Consett East

For the information of Railway Staff only

BR 31293

British Rail

EASTERN REGION

(NORTHERN AREA)

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 9 MAY 1970, UNTIL FURTHER NOTICE

CONTENTS

THIS BOOKLET MUST BE RETAINED FOR REFERENCE UNTIL THE NEXT ISSUE IS RECEIVED.

YORK
9 MAY 1970

F.J. BURGE
MOVEMENTS MANAGER

THIS SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET SUPERSEDES THE SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET DATED 27 SEPTEMBER 1969 AND INCLUDES MOST OF THE INFORMATION CONTAINED IN THE FOUR WEEKLY BOOKLETS UP TO AND INCLUDING No.ND15D DATED 11 APRIL 1970

MISCELLANEOUS NOTICES

ONE ENGINE IN STEAM WORKING

Where, in the General or Sectional Appendices to the working Timetables, or in other Operating Instructions, the term "One Engine in steam" is used, this must be taken to mean "One train only".

GUARDS OF FULLY FITTED FREIGHT, PARCELS AND EMPTY COACHING STOCK TRAINS RIDING ON LOCOMOTIVES

RULE 129 Clause (v)

If a brake van in a fully fitted freight, parcels or empty coaching stock train cannot for any reason be heated, the Guard is authorised to ride in the trailing cab of the locomotive, provided the last two vehicles on the train are fitted with the automatic brake in working order, and satisfactory arrangements have been made for the security of mails and scheduled traffic duties.

BOGIE RAIL TANKS

(a) Bogie Rail Tanks must not be passed over humps in marshalling yards, nor must they be loose shunted.

(b) These vehicles are restricted to a speed of 5 m.p.h. when being propelled.

(c) Brake sticks are not to be used in applying additional leverage to the hand brake of 100 ton bogie wagons fitted with **disc** brakes.

The hand brake is designed to hold vehicles on a gradient not steeper than one in forty and in the event of it being necessary to park them on a steeper gradient the vehicles must be secured by scotching the wheels.

CONVEYANCE OF AIR BRAKED 45 TON G.L.W. TANKS

When air braked 45 ton oil tanks are operated as 'Piped only' vehicles in a fully fitted train, or in the fitted portion of a partially fitted train, not more than four of these vehicles must be marshalled together.

DETACHING OF CRIPPLED 26/32 TON COAL HOPPER WAGONS FROM PERMANENTLY COUPLED COAL TRAINS

Unlabelled loaded wagons detached crippled from Permanently coupled Coal Trains must be labelled by the Guard of the train for the purpose of identification and working to destination later. All detached wagons must have labels showing the wagon number, destination, loading colliery and date despatched, and details of train detached from.

The Guards must also endorse the Train Weighbills carried on the train, showing against the individual wagon number where the cripple was detached.

INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEER'S LINING MACHINES

The instructions contained in pages 43 to 46 of the General Appendix under the heading "Instructions regarding the running and working of mechanically propelled on-rail tamping machines" must, insofar as they can be applied, also be observed in respect of Engineer's Lining Machines.

MISCELLANEOUS NOTICES – continued

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS

The phrase '(Where specially authorised)' which follows the description of a Class 9 Unfitted freight train in the amended 'Bell Signals' operative from 5.5.69 applies only to the classification of the train as laid down in the General Appendix.

The Is Line Clear/Train Description bell signal 1–4 may be used without special authority.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

Until such time as all freight vehicles bear the appropriate panel, which includes the Maximum Speed of the Vehicle, in addition to the instructions shown in the **Working Manual for Rail Staff, Part 6, Preparation and Working of Freight Trains, Section C,** the speeds of the vehicles enumerated below, when **not** bearing panels, will be as follows:–

Carflats and Cartics – Maximum Speed is 75m.p.h. subject to any lower restrictions which may be imposed in particular cases on account of load being conveyed.

IRONSTONE HOPPER WAGONS with a wheelbase of 10 feet or less when working in FULL TRAIN LOADS (Loaded or Empty) are limited to a maximum speed of 35m.p.h.

Description of Vehicles	Maximum Speed	
	Loaded m.p.h.	Empty m.p.h.
A.P.C.M. Cemflos	35	50
Fly Ash	50	50
56 Ton Iron Ore	25	25
Prestwin	55	55
100 Ton Bogie rail Tanks	60	45
Merry-go-round Wagons	45	55

When any of these vehicles are marshalled in a train and are of a lesser maximum speed than any other marshalled in that train the maximum speed of the train will be the lowest speed of any of these vehicles being conveyed.

VEHICLES WITH HYDRAULIC BUFFERS

Vehicles with hydraulic buffers must not be allowed to stand in marshalling yards and sidings with the buffers under compression.

MISCELLANEOUS NOTICES–continued.

FREIGHTLINER SERVICES – CONVEYANCE OF 8' 6" HIGH CONTAINERS

Booklet No.3 (B.R.20426) – Instructions and Diagrams for Loading and Securing Long, Projecting and otherwise Exceptional Loads, also procedure regarding Acceptance and Conveyance of out-of-gauge and Otherwise Exceptional Loads.

Page 10. Add new sections as follows:–

Freightliner Services

59. The following containers are suitable for conveyance on **all** freightliner services:–

(a) Freightliner containers, painted grey, with red band and the inscription FREIGHTLINER or FREIGHTLINERS LTD. on the band.

(b) Privately-owned containers bearing a label 120mm. square with B.R. symbol and a code consisting of a letter and a figure in white on a red background. (Diagram A). These labels will be affixed, one on each side of the container, within an area bounded by a 2' 0" x 2' 0" square in the bottom right hand corner.

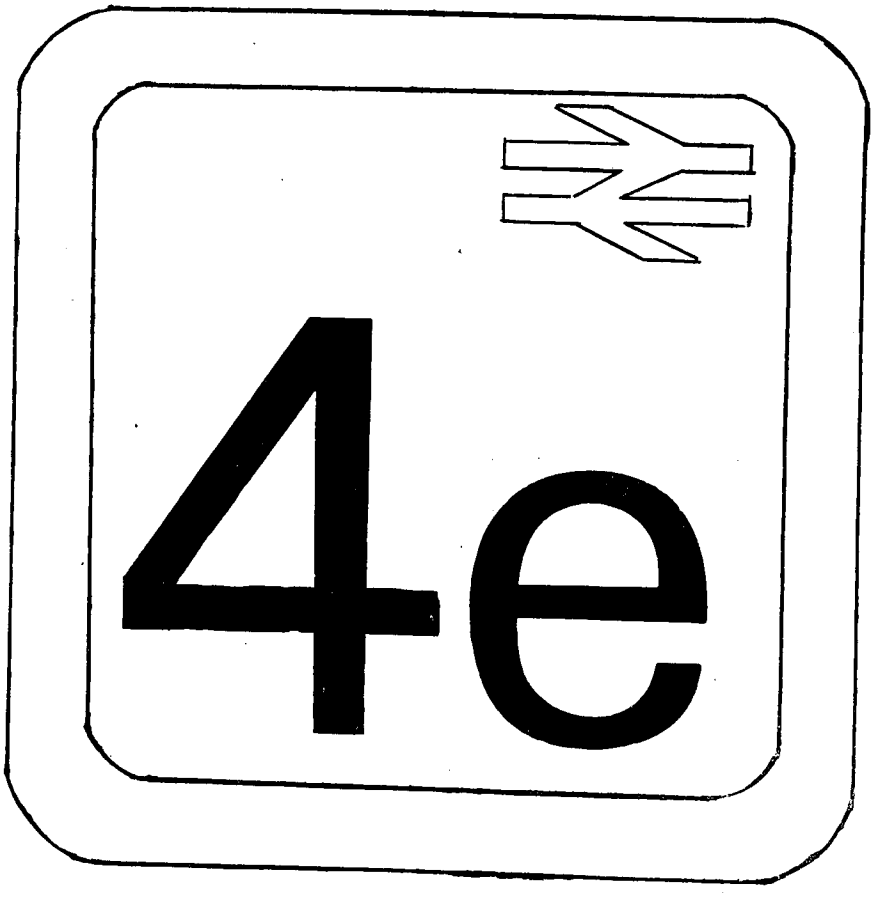
60. The following containers are only suitable for conveyance on Freightliner services indicated on the Working Timetables by the symbol Ⓩ :–

Privately-owned containers 8ft. 6ins. high bearing a label 160mm. high by 120mm. wide with B.R. symbol and the indication "8½ ft." in black on a yellow background (Diagram B). These labels will be affixed, one on each side of the container, within an area bounded by a 2' 0" x 2' 0" square in the bottom right hand corner.

61. Privately-owned containers which are unlabelled must not be accepted for conveyance.

DIAGRAM A

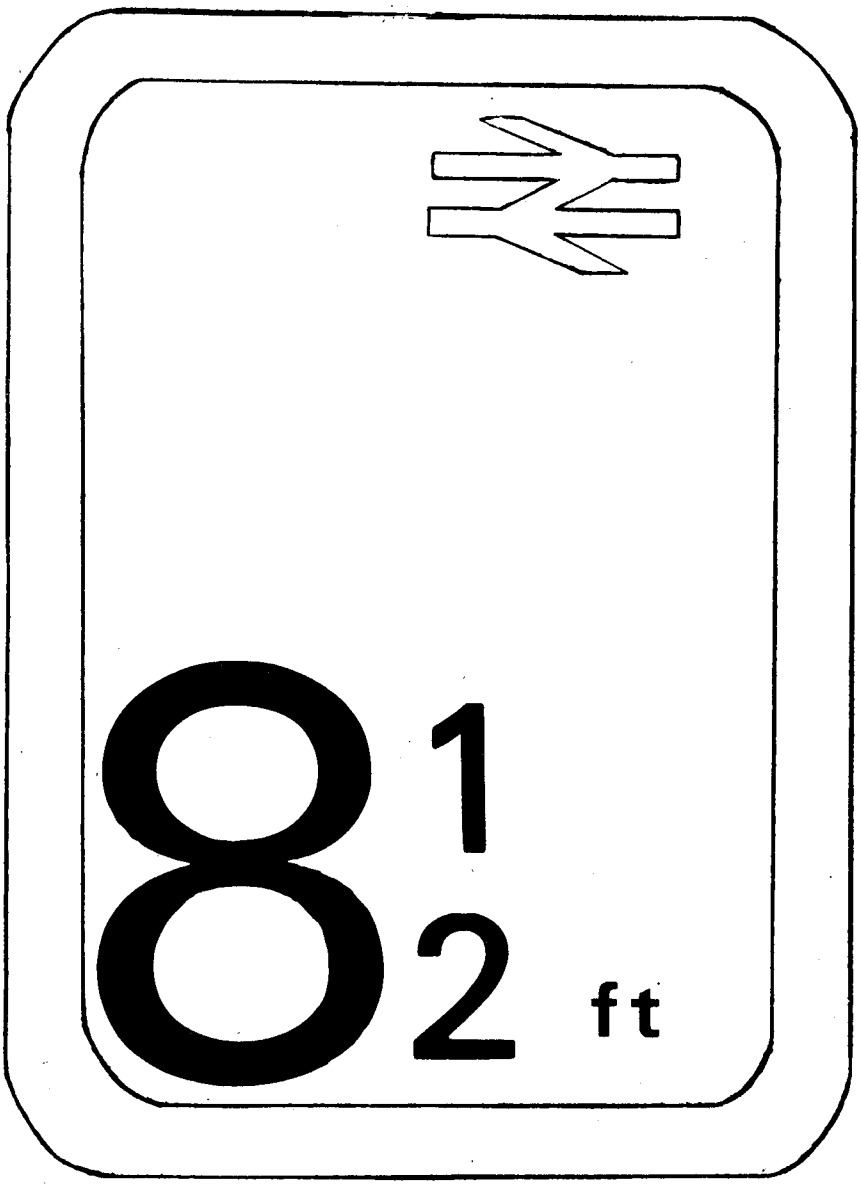
PRIVATELY–OWNED CONTAINERS NOT MORE THAN 8FT. HIGH
White lettering, symbol and border on Flame Red.



MISCELLANEOUS NOTICES—continued.

DIAGRAM B

PRIVATELY-OWNED CONTAINERS OVER 8FT. HIGH AND NOT MORE THAN 8FT. 6INS. HIGH
Black lettering, symbol and border on Yellow.



FREIGHT TRAIN LOADS AND BRAKE POWER

Freight Liner Trains

Until further notice Liner Trains will run as Class 4 with loads authorised prior to 5th May.

Private Owned Tank Wagons.

The brake force of tank wagons fitted with loaded/empty changeover device should be calculated as half gross laden weight when loaded and half tare when empty until such time as panels are fitted.

MISCELLANEOUS NOTICES—continued.

REGIONAL AND DEPOT LOADS BOOKS DATED 5th MAY, 1969. WORKING MANUAL BR30054/6

TABLE G CLASSIFICATION OF LOCOMOTIVES

Class 24 **INSERT** note (a) after RA 6.

Class 26 **INSERT** note (b) after RA6.

INSERT at foot of page:—
(a) Locomotive Nos. 5050 – 5150 = RA5.

(b) Locomotive Nos. 5320 – 5346 = RA5.

Regional Instructions for the loadings of Freight Trains

Section 6 Conditions Relating to the Classification of Freight Trains.

AMEND first paragraph:—

Classification	Conditions
6 (b)	All vehicles must be fitted with automatic brake or pipe. Vehicles with through pipes only may be in any position except that when the last vehicle is not a brakevan, the last two vehicles must be fitted with the automatic brake in working order in accordance with Rule 153 (c).

DELETE:— Fourth paragraph "Class 6 trains etc. Warwell wagons"

LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM

1. Absolute possession of running lines for Engineering purposes necessitating a complete stoppage of traffic on such lines.

Referring to the instruction on page 52 of the General Appendix—where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signalman concerned. Before authorising a movement to the rear the Signalman must apply the instructions, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation."

2. Trains conveying out-of-gauge and exceptional loads.

Referring to the instruction on page 96 of the General Appendix—where Track Circuit Block is in operation, the arrangements detailed in the final (fourth) paragraph of the instruction will not apply.

Arrangements for any wrong direction movement which is required must be made in accordance with the instruction, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

Track Circuits

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signalman at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signalman may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified, Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signalman ahead.

MISCELLANEOUS NOTICES—continued.

ROUTE AVAILABILITY OF COACHING STOCK

South Gosforth

Mail vans with traductors in six foot way must not pass any train at South Gosforth Station. Up trains conveying such mail vans must be brought to a stand at South Gosforth East, and the Guard must advise the Signalman, so that arrangements may be made not to pass any train on the opposite line at South Gosforth Station. Guards of Down trains must advise the Station Inspector at Newcastle who must immediately inform Control so that the necessary arrangements may be made. (This instruction has been extracted from the Diversion of Trains Booklet O.7002/1956 which has been abolished).

FREIGHTLINER WAGONS

(3RD OR 4TH RAIL ELECTRIFIED LINES)

Staff are warned that when opening the spares locker (containing the emergency screw coupling, etc.) on the end wagons of a freightliner set, the door when lowered to its fullest extent will make contact with the conductor rail.

Spares lockers situated over a conductor rail should therefore not be used and the necessary equipment should be obtained from a locker on the other side of the train.

FREIGHTLINER AND MOTORCAR TRAINS

Increasing number of Freightliner trains are now operating in all Regions. One respect in which these Freightliner trains differ from ordinary trains concerns the direction of travel of the container.

All Freightliner Terminals are laid out to deal with Containers facing in one direction only. This is to make possible a one way only circulation of road vehicles which is desirable for safety and necessary for speed of operation.

All Freightliner trains are carefully scheduled to ensure that they arrive at the Terminal with the Container doors, which are at one end only of the container, at the appropriate end. Containers are moreover, identified by their position from the leading end of the train.

As confusion and delay could arise from a Freightliner train arriving in the Terminal the wrong way round, steps should be taken, where necessary, to provide for the reversal of the complete train en route. Unscheduled diversions from agreed routes could result in trains arriving at Terminals the wrong way round. When diversions have to be made, the effect on the direction of travel must be considered and arrangements made, wherever possible, for the train to arrive at the destination Terminal facing the correct way. "Similar considerations apply to motorcar trains when the cars are normally driven the length of the train to an end dock unloading point and arrival with all the vehicles loaded wrongly round can entail considerable difficulty."

