thrislington Colliery	Colliery	40 Freight Wagons.
INSERT:—				
63	Ferryhill No. 2 ...	Thrislington Colliery	Down Goods No. 1 and Colliery.	40 Freight Wagons.
DELETE:—				
65	Sherburn North ...	Broomside	Down	Freight wagons. Train to be brought to a stand at the Junction Signals before the points are set for the Pittington direction.
	Broomside	Sherburn	Up	Freight wagons with or without Brake van.
66	Doxford's Sidings ...	Pallion	Up	Freight Wagons with or without Brake Van.
INSERT:—				
66	Jobling's Sidings ...	Pallion	Up	Freight Wagons with or without Brake Van.
PAGE 227.				
INSERT:—				
69	Louisa Colliery ...	Oxhill S.B.	Up	25 Freight Wagons. Daylight and clear weather.
DELETE:—				
69	Lousia Colliery ...	Annfield Plain Mineral Yard.	Down ...	25 Freight Wagons. Daylight and clear weather.
	Annfield Plain Mineral Yard.	Louisa Colliery ...	Up	
INSERT:—				
69	Annfield Plain Mineral Yard.	Louisa Colliery ...	Down	25 Freight Wagons. Daylight and clear weather only.

SECTIONAL APPENDIX—continued.

TABLE L—(continued).

PROPELLING OF TRAINS OR VEHICLES—(continued).

Line No.	From	To	Line.	No. of Vehicles and Special Conditions.
DELETE:—				
69	South Pelaw ...	Stella Gill Flatts ...	Up	Freight wagons with or without brake van.
	Stella Gill Flatts ...	South Pelaw ...	Down ...	
INSERT:—				
69	South Pelaw ...	Stella Gill Flatts ...	All Up ...	Freigh wagons with or without brake van.
	Stella Gill Flatts ...	South Pelaw ...	All Down ...	
71	†South Shields ...	Garden Lane ...	Up	Empty Coaching Stock or ten Freight Wagons with or without Brake Van. Clear weather.
PAGE 228.				
INSERT:—				
78	Heaton South ...	Heaton East... ...	Down	25 Freight Wagons. Daylight and clear weather. Maximum speed 10 m.p.h. Points at Heaton East Signal Box to be set for the Sidings before permission is given for the propelling movement to commence.
DELETE:—				
80	Earsdon	Blue Bell	Up	3 Freight Wagons without Brake Van for Co-operative Sidings.
PAGE 229.				
INSERT:—				
87	Hexham (Border Counties).	Acomb Colliery ...	Single	Freight Trains for Acomb Colliery.

PAGE 229.

Propelling of Guard's Brake Vans.

DELETE "Brierley" from list of tunnels through which Brake Vans must not be propelled.

PROPELLING OF BALLAST TRAINS. Rules 149 (vii) and 175.

The propelling of Ballast Trains is prohibited at the places shown in the following list:—

Line No.	Signal Box.	From direction of
INSERT:—		
49	Lartington West	Bowes.
	Bowes	Stainmore.
	Kirkby Stephen East	Merrygill.
	Merrygill	Belah.
	Belah	Stainmore.

TABLE L.
PROPELLING OF BALLAST TRAINS.

Line No.	From	To
PAGE 230.		
DELETE:—		
41	Cargo Fleet	Cargo Fleet Inner.
73	Lockhaugh	Rowlands Gill.

TABLE M.
WORKING OF VEHICLES WITHOUT BRAKE VAN IN REAR.

Line No.	From	To	Line.	No. of Vehicles and Special Conditions.
PAGE 231.				
INSERT:—				
1	Selby South ...	Selby Canal ...	No. 2 Down Goods	After the movement has passed clear of No. 20 trap points, they must immediately be restored to normal position.
	Selby South ...	Selby Canal... ...	No. 2 Up Goods ...	—

SECTIONAL APPENDIX—continued.

TABLE M—(continued).

WORKING OF VEHICLES WITHOUT BRAKE VAN IN REAR—(continued).