FREIGHT TRAIN LOADS AND BRAKE POWER—WAGON PANELS

The following 16 ton mineral wagons are required at Mansfield Concentration Siding to have wagon panels affixed. When located arrange for them to be labelled to that point when empty.

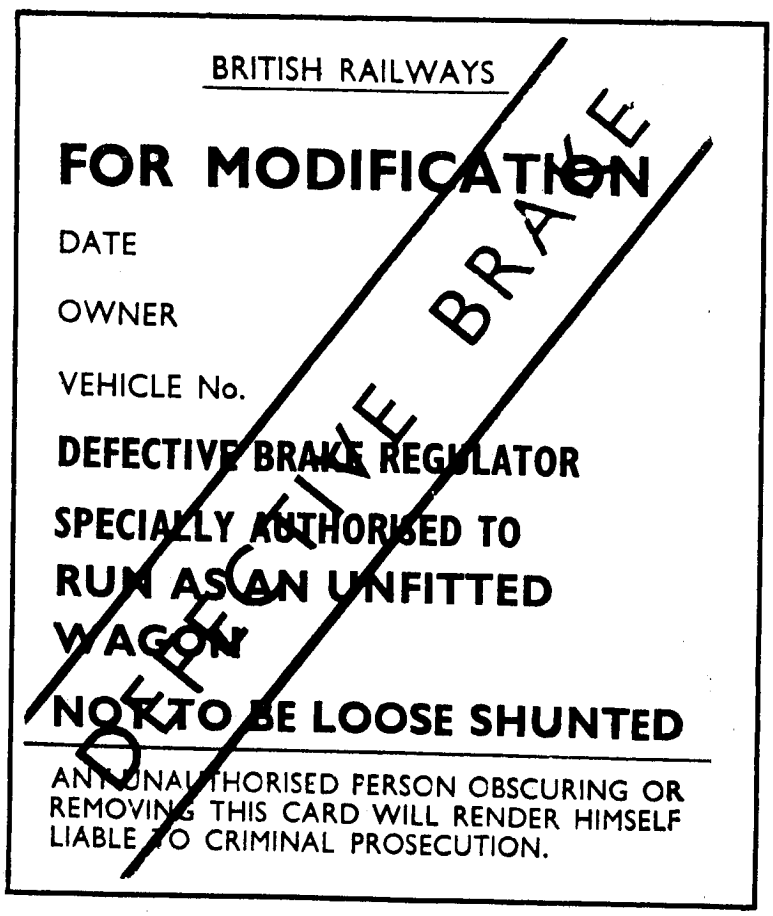
16 ton mineral wagons.
B126400 – B126499

MISCELLANEOUS NOTICES—continued.

DEFECTIVE BRAKE REGULATORS ON FREIGHT VEHICLES

A defect has been found in the brake equipment on certain freight vehicles. These vehicles may be run as unfitted or piped vehicles, but as the hand-brakes are also defective, the vehicles must not be loose shunted.

In order that the vehicles may be readily recognised and properly dealt with, a white 'FOR MODIFICATION' label with the words 'DEFECTIVE BRAKE' printed across diagonally in red, will be fixed on both sides of the vehicles concerned. The label is as shown below:—



Although these labels are marked 'Defective Brake' the provisions of Rule 170 Clause (b) are modified in respect of the vehicle to which the labels are attached in that it may be loaded and run in traffic as an unfitted or piped vehicle.

WORKING OF EMPTY 26/32—TON AIR-BRAKED HOPPER WAGONS FROM STELLA AND NORTH TEES POWER STATIONS

Until further notice, trains composed wholly of empty 26/32—ton Air-Braked Hopper Wagons from the above-named Power Stations may be worked with the bottom doors in the **"open"** position to Ferrybridge Power Station for the purpose of running the train through the mechanical lineside equipment to close the bottom doors.

The provisions of Rule 115 (a) are modified accordingly in respect of such trains.

ABOLITION OF BRAKEVANS ON FULLY—FITTED FREIGHT AND PARCELS TRAINS

Guards on fully—fitted freight and parcels trains travelling in the rear cab of the locomotive must not, in any circumstances, interfere with or attempt to use, any of the driving controls.

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE–OPERATED TRAINS CONVEYING VEHICLES EQUIPPED WITH DISTRIBUTORS AND OPERATING ON THE TWO–PIPE SYSTEM.

With reference to the instructions shown on page 4 (page 7 Supp. No.2) of the B.R. General Appendix, the following additional instructions apply:–

INSTRUCTIONS TO STAFF RESPECTING THE FAILURE OF DUAL AUTO AIR BRAKED LOCOMOTIVES WHEN WORKING AIR BRAKED TRAINS

If a dual auto air braked locomotive fails in traffic it must be ascertained from the driver if the locomotive can operate and maintain the brakes on the train. The following procedure must then be observed:

LOCOMOTIVES WORKING PASSENGER TRAINS

(a) If the failed locomotive can operate and maintain the train brakes the train may be hauled by a vacuum braked diesel main line locomotive or by a dual auto air braked locomotive.

(i) When a vacuum braked locomotive is used the driver of the leading locomotive must control the brakes on the two locomotives only, and the brakes on the remainder of the train must be controlled by the driver of the failed locomotive who must keep a sharp lookout and be prepared to operate the train brakes as necessary. The train may then proceed to the next point where a dual air braked locomotive is available and the speed must not exceed 40m.p.h.

(ii) When a dual auto air braked locomotive is used the provision of the final sentence of clause (b) will apply.

(b) If the failed locomotive is unable to operate and maintain the train brakes a dual auto air braked locomotive only may be used to haul the train. The brakes of both the locomotives and of the train must be controlled from the leading locomotive.

(c) If assistance can only be provided from the rear, any type of locomotive may be used for the purpose.

If the train locomotive is able to operate and maintain the train brakes the driver of that locomotive must control the train brakes.

If the train locomotive is unable to maintain the air pressure required the provisions of Instruction 10 of the "Regulations for working the Automatic Air Brake on Locomotive operated trains conveying vehicles equipped with Distributors and operating on the two pipe system" must, so far as they are applicable, be observed. In either case, the train must travel at such reduced speed as is necessary having regard to the absence of, or reduced, air brake power and the train must NOT be assisted beyond the first point at which there are facilities for attaching a locomotive to the front of the train for forward working in accordance with clause (a) or (b) herein.

LOCOMOTIVES WORKING FREIGHT TRAINS (Other than Coal Trains formed of 26–or 32–ton capacity wagons and Freightliner trains–see instructions for these types of train in Supplement No.2 to the B.R. General Appendix).

When possible a dual auto air braked locomotive should be used to assist and the provisions of the final sentence of clause (b) above will then apply.

If a suitably equipped locomotive is not available, one of the following courses of action should be taken:

(1) If the train locomotive is able to operate and maintain the train brakes, the train may be assisted forward at reduced speed to the nearest point where it can be shunted clear of the running lines by any type of locomotive which may be attached to the front or rear of the train. Assistance may also be given in the rear by a train.

When the assisting locomotive is attached to the front of the train, the provisions of Rule 135 will apply, except that the driver of the train locomotive will be responsible for the working of the air brake on the train and the driver of the leading locomotive responsible for applying the brakes of that locomotive when necessary.

MISCELLANEOUS NOTICES—continued.

LOCOMOTIVES WORKING FREIGHT TRAINS (Other than Coal Trains formed of 26—or 32—ton capacity wagons and Freightliner trains—see instructions for these types of train in Supplement No.2 to the B.R. General Appendix)—continued

(2) If the train locomotive is not able to operate and maintain the air pressure required, the train may be assisted as an unbraked train to the nearest point where it can be shunted clear of the running lines, provided that a brake van or a locomotive or a braked train is attached in rear. The speed of the train must be kept within the capacity of the locomotive brakes and great care must be exercised by all concerned to ensure that control of the train is adequately maintained.

If the unbraked train has to be worked down gradients and the driver is in doubt as to his ability to maintain control, wagon brakes must be applied as necessary. In these circumstances, at least half of the train must have the brakes partially applied, but it is important that no wagon has its brakes hard on.

VEHICLES EQUIPPED WITH AIR BRAKES

The handle of the distributor isolating cock on air-braked vehicles must not be placed in the 'Brake Isolated' position except when it is necessary to isolate the brake equipment owing to defect in which case Regulation 9(c) (IV) (Page 4 of the General Appendix, Page 11 of supplement No.2 to the General Appendix) will apply.

GUARDS' REPORTS ON DEFECTS IN COACHING STOCK

"A new form BR.29206 has been introduced on all regions, as the standard form for reporting defects in coaching stock, replacing the existing form, BR. 30106. Instructions in regard to the compilation and disposal of the new form will be shown on its reverse side and read as follows:—

This form must be used by guards for reporting defects in coaching stock (e.g. heating or lighting systems, bell or telephone communication systems, rough riding, vibration, broken windows, defective door locks and other known failures. Excluding, however, hot axle boxes and wheel/axle failures which will continue to be reported separately) and rendered in accordance with the following procedure:

Multiple Unit Sets

(a) Where multiple unit trains consist of more than one set, and one or more of the sets is detached in the course of the journey, any report relating to the detached set (or sets) must be left in the guard's compartment.

The guard subsequently working the detached set onward will be responsible for handing the report to the driver for attaching to his repair book BR. 33063. This procedure will apply also in the case of multiple unit sets outstabled for varying periods away from maintenance depots.

(b) In the case of E.M.U. stock, the completed report must be handed to a station supervisor or other responsible person for transmission to the C. & W. supervisor or examiner. Where this cannot be done the report must be sent to the Divisional Manager for forwarding to the appropriate C. & W. supervisor.

(c) In all other instances, the completed report will also be handed to the driver for attaching to his repair book BR. 33063.

The new form BR.29206 is only for the use of guards for reporting defects and form BR.30106 should continue to be used by drivers and motormen as their report form.

LOCOMOTIVE HAULED STOCK (EXCEPT WESTERN REGION)

(a) At the termination of the journey the completed report must be handed to a station inspector or other responsible person for transmission to the C. & W. supervisor or examiner. When trains divide en route, the report must be left in the guard's compartment of the portion affected to enable the guard of that portion to carry out this instruction at the termination of the journey.

(b) When empty trains are proceeding to carriage sidings where supervisory staff are employed, the form must be handed in at that point.

(c) Should the empty stock be worked by a guard other than the train guard the form must be handed to the empty train guard or left in the van in which he will travel."

Until present stocks are exhausted the existing form, BR. 30106, may continue to be used, but it should be dealt with as shown above.

MISCELLANEOUS NOTICES—continued.

CARTIC "4" TWO TIER CAR TRANSPORTERS

Cases have occurred recently where Cartic "4" transporter vehicles have been hump shunted and in each case damage has been caused. **Cartic "4" transporter vehicles must not pass over marshalling yard humps** even where the restriction "Not to be hump or loose shunted" is not shown on the vehicle.

CONVEYANCE OF "DEAD" ELECTRIC MULTIPLE STOCK TO SOUTHERN REGION

In connection with the movement of empty E.M.U. stock (converted Southern Region hauled stock) from York to the Southern Region via G.N. Main line, Ferme Park, Finsbury Park, Dalston and Stewarts Lane. These trains must be hauled by a dual fitted locomotive to permit the airbrake being coupled up and class 3 timings maintained.

In any case where the automatic brake cannot be coupled, the multiple unit must **not** be hauled at a speed exceeding **25m.p.h.** In addition two 20—ton brakevans must be marshalled at the front and one at the rear of such train and the brakevans at the front must be fitted and piped to the locomotive. In such circumstances, if it is necessary for the locomotive to be detached on the running line, the hand brakes in each of the brakevans must first be applied.

MAXIMUM LOADS FOR PARCELS TRAINS

The maximum load of a parcels train on the Eastern Region is 50 vehicles with a weight limit of 1,000 tons, irrespective of whether same conveys 4, 6 or 8 wheeled vehicles or a mixed load of these vehicles.

This loading is subject to route platform facilities permitting and inter – regional trains must be adjusted to conform with Other Regions regulations before leaving the Eastern Region.

USE OF ELECTRIC TAIL LAMPS ON DIESEL LOCOMOTIVES

In accordance with the addition to the glossary in Rule 16, an illuminated red electric lamp, or an illuminated red blind in the route indicator must be used in place of an oil tail lamp on all diesel locomotives which are running light or assisting trains in the rear or propelling trains or vehicles. Should the electric tail lamp fail, the driver's Bardic lamp may be used. Oil lamps should no longer be carried on diesel locomotives with the following exception:—

Where a locomotive is required to work with a brake tender attached, it is necessary for two oil lamps, complete with red shades, to be carried in order to enable the correct head code to be displayed when the brake tender is propelled, and for a tail lamp to be exhibited when drawn.

PROPELLING OF BRAKE TENDERS BY TYPE 1 DIESEL LOCOMOTIVES (SINGLE CAB)

The propelling of brake tenders by Type 1 diesel locomotives (single cab), when running with bonnet leading is prohibited during fog or falling snow.

204 H.P. OR LESS DIESEL LOCOMOTIVES

Notwithstanding any previous instructions, all diesel locomotives of 204 h.p. or less, whether 4 or 6 wheeled, must not travel over any running line unless working in multiple, in tandem, or with at least one vehicle attached.

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

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

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

When working with the one vehicle attached, special care must be exercised in the carrying out of Rule 69.

POST OFFICE LETTER MAILS : CONVEYANCE HANDLING ETC.

In connection with the instructions on page 116 of the General Appendix the attention of Guards is directed to the fact that Post Office letter mails placed in their charge must be handed over to uniformed Postmen wearing a numbered Post Office badge (or in their absence to responsible Railway staff) **at the destination station or recognised transfer point only.** They should not be handed over before the destination station or recognised transfer point is reached.

When letter mail has been overcarried or misrouted instructions as to its disposal should be sought from Post Office staff at the next convenient station.

DEFECTS IN TRAIN TOILETS

In those cases where it is desirable to exclude the travelling public from defective or badly soiled train toilets, it will be necessary for Guards or Travelling Ticket Collectors to affix 'out of order' labels on the outside of the toilet door.

PARTIALLY FITTED AND LOOSE COUPLED FREIGHT TRAINS : SPECIAL TRAIN EXAMINATION AFTER EMERGENCY BRAKE APPLICATION (INCLUDING ENGINEMEN ACCIDENTALLY LOSING CONTROL OF THE DRIVER'S SAFETY DEVICE).

Drivers are instructed that whenever a partially fitted or loose coupled freight train is stopped by an emergency brake application arising from any cause, including involuntary loss of control of the driver's safety device, the driver (or the second man when present) must go back to the guard, examining the train en route, to ascertain whether any vehicles are either buffer locked and/or derailed and to ensure that the guard is all right.

He must not proceed with the train until this has been done and everything found to be in order.

If the train is able to proceed the driver must telephone the Signalman at the first opportunity to account for time lost due to carrying out the above instruction.

A written report must be made on every occasion before the driver leaves duty.

MARSHALLING OF WAGONS CONVEYING OVERHANGING LOADS

"When a Conflat is used as an under-runner to an overhanging load the load must not be conveyed on a fully fitted train, or in the fitted portion of a partially fitted train."

LOADING OF PASSENGERS LUGGAGE IN D.M.U. SETS.

Delay and congestion are being caused through passengers loading their luggage or porters doing so on their behalf in such a position as to block the entrance and exit of vestibules on D.M.U. sets.

Guards and Station staff are to use their best endeavours to prevent this, and in particular staff handling luggage on behalf of passengers are on no account to store this in the position described.

Passengers luggage which cannot be accommodated on the racks should be put in the brake compartment.

VACUUM OPERATED DISC BRAKES

The normal type of vacuum brake gear, with clasp brakes, is not suitable for all Freight vehicles. It is difficult to find room for it on hopper and other wagons with bottom discharge, while the brake blocks and the rigging prevent wagons so fitted from being used on many existing tipplers and mules. To avoid these difficulties, a vacuum operated disc brake has been developed.

The following points should be noted in connection with the vacuum operated disc brakes:—

1. Some wagons have two sets of brake gear, each set operates on one wheel which has a special solid centre, but there is no mechanical link between the two sets of brake gear. On other wagons the two sets of brake gear are mechanically connected and operated by one cylinder. In both cases the other wheel of each pair has the usual holes for sprags.
2. The brake cylinders are fitted on their sides and have a diaphragm instead of the usual piston. The travel of the piston rod is less than normal. The cylinders can be isolated in the usual way.
3. In some instances the hand brake operates on brake blocks of the usual kind and is quite separate from the power brake, whilst on other wagons it is an integral part of the power brake.

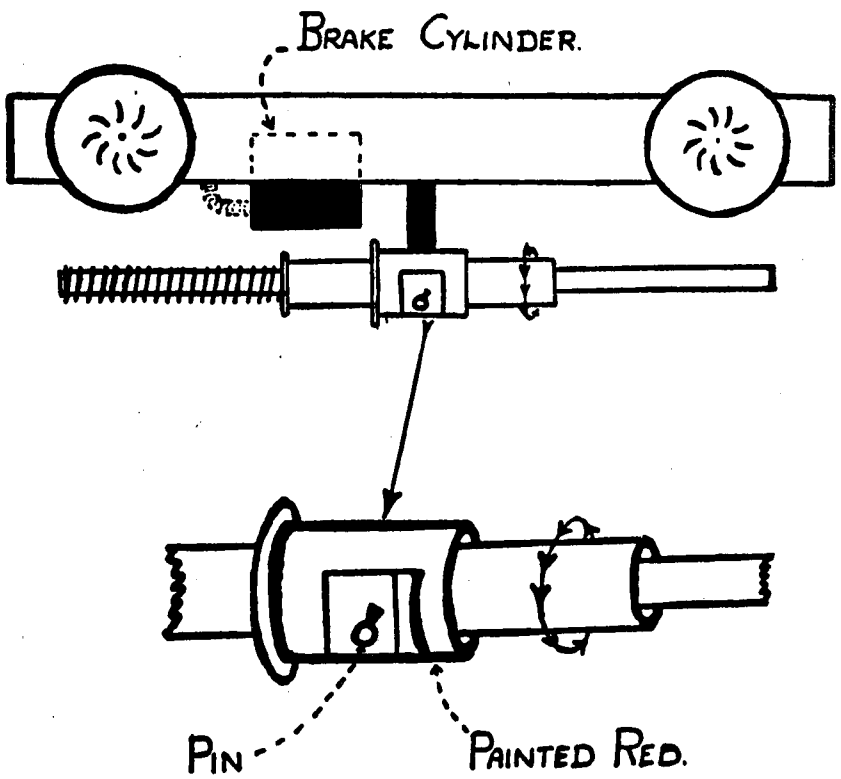
MISCELLANEOUS NOTICES–continued.

VACUUM OPERATED DISC BRAKES–continued.

4. No change over lever is fitted, the brake power is adjusted automatically according to the load on the springs of the wagon. Where two sets of vacuum brake gear are fitted without mechanical linkage, the brake cylinders are independent.
5. A slack adjuster is provided to maintain the brakes in proper adjustment.
6. Where two brake cylinders are fitted, two sets of release cords must be pulled on each wagon when it is necessary to release the brakes by hand.

If the brakes should stick on, and it is not possible to release them by operating the release cords the Carriage and Wagon Examiner must be sent for. If the failure occurs at a point where the services of an Examiner cannot be obtained, without heavy delay, the brakes can be released manually by pulling out the pin in the red part of the slack adjuster, and then screwing the body of the adjuster anti-clockwise.

The adjusters run across the wagon at each end as shown below:–



The pin must be replaced after this has been done and the cylinder rendered inoperative in accordance with clause 11 of the general regulations for working the vacuum brake. The train must then stop at the next point where a C.&W. examiner is on duty and he must be told what has been done. Under no circumstances must any attempt be made to release the brake by levering the brake arms as this may cause serious damage.

CONVEYANCE OF RADIO-ACTIVE MATERIALS BY PASSENGER OR PARCELS TRAIN

It has been agreed that certain types of radio-active materials, as described below, may be conveyed by passenger or parcels train in accordance with the following conditions:–

TYPE 1

Labelling

Black on white background with the wording "Radio-active Material (Type 1)".

Conditions of Carriage

No special precautions necessary.

MISCELLANEOUS NOTICES—continued.

TYPE 2

Labelling

Red on white background with the words "Caution—Radio-active Material (Type 2). Undeveloped photographic material must not be placed nearer than 4 feet to this container."

Conditions of Carriage

Packages to be segregated at least 4 feet not only from undeveloped films, but also from articles of luggage, Post Office bags, and other packages, the contents of which are unknown, in trains and on station premises, no consignment by one train to exceed six packages. Particular care must be taken to ensure that this traffic is not placed within 4 feet of an adjacent passenger compartment. In the majority of instances the most suitable arrangement will be to load the packages in a corner of the train van at the buffer end, where possible, a chalk line being drawn on the floor indicating the required 4 feet segregation.

Staff at intermediate stations loading traffic into trains conveying these packages must ensure that the required 4 feet segregation is maintained and Guards should satisfy themselves that this is done.

It will also be the responsibility of Guards who are relieved en route to advise the Guard working forward of the presence of these consignments.

Security

All consignments of Type 2 radio-active material must be conveyed in the van in which the Guard is riding. At stations the traffic must be kept in a safe place and arrangements made to ensure that the necessary segregation is maintained.

Notice of Despatch

Advance information with regard to all consignments of Type 2 radio-active materials to be despatched by rail will be advised by the Commercial Department to the Operating Department, and the Operating Department will arrange for the despatching and intermediate transfer points to be advised of the details so that the necessary arrangements for loading and transfer can take place under the prescribed conditions.

Advice and Signatures

The actual despatch of each Type 2 consignment must be advised by the sending station to destination station and all intermediate transfer points of the trains concerned. Packages will be sealed and signed for from hand to hand.

Condition of Vehicles

Owing to the possibility of dust on the floors of vehicles becoming slightly activated, the vehicle floors should be swept before radio-active traffic is loaded.

Returned Empties

Returned empties will be treated as conveying radio-active material unless an assurance has been obtained by the Commercial Department that the empty packages will not emit any radio-activity.

Goods Train Conveyance

At the present time radio-active material (Type 2) cannot be accepted for conveyance by goods train.

General Note

It is understood that at certain stations where Railway staff are required to handle packages containing radio-active substances some anxiety has been felt that these duties might have undesirable effects upon the health of the staff. There may also be some concern by guards travelling with such packages.

In drawing up regulations for the transport of radio-active substances by rail the Railway-Executive had the advice of its Research Department and of independent scientific experts. The regulations are stringent and the staff can have full confidence that the method of packing and transporting these materials is such that full protection is provided: no member of the Railway staff should suffer any harmful effects as a result of carrying out his normal duties in the presence of these consignments.

MISCELLANEOUS NOTICES—continued.

CONVEYANCE OF HOMING PIGEONS.

The attention of the staff is drawn to the following instructions, which must be carefully noted by all concerned :—

Transit.

Every care must be exercised in loading and unloading baskets on and off platform trucks or into and out of vans, and other packages are not to be placed on top ; the baskets must not be thrown down as this may injure the birds by concussion. Barrows which cause the baskets to be tilted must not be used.

Birds must be despatched by the trains specified on the labels ; if no train is shown, by the first available service. To facilitate transit, they are to be forwarded, whenever possible, by through trains.

IN THE EVENT OF BASKETS OR PIGEONS EN ROUTE TO RACE POINTS HAVING TO BE DETAINED AT FORWARDING AND/OR TRANSFER STATIONS AWAITING DESPATCH, THE BASKETS MUST BE PLACED WHERE THEY WILL BE UNDER OBSERVATION OF THE STAFF.

Should birds be overcarried they must, in all cases, be promptly returned to the proper station for liberation, and the circumstances reported.

If it is found necessary to detain birds overnight, they must be stored out of reach of cats, rats, etc.

Care is to be taken to water birds which may have been delayed, or have to be detained owing to unfavourable weather. When detention is prolonged, food must be given ; one, or at the most, two handfuls of corn per basket will suffice. There must be an interval between feeding and liberation, as it is undesirable to release birds with food in their crops.

Where birds are despatched for short flights it is not necessary to feed or water them, unless they have suffered delay or have had to be held over owing to bad weather.

Liberation

It is important that labels, etc., be examined very carefully before birds are released to see that senders' instructions are complied with, and **the name of the station at which the birds are liberated must be stamped, or written on the address label, and the time, date, state of weather and initials of persons liberating inserted.**

It must also be observed from what station the baskets have been forwarded and if any delay has occurred en route, this is to be reported.

Pigeons cannot "home" in the dark, and must not, therefore, be liberated at a time when it would be impossible for them to reach their lofts during daylight the same day.

Where practicable, Station Masters are to select one or more members of the staff to attend regularly to the liberation of birds. **A site adjacent to the Station, clear of buildings, telegraph wires, moving or standing vehicles, must be selected and all the birds released from this spot. They must not be released at the edge of covered platforms or allowed to fly into the narrow space between the verandahs. Failure to act in accordance with these instructions may result in valuable birds being maimed or killed. Birds going in opposite directions must not be liberated within several minutes of each other, as large numbers are diverted from their course by this practice, and in the case of young untrained birds many are lost through clashing with birds flying on a different course.**

If weather is unfavourable for flying, birds are not to be liberated, but held until the following morning if necessary, and an advice sent by telephone, or telegraph, to the sending stations, who must in turn advise senders.

Cases have been reported where birds have been liberated at stations other than those indicated on the address labels, and of baskets addressed to private liberators being liberated by railway staff. Care is to be exercised to see that such mistakes do not occur.

Empty Baskets.

After liberation of the birds, empty baskets must be cleared of litter and returned without delay to home stations, where the staff must place them in safe custody, and examine the labels to see that no baskets belonging to any other station are kept on hand. Empty baskets received without address labels must be immediately reported to the Lost Property Department, description and size, also date and train received being given in all cases. Loss or delay to empty baskets not only gives rise to claims but seriously inconveniences the owners, who are not able to utilize the baskets fully for training purposes, and involves the railway in loss of revenue.

Empty baskets must not be thrown out.

MISCELLANEOUS NOTICES—continued.

Accompanied (by Convoyers)

As a general rule, Homing pigeons conveyed for liberation at stations in connection with races promoted by Clubs, Federations and Combines are in charge of convoyers. These men are supplied with permits authorising them to travel in the vans in order that they may assume full responsibility for seeing that the birds are not interfered with in any way, to attend to the feeding and watering, and finally to release the birds at the destination station.

Railway staff must render every assistance to the convoyers, including the unloading of the baskets from the vans at the points from which liberation takes place.

WINDSCREENS ON GANGWAY STOCK

Claims continue to arise in respect of damage by grease to passengers' clothing as a result of the absence of windscreens in gangways, and the attention of all concerned is again directed to the need for seeing that the protective windscreens provided in gangway stock are made use of to exclude draughts, and to ensure that passengers passing from one coach to another do not come into contact with the gangway plates.

It is the duty of the shunting staff to see that these windscreens are placed in position when gangway stock is coupled up, and that the windscreens are unfastened before gangwayed vehicles are uncoupled.

Guards working gangwayed trains must satisfy themselves that windscreens are in the correct position and must fasten any which may be found not properly coupled up.

The new B.R. standard type of windscreen is permanently fixed to its vehicles and is connected by means of a hook which fastens into a staple provided on the body end of the adjacent vehicle.

Before vehicles are separated in the course of shunting movements, the windscreen should be removed from the adjacent vehicle by unhooking from the staple. It should then be folded and hooked back out of the way so that the facing surface does not become dirty and greasy by contact with the vestibule face plates of an uncoupled vehicle.

The windscreen equipment is provided with safety release sockets to guard against damage in the event of a vehicle being inadvertently uncoupled without first unhooking and folding back the windscreen. This, however, is only a safety device and must not be used as a general means of disconnecting the windscreens during shunting operations. Not only is this practice likely to lead to damage to the windscreens, but leaves portions of them on both of the vehicles concerned. The equipment left on the respective vehicles is incomplete unless the two vehicles are again brought together, and it is essential, therefore, when the safety device is used inadvertently that the hook portion should be immediately removed, reconnected by the release sockets to the main section of the windscreen, and folded and fastened back as previously mentioned.

If in the case of regular train sets, difficulty is experienced in connecting this type of windscreen owing to the absence of staples in non-B.R. standard vehicles, the assistance of the local C. & W. staff should be obtained with a view to the provision of the necessary staples on the non-standard vehicles concerned.

PROTECTION OF MAIL AND PARCELS TRAFFIC DURING TRANSIT

Attention is drawn to the necessity for locking doors in the steel grilles separating van space from the side corridor of British Railways Standard Stock. If doors are left open, traffic is exposed to the risk of pilferage.

The doors must be locked by the Station Staff immediately loading and unloading is completed, except when a guard is travelling in the compartment. Guards should ensure that the doors are kept locked during journeys.

EXAMINATION OF WAGONS "MARKED FOR REPAIR"

The Commission has recently had to settle some very heavy claims for loss resulting from wagons which for some reason have lost their traffic labels, and have also been found to be in need of such repair that they have been labelled by the C. & W. staff to "Shops". This often involves the wagons being placed away amongst cripples and waiting some considerable time before they are attended to. When opened in the shops the wagons have been found to be loaded; in the case of one container this was found to contain meat which had become a total loss.

It is, therefore, most important that all wagons or containers should be examined to make certain that they are empty before being put away amongst cripples. Van doors should be opened owing to the unreliability of testing by a blow on the side to ascertain whether loaded or empty.

MISCELLANEOUS NOTICES—continued.

SPEED RESTRICTIONS—FREIGHT ROLLING STOCK

The following wagons, which are vacuum braked, are labelled "XP" as they fulfil the conditions necessary for this marking. The future use of the "XP" sign on this type of wagon is under consideration, but in the meantime, as it was never intended these wagons should be attached to passenger trains, they should not be so attached until further notice.

22 ton Lowmac E.O.
20 ton Lowmac E.Q.
12 ton Flat E.D.

RAIL TANK CARS RETURNED FULL IN ERROR TO SENDING POINT

Many complaints have been made by the Oil firms of instances where tank cars have been received back at the forwarding point with the contents still intact. It has been established that this has been due to the special double-sided labels having been reversed at some point so as to exhibit the "home empty" side of the label.

Stations are reminded that these labels are not to be removed from the tanks by Railway Staff.

In the event of a tank car being stopped by the Operating Department, owing to doubt as to the correct destination (e.g. where two labels on a vehicle bear contradictory directions) the circumstances will be reported to the Goods Agent at the place where the vehicle is stopped and the latter should immediately get in touch by telegram or telephone, with sending and/or destination points, in order to establish the correct labelling.

FREIGHT BRAKE VANS

The following types of brake vans are being stencilled "Not in Common Use":—

1. Brakes with a tare weight of less than 20 tons.
2. Brakes not fitted with side lookouts.

These brakes should normally be confined to working trains within the Region to which they belong.

If "foreign" brakes of this description are received in the North Eastern Region they should be **worked** home as quickly as possible. Particulars of brakes which cannot be returned home in this way must be reported to Control.

With the exception of a small number which are lettered for specific services, all other brake vans may be used for working trains in any direction.

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK

All locomotivemen from other depots who work trains into York Station or Yards and are relieved on arrival or who travel as passengers to York for return working must report to the Running Foreman at York Depot by the quickest available means after arrival. Similarly Freight and Passenger Guards should report to the Yard Master or Station Master as the case may be.

All locomotivemen from other depots who take their locomotives to York Depot after working incoming trains must report to the Running Foremen immediately after disposing of the locomotive.

All locomotivemen and Guards from other depots working trains into Skelton New Yard must report to the Traffic Inspector at that point as soon as possible after arrival.

VACUUM HOSE COUPLING—FREIGHT STOCK

When low position vacuum pipes are connected they must not be pinned together, thus when uncoupling is being performed the pipes will part automatically.

Pins must continue to be used when high position vacuum pipes are concerned, no matter whether they are coupled to low or high position pipes.

If it is necessary to place a low position pipe on a dummy coupling bracket, a chain must be used if one is affixed to the pipe. If no chain is affixed to the pipe it may be assumed that the dummy coupling bracket has been altered to allow the pipe to be held without a pin.

MAXIMUM SPEED OF AMBULANCE S.R. WARDCARS

Ambulance Cars S.7920, S.7921, S.7922 and S.7923 must be restricted to a maximum speed of **75m.p.h.**

WAGONS WITH DISC BRAKES

Wagons with disc brakes (other than freightliner wagons) may only be operated as fitted vehicles when running in fully fitted trains. When such wagons are conveyed on Class 7 or 8 trains they must be marshalled in the unfitted portion.