Line No.	From	To	Line.	No. of Vehicles and Special Conditions.
PAGE 231.				
AMEND:—				
1	Selby South ...	Barlby North ...	Down Main Down Passenger Independent.	6 wagons conveying Road Rail Tanks.
	Barlby North ...	Selby South ...	Up Main ... Up Hull ...	
DELETE:—				
1	York Leeman Road...	York Yard South ...	Up Goods	—
	York Yard South ...	Leeman Road ...	Down Goods ...	—
INSERT:—				
1	York	York Yard South ...	Up Scarborough Goods	—
	York Yard South ...	York	Down Scarborough Goods.	—
DELETE:—				
1	York Skelton ...	South Points ...	Up Main, Platforms and Up Goods.	—
	South Points ...	Skelton	Down Main, Platforms and Down Goods.	—
INSERT:—				
1	Skelton	York	Up Main, Platforms and Up Goods	—
	York	Skelton	Down Main, Platforms and Down Goods.	—
	Darlington South ...	Croft Spa	Up	One fully fitted Horse Box or fully fitted Cattle Wagon.
	Croft Spa	Darlington South ...	Down ...	
PAGE 232.				
DELETE:—				
1	Ferryhill No. 3 ...	Sidings	Down Goods ...	—
	Sidings	Ferryhill No. 3 ...	Up Goods	—
	Ferryhill No. 1 ...	Sidings	Up Goods	—
	Sidings	Ferryhill No. 1 ...	Down Goods ...	—
INSERT:—				
1	Ferryhill No. 3 ...	Ferryhill No. 2 ...	Down Goods Nos. 1, 2 & 3.	—
	Ferryhill No. 2 ...	Ferryhill No. 3 ...	Up Goods No. 1 ...	—
	Ferryhill No. 1 ...	Ferryhill No. 3 ...	Up Goods No. 2 ...	—
	Ferryhill No. 1 ...	Ferryhill No. 2 ...	Up Goods No. 1 ...	—
	Ferryhill No. 2 ...	Ferryhill No. 1 ...	Down Goods Nos. 1 & 2	—
	Newcastle No. 1 ...	Manors	Down Main ... ... Down Tynemouth ...	One Fitted Horse Box or Special Cattle Wagon.
	Manors	Newcastle No. 1 ...	Up Main ... ... Up Tynemouth ...	One Fitted Horse Box or Special Cattle Wagon.
2	Boothferry Road ...	Potters Grange ...	Up	—
	Potters Grange ...	Boothferry Road ...	Down	—
PAGE 233				
DELETE:—				
5	Manor House ...	Neptune Street ...	Up	—
	Neptune Street ...	Manor House ...	Down	—
	Hessle Road... ...	Dairycoates East ...	Up	—
	Dairycoates East ...	Hessle Road... ...	Down	—
INSERT:—				
5	Dairycoates East ...	Hessle Road... ...	Up	—
	Hessle Road... ...	Dairycoates East ...	Down	—
PAGE 234.				
DELETE:—				
20	Wortley L.M.S. ...	Wortley L.N.E.R. ...	Down	2 Fitted Fish Wagons. Clear weather.
	Wortley L.N.E.R. ...	Wortley L.M.S. ...	Up	1 Fitted Vehicle. Clear weather.
	Geldard	Castleton Bridge Sidings.	Down	—
	Castleton Bridge Sidings.	Geldard	Up	—
	Geldard or Armley Sidings.	Leeds (Cen.) ...	Up	4 Fitted Vehicles.
	Leeds (Cen.) ...	Geldard or Armley Sidings.	Down ...	
AMEND:—				
20	Starbeck North ...	Stonefall	Up	30 Wagons, etc. Substitute "Stonefall Sidings" for "Stonefall".
	Stonefall	Starbeck North ...	Down ...	
DELETE:—				
30	York (Leeman Road)	Foss Islands	Down	10 Fish Wagons, etc.

SECTIONAL APPENDIX—continued.

TABLE M—(continued).

WORKING OF VEHICLES WITHOUT BRAKE VAN IN REAR—(continued).

Line No.	From	To	Line	Number of Vehicles and Special Conditions.
PAGE 235.				
INSERT:—				
30	Malton East	Malton West ...	Up Goods	——
DELETE:—				
40	Bowesfield	Thornaby East ...	Down Main	Clear weather.
	Bowesfield	Grangetown... ...	All Down Goods Indepts.	——
	Grangetown... ...	Bowesfield	All Up Goods Indepts.	——
INSERT:—				
40	Bowesfield	Grangetown... ...	All Down Goods except Down Beam Mill line (Grangetown).	
	Grangetown... ...	Bowesfield	All Up Goods except Up Beam Mill line (Grangetown)	——
PAGE 236.				
DELETE:—				
41	Cargo Fleet (Inner)	Cargo Fleet	Up	——
	Cargo Fleet	Cargo Fleet (Inner)	Down	10 Wagons.
	Cargo Fleet (Inner)	Maw & Co.'s Siding	Down	10 Empty Wagons. Speed not to exceed 10 m.p.h.
INSERT:—				
41	Cargo Fleet Inner Ground Frame.	Cargo Fleet	Up	——
	Cargo Fleet	Cargo Fleet Inner Ground Frame.	Down	10 Wagons.
DELETE:—				
43	Stockton (Hartburn)	Bowesfield	Down Main	——
INSERT:—				
43	Norton-on-Tees West.	Norton-on-Tees East.	Down	25 Wagons.
PAGE 238.				
INSERT:—				
58	Dearness Valley ...	Baxter Wood No. 2	Down	——
DELETE:—				
59	Burnhill	Saltersgate	Up	5 Wagons.
INSERT:—				
60	Carr House West ...	Fell (C.I.C.)... ...	Up	11 20-ton Freight Wagons or equivalent. No. 15 points and No. 17 crossover points at Carr House West must not be restored to the normal position until the Train has cleared No. 21 connection to the C.I.C. line and No. 21 connection has been restored to the normal position.
	Fell (C.I.C.)... ...	Carr House West ...	Down	11 20-ton Freight Wagons or equivalent.
PAGE 239.				
DELETE:—				
63	Wingate	Wingate Colliery ...	Down	——
	Wingate Colliery ...	Wingate	Up	——
INSERT:—				
63	Wingate	Wingate Colliery ...	Up	——
	Wingate Colliery ...	Wingate	Down	——
64	Ryhope Colliery ...	Ryhope	Down	——
	Wheatley Hill or Thornley Colliery	Thornley	Up	——
DELETE:—				
64	Ryhope Colliery ...	Ryhope	Up	——
	Pesspool	Haswell	Up	10 Wagons in clear weather.
	Haswell	Pesspool	Down ...	
	Wheatley Hill or Thornley Colliery.	Thornley	Down	——
INSERT:—				
64	Pesspool	Haswell	Down ...	10 Wagons, clear weather.
	Haswell	Pesspool	Up	
DELETE:—				
65	Murton	Hetton	Down	——
	Sherburn North ...	Broomside	Down	——
INSERT:—				
65	Murton	Hetton	Up	——
66	Ford Works ...	Hylton	Up	——
	Hylton	Ford Works ...	Down	——

SECTIONAL APPENDIX—continued.

TABLE M—(continued)

WORKING OF VEHICLES WITHOUT BRAKE VAN IN REAR—(continued).

Line No.	From	To	Line.	No. of Vehicles and Special Condition.
PAGE 240.				
INSERT:—				
69	Pontop Crossing ...	Green Lane ...	Down Main ...	—
	Pontop Crossing ...	Green Lane ...	Down Goods ...	—
70	Penshaw North ...	Penshaw Station ...	Goods lines ...	—
	Penshaw Station ...	Penshaw North ...	Goods lines ...	—
DELETE:—				
70	Belmont	Durham Goods ...	Down	12 wagons. Daylight and clear weather.
INSERT:—				
70	Belmont	Durham Goods ...	Up	12 wagons. Daylight and clear weather.
71	Jarrow	Jarrow, East End. Light Railway.	Down	—
PAGE 241.				
DELETE:—				
78	Manors	Manors North ...	Down	Fitted empty Coaching Stock.
INSERT:—				
78	Manors North ...	Manors	Up	Fitted empty Coaching Stock. One fitted Horse Box or special Cattle Wagon.
	Manors	Manors North ...	Down	Fitted empty Coaching Stock. One fitted Horse Box or special Cattle Wagon.
DELETE:—				
81	Newsham North ...	New Blyth	Down	—
	New Blyth	Newsham North ...	Up	—
	Newsham North ...	Old Blyth	Down	—
	Old Blyth	Newsham North ...	Up	—
INSERT:—				
81	Newsham North ...	Links Road	Down	—
	Links Road	Newsham North ...	Up	—
	Newsham North ...	Blyth Station ...	Down	—
	Blyth Station ...	Newsham North ...	Up	—

TABLE N.

TROLLEYS GOING INTO OR THROUGH TUNNELS.