TRANSIT OF HYDROCYANIC ACID TANKS

1. Should a train conveying Hydrocyanic acid tanks, whether full or empty, be stopped by accident or other exceptional cause, the Guard and Secondman/Driver must not proceed towards each other as laid down in Rule 178 (a) unless they can clearly see that the vehicles are not derailed or damaged.

2. If the Guard and Secondman/Driver are unable to see whether the vehicles are derailed or damaged, action must be taken on the following lines :—

   (i) If the Secondman/Driver knows the reason for the stoppage and is satisfied that the vehicles concerned are not damaged or derailed, he must proceed to the Guard and advise him of reason for the stoppage ; thereafter Rules 179/180 must be complied with by the Guard.

   If reason for stoppage is not known the Secondman/Driver must assume that all lines are obstructed and must immediately go forward to protect all lines in the opposite direction—Rule 180.

   (ii) The Guard, if he is unable to see that the vehicles are not derailed or damaged, must await the arrival of the Secondman/Driver by remaining at his brakevan for 5 minutes. If the Secondman/Driver reports within this time he must thereafter act in accordance with Rules 179/180. If the Secondman/Driver does not arrive back he must assume that all lines are obstructed and go back to protect the line on which his train is standing and any other lines in the same direction—Rules 179/180.

3. After the protectional arrangements have been carried out the Guard and Secondman/Driver must advise the Signalman of the circumstances by the quickest means possible and the appropriate procedure laid down in Booklet "Working Manual for Rail Staff" (BR.30054) must be complied with.

CONVEYANCE OF TANK WAGONS OF 40 TONS GROSS LADEN WEIGHT AND OVER

(a) All loaded 100 Ton Tanks whether in small lots or in full train loads must only be moved under authority of form BR.29973A showing the route to be followed and any restrictions applicable.

(b) Loaded 40/45 ton tanks in full train loads must be similarly dealt with.

(c) Loaded 40/45 ton tanks in small lots (5 or less) may run without any special form of authority provided that the route over which they will travel has been cleared by the Chief Civil Engineer.

BOGIE BOLSTER "E" WAGONS

Bogie Bolster "E" wagons may now convey up to 32 tons and arrangements have been made for the vehicles to be up-plated from 30 tons as they pass through repair shops. Meanwhile irrespective of plated capacity B.B.E's should be regarded as wagons of 32 tons capacity forthwith.

CONVEYANCE OF UNCHAINED STEEL

AMEND item to read:—

CONVEYANCE OF UNCHAINED STEEL ON B.B.H. WAGONS

1. On Bogie Bolster 'H' Wagons (vehicles identified by 'Tiger' stripes)

(i) Loads may be conveyed unchained under normal conditions, i.e. on ordinary service in addition to through trains.

(ii) Loads should be made as solid and kept as low as possible by making use of the full width of the wagon and must not exceed the height of the stanchions. The inner stanchions must be used to separate and secure the loads. Where the load is such that the full width of the wagon cannot be used, the inner stanchions must be so positioned that they secure the load, which must be placed either in the centre section of the wagon or equally on the two outside sections.

MISCELLANEOUS NOTICES –continued.

CONVEYANCE OF UNCHAINED STEEL ON B.B.H. WAGONS–continued.

(iii) The length of the load must not exceed 43ft. and should be loaded equal ended.

(iv) Where the loads do not bear on all the bolsters, the stanchions must be positioned on the end bolsters to contain the load in the event of movement.

(v) Loads which do not conform to Clauses (ii) and (iii) above must be chained or otherwise prevented from movement by an approved method of securing.

2. On all other Bogie Bolster wagons.

Rolled steel joists, channels, beams, billets, slabs, bars, angles and rods, may be conveyed unchained on bogie bolster wagons, subject to the following conditions:–

(i) Traffic to be conveyed on **through trains** from originating point to destination.

(ii) Loads to be made as solid as possible and secured by moving the stanchions inwards towards the centre of the wagon. For this purpose wagons with alternative stanchion position on the bolsters are preferable. Where available, additional stanchions should be used in the inner positions to separate and secure loads.

(iii) Height of load above the bolster not to exceed 2ft.

(iv) The length of loads must be such that they do not extend to within 1ft. of each end of the wagons, i.e. loads for B.B.Cs not to exceed 43ft. B.B.D. 50ft. and B.B.Es. 30ft.

(v) The Divisional Manager at the following point will be responsible for:–

(1) Arranging and agreeing the service for the traffic.

(2) Ensuring before despatch that the types of load and method of loading are satisfactory and in accordance with (ii), (iii) and (iv) above.

The foregoing supersedes all previous instructions.

ENGINEERS LINING MACHINES

When the above machines travel or work on any lines, they are to be treated in exactly the same manner as Engineers tamping machines.

All concerned to note.

PAINTING OF FREIGHT STOCK

It is the future intention that all freight stock and non-bogie coaching stock will be marked to indicate the maximum speed at which it may run. It may have been observed that a number of vehicles have already appeared in service bearing a white numeral in a white lined square, and without the symbol ''XP'' where applicable.

Full instructions on this subject will be published in due course. In the meantime it should be noted that the numerals ''1'', ''2'' or ''3'' are equivalent to ''XP'' marking.

USE OF ''PIPE FITTED ONLY'' BRAKEVANS ON FISH TRAINS

Piped and Gauged brakevans are authorised for Class ''4'' braked trains signalled 3-1-1. In the event of it being necessary to use a pipe fitted only brakevan on a Fish train, owing to a fully fitted van not being available, the train must run at Class ''4'' speed and be signalled 3-1-1 instead of 1-3-1.

MYTHOLMROYD WEST SIGNAL BOX

Until further notice, the Up Slow Shunt Spur, situated approximately 300 yards on the Hebden Bridge side of the Signal Box, must not be used for traffic purposes and the relative No. 17 trailing points must be regarded as catch points only.

CROFTON EAST PERMANENT WAY DEPOT

Road vehicles use Crofton Old Station Occupation Level Crossing at frequent intervals between 07 30 and 17 00 hours each weekday. Drivers to sound whistles or horn when approaching the crossing and keep a sharp look-out.

USER OF GIPSY LANE OCCUPATION LEVEL CROSSING BETWEEN CASTLEFORD OLD STATION AND LEDSTON

Conveyance of coal in lorries is taking place over the above Level Crossing.

Drivers must keep a sharp look-out when approaching the crossing.

MISCELLANEOUS NOTICES—continued.

SCARBOROUGH CENTRAL STATION

All Guards working passenger trains into Scarborough Central Station should assist with closing windows and doors in order to speed disposal of their trains and they must report to the Inspector on duty before leaving the platform. During the absence of a Shunter the Guard will be responsible for disposing of the train into the sidings.

GASCOIGNE WOOD

Guards of trains requiring to enter or leave Gascoigne Wood Yards must inform the Signalman at Gascoigne Wood or Hagg Lane, as the case may be, of intended movements before these are made.

THORNABY—J.D. WHITE'S PRIVATE SIDING

B.R. LOCOMOTIVES MUST NOT PASS OVER THE WEIGH BRIDGE WHICH HAS BEEN INSTALLED IN THE ABOVE SIDING.

SALTBURN STATION

Until further notice, engines will not be permitted to pass under the canopy at the East end of the Station and approach to Zetland Hotel.

BETWEEN BILLINGHAM-ON-TEES AND GREATHAM COWPEN BRICKYARD OCCUPATION LEVEL CROSSING AT 66m. 28ch.

There is increased use of the above crossing by contractors vehicles in connection with work at Bridge 175 at 66m. 42chs. During the periods when road vehicles are using the crossing a lookoutman is in attendance.

Drivers to keep a sharp lookout when approaching the crossing.

WEST HARTLEPOOL SOUTH DURHAM STEEL AND IRON CO, LTD, SOUTH WORKS

A temporary timber crossing has been brought into use between the South Works Signal Box and "A" Grid Sidings which is being used extensively by road vehicles.

Enginemen to keep a sharp look—out and sound engine whistle or horns when approaching the crossing.

BEDLINGTON NORTH AND WEST SLEEKBURN

Contractors vehicles are using Red Row Farm Crossing at 0m. 38chs. Drivers must keep a sharp lookout and sound engine whistles or horns when approaching the crossing.

BETWEEN BLUE BELL AND PERCY MAIN NORTH

Contractors road vehicles are running over site of former N.C.B. lines, adjacent to B.R. lines between 1 and 2 m.p. between the hours of 08 00 and 20 00 daily.

CORBRIDGE : FARNLEY HAUGH LEVEL CROSSING AT 16m. 48chs.

Until further notice there will be increased use of the above crossing in connection with the extraction of sand and gravel from the river bank.

During the period when lorries are using the crossing, a lookout man will be provided and **drivers must keep a sharp lookout,** sound horns and whistles and be prepared to act on any hand signals which may be exhibited.

HARRATON HALL OCCUPATION LEVEL CROSSING BETWEEN SOUTH PELAW AND WASHINGTON SOUTH

There is increased user of the above crossing in connection with the erection of a factory on the Down side of the railway.

During the periods when road vehicles are using the crossing a lookout man will be in attendance.

Drivers must keep a sharp lookout when approaching the crossing, sounding horns or whistles, and be prepared to act on any hand signals which may be exhibited.

MISCELLANEOUS NOTICES—continued.

STELLA GILL TO TYNE DOCK BOTTOM

The above Branch is now closed between West Boldon and Mile Post 7.

A rail has been removed from the Up and Down lines at Mile Post 7 and a sleeper placed across each track.

The former Up line between Mile Post 7 and Washington Chemical Works signal box will be used for movements to and from Barmston Ground Frame.

The former Down line between Washington Chemical Works signal box and Mile Post 7 will be used when necessary, for storing wagons.

PENSHAW STATION

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

WARDLEY

A trailing connection leading to the new Freight Terminal has been installed in the Down main line between 20m. 68chs. and 20m. 70chs.

The connection is worked from a ground frame released by Wardley signalbox. Movements into the terminal via the new connection must be supervised by the Terminal Regulator.

LONDONDERRY BRANCH

The Up line has been closed to traffic between 1m. 29chs. and 1m. 7chs. due to an embankment slip. The commencement of the affected stretch of track is marked by a red lamp and red flag. Trains for the Up Londonderry are being diverted through the sidings between Londonderry Signal Box and White House Ground Frame.

McNEILS OCCUPATION LEVEL CROSSING

Until further notice there will be greatly increased user of the occupation crossing situated between Wear Valley Junction and Harperley by Contractor's vehicles conveying sand and gravel.

Drivers to keep a sharp lookout.

SEATON-ON-TEES BRANCH LEVEL CROSSING AT SEATON CAREW NEW POWER STATION

Level Crossings have been brought into use at Seaton Carew New Power Station at 1m. 38chs. and 1m. 50chs. named West and East Level Crossing respectively. They are 'open' crossings without gates or barriers and no attendance provided.

Advance warning boards consisting of black cross on white background are provided on the approach sides of each crossing. In addition a stop board marked "Stop, Whistle Before Proceeding" is provided 5 yards from each crossing on each approach side.

The Guard or Shunter in charge of a train or shunting movement requiring to pass over each level crossing must position himself at the crossing and ensure the crossing is clear before hand signalling the driver to proceed.

Standage of wagons on the Loop line between the West end connection to the Loop and West Level Crossing is prohibited.

ACCOMMODATION CROSSING BETWEEN OAKTREE AND URLAY NOOK AT 7 MILES 35 CHAINS

Contractor's plant are using an accommodation crossing at 7m. 35chs. **Drivers to keep a sharp lookout and sound engine whistles when approaching the crossing.**

ACCOMMODATION CROSSING AT URLAY NOOK SIGNAL BOX – 7m. 40chs.

Increased use is being made of the Associated Chemical Co's Ltd's Accommodation Crossing adjoining Urlay Nook Signal Box. Drivers must keep a sharp lookout and sound whistles or horns when approaching the crossing.

MISCELLANEOUS NOTICES—continued.

TEES YARD : DETACHING OF LOCOMOTIVES ON RECEPTIONS

Trains arriving on the Down and Up Reception lines at Tees Yard must be brought to a stand clear of the fouling point at the Hump Top End of Siding.

The Guard must apply the van brake where provided and pin down on the rear of the train sufficient brakes in accordance with Rule 151 to prevent the train moving back. The Guard must then proceed to the front of the train and advise the driver that the train is secure and ask him to ease back on the load to avoid tight coupling before the locomotive is detached. The Guard will then advise the appropriate Control Tower that the train has been secured and the locomotive is ready to depart.

YORK STATION NO.9 PLATFORM
LOCOMOTIVE WATER (STEAM AND DIESEL)

The steam locomotive water column fixed towards the North end of No.9 platform at York has been removed.

A facility for replenishing boiler water of diesel locomotives at Solebar level or top filler inlet (Type 4 2,500 HP only) has been fixed on the same site. The flexible pipe for fixing to the locomotive is kept in a wooden container and drivers should ensure that this pipe is replaced in the container after taking water.

ENGLISH ELECTRIC 3300 H.P. "DELTIC" DIESEL ELECTRIC LOCOMOTIVES
WISKE MOOR WATER TROUGHS BETWEEN NORTHALLERTON AND DARLINGTON

Until further notice the above locomotives must not exceed **70** miles per hour when taking up water at Wiske Moor Water Troughs in either direction.

BRODSWORTH COLLIERY SIDINGS—Road Crossing near Empties Sidings.

Lorries are constantly using the above crossing to and from the screens. **Enginemen to keep a sharp lookout and sound engine whistles or horns when approaching the crossing.**

WALBUTTS FARM OCCUPATION LEVEL CROSSING (BETWEEN STRENSALL STATION AND BARTON HILL)

Until further notice there is greatly increased use being made of the crossing by contractors vehicles. **Enginemen to keep a sharp lookout and sound horns or engine whistles when approaching the crossing.**

SELBY (BARLBY NORTH) TO DRIFFIELD STATION

Sections of the Down and Up lines between Barlby North and Cliff Common have been removed and the remaining portions of line slued to form a continuous single line. Temporary wheel chocks have been provided as necessary on the remaining broken sections of line.

GOOLE SWING BRIDGE – PROVISION OF FUEL

Authority is hereby given to propel two wagons of coal with brake van leading from Goole, Boothferry Road to Saltmarshe.

CHARLESWORTH'S TO METHLEY SOUTH

Until further notice, the Up line from Methley South to Charlesworth's is blocked and all traffic will travel over the Down Line in both directions. At Methley South, the Up Branch from Lofthouse Junction has been slewed into the existing Down Main to give access onto the Single Line via the existing facing lead, Down Main to Down Branch.

The single line between Methley South signal box and Charlesworth's is worked by train staff and ticket.

The Staff and Tickets are in charge of:—

Methley South signal box..... Signalman
Charlesworth's..... Staff Attendant
(Person in Charge)

A notice has been provided 240 yds. on the approach side of the first connection to Newmarket Colliery worded on the Methley South side "STOP FOR ORDERS" and on the Charlesworth's side "STAFF and TICKET WORKING AHEAD."

MISCELLANEOUS NOTICES–continued.

BULLCROFT COLLIERY

Until further notice, the N.C.B. Road Crossing over Empty Bank Roads is being used extensively by road vehicles **Enginemen to keep a sharp look-out and sound engine whistles or horns on approaching the crossing.**

HORTON PARK JUNCTION

Horton Park Junction Signal Box has been closed but is operated as a ground frame under the direct supervision of the Head Shunter or Guard from Laisterdyke. The Down and Up lines from St. Dunstans to Horton Park Junction are worked as Arrival and Departure lines in accordance with the instructions on pages 22/23 of the General Appendix, headed "Regulations for Working Trains over Goods Lines not worked on any Block System (No Block Regulations)".

Movements to and from the coal sidings at Horton Park can only be made when no other train is on the Arrival line between St.Dunstans and Horton Park Junction.

During shunting, the provisions of Rule 111 (b) apply to the operation of all points worked from Horton Park ground frame, even though fixed signals are provided.

STEETON – OCCUPATION LEVEL CROSSING

Contractors vehicles are using an existing occupation level crossing at 215m. 55chs. between 08 00 and 18 00 hours daily. A lookout man is provided.

Drivers must sound engine whistles or horns when approaching this crossing.

BEDALE COAL CELL SIDINGS

Due to the condition of the track, locomotives are prohibited from travelling over the coal cells until further notice.