Line No.	Tunnel.	Between	Length.	
			Miles.	Yards.
PAGE 242.				
AMEND:—				
26	Brotherton	Burton Salmon and Ferrybridge ...	—	104
AMEND:—				
36	Gallows Close	Scarborough and Scalby	—	260
DELETE:—				
36	Ravenscar	Ravenscar and Fyling Hall	—	279
INSERT:—				
36	Ravenscar	Ravenscar and Robin Hood's Bay ...	—	279
78	Byker	Byker and St. Peters	—	140
DELETE:—				
83	Edlingham	Whittingham and Edlingham	—	351

TABLE O.

BREAKDOWN VAN TRAINS.

Place	Type of Crane.	Capacity of Crane. Tons.	Remarks.
PAGE 242.			
DELETE:—			
Ardsley (Southern Area)... ...	Steam	15	—
Cudworth	Hand	7½	—
INSERT:—			
Leeds, Holbeck (L.M. Operating Area).	Steam	40	—
DELETE:—			
Leeds, Neville Hill	Hand	10	—
INSERT:—			
Leeds, Neville Hill	—	—	Breakdown Vans only.

SECTIONAL APPENDIX—continued.

TABLE O.
BREAKDOWN VAN TRAINS.

Section of Line.	Tool Vans and Breakdown Appliances under jurisdiction of
PAGE 243.	
DELETE:—	
Alnwick and Coldstream Branch	——
INSERT:—	
Coldstream and Wooler Branch	——
AMEND:—	
Tweedmouth to Longhoughton inclusive	Breakdown Vans and Steam Crane:—
to read	Loco. Shed Master, Tweedmouth.
Tweedmouth to Morpeth exclusive.	Breakdown Vans and Steam Crane:—
	Loco. Shed Master, Tweedmouth.
INSERT:—	
Amble Branch	Breakdown Vans and Steam Crane:—
Alnwick Branch	Loco. Shed Master, Tweedmouth.
PAGE 244.	
AMEND:—	
Manors East to Longhoughton, exclusive and Alnwick	Breakdown Vans and Steam Crane:—
to read	Loco. Shed Master, Gateshead.
Manors East to Morpeth inclusive.	Breakdown Vans and Steam Crane:—
	Loco. Shed Master, Gateshead.
DELETE:—	
Amble Branch	——
AMEND:—	
Newcastle to Scotby inclusive	——
to read	
Newcastle to Haydon Bridge inclusive.	——
INSERT:—	
Scotby to Haydon Bridge exclusive	Breakdown Vans:—
	Loco. Shed Master, Carlisle (Canal) (Sc.).
	Steam Crane (as required):—
	Loco. Shed Master, Carlisle (Kingmoor) (Sc.).
DELETE:—	
Hexham and Allendale Branch	——
INSERT:—	
Riccarton exclusive to Bellingham inclusive... ...	Breakdown Vans and Hand Cranes:—
	Loco. Shed Master, Hawick.
If Steam Crane required application to be made	to St. Margaret's.
AMEND last paragraph of NOTES to read as follo	ws:—
† A Breakdown Van must be placed between	the Engine and the Steam Crane and the Engine must be of a
type permitted in the route availability.	
DELETE:—	
Murton to Durham Elvet.	——
Broomside to Sherburn North	——
INSERT:—	
Murton to Sherburn North	——
AMEND:—	
Relly Mill exclusive to Thirsk inclusive	Breakdown Vans and Steam Crane:—
to read	Loco. Shed Master, Darlington.
Relly Mill exclusive to Northallerton inclusive	Breakdown Vans and Steam Crane:—
	Loco. Shed Master, Darlington
DELETE:—	
†Northallerton and Hawes	——
INSERT:—	
Northallerton to Garsdale exclusive	——
PAGE 245.	
DELETE:—	
† Applies to all Trains except those of the L.M	.S. Company to whom application should be made in the event of
a derailment in Hawes Station.	
PAGE 245.	
DELETE:—	
Merrybent Branch	——
PAGE 246.	
AMEND:—	
"Gilling to Pickering inclusive" to read "Gillin	g and Kirbymoorside Inclusive".
AMEND:—	
York to Thirsk exclusive	Breakdown Vans and Steam Crane:—
to read	Loco. Shed Master, York.
York and Northallerton exclusive.	Breakdown Vans and Steam Crane:—
	Loco. Shed Master, York.
INSERT:—	
Shaftholme Junction and Knottingley exclusive	Breakdown Vans and Steam Crane:—
	Loco. Shed Master, Doncaster.
Ferrybridge and Knottingley exclusive	Breakdown Vans and Steam Crane:—
	Loco. Shed Master, York.
DELETE:—	
‡Burton Salmon and Moorthorpe North inclusive	——
‡ Applies to all Trains except those of the L.M.	S. Co. who will cover the Joint lines so far as their own Trains
are concerned.	

SECTIONAL APPENDIX—continued.

TABLE O—(continued).

BREAKDOWN VAN TRAINS—(continued).

Section of Line.	Tool Vans and Breakdown Applicanes under jurisdiction of
INSERT:—	
Burton Salmon and Pontefract inclusive	Breakdown Vans and Steam Crane:— Loco. Shed Master, York.
Pontefract exclusive and Dearne Junction inclusive	Breakdown Vans and Steam Crane:— Loco. Shed Master, Mexborough.
AMEND:—	
Pilmoor to Knaresborough exclusive to read	York.
Brafferton and Knaresborough Goods	York.
AMEND entry commencing Wellington Street and Hunslet Goods Yard	Hunslet Goods Yard to read:— ——
Headingley (Cardigan Road Down Distant) to Harrogate exclusive (via Arthington).	Breakdown Vans only:— Loco. Shed Master, Leeds, Neville Hill.
Arthington to Otley exclusive... ... ... Leeds to Crimple Junction (Via Wetherby) Wetherby to Church Fenton exclusive ... Cross Gates to South Milford inclusive ... Garforth to Castleford exclusive ... ... Micklefield to Church Fenton exclusive ...	When Crane is required Leeds (Holbeck) (L.M.) Steam Crane to cover sections of line Headingley (Cardigan Road Down Distant) to Crimple Junction (exclusive), via Arthington, Arthington to Otley, and Leeds to Wetherby (exclusive). (If not available, York Steam Crane to be requested.) Remainder of Leeds (Neville Hill) (N.E.) Breakdown Van area covered by York (N.E.) Steam Crane when required.
AMEND:— "Ilkley Branch" to read:— "Arthington to Otley exclusive".	
DELETE:—	
Starbeck to Pannal exclusive	——
Seamer to Pickering exclusive	——
INSERT:—	
Pickering Mill Lane and Thornton Dale	Breakdown Vans only:— Loco. Shed Master, Malton.
PAGE 247.	
DELETE:—	
*Wrangbrook to Moorhouse exclusive ... ‡‡Kirksmeaton exclusive to Stairfoot ...	Breakdown Vans and Hand Crane:— Loco. Shed Master, Cudworth.

Notes:—

* When Steam Crane required, apply to District Locomotive Superintendent, Doncaster (Southern Area).
† When Steam Crane required, apply to District Locomotive Superintendent, Doncaster (Southern Area), or Locomotive Depot Superintendent, Mexborough (Southern Area) as may be most convenient.
‡ For derailments in Hemsworth Sidings apply to Leeds (Southern Area) Control for attendance of Ardsley Breakdown Vans.

Denaby and Wrangbrook exclusive ... ... Moorthorpe North exclusive and Dearne Jct. Moorthorpe Station and South Kirkby ... Dearne Junction and Wath Junction... ... Dearne Junction and Mexborough West ...	Breakdown Vans and Steam Crane:— Locomotive Depot Superintendent, Mexborough (Southern Area). Cudworth Breakdown Van and Hand Crane to deal with any mishap between Pickburn & Brodsworth and Wrangbrook during the time Denaby Signal Box is closed.
INSERT:—	
*Wrangbrook to Moorhouse exclusive	Breakdown Vans only, Royston (L.M. Operating Area).
‡†Kirksmeaton exclusive to Stairfoot exclusive ...	Application to be made to District Operating Superintendent, London Midland Operating Area, Rotherham.

Notes:—

* When Steam Crane required, apply to District Motive Power Superintendent, Doncaster (E.R.).
† When Steam Crane required, apply to District Motive Power Superintendent, Doncaster (E.R.), or Shed Master, Mexborough (E.R.), as may be most convenient.
‡ For derailments in Hemsworth Sidings, apply to Leeds (Eastern Operating Area) Control for attendance of Ardsley Vans.

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*Denaby and Wrangbrook exclusive ... Moorthorpe Station and South Kirkby ... Dearne Junction and Wath Junction ... Dearne Junction and Mexborough West ...	Breakdown Vans and Steam Crane:— Shed Master, Mexborough (E.R.).