MALTON TO RILLINGTON

There is an increase in user of accommodation crossings between Malton and Rillington between 21 and 26 mile posts by contractors vehicles. **Drivers to sound horns when approaching.**

SLAITHWAITE STATION

In connection with the demolition of Slaithwaite Station Buildings and Platforms, a temporary level crossing is in use over the Up Goods Line at 21m. 22chs. Drivers to keep a sharp lookout and sound horns or whistles when approaching the crossing.

BETWEEN CASTLEFORD OLD STATION AND ALLERTON MAIN (SINGLE LINE)

Whistleboards have been erected on all occupation level crossings and curves on this branch.

LOW LANE OCCUPATION CROSSING BETWEEN HECKMONDWIKE JUNCTION AND THORNHILL JUNCTION

Between 09 00 and 16 00 hours daily – contractors vehicles are using the crossing at 1m. 15chs. **Drivers to keep a sharp look-out and sound horns or whistles when approaching the crossing.** Hand-signalman in attendance.

MONK BRETTON BRANCH

A permanent level crossing has been constructed over the Monk Bretton Branch at 176m. 20chs. to be used by Messrs. Redfearn Bros. road vehicles. "Stop, Whistle and Proceed" notice boards, together with advanced warning signs, have been provided on each side of the crossing.

NEWSHAM NORTH AND BEDLINGTON SOUTH

Contractors vehicles will be using a temporary level crossing at 14 m. 35 chs. over the Down and Up Main lines and adjacent to tracks on Down Side. Drivers to keep a sharp lookout and sound their horns when approaching the crossing. The Down and Up Main has been diverted about 120 feet to the East between 14¼ and 14½ m.p. onto temporary tracks.

BETWEEN BILLINGHAM ON TEES AND GREATHAM

Contractors will be using a temporary level crossing across the Down and Up Main lines at 65 m. 73 chs.

Drivers to keep a sharp lookout and sound the engine horn when approaching the crossing.

MISCELLANEOUS NOTICES—continued

BETWEEN CEMETERY NORTH AND WELLFIELD

Contractors will be using a temporary level crossing across the Down and Up Main lines at 5m. 36chs.

Drivers to keep a sharp lookout and sound the engine horn when approaching the crossing.

NETHERTON COLLIERY BRANCH : TEMPORARY LEVEL CROSSING

A temporary level crossing has been provided on the single line leading to Netherton Colliery approximately 1 mile from Choppington signal box in connection with the removal of spoil.

A whistle board has been provided in the down direction and a lookoutman will be in attendance during the periods when vehicles are crossing.

Drivers must keep a sharp lookout when approaching, give audible warning, and be prepared to act on any hand signals given.

In connection with this work all drivers working on this line must receive a copy of this notice.

WARRANBY HALT

The Down and Up platforms have been shortened by 100 yards at the west end. Drivers must bring their trains to a stand clear of this section.

DURHAM STATION UP PLATFORM

A temporary extension of one coach length at the north end has been brought into use.

It will be necessary to restrict the use of the existing platform, one coach length at a time as the raising of the platform proceeds.

RESTRICTED CLEARANCES

Clearances at the undermentioned locations are restricted and **Enginemen are not to put their heads out when passing these locations.**

Location	Between	Mileage
Standedge Tunnel (also abandoned Up Fast Tunnel)	Diggle and Marsden	15 and 18¼m.p.
Bridge No. 7	Crigglestone Junction and Horbury Junction	¾ and 1m.p.
Bridge No. 6	Royston Junction and Crigglestone East	179¾ and 180m.p.
Bridge No. 9	Royston Junction Crigglestone East	180½ and 180¾m.p.
Bridge No. 5	Blue Bell and Percy Main North Signal Boxes	1¾ and 2 m.p.
Haltwhistle Tunnel	Bardon Mill and Haltwhistle	35m. 69chs. and 35m. 78chs.

NUMBERING OF LOCOMOTIVE STOCK

The use of the "D" prefix to the serial number of a means of identifying diesel locomotives is discontinued forthwith.

The prefix "E" will be retained for electric Locomotives.

EASTERN AND LONDON MIDLAND REGIONS

MANCHESTER AND SHEFFIELD

Until further notice. Passenger trains conveying four-wheeled vehicles of less than 15 feet wheelbase **in any position on the train must not exceed 40 miles per hour** on the Up and Down lines between Manchester (Piccadilly) and Sheffield (Victoria). The instructions on page 89 of the General Appendix headed "Conveyance of Four-wheeled Non-Passenger-Carrying Coaching Stock and Braked Freight Stock in Passenger Trains" are modified accordingly.

MISCELLANEOUS NOTICES—continued.

EASTERN REGION

WHITEMOOR JUNCTION AND MARCH EAST: UP GOODS AVOIDING LINE

Until further notice. Drivers of trains or engines leaving the yards or Motive Power Depot at Whitemoor and requiring to travel via the Up Goods Avoiding line must be prepared to find the line occupied notwithstanding that they may not have been brought almost to a stand at the signal leading to the line concerned.

CONISBROUGH—CADEBY COLLIERY

Until further notice. The "Through Running Road" from Cadeby Colliery Signal Box to Denaby 'A' Signal Box at Cadeby Colliery is blocked.

HELLABY SIDINGS—DOCK LOADING FACILITIES

Owing to restricted clearance these sidings are restricted to wagons of a maximum width of 8 feet 8 inches.

TINSLEY MARSHALLING YARD
EMERGENCY MOVEMENT OF LOCOMOTIVES OVER MAIN HUMP

The following types of Main Line Diesel Electric locomotives are authorised to run over the Main Hump in an emergency:—

Type 1. 1000 H.P. English Electric locomotive
Type 2. 1160 H.P. B.R. Sulzer locomotive
Type 2. 1250—1600 H.P. Brush locomotive
Type 3. 1750 H.P. English Electric locomotive
Type 4. 2750 H.P. Brush Sulzer locomotive
Type 5. 3300 H.P. English Electric locomotive

The following conditions are laid down to cover these emergency movements:—

1. The only persons authorised to introduce this working are the Yard Manager, or the Assistant Yard Manager, on duty.
2. When the permitted locomotives move over the Main Hump with or without wagons attached they must not exceed a maximum speed of 4 m.p.h. The Driver should be reminded of this in each case of this emergency working.
3. No load should be taken over the Main Hump liable to cause the locomotive to slip.
4. Authorised locomotives will be permitted to run over the Main Hump with or without a raft of wagons in either direction through the main sorting sidings.
5. The maximum speed limit of 4 m.p.h. must never be exceeded.
6. The Dowty Booster/Retarders should not require their pressure reducing.
7. Diesel Electric Main Line Locomotives must not be worked at any time over the Mechanical feed roads to the secondary hump.

LONDON MIDLAND REGION

HEAD LAMPS OR HEAD BOARDS ON LOCOMOTIVES IN ELECTRIFIED AREAS

Until further notice, head lamps or head boards must not be placed on, or removed from, the top lamp bracket on locomotives whilst the locomotive is standing under overhead wires on an electrified line.

Arrangements must be made for the lamp or head board to be placed on, or removed from, the top lamp bracket at the first convenient point away from the overhead wires on the electrified line.

Until further notice—Sleeping Cars, ex L.M.S. Restaurant Cars, Post Office Vehicles (having no outside apparatus) and Western Region Stock 63 feet long over buffers and 9 feet 5¾ inches wide over projections may work between Sandbach and Stockport, via Middlewich, Northwich, Knutsford,Skelton Junction, Northenden, Cheadle Village Junction and Edgeley and return subject to the usual service and speed restrictions being observed and in addition:-

To travel with caution through Northwich Station Up Line Platform.
Not to work through Nos, 1 and 2 Platform lines at Altrincham.
The adjoining line to be blocked from Deansgate Junction to Skelton Junction and vice versa.
Not to use crossover roads or connections situated between platforms on this route.

MISCELLANEOUS NOTICES—continued.

NEWCASTLE–YORK–SHEFFIELD–BIRMINGHAM–BRISTOL INTER REGIONAL DIESELISATION SCHEME SEPTEMBER 1962. WESTERN REGION A.W.S. APPARATUS, WESTERN REGION INTER CITY CROSS COUNTRY TYPE DIESEL MULTIPLE UNITS.

The Western Region Cross Country type diesel multiple units are permitted to work over those lines normally used by passenger trains between the points shown below, with the shoe of the A.T.C. apparatus in the Down (operative) position.

Barnt Green and Horns Bridge via Birmingham, Burton, Derby, Ambergate and Clay Cross.
Water Orton Station Junction, Whitacre and Kingsbury Station Junction Slow lines.
Burton N.S. Junction and Stenson Junction via Dove Junction.
Stenson Junction Trent and the Erewash valley.
Ambergate and Clay Cross via Crich Junction, Butterley, Ironville Junction and Riddings Junction.
Derby Midland and Nottingham Midland.
Nottingham Midland and Whitacre via Nuneaton Abbey Street.

TYPE 4 DIESEL LOCOMOTIVES

With the introduction of Type 4 diesel locomotives into the Toton and Brent services, attention is called to the prohibition of this type of locomotive over the Down Hump at Toton.

It is necessary therefore, until further notice that arrangements are made for these locomotives and /or brake tenders to be detached from the trains at Toton East Junction to proceed via Toton Junction to the Motive Power Depot Yard or for the return working.

INSTRUCTIONS RELATING TO THE WORKING OF 56–TON WAGONS BETWEEN TYNE DOCK AND CONSETT APPLICABLE FROM 8 JULY 1967

PAGE 1 first paragraph

ADD as second sentence:–

The maximum speeds of these wagons are **25** m.p.h. irrespective of whether they are empty or loaded.

PAGE 8 fifth paragraph

DELETE second sentence reading "After the vacuum hosepipes etc. etc."

PAGE 9

DELETE third paragraph

HAND BOOK OF INSTRUCTIONS RELATING TO CARRIAGE CLEANING AND SERVICING–BR.29620.

PAGES 15/16

AMEND sub heading :–

Where a locomotive is not attached to the vehicles, or where a multiple unit is stabled out of service.

AMEND 2nd sub heading :–

Where a locomotive is attached to the vehicles, or where the driving cab of a multiple unit is manned

---

MANCHESTER–SHEFFIELD–WATH ELECTRIFIED LINES WORKING INSTRUCTION BOOKLET, DATED 1954

PAGE 13 (third line)

AMEND:–Manchester (Piccadilly)

ADD:-Woodburn Junction and Darnall Junction to Tinsley Yard.

PAGES 35/36
INSTRUCTION 47

AMEND to read:-

47 The overhead line equipment must be tested with the approved testing device and when it has been proved not to be alive, local earths must be applied on each side of, and in proximity to, the working party and on each separate electrical section or part section.

Testing and applying local earths to over–head line equipment

MANCHESTER–SHEFFIELD–WATH ELECTRIFIED LINES WORKING INSTRUCTION BOOKLET, DATED 1954 –continued.

PAGE 47–OPERATION OF ELECTRIC LOCOMOTIVES

Instruction 57–**ADD**–

Rule 120 (a)–Each electric locomotive running "light" must display one electric tail light at all times whilst on the running lines. This cancels the requirements of Rule 124, fifth paragraph, clause (a) which requires those locomotives to carry an oil tail light.

Instruction 59– **Delete** all particulars

APPENDIX 'D' WATER COLUMNS

Location	Serving	Protection Provided
DELETE:-		
28/35	Penistone, adjacent to Turntable Road	Unwired track

INSTRUCTIONS TO STAFF WORKING ON OR OVER ELECTRIFIED LINES

EUSTON–MANCHESTER–LIVERPOOL ELECTRIFICATION

UNTIL FURTHER NOTICE THE OVERHEAD LINE EQUIPMENT ON ANY LINES OR SIDINGS BETWEEN THE PLACES SPECIFIED BELOW WILL BE ENERGISED AT 25,000 VOLTS AND MUST BE REGARDED AS BEING **"ALIVE"** AT ALL TIMES:–

WEAVER JUNCTION AND EDGE HILL

WEAVER JUNCTION	FROM STRUCTURE No. G.174/10	AT Weaver Junction
AND		
EDGE HILL	TO STRUCTURE No. L.191/68	APPROXIMATELY 120 yards on Crewe side of Down Fast Signal No. EH.49
Including:–		
Widnes Branch (fast lines)	FROM STRUCTURE Nos. DS.182/01 and /02	APPROXIMATELY 340 yards on Liverpool side of Down Fast Signal No. WS.4
Widnes Branch (slow lines)	FROM STRUCTURE No. L.182/21	APPROXIMATELY 110 yards on Liverpool side of Down Slow Signal No. DNI.10
FORD SIDINGS	TO STRUCTURES Nos. L.185/08, LX.184/01 LX.185/12 and LX.185/02	Adjacent to Liverpool side of Bridge No. 71

CREWE (NORTH JUNCTION) AND MANCHESTER (LONDON ROAD)

CREWE NORTH JUNCTION	FROM STRUCTURE No. G.158/111	AT Crewe North Junction signal box
AND		
MANCHESTER LONDON ROAD	TO STRUCTURE No. M.188/96	APPROXIMATELY 370 yards North of London Road signal Box.
Including:–		
GUIDE BRIDGE BRANCH	TO STRUCTURE No. M.183/76	AT Bridge No. 1

MANCHESTER (LONDON ROAD) AND ALTRINCHAM (SOUTH)

LONDON ROAD STATION	FROM STRUCTURE No. M.188/40	APPROXIMATELY 70 yards on the Crewe side of London Road signal box.
AND		
OXFORD ROAD STATION	TO STRUCTURE No. M. 189/30	APPROXIMATELY 300 yards in advance of the Oxford Road Up Home 1 signal

INSTRUCTIONS TO STAFF WORKING ON OR OVER ELECTRIFIED LINES–continued.

ALLERTON DEPOT AND FORMER C.L.C. LINES

ALLERTON JUNCTION	STRUCTURE No. L.187/39	APPROXIMATELY 10 yards on Crewe side of Up Fast signal No. AN.33
AND		
HUNT'S CROSS	TO STRUCTURE Nos. LM. 06/48, 49, 50	APPROXIMATELY 550 yards on Liverpool side of Hunt's Cross Station platform
Including:– All Allerton District Electric Depot Area, Carriage Sidings and Goods Lines		
Former C.L.C. Main Line	FROM STRUCTURE Nos. LM.05/01 and LM.05/02	APPROXIMATELY 300 yards on Manchester side of Hunt's Cross West Up Distant No. 1 signal
	TO STRUCTURE Nos. LM.06/48, 49, 50	APPROXIMATELY 550 yards on Liverpool side of Hunt's Cross Station Platform

KENYON JUNCTION AND LIVERPOOL LIME STREET

OLIVE MOUNT JUNCTION SIGNAL BOX	FROM STRUCTURE Nos. LM.02/34, 35, 36 and 37	APPROXIMATELY 150 yards on Liverpool side of signals Nos. EH33 and 34
AND		
LIVERPOOL LIME STREET	TO STRUCTURE No. L.193/142	Adjacent to buffer stops, platforms 8 and 9
Including:–		
ENGINE SHED JUNCTION	FROM STRUCTURE No. WW.00/29	Adjacent to Engine Shed Junction Box

COLWICH–CHEADLE HULME

NORTH RODE AND	FROM STRUCTURES Nos. HC.1/66 and HC.1/67	APPROXIMATELY 260 yards south of Overbridge No. 19 on the Macclesfield to Colwich line.
CHEADLE HULME STATION	TO STRUCTURES Nos. CM. 00/22 and CM. 00/23	APPROXIMATELY 830 yards south of the Junction of the Macclesfield branch with the Crewe to Manchester line at Cheadle Hulme. (Limit of existing energised line).

CREWE GOODS LINES

DOWN AND UP CHESTER INDEPENDENTS

SALOP GOODS JUNCTION	FROM STRUCTURE No. LL. 157/103	AT SALOP GOODS JUNCTION SIGNAL BOX
AND		
CREWE NORTH JUNCTION	TO STRUCTURE No. G. 158/96	APPROXIMATELY 160 YARDS SOUTH OF CREWE NORTH JUNCTION SIGNAL BOX

DOWN AND UP MANCHESTER INDEPENDENTS

SALOP GOODS JUNCTION	FROM STRUCTURE No. LL. 157/103	AT SALOP GOODS JUNCTION SIGNAL BOX
AND		
SYDNEY BRIDGE JUNCTION	TO STRUCTURE No. GM. 158/72	AT SYDNEY BRIDGE JUNCTION

SALTLEY TO CHURCH ROAD JN. (VIA BIRMINGHAM NEW STREET STATION)

BIRMINGHAM NEW STREET STATION	FROM STRUCTURE No. BB. 00/81	AT NEW STREET POWER BOX
AND		
CHURCH ROAD JN.	TO STRUCTURE No. BK. 42/04	APPROXIMATELY 270 YARDS BEYOND NEW BEYOND NEW ST. POWER BOX
BIRMINGHAM NEW ST. STATION TOWARDS	FROM STRUCTURE No. GB. 112/84	AT BIRMINGHAM NEW ST. STATION
SALTLEY	TO STRUCTURE No. GB. 112/38	APPROXIMATELY 120 YARDS ON THE BIRMINGHAM SIDE OF 41½ m.p.