Notes:—

* Royston (L.M. Operating Area) Breakdown Vans to deal with any mishap between Pickburn, Brodsworth and Wrangbrook during the time Denaby Signal Box is closed. Application to be made to the District Operating Superintendent, L.M. Operating Area, Rotherham.

SECTIONAL APPENDIX—continued.

TABLE O.

PAGE 248.
INSERT:—

SPEEDS OF BREAKDOWN CRANES.

The following are the maximum permissible speeds for Breakdown Cranes throughout British Railways:—

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

The above speeds are of general application, except in respect of individual Cranes to which more stringent regulations may be applied as considered necessary by the Region to which such Cranes are allocated for operating.

The following table gives details of Breakdown Cranes allocated to the North Eastern Motive Power Area together with the permitted speeds to conform to the above instructions:—

Crane No.	Location.	Maximum Permissible Speed.
901630	Tweedmouth.	45 m.p.h.
154	Gateshead.	
156	Darlington.	
151	York.	
152	Sunderland.	30 m.p.h.
153	Middlesbrough.	
157	Hull.	
155	West Hartlepool.	
901634	Tyne Dock.	25 m.p.h.
901636	Percy Main	
901642	Whitby.	

TABLE O.

SNOW PLOUGHS.

PAGE 248.
DELETE existing instructions and **INSERT:—**

Referring to page 89 of the General Appendix.

Independent Units.

Except as shown in the following paragraph, the position of engines employed with Snow Ploughs must be tender to tender with a Snow Plough at the chimney end of each engine. A Guard must in all cases accompany the Snow Plough.

When Snow Ploughs are worked from one centre to another, the following arrangements must be adopted:—

One engine to be used and marshalled between the Ploughs, except when only one Plough has to be conveyed, when it should be hauled.

Speed not to exceed 25 m.p.h.

Guard to travel in rear plough.

Snow Ploughs must be signalled as shown below:—

When proceeding to clear the line ... ... As Express Passenger Train (4 consecutively).
When returning to Home Station after ploughing ... As Ordinary Passenger Train (3-1).
When proceeding to or from Shops or being transferred from one point to another for distribution purposes As Class "J" Goods (4-1).

The **Shunt Train for Following Train to Pass** Signal (1-5-5) may be given whenever the sections in advance are occupied by trains which the Snow Plough train must pass to reach the site of blockage.

List of Motive Power Depots where independent Snow Ploughs are located:—

No. of Ploughs	Located at	No. of Ploughs	Located at.
2	York	2	Blackhill
2	Darlington	2	Gateshead
2	Alnmouth	1	Tyne Dock
1	Tweedmouth	1	Alston
2	Kirkby Stephen	1	Percy Main
2	West Auckland		

Two independent Snow Ploughs are also located at Blackhill.

INSERT:—

Light Steel Buffer Beam Ploughs.

In addition, Light Steel Buffer Beam Ploughs for fitting to the Buffer Beams of selected locomotives are available at the following Depots:—

Located at	No. of Ploughs	For use on Single or Double Lines	Class of Loco
York	1	Double	J.27
Darlington	2	Universal	2MT
Darlington	1	Universal	3 MT BR
Tweedmouth	1	Double	J.39
Hull Dairycoates	2	Double	J.39
Malton	1	Double	J.25
Whitby	2	Single	J.25
Middlesborough	2	Double	J.26
Newport	1	Single	J.26
Kirkby Stephen	2	Universal	2MT
West Auckland	2	Universal	3MT BR
Consett	1	Double	Q.6
Sunderland	2	Double	J.27
Blaydon	1	Single	J.21
Blyth	1	Single	J.21
Hexham	1	Single	J.21

SECTIONAL APPENDIX—continued.

These Ploughs will only be fitted during the Winter season and the Motive Power Superintendent will be responsible for their fitting to the locomotives when snow is imminent.

When fitted, the Ploughs do not interfere with the normal working of the locomotive. Care must, however, be taken when coupling the engine end of the locomotive, so fitted, to vehicles, and also when approaching buffer stops, as the Ploughs extend slightly beyond the buffers at rail level.

Stripe wagons and bogie vehicles of any type must not be marshalled next to an engine fitted with the Light Steel Snow Ploughs when being worked tender first.

Clearance of Snow Ploughs above rail level.