OTHER SECTIONS OF THE OVERHEAD LINE EQUIPMENT WILL BE MADE **"ALIVE"** FROM TIME TO TIME AND ADVICE AS TO THE SECTION CONCERNED WILL APPEAR IN THE WEEKLY NOTICE.

INSTRUCTIONS TO STAFF WORKING ON OR OVER ELECTRIFIED LINES–continued.

SALTLEY TO CHURCH ROAD JN. (VIA BIRMINGHAM NEW STREET STATION)–continued

Reporting to the Electric Control Operator

When it is necessary to report to the Electric Control Operator on any matter relating to the A.C. Electrified Lines and in accordance with these instructions, this should be done by contacting Crewe Electric Control Room:–

1. By using one of the Electrification Telephones, which are situated at intervals along the lineside, at stations, signal boxes and adjacent to Feeder-Stations and Track Section Cabins. These Telephones are indicated by a plate showing an outline of a telephone in red on a white background together with the word "Electrification" also in red; or
2. Through the Crewe Railway Exchange (G.P.O. number, Crewe 55123), extension **2711**; or
3. By G.P.O. exchange direct (in an emergency only), telephone number Crewe 55582.

Euston to Crewe–Reduction of Loading Gauge to 13 feet 1 inch.

Staff are reminded that particularly due to A.C. Electrification it is essential that the instructions regarding correct coaling of locomotives should be strictly observed. Coal stacked above cab top level can cause "flashing over".

The undermentioned types of locomotives **are not permitted** to work under the overhead line equipment South of Crewe (Basford Hall Junction).

Class 8P – 4–6–2
Class 7P – 4–6–0
Class 6P – 4–6–0
Class 7F – 0–8–0 (G2 and G2A)
Class 4F – 0–6–0

In order that the locomotive may be clearly recognised, a yellow diagonal stripe is painted on each cab side panel.

MODIFICATION OF STANDARD RULES ETC: APPLICABLE TO THE UNDERMENTIONED SECTIONS OF LINE WHERE THE TRACK CIRCUIT BLOCK SYSTEM IS IN OPERATION

	Section of Line Concerned
Crewe and North thereof	**Between Ditton Junction No.1 and Edge Hill**
	Between Heaton Norris Junction and Manchester Oxford Road
	Between Broad Green and Liverpool Lime Street (Fast Lines)
	Between Olive Mount Junction and Liverpool Lime Street (Slow lines)
	Between Edge Lane Junction and Edge Hill
	Between Carlisle No.3 and Gretna Junction
	Between Carlisle Canal Junction and Carlisle Kingmoor (North British Goods lines)
	Between Carlisle Kingmoor, Down Tower and Carlisle Canal Junction (North British departure line)
	Between Miles Platting, Midland Junction and Manchester London Road, Ardwick Junction
Central Lines	**Between Manchester (Victoria) East Junction and Cheetham Hill Junction**
	Between Manchester (Victoria) East Junction and Irk Valley
	Between Manchester (Victoria) East Junction and Collyhurst Street (Miles Platting)
Midland Lines	**Between Ardwick, Ashburys West and Manchester London Road, Ardwick Junction**
	Between Birmingham, Curzon Street, Exchange Sidings and Selly Oak, Church Road Junction

MODIFICATION OF STANDARD RULES ETC: APPLICABLE TO THE UNDERMENTIONED SECTIONS OF LINE WHERE THE TRACK CIRCUIT BLOCK SYSTEM IS IN OPERATION – continued

RULES 37 and 38–Superseded by:–

Except as provided in Rule 55, clauses (h) (i) and (h) (ii), a Driver must not pass a signal at Danger unless a subsidiary aspect is exhibited or unless he is instructed by the Signalman, or Handsignalman or Pilotman (acting under the authority of the Signalman).

RULE 179 (j) – Modified –

The provisions of this clause apply to controlled stop signals as well as automatic and semi–automatic stop signals.

If, before reaching a stop signal, the Guard comes to:–

(a) **A converging junction** – he must place 3 detonators on the rail in advance of the junction points. He must exercise his discretion as to which line he proceeds along to reach a stop signal.

(b) **A diverging junction** – he must place 3 detonators on the rail, ahead of the junction points, on the line on which his train is standing. If the junction stop signal is showing Danger for the line on which his train is standing, he must remain at the signal unless otherwise instructed by the Signalman, but detonators must not be placed on the line at the signal.

During Single Line Working, however, the Guard of a train travelling over the Single line in the wrong direction which is not accompanied by the Pilotman must go back the full distance of ¾ mile.

LOADS OF PASSENGER TRAINS

(L.M.R. Booklet dated 1 November, 1954)

PAGE 6. ADD:–

Section of Line	Down or Up	Maximum Load in Tons												
		Full Load Timings							Limited Load Timings					
		Class of Engine							Class of Engine					
		2	3	4	5	6	7	8	2	3	4	5	6	7	8
Stockport (Edgeley)– Stalybridge via Dukinfield or Guide Bridge	Down and Up	240	290	320	370	415	465	–	210	250	280	320	365	420	–

Section of Line	Down or Up	Maximum Load in Tons XL. Limit Timings Class of locomotive 7
PAGE 7		
INSERT:–Loading for Class 7 locomotive:–		
St. Pancras – Leicester	Down and Up	340
Kettering – Nottingham	Down and Up	340
Leicester – Derby and Nottingham	Down and Up	340
Derby – Birmingham	Down and Up	340
Trent – Leeds (via Eckington)	Down and Up	340
Nottingham – Trowell Junction (via Radford)	Down and Up	340
Chesterfield – Sheffield	Down and Up	340
Leeds – Bradford	Down and Up	340
Shipley – Settle Junction	Down	340
Settle Junction – Garsdale	Down	340
Ais Gill – Shipley	Up	340
Garsdale – Carlisle	Down	340
Carlisle – Ais Gill	Up	340

LOADS OF PASSENGER TRAINS (L.M.R. Booklet dated 1 November, 1954)–continued.

PAGE 9–AMEND:–

Special Express Passenger Trains (Troop Trains)

Troop trains composed of coaching and freight stock may be up to a maximum of 30 vehicles, provided the whole of the vehicles are fitted with the continuous brake or through pipe connected up and working throughout the train. Each vehicle, bogie or otherwise, to count as one and not more than 20 bogie vehicles must be conveyed.

MAXIMUM WEIGHT OF NON-PASSENGER CARRYING COACHING STOCK TRAINS

AMEND:–

	Maximum No. of vehicles including brake van or vans
Parcels	30

SPECIAL INSTRUCTIONS RESPECTING THE WORKING OF PASSENGER AND OTHER COACHING STOCK TRAINS TO AND FROM CERTAIN PLACES

Station or Line	To/From	Normal Maximum Load or Equivalent (Bogie Vehs.)	Special conditions under which load may be exceeded	Additional or other restriction
PAGE 14				
AMEND:–				
Edinburgh Princes St.	To	11 10	57 ft. vehicles B.R. standard	
Glasgow, Buchanan St.	To	12 11	57 ft. vehicles B.R. Standard	Inward trains must have a brake vehicle at each end.
Leeds City North	To	–	–	Inward trains must not exceed 850 Ft. including engine or engines.
		12 and one locomotive 11 and two locomotives	Trains formed wholly of B.R. standard stock 63' 5'' in length over headstocks	
		13 and one locomotive 12 and two locomotives	57ft. bogie vehicles	
			In calculating the length, one 65ft. dining car only in each train may be counted as one 57ft. bogie vehicle. Note.– The above lengths are calculated as under:– 57ft. bogie vehicles are counted 60ft. overall. 65ft. dining cars are counted 68ft. overall. Locomotive and tender are counted 58ft. overall.	
ADD:–				
Kingswear, Paignton, Torquay	To or from	10	On authority of Line Traffic Officer (Operating).	Applies on Saturdays only during the period of the Summer Time Table. Additional vehicles for Newton Abbot must not be attached to a train for destinations on the Kingswear Branch without special authority.

LOADS OF PASSENGER TRAINS (L.M.R. Booklet dated 1 November, 1954)—continued.

Station or Line	To/From	Normal Maximum Load or Equivalent (Bogie Vehs.)	Special conditions under which load may be exceeded	Additional or other restriction
PAGE 14—ADD—continued				
Liverpool, Lime St.	To	13	As shown in Marshalling Circular.	Inwards trains must not convey more than equal to 4½ passenger-carrying vehicles in front of the leading brake vehicle, and all trains conveying 5 or more vehicles must be made up with two brake vehicles.
PAGE 15				
AMEND:—				
Manchester London Road entry to read:—				
Manchester Piccadilly	To	10†	—	Inwards excursion trains must have a brake vehicle next to engine.

†—Applies to East Lines platforms 1 to 4 only.

PAGE 16

Restrictions in the Loads of Passenger and other Coaching Stock Trains over Certain Sections of Line:—

DELETE:—Walton—Wakefield.

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK

B.R. 29197 dated January, 1961

PAGE 1

AMEND:—fifth paragraph

Empty coaching stock trains of Category A above may be conveyed by prior arrangement over the Hampstead Junction line, provided the opposite line is blocked between Hampstead Heath signal box and Finchley Road signal box in each direction.

INSERT at foot of page:—

Coaching stock of Category "A" above is stencilled "CI" above the dimensions shown on the ends of the vehicles.

PAGE 2

Churnet Valley Line, platfrom lines at Uttoxeter Station Loop Line Etruria to Kidsgrove Buckley and Connahs Quay Branch Dalston Station — Poplar Branch	Delete all reference
St. Pancras, King's Cross Tunnel	Delete "*prohibited" and substitute:— "The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth".
DELETE:—	
Macclesfield Central Platform Line (ex G.C. and N.S. Joint)	Prohibited
Ardsley No. 1 Up Goods	
Ardsley Station Signal Box to Ardsley South Signal Box	Prohibited

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK (BR.29197 dated January, 1961)—continued.

PAGE 2—continued
AMEND:—

Sudbury Station (Suffolk)	The adjoining line to be clear
Stocksfield, through station	If on Down Main, Up Main to be clear and vice versa

PAGE 3
DELETE:—

How Mill	If on Up Main, Up Siding adjacent to Loading Dock to be kept clear.
Albert Hill Junction to Hopetown Junction	If on Up Main, Down Main to be blocked and vice versa except through North Road Station.
Newcastle Central Yard	If on Down East Goods and line X, Up East Goods and lines W and Y to be blocked (Signals 234 to 116) If on line Y and Up East Goods, line X and Down East Goods to be blocked (Points 472 to Signal 175)
Bedlington	If on Bay Platform Line, adjacent Line to be kept clear
Bedlington South to North	If on Up Line, Down Line to be clear and vice versa.
West Hartlepool Goods Lines, Stranton Junction to Clarence Road	If on Down Goods, Up Goods to be blocked and vice versa.
Gateshead Goods Lines, St. James Bridge Signal Box to Borough Gardens S.B.	If on No. 1 Down Goods, No. 2 Down Goods to be blocked and vice versa.
Percy Main Signal Box to Percy Main North Junction Signal Box	If on Up Main, Down Main to be blocked and vice versa.

INSERT:—

West Hartlepool Goods Lines, Clarence Road Junction to Church Street, Signal No. 2	If on Up Goods, Down Goods to be clear and vice versa.

AMEND:—

At Percy Main North Junction Signal Box Between Signal Bridge North of Percy Main North Junction Signal Box and Up Dock Line Home Signal No. 64	If on Up Main and Down Dock Line, Down Main and Up Dock Line to be clear, and vice versa
Tyne Commissioners' Lines, between T.I.C. Box No. 6 and T.I.C. Box No. 8	If on Up Main, Down Main to be clear, and vice versa
Shipley, Bingley Junction to Shipley, Bradford Junction	If on Up Main, Down Main to be clear and vice versa.

PAGE 4
DELETE:—

Whitby Station	If on No.3 Platform line, etc.
Through Shildon Station	If on Up Main, Down Main to be blocked and vice versa
Huddersfield between Sub Signal No.88 and Sub Signal No.115 or Signal No.103	If on Up Loop, Down Loop to be blocked and vice versa
Fighting Cocks	If on Up Main, Up Siding to be clear
Gateshead Goods Line Park Lane Signal Box to High Street Signal Box	If on Up Goods, Down Goods to be blocked and vice versa
York Goods Lines Holgate Bridge to York Yard South	If on Down Doncaster Goods Up Doncaster Goods to be blocked and vice versa
Bishop Auckland East to Bishop Auckland North	If on No.2 Platform Line Down Mineral to be blocked. If on Down Mineral No.2 Platform Line and Up Mineral to be blocked. If on Up Mineral, Down Mineral and No.3 Platform Line to be blocked. If on No.3 Platform line, Up Mineral to be blocked.

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK (B.R. 29197 dated January, 1961)—continued

PAGE 6

INSERT:– Vale of Neath Line

Ocean and Taff Merthyr Colliery and Quakern Yard East Junction	*Must not pass each other or any passenger stock
Taff Bargoed Branch, Dowlais Junction Signal Box and Dowlais Cae Harris	Adjacent line to be clear

London Transport Executive.

ADD:–

St. Pancras, King's Cross Tunnel.	The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth.

ALTERATIONS TO B.R. RULE BOOK (Dated January 1962)

RULE 12

DELETE:– existing rule and **SUBSTITUTE:–**

Going between vehicles — 12(a) Employees must not go between vehicles for any purpose unless the vehicles are at rest. When it is essential for employees to go between vehicles for any purpose they must exercise proper care for their own safety.

Use of shunting poles — (b) Shunting poles must be used for the purpose of coupling or uncoupling vehicles whenever practicable. When a shunting pole is being used for coupling, employees must not attempt to throw the link over the drawbar hook until the buffers have actually touched.

Precautions when going between vehicles — (c) When it is necessary to go between vehicles in order to screw or unscrew couplings or to attend to the brake pipes, or for any other purpose whilst there is a possibility of other vehicles being shunted against them, the person in charge of the shunting operations must be informed. In the case of freight vehicles shunting must not be allowed to continue whilst a man is required to go between the vehicles until he has satisfied himself that a sufficient number of brakes have been pinned down on other vehicles in the direction, or directions, from which a shunting movement may be made so as to ensure his safety. Shunters and others concerned must exercise special care in shunting vehicles in the direction concerned in such circumstances. Where passenger vehicles are concerned shunting must not be allowed to continue unless arrangements can be made to ensure that there will be no impact with the vehicles which are being coupled or uncoupled.

Not to remain between vehicles during "easing up" — (d) Employees must not remain between vehicles during an "easing up" movement.

Going between buffers of vehicles or between stop blocks and vehicles — (e) Employees must not go between the buffers of vehicles or between stop blocks and the nearest vehicle when they are less than 50 feet apart, without first satisfying themselves that none of the vehicles is about to be moved and that no shunting is taking place upon the lines which they are about to cross.

RULE 235 (d)

ADD as last paragraph:–

"During darkness, the signal to the Driver for the train to be moved must be in accordance with Rule 50, Clause (d), item 1 or 2, as appropriate."

ALTERATIONS TO B.R. GENERAL APPENDIX

ADDITIONAL INSTRUCTIONS WITH RESPECT TO CONTINUOUS BRAKES

PAGE 13

ADD new clause :–

B – PARCELS TRAINS

The provisions of Clause **A** must be applied in respect of Parcels Trains.

PAGES 13 and 14

Existing Clauses 'B', 'C' and 'D' to be re-lettered 'C' 'D' and 'E' respectively.

ALTERATIONS TO B.R. GENERAL APPENDIX—continued.

PAGES 16–19

B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

(1) Track Equipment

Clause (c) – **AMEND** first paragraph to read:–

(c) Except as shown in paragraphs (d) and (e), track equipment is provided at all signals capable of displaying a Caution aspect (i.e. distant signals and multiple aspect colour light signals).

ADD – New Clause (e):–

(e) Track equipment is not provided on some or all of the lines at certain through stations. At the commencement of each gap in a through line a sign will be fixed adjacent to the line concerned between the last equipped signal and the point where the track equipment for the next signal would have been, and a further sign indicating Termination of gap will be provided immediately before reaching the track equipment for the first equipped signal beyond the gap.

PAGE 27

SINGLE LINES WORKED BY THE TOKENLESS BLOCK SYSTEM – INSTRUCTIONS TO TRAINMEN AND OTHERS CONCERNED

Instruction 1 – Tokenless Block System

ADD as second paragraph:–

In the case of Instructions 3, 4, 5 and 7 below, the Driver must obtain the personal authority of the Signalman before proceeding. In connection with Instructions 6 and 8, the Driver must have received the Pilotman's authority to proceed.

Instruction 5 – Examination of line

DELETE existing instruction and **SUBSTITUTE:–**

5. Examination of line

In emergency, a locomotive or train (as prescribed in the Regulations for Train Signalling on Single Lines by the Tokenless Block System) may be used to examine the line. In these circumstances the Driver will be instructed to pass the section signal at Danger.

The Locomotive or train must proceed cautiously, prepared to stop short of any obstruction.

PAGE 39

COUPLING TOGETHER OF LOCOMOTIVES

AMEND:–Instruction (2) to read:–

(2) With the exception of Class 76 locomotives, electric locomotives must not be run in multiple. Class 76 locomotives which are fitted with jumper connections for multiple working may run in multiple with other locomotives of the same type only. Electric locomotives do not have coupling symbols.

PAGE 43 – INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON–RAIL TAMPING MACHINES.

Clause 1 – **DELETE** third and fourth paragraphs and **SUBSTITUTE:–**

When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver in observing signals, and the following procedure must be followed in respect of this man:–

(i)	When working in a section which is under Engineers' absolute possession.	No Conductor required.
(ii)	For movements on running lines not exceeding 15 miles from the point of commencement of journey.	The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having a satisfactory knowledge of the route concerned. The man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector, When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained.

ALTERATIONS TO B.R. GENERAL APPENDIX–continued

PAGE 43 – INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF MECHANICALLY PROPELLED ON–RAIL TAMPING MACHINES–continued

(iii)	For movements on running lines exceeding 15 miles from the point of commencement of the journey.	The services of a Motive Power Conductor to be obtained.

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instruction booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

DELETE instructions headed "Freightliner Trains – Working Instructions" and **SUBSTITUTE:–**
(NOTE:– The diagrams on pages 35 and 36 of Supplement No.3 to remain).

WORKING INSTRUCTIONS FOR FREIGHTLINER TRAINS AND FOR FREIGHTLINER WAGONS ATTACHED TO OTHER SERVICES

1. There are two types of Freightliner wagons, i.e., outer wagons and intermediate wagons. Outer wagons have one conventional end complete with buffers, coupling hook and hose connections for the operation of the air brake. No screw coupling is provided on the coupling hook and the coupling on the locomotive must be used to attach the locomotive. The opposite end of this wagon and both ends of all intermediate wagons are constructed with a special bar coupling incorporating in its design the pipes for the operation of the air brake. Freightliner wagons are constructed to work in fixed sets consisting of intermediate wagons with an outer wagon at each end. A set will not be split up in operation. A train may consist of more than one set of wagons.

   Separation of intermediate wagons in an emergency must only be carried out by C. & W./Maintenance staff or if within a terminal by the Terminal Manager's Maintenance staff authorised to do this work. It must not be attempted by other staff.

   All wagons are fitted with the two-pipe automatic air brake system, operating disc brakes.

   In these instructions reference to an empty wagon means a wagon without a container; loaded wagon means a wagon with a container, irrespective of whether the container is actually loaded with traffic or not.

2. (a) Freightliner trains must be worked as fully-fitted trains with a maximum speed of 75 m.p.h., carry a Class 4 headcode, and be signalled by the bell code 3-2-5.

   (b) Up to 10 Freightliner wagons may be conveyed on a Passenger Train provided that it is air-braked, the wagons are marshalled with outer units at each end and coupled to the rear of the train and that the last vehicle is fitted with the automatic brake in working order. The train must be signalled and dealt with as a passenger train and must not exceed a maximum speed of 75 m.p.h.

   (c) Sets of Freightliner wagons (loaded or empty) may be used as the fitted portion of a partially-fitted freight train provided the provisions of the Working Manual for Rail Staff (Section 6 – Preparation and Working of Freight Trains) respecting the brake - force/tonnage proportions are complied with.

   (d) Sets of Freightliner wagons may be worked as a Class 9 train as under:–
      (i) Empty Wagons only,
      (ii) wagons loaded with empty containers, provided all containers are secured as indicated in Instruction 7.
      In this case a brakevan, in which the Guard must ride, must be attached in rear.

   (e) Empty Freightliner wagons may be conveyed on the rear of freight trains as unfitted wagons marshalled immediately inside the brakevan, but must not be loose-shunted.

   (f) Except in emergency, loaded Freightliner wagons must not be conveyed as described in (e) unless specially authorised by the Chief Operating Officer, B.R.B.

ALTERATIONS TO B.R. GENERAL APPENDIX–continued

PAGE 43–SUBSTITUTE–continued

3. Before starting a journey, the Guard must ensure or obtain an assurance from the person in charge of the terminal, that –
   (a) All hand brakes are released and/or scotches are removed after the locomotive is coupled to the train,
   (b) The air brakes are fully operative throughout the train and have been tested, either by a "complete" brake test or a "simple" brake test,
   (c) A tail lamp is attached to the rear vehicle,
   (d) All containers on the wagons are properly secured as set out in Instruction 7.
4. During fog or falling snow, no other train must be allowed to follow a Freightliner train signalled by the bell code 3–2–5 on a Permissive Block or "No Block" line until the line is clear to the next stop signal. It will not be necessary for the Guard to place a detonator on the line 100 yards to the rear of his train when brought to a stand.
5. Should a bar coupling fail while the train is on the running lines the divided portions may be worked separately to the nearest available point (s) where they can be placed clear of the running line. The rear portion can only be moved by assistance from the rear. No attempt must be made to re-join the failed coupling until C. & W./Maintenance staff are available to carry out this work.
6. (a) Locomotives or any other vehicle can only be coupled to that end of an outer wagon equipped with drawhook and buffer. No attempt must be made to couple to the bar coupling.
   (b) The locomotive coupling must be used to attach the locomotive to the train. The short screw coupling (painted yellow) where provided must be used to couple two sets when necessary, and must only be used in emergency to couple to the locomotive.
   (c) Freightliner match wagons are provided at certain terminals and may be coupled by C. & W./Maintenance staff to the bar coupling fitted at both ends of intermediate wagons and one end of outer wagons. When match wagons have been coupled to a Freightliner wagon they may be moved by any suitable freight train at a maximum speed of 45 m.p.h. – See Instructions 2(e) and (f).

   Freightliner match wagons must not be coupled together, but may be coupled to other standard freight vehicles.
7. Freightliner wagons fall into three main groups so far as equipment for the locating and securing of containers is concerned – Freightliner location and securing, I.S.O. twistlock location and securing and Freightliner/I.S.O. combined. Freightliner containers are being modified by the provision of I.S.O. type plates for location and securing; Freightliner wagons are being modified to eliminate Freightliner location and securing equipment, and fitted with I.S.O. twistlock positions which will take either "pre-Moscow" or "post-Moscow" corner castings. In the interim period, there will be a mixture and the two types of locating and securing methods are set out as follows:–

   (a) **Freightliner location and securing**
   Freightliner wagons are fitted with spigots which fit into recesses in the underside of Freightliner containers to ensure they are properly located on the wagons. Each wagon is equipped with air-operated throw-over clamps controlled by a carriage key operated valve at diagonal corners of intermediate wagons and at each side of inner ends of outer wagons. These valves have two operating positions – "Clamp" and "Release" – and adjacent to them is a blue electric lamp.

   To secure containers on a wagon:–
   (i) Check that an air pressure of at least 30 lb. per square inch is available in the main reservoir pipe.
   (ii) Check the working of the lamp by pressing the blue cap. Where a "test" button is provided, this must be used.
   (iii) Insert carriage key in the valve and move to and hold in the "Clamp" or "Release" position as required. Where an indicator button is provided below the blue lamp, this must be pressed and held in before inserting the carriage key, and remain held in during the movement of the mechanism. During the movements of the mechanism the lamp ***will light*** and after completion of the operation ***will go out;*** and if the lamp remains alight the mechanism has not functioned correctly.

ALTERATIONS TO B.R. GENERAL APPENDIX–continued

PAGE 43–SUBSTITUTE–continued

(iv) Remove carriage key, when the valve will return to the neutral position. Where an indicator button is provided, this can be released.

(v) Recheck that lamp is working (as in (ii)).

If, during the check in (ii) and (v) above, the lamp has failed, the C.&W./ Maintenance staff or the Terminal Manager's Mainteance staff must be sent for. If the lamp is not working during (iii), above, it must not be assumed that the lamp has failed, but that the clamping mechanism has not functioned correctly; C. & W./Maintenance staff or the Terminal Manager's Maintenance staff must be sent for to rectify the fault and deal with the clamping of the containers. Each clamp or pair of clamps is fitted with a white painted indicator bar, the end of which projects below solebar level. When the ends of the indicators are horizontal the clamps are fully dis-engaged. When the clamps are engaged the ends of the indicator bars are retracted out of sight. Any position between these two indicates that the pair of clamps concerned have not worked correctly. (Care should be taken to keep clear of clamps and indicator bars which have not functioned properly, as further movements of these may trap fingers, etc).

The air-operated clamps will not function if there is inadequate air pressure in the main reservoir pipe. However, in the absence of air pressure the three indicator bars on each side of the wagon may be moved by hand to operate the clamps.

The person in charge of the terminal operations is responsible for ensuring that clamping and releasing of containers has been done; care must be taken to ensure that containers are released before any lifting operations are made.

(b) **Check on Freightliner container securing**

To check whether a Freightliner container has been secured, the following procedure applies:–

(i) Check that air pressure is available.

(ii) Check, the working of the lamp by pressing blue cap or "test" button where provided.

(iii) Where provided, press and hold indicator button, below the blue lamp, insert carriage key in valve and move to "clamp" position.

(iv) If lamp does **not** light, the container is secured.

(v) Remove carriage key, and where an indicator button is provided, this can be released.

By a similar process, but moving the carriage key to the "release" position, it can be established when the containers have been released.

NOTE: Freightliner containers (non I.S.O.) cannot be loaded on outer wagons numbered 601390 and subsequently, or on inner wagons numbered 602960 and subsequently.

(c) **I.S.O. location and securing**

I.S.O. containers must only be loaded on Freightliner wagons.

(i) where the solebars and headstocks are painted BLUE

(ii) where the solebars and headstocks are painted BLACK and the letters "I.S.O." within a red surround are painted on the headstock.

I.S.O. containers fitted with BSI.3951:1965 (pre-Moscow) corner castings must be loaded in accordance with the following arrangements:–

I.S.O. containers fitted with Freightliner location and securing device

These containers should normally be loaded on the I.S.O. twistlock positions, but may be loaded in accordance with the procedure for loading Freightliner containers.

ALTERATIONS TO B.R. GENERAL APPENDIX—continued

PAGE 43—SUBSTITUTE—continued

I.S.O. containers NOT fitted with Freightliner location and securing devices
These containers must only be loaded on Freightliner wagons which are fitted with twistlock positions.
(For position of locating points see Diagram No.2)

I.S.O. containers which are fitted with BSI.3951:1967 (post-Moscow) corner castings must be loaded in accordance with the following arrangements:—

I.S.O. containers fitted with Freightliner location and securing devices
These containers should normally be loaded on the I.S.O. twistlock positions, and if placed on unmodified wagons, the twistlock must be raised by the fitting of temporary plates on the twistlock brackets, the containers to be supported at their diagonally opposite corners by the fitting of temporary plates on the wagon solebars. Temporary plates are not required on outer wagons numbered 601390 and subsequently, or on inner wagons numbered 602960 and subsequently. They must not be loaded in accordance with the procedure for loading Freightliners containers.

I.S.O. containers not fitted with Freightliner location and securing devices.
These containers must be loaded on Freightliner wagons which are fitted with I.S.O. twistlock positions. On unmodified wagons, the twistlocks must be raised by the fitting of temporary plates on the twistlock brackets, the containers to be supported at their diagonally opposite corners by the fitting of temporary plates on the wagon solebars. Temporary plates are not required on outer wagons numbered 601390 and subsequently, or on inner wagons numbered 602960 and subsequently.

(d) **Securing of I.S.O. containers on a Freightliner wagon**
Where I.S.O. containers are loaded on the twistlock positions on unmodified Freightliner wagons, the air-operated throw-over clamps below the container must be made inoperative by isolating the air supply to the clamps concerned. An isolating cock is provided for each pair of clamps (see Diagram No. 2).

The air-operated clamps can be isolated in pairs without affecting the clamp warning light system in respect of any Freightliner containers on that wagon.

If all the containers on an unmodified wagon are I.S.O. containers located in the twistlock positions, the air clamps need not be isolated but they MUST be left in the "Release" position.

I.S.O. containers located in the twistlock positions must be clamped by raising the operating lever of each twistlock to the horizontal position, rotating it in a left-hand direction and lowering it to the vertical position.

On internal services, I.S.O. containers should be secured on diagonal corners but on Sea-ferry services, ALL FOUR corners must be secured by means of the twistlock.

8. Should a Signalman observe or become aware that a blue clamp indicator lamp on the end of the wagon is illuminated while the train is running, the "Stop and Examine Train" signal need not be sent for the Freightliner train, but the train should be stopped at the earliest opportunity so that the Trainmen can examine the clamps on the wagon. If after examination an assurance is given that the clamps have operated correctly and that the failure is in the lamp mechanism, the train may be allowed to continue its journey.

When the train is stopped for this reason, Trainmen must be informed, and the Guard must take the following action:—

(a) Check that the main reservoir pipe pressure is 85 lb. per square inch, or higher; if it is less, the cause must be determined.
(b) Release and re-clamp the containers on the wagons concerned.
(c) If the lamp still remains alight, he must check the position of the ends of the indicator bars, and if these show that the containers are secured, the train may proceed at normal speed.
(d) If the ends of the indicator bars are not in the clamped position, the train may proceed at a maximum speed of 50 m.p.h.

ALTERATIONS TO B.R. GENERAL APPENDIX – continued

PAGE 43–SUBSTITUTE–continued

The train must be examined by C. & W./Maintenance staff at the first point where these are available. The signalmen at signal boxes between where the train is stopped and the point where C. & W./Maintenance staff are available should be advised of the circumstances.

The Control Office should be kept advised so that other Control Offices and the destination points can be informed as necessary.

9. Before attempting to unload a container from a Freightliner wagon, all container securing devices must be released.

10. Should the locomotive working a Freightliner train fail, another locomotive equipped to operate the air brake must, if obtainable, be used to work the train forward. If a suitably equipped locomotive is not readily available one of the following alternative courses of action should be taken:–

(i) If the train locomotive is able to maintain the air pressure required, the Freightliner train may be assisted forward at reduced speed to the nearest point where it can be shunted clear of the running lines, by any type of assisting locomotive which may be attached to the front or rear of the train. Assistance may also be given in the rear by a train. When assisting locomotive is attached to the front of the train, the provisions of Rule 135 will apply, except that the Driver of the train locomotive will be responsible for the working of the air brake on the train and the Driver of the leading locomotive responsible for applying the brake of that locomotive when necessary.

(ii) If the train locomotive is not able to maintain the air pressure required the Freightliner train may be assisted forward as an unbraked train to the nearest point where it can be shunted clear of the running lines, provided that a locomotive or a fully braked train is attached in the rear, and another locomotive is attached in front. In this event the speed of the Freightliner train must be kept within the capacity of the locomotive brakes and great care must be exercised by all concerned to ensure that control of the train is adequately maintained. If the unbraked train has to be worked down gradients, and the Driver is in doubt as to his ability to maintain control, wagon brakes must be screwed on as necessary. In these circumstances the brake power needed must be obtained by having all the hand brakes on **all** wagons screwed on sufficiently to control the train on the gradient concerned. In no circumstances must a few hand brakes be screwed hard on and the remainder left free. If the unbraked train has to be worked down gradients steeper than 1 in 100, the speed must not exceed 10 m.p.h.