Except as shown below for the section Loftus to Whitby, with all types of Snow Ploughs the clearance above rail level in the four foot should never be less than 4 in. when wear is at its maximum and working under heavy load of snow, and the dimension outside the rails should never be less than 6 in. above rail level.

The width in the four foot may be taken as 5 ft. 2 in., i.e., the distance between the outside edges of the rails.

When working between Loftus and Whitby inclusive, all Ploughs may be at 4 in. above rail for a width of 4 ft. 10 in. and outside the four foot the clearance must be 8 in. above rail level.

Restrictions.

Tyne Dock, Harton, Bridge No. 11.

When travelling from Tyne Dock, Bank Top to Up Sunderland line at Harton Junction via the Down Pontop line, the independent unit Snow Ploughs must be stopped short of Bridge No. 11, cross through No. 14 points and back on to the Up Pontop line. Great care must be excerised in these movements and the speed must not exceed 2 m.p.h.

TABLE P
PUSH AND PULL TRAINS.

Line No.	Secton of Line.	No. of Vehicles fitted for "Push and Pull" working which may be propelled with the controls in use.
PAGE 249.		
INSERT:—		
1, 49 and 50	Darlington and Middleton-in-Teesdale	2
1, 4 and 2	Selby and Goole	3
14	Staddlethorpe and Selby	2
9	Beverley and Market Weighton...	2
15	Selby and Market Weighton	2
DELETE:—		
20	Arthington and Harrogate	2
INSERT:—		
20	Headingley and Harrogate (Leeds Central Trains)	2
DELETE:—		
20 and 22	Harrogate and Pateley Bridge	2
INSERT:—		
20 and 24	Harrogate and Thirsk	2
DELETE:—		
20, 28 and 29	Harrogate and Pilmoor	3
INSERT:—		
20 and 28	Harrogate and Knaresborough	3
AMEND to read:—		
30	Malton and Rillington	3
33	Rillington and Pickering	3
DELETE:—		
34	Pickering and Pilmoor	2
INSERT:—		
38	Battersby and Nunthorpe	2
39	Picton and Battersby	2
43	Stockton and Picton	2
INSERT:—		
40	Middlesbrough and Redcar	2
45, 1 and 54	Stockton, Ferryhill and Spennymoor	2
66	Sunderland and Hylton	3
DELETE:—		
74	Scotswood and North Wylam	3
INSERT:—		
74	Scotswood and West Wylam Junction... ...	3
AMEND:—		
81	Blyth and Monkseaton via Avenue Branch or Backworth.	3
	Newsham and Newbiggin	3

TABLE R.
ENGINEER'S VELOCIPEDE CARS.

	Line No.	Section of Line.
PAGE 250.		
DELETE:—		
	20	Leeds (Wortley L.N.E.R.)—Nidd Bridge.
	29	Knaresborough Goods—Pilmoor.
INSERT:—		
	29	Knaresborough Goods—Brafferton.

SECTIONAL APPENDIX—continued.

TABLE R—(continued).

	Line No.	Section of Line.
DELETE:—	34	Pickering (Mill Lane)—Pilmoor.
INSERT:—	34	Kirbymoorside—Pilmoor.
DELETE:—	35	Pickering (Mill Lane)—Seamer West.
	49	Merrybent Branch.
	72	Bardon Mill—Scotby.
INSERT:—	72	Bardon Mill—Wetheral.
DELETE:—	83	Alnwick—Coldstream.
INSERT:—	83A	Coldstream—Wooler.
DELETE:—	84	Tweedmouth North—Kelso.
INSERT:—	84	Tweedmouth North—Carham.

TABLE S.

SPECIAL CODES OF ENGINE HEADLAMPS OR DISCS. FREIGHT TRAINS BETWEEN THORNABY AND CARLIN HOW.

PAGE 252.

AMEND the destinations of trains shown in CLAUSE 1 to read:—

East of Grangetown, Grangetown Ore Sidings, Lackenby Steelworks, Guisborough Branch, No. 1 Up Goods Yard.

(*Note.*—The special head lamps to be carried remains as shown.)

TABLE W.

ATTACHING VEHICLES BEHIND THE REAR BRAKE VAN OF PASSENGER TRAINS.

Line No.	Section of Line.	No. of Vehicles which may be attached behind Rear Brake Van in which Guard rides.
PAGE 253.		
INSERT:—		
5	Springbank North to Albert Dock	6†
	Albert Dock to Springbank North	6†
10	Hull to Springbank North	6†
	Springbank North to Hull	6†
DELETE:—		
10	Hull to Cudworth L.M.S....	4†
	Cudworth L.M.S. to Hull...	2†
INSERT:—		
10	Springbank North to Cudworth (L.M.R.) ...	4†
	Cudworth (L.M.R.) to Springbank North ...	2†
DELETE:—		
20	Between Pannal and Starbeck	4*
	From Nidd Bridge to Harrogate	2† (B)
INSERT:—		
20	From Bilton to Harrogate	2† (B)
PAGE 254.		
DELETE:—		
22	Harrogate to Pateley Bridge	4
	Pateley Bridge to Ripley Valley...	4
	Ripley Valley to Harrogate	2†
32	Malton to Burdale	2†
	Burdale to Driffield	4*
	Driffield to Sledmere and Fimber	4*
	Sledmere and Fimber to Burdale	2†
	Burdale to Wharram	1†
	Wharram to Malton	4*
PAGE 254.		
DELETE:—		
35	From Seamer to Forge Valley	4
	From Forge Valley to Pickering...	3†
	From Pickering to Forge Valley	4†
	From Forge Valley to Seamer	4
42	Between Northallerton and Bedale	4*
	Between Bedale and Hawes	4†
INSERT:—		
42	From Northallerton to Bedale	4*
	From Bedale to Garsdale...	4†
	From Garsdale to Hawes...	10
	From Hawes to Northallerton	10†

SECTIONAL APPENDIX—continued.

TABLE W—(continued).
ATTACHING VEHICLES BEHIND THE REAR BRAKE VAN OF PASSENGER TRAINS.

Line No.	Secton of Line.	No. of Vehicles which may be attached behind Rear Brake Van in which Guard rides.
DELETE:—		
49	Piercebridge to Kirkby Stephen...	1†
INSERT:—		
49	Piercebridge to Barnard Castle	1†
	Barnard Castle to Kirkby Stephen	1† (a)
	(a) This number may be increased to three (when assistant engine is attached in rear) Kirkby Stephen to Stainmore or Barnard Castle to Stainmore.	
PAGE 255.		
DELETE:—		
57	From Durham to Waterhouses	2†
	From Waterhouses to Durham	4*
60	From Birtley to Blackhill...	2†
	From Blackhill to Annfield Plain	2†
	From Annfield Plain to Birtley	4*
INSERT:—		
60	From Birtley (Ouston) to Blackhill	2†
	From Blackhill to Annfield Plain	2†
	From Annfield Plain to Birtley (Ouston) ...	4*
DELETE:—		
61	From Newcastle to Dunston	1† (B)
	From Dunston to Newcastle	1†
INSERT:—		
61	From Newcastle to Dunston (Norwood) ...	1† (B)
	From Dunston (Norwood) to Newcastle ...	1†
	Blaydon Main to Low Fell Station. (Applies only to Class "C" Freight and Class "C" Parcels Trains for the South.)	20†
DELETE:—		
65	Murton to Durham Elvet	4*
	Durham Elvet to Hetton	4†
INSERT:—		
65	Murton to Hetton	4*
DELETE:—		
72	From Newcastle to Carlisle	4†
	From Carlisle to Newcastle	3†
INSERT:—		
72	From Blaydon to Carlisle...	4†
	From Carlisle to Newcastle	3†
DELETE:—		
73	From Newcastle to Consett	2†
	From Consett to Newcastle	3†
INSERT:—		
73	From Blaydon South to Consett	2†
	From Consett to Newcastle	3†
DELETE:—		
75	Between Hexham and Allendale...	1†
PAGE 256.		
DELETE:—		
83	Between Alnwick and Coldstream	1†
INSERT:—		
83A	Between Coldstream and Wooler	1†

TABLE X.
ELECTRIC BELLS AND INDICATORS AT STATIONS FOR STARTING OF TRAINS.

Line No.	Station.	Platforms.
PAGE 256.		
DELETE:—		
1	Darlington	Up and Down Main.
40	Middlesbrough	Up and Down.
43	West Hartlepool	Up and Down.
62	Gateshead East	Up and Down.
INSERT:—		
62	Gateshead East	Up.
	Gateshead East	Down (see page 93 of Sectional Appendix).

BEMROSE · DERBY