11. Freightliner trains should leave the terminal at the start of a journey with all air brakes operative. In emergency, however, wagons may be isolated and the train run at speeds not exceeding the maximum shown in the following table:–

TABLE SHOWING THE MAXIMUM SPEEDS PERMISSIBLE IF FOR ANY REASON BRAKES OF WAGONS HAVE TO BE ISOLATED

No. of wagons Unfitted or Isolated	No. of wagons forming the train													
	4/5	6/7	8/9	10/11	12/13	14/15	16/17	18/19	20/21	22/23	24/25	26/27	28/29	30
	(maximum speed – m.p.h.)													
1 Wagon	70	75	75	75	75	75	75	75	75	75	75	75	75	75
2 Wagons	60	65	65	70	75	75	75	75	75	75	75	75	75	75
3 Wagons	50	55	60	65	70	70	70	70	70	75	75	75	75	75
4 Wagons	–	50	55	60	65	70	70	70	70	70	70	70	70	75
5 Wagons	–	–	50	55	60	65	65	65	65	70	70	70	70	70
6 Wagons	–	–	–	50	55	60	60	60	65	65	70	70	70	70
7 Wagons	–	–	–	–	50	55	60	60	60	65	65	65	70	70
8 Wagons	–	–	–	–	–	50	55	55	60	60	65	65	65	65

All wagons when isolated by C. & W./Maintenance staff or Terminal Manager's Maintenance staff must have a Defective Brake Card – B.R.11226 – affixed to the C.M. & E.E. label block and appropriate repairs must be carried out on arrival at destination.

ALTERATIONS TO B.R. GENERAL APPENDIX – continued

PAGE 43–SUBSTITUTE–continued

A Freightliner train must not leave a terminal with the brakes on the last vehicle isolated, but in the event of such an isolation taking place during the journey, the Signalmen en route must be advised of the circumstances, and must pay particular attention to the passing of the train.

If the air brakes on the whole of the rear set of wagons, or on the whole train become inoperative during the journey, the instructions contained in Instruction 10(ii) must be complied with, except that if the train locomotive air brakes are operative, it will not be necessary to attach an additional locomotive to the front of the train.

12. The air brakes must not be relied on to secure Freightliner wagons for any length of time in excess of ten minutes when either a locomotive is not attached to them or the locomotive compressors are not able to maintain the normal pressure in the main reservoir. In these circumstances the hand brakes must be applied as necessary or the wagons otherwise secured.

(Diagrams Nos. 1 and 2 are as shown on pages 35 and 36 of Supplement No.3)

PAGE 48 – INSTRUCTIONS IN REGARD TO THE RUNNING AND WORKING OF BALLAST CLEANING MACHINES.

Clause 3 – **DELETE** and **SUBSTITUTE:–**

3. When on running lines, the machine must, in addition to the Driver/Machine Operator, carry a man to assist the Driver on observing signals, and the following procedure must be followed in respect of this man.

(i)	When working in a section which is under Engineers' absolute possession.	No Conductor required.
(ii)	For movements on running lines not exceeding 15 miles from the point of commencement of journey.	The machine to carry a man who has been passed by a Traction Inspector as competent in the appropriate Rules and Regulations, and as having satisfactory knowledge of the route concerned. This man must also have vouched in writing within 6 months, for his knowledge of the road, his signature having been witnessed by the Permanent Way Inspector. When the Engineer's Department man does not know the road, the services of a Motive Power Conductor to be obtained.
(iii)	For movements on running lines exceeding 15 miles from the point of commencement of the journey.	The services of a Motive Power Conductor to be obtained.

The man accompanying the Driver must have with him a Rule Book, General and Sectional Appendices, Weekly Notices and appropriate Electrified lines instructions booklet (where applicable).

The Driver/Machine Operator must have been passed as competent to carry out the necessary arrangements for protection.

PAGES 52–53–ABSOLUTE POSSESSION OF RUNNING LINES FOR ENGINEERING PURPOSES NECESSITATING A COMPLETE STOPPAGE OF TRAFFIC ON SUCH LINES.

DELETE:–whole instruction.

ALTERATIONS TO B.R. GENERAL APPENDIX–continued

PAGE 75

DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT

AMEND:– Second paragraph to read:–

When the secondman accompanying the driver is a guard or shunter the locomotive must be driven from the leading cab. Where short distance shunting movements are involved, such as crossing from on line to another, or where undue delay would occur through having to change ends for the reverse movement, the locomotive may be driven from the trailing cab if the secondman is a person qualified to operate the warning horn, to signal the driver to stop and/or apply the brake in an emergency. In such cases the secondman must ride in the leading cab.

PAGE 76

Clause 2 – Screw Couplings

Paragraph 2.1

AMEND:–The word "Second" in fifth line to read "first".

Coupling and Uncoupling of Vehicles

3. **Instanter Couplings**

3.3 **AMEND** to read:–

Vehicles with Instanter couplings can be conveyed in fitted Freight trains in the same way as screw coupling vehicles,but when used in the fitted portion the Instanter coupling must be in the short position.

When an Instanter coupling is opposed to a three link coupling the Instanter coupling must be used. When conveyed in Class 7 and 8 trains, the Instanter coupling must be placed in the short position.

CONVEYANCE OF 4 – OR 6 – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

PAGES 89 and 90 (Page 49 Supplement No.3)

Clause (2) – **AMEND:** to read:–

(2) Passenger, Empty Coaching Stock or Parcels Trains conveying 4-wheeled or 6-wheeled vehicles must be restricted to the maximum speed shown below:–

	Train Conveying	Max. Speed
(a)	4-wheeled coaching vehicles with a wheelbase of over 18ft. 6-wheeled coaching vehicles (except milk tanks)	75 m.p.h.
(b)	4-wheeled coaching vehicles with a wheelbase of 18ft. or less	60 m.p.h.
(c)	6-wheeled milk tanks – Loaded	60 m.p.h.
	6-wheeled milk tanks – Empty	50 m.p.h.
(d)	Freight vehicles	Appropriate speed on wagon panel.

Guards must in all cases advise the Driver before starting the maximum speed at which the train may run. This speed must be the lowest maximum speed applicable to any vehicle on the train.

AMEND:– paragraph 4 to read:–

(4) 4 – and 6 – wheeled vehicles may be intermixed but when conveyed on passenger trains they must be marshalled at the front of all bogie vehicles or behind all bogie vehicles.

ALTERATIONS TO B.R. GENERAL APPENDIX—continued

PAGE 95

INSTRUCTIONS FOR THE OPERATION OF BRAKE TENDERS.

DELETE existing instructions and **SUBSTITUTE:—**

(1) Brake tenders are used to assist braking power of locomotives when working unfitted on partially fitted trains. More than one brake tender may be used, if required. In all cases where brake tenders are attached to locomotives, the vacuum brake must be operative on the tender(s) and the driver is responsible for seeing that this is done.

(2) The maximum speed of brake tenders is 60 m.p.h.

Except during shunting movements brake tenders may not be propelled.

(3) When it is necessary to couple or uncouple a brake tender to or from a locomotive, this will be the duty of the Secondman. If no Secondman is employed on the locomotive it will be the duty of the guard or shunter. Before a tender is separated from the locomotive the handbrake on the brake tender must be fully applied. The duty of coupling and uncoupling of brake tenders to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendices.

(4) For the purpose of load computation brake tenders have a panel giving information required to assess the train.

(5) A locomotive running light with brake tender(s) attached must be regarded as a light engine and signalled as such. A tail lamp must be carried on the rearmost brake tender and the electric tail light on the locomotive extinguished. The signalmen signalling the movement must advise the signalman in advance, by telephone, of the number of brake tenders attached.

(6) When brake tenders are in use Special Care must be exercised in carrying out rule 69.

(7) Under no circumstances may brake tenders be loose shunted.

SUPPLEMENT NO.3 TO THE GENERAL APPENDIX

The two diagrams shown on page 47 of Supplement No. 3 to the General Appendix were inadvertently transposed during printing.

Gummed slips showing the two diagrams in correct form are in course of distribution and staff in possession of the Supplement must ensure that they receive a copy of this correction, which must be affixed on top of the incorrect diagram.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF ROYAL TRAINS BOOKLET

PAGE 3—Instruction 6—Road Level Crossings—ADD as second paragraph to Clause (c)—

At Automatic Half-barrier level crossings and at open level crossings, the road must be closed to road traffic, by the use of a rope with red/white pennants attached secured across the full width of the roadway on each side of the railway.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (B.R.29960).

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM

PAGE 32—Absolute Block Regulation 24(c) (2) (as shown in Supplement No. 2)

Add new clause (c) :—

(c) Should an automatic half-barrier level crossing exist in the section concerned and neither of the boxes which are open supervises the working of that crossing, the Driver of each train allowed to proceed in accordance with clauses (2) (a) (ii), (iii) and (2) (b) must also be instructed that he must not pass over the level crossing until he has satisfied himself it is safe to do so.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS (B.R.29960)—continued

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE ABSOLUTE BLOCK SYSTEM—continued

PAGE 33 – Regulation 25 – AMEND clause (a) (iv) to read:–

(iv) When the bells have failed and telephone communication is not available, a train must not be allowed to proceed until the time usually taken by the preceding train to clear the section plus an allowance for the train having been stopped and having run at caution, has elapsed. In no case, however, must a train be allowed to proceed with a less interval than **six** minutes unless the Signalman can clearly see that the block section concerned is clear throughout. Where there is a tunnel in the section, an interval of not less than **ten** minutes must be allowed between two trains unless the Signalman can satisfy himself that the tunnel is clear.

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE ELECTRIC TOKEN BLOCK SYSTEM

PAGE 81 – Regulation 25 – AMEND clause (g) (iii) to read:–

(iii) When the token apparatus and bells have failed and telephone communication is not available, the Pilotman must not allow a train to proceed until the time usually taken by the preceding train to clear the section plus an allowance for the train having been stopped and having run at caution, has elapsed. In no case, however, must a train be allowed to proceed with a less interval than **six** minutes unless the Pilotman can clearly see that the section concerned is clear throughout. Where there is a tunnel in the section, an interval of not less than **ten** minutes must be allowed between two trains, unless the Pilotman can satisfy himself that the tunnel is clear. The departure time of each train must be recorded.

REGULATIONS FOR TRAIN SIGNALLING WITH TRAIN STAFF OR TRAIN STAFF AND TICKET WORKING

PAGE 109 – Regulation 25 – AMEND clause (a) (iv) to read:–

(iv) When the bells have failed and telephone communication is not available, a train must not be allowed to proceed until the time usually taken by the preceding train to clear the section plus an allowance for the train having been stopped and having run at caution, has elapsed. In no case, however, must a train be allowed to proceed with a less interval than **six** minutes unless the Signalman can clearly see that the block section concerned is clear throughout. Where there is a tunnel in the section, an interval of not less than **ten** minutes must be allowed between two trains unless the Signalman can satisfy himself that the tunnel is clear.

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE TRACK CIRCUIT BLOCK SYSTEM (Supplement No. 3)

PAGE 19 – Regulation 25, clause (e) third line –
DELETE "..... three minutes ....." and insert"..... six minutes .....".

INSTRUCTIONS TO EASTERN REGION TRAINMEN WORKING IN THE LONDON MIDLAND REGION (EXCLUDING LONDON AREA)

MISCELLANEOUS NOTICES

WORKING OF FREIGHT TRAINS BETWEEN HALE STATION AND ASHLEY STATION

Complaint has been received from residents in Cecil Road, Hale, of the vibration caused by passing freight trains. Cecil Road is situated on the Down side of the line immediately on the Ashley side of Hale Station, and drivers are requested to so handle their trains as to minimise the complaint.

Between Blackrod Jn. and Lostock Jn.—Drivers must sound the locomotive horn when approaching the temporary level crossing adjacent to the new Barton Fold Bridge.

MISCELLANEOUS NOTICES – continued

MOVEMENT OF RAIL MOUNTED CRANES

The attention of all concerned is drawn to an increase in the number of cases of rail mounted cranes being damaged whilst in traffic due to rough shunting or developing hot axle boxes through travelling in excess of the speeds indicated on the vehicle.

Particular care must be taken during shunting to avoid damage to these cranes, and when travelling the maximum speeds permitted must not be exceeded.

A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK B.R. 29987

Name of Installation	Structure Number	Location		
		Miles	Feet	Line
PAGE 151				
Euston – Liverpool and Manchester				
AMEND:–				
Cheadle Hulme	M/180/10	180	+ 1035	Up
	M/180/32	180	+ 3069	Down

APPENDIX 'C'

WATER COLUMNS IN A.C. ELECTRIFIED AREAS WHERE IT IS PERMISSIBLE TO CLIMB UPON LOCOMOTIVES AND TENDERS

Location of Column		
Miles Feet	Adjacent to Overhead Structure	Line Served by Column
PAGES 156/160 DELETE:–		
Crewe, Basford Hall Sidings 156 + 3400	G/156/42	Sorting Sidings South Pan Mug Siding
Crewe, Basford Hall Sidings 156 + 3920	GX/156/27	Sorting Sidings Middle Water Column Sidings
Crewe, Basford Hall Sidings 156 + 4837	GX/156/55	Sorting Sidings Middle Down Side
Crewe, Basford Hall Sidings 157 + 1024	LL/157/10	Sorting Sidings North Warehouse Front Road
Crewe South M.P.D. –	–	Old Tip Road
Crewe South M.P.D. –	–	Ashpit Road No. 2
Crewe South M.P.D. –	–	Ashpit Road No. 1
Crewe South M.P.D. –	–	Outgoing Road No. 3
Crewe South M.P.D. –	–	Turntable Road South End
Crewe South M.P.D. –	–	Slip Road North End of Turntable
Crewe South M.P.D. –	–	Outgoing Road No. 2

MISCELLANEOUS NOTICES – continued

A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK B.R.29987–APPENDIX 'C'– continued

Location of Column			
Miles Feet		Adjacent to Overhead Structure	Lines Served by Column
PAGES 156/160 DELETE–continued			
Crewe South Carriage Shed	157 + 1840	KC/08/01	Down North Staffs. Cripple Siding
Crewe Gresty Lane	156 + 3899	CS/01/03	Connection to Cold Store
Crewe Gresty Lane	156 + 4957	CS/00/36	No. 1 Down Siding
Crewe Gresty Lane	157 + 1615	CS/00/28	G.W. Shed Outlet
Crewe Station Area	157 + 4424	G/157/62	Water Column Siding
Stockport Edgeley Jct.	182 + 2973	M/182/67	Up Liverpool Branch and Siding
Stockport Edgeley M.P.D.	–	–	Turntable and Coaling Roads
Stockport Edgeley M.P.D.	–	–	Ashpit Road
Stockport Edgeley M.P.D.	–	–	Turntable and Coaling Roads
Stockport Station Area	183 + 21	M/182/108	Upside Sidings
Stockport Station Area	183 + 107	M/183/01	Downside Carriage Sidings
Grange Junction	18 + 4610	HC/18/64	Nos. 9 and 10 Up Sidings
Grange Junction	18 + 4240	HC/18/57	Water Column Siding Downside
Longport	17 + 1417	HC/16/58	Outermost Down Siding
Kidsgrove Liverpool Road	13 + 3125	HC/13/30	Loop line and Sidings between Nos. 5 and 6

MILL HILL – The Up and Down Slow line platforms have been reduced in length, at the London end, by approximately 33 yards, pending reconstruction of the platforms and realignment of the track.

MANCHESTER VICTORIA

A water point has been provided for the use of Diesel Locos. at Manchester Victoria Station. The water supply and a length of rubber hose pipe is located between No.6 Siding and No.12 Platform road, fixed to a pillar supporting the parcels overbridge towards the East Junction end of the Station.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET

LOCAL AND GENERAL INSTRUCTIONS – INDEX

			Page
PAGE iii			
	ADD:–	Coupling and Uncoupling of Locomotives	295
	DELETE:–	Duddeston Road Junction	334
		Farington Jn.	322
PAGE 1V			
	ADD:–	Kingsbury	333
		Langley Mill Sidings	348
		Lawley Street–Freightliner Train Terminal	334
	DELETE:–	Stanton Gate	348
		Reddish South	311
PAGE V	**ADD:–**	Trent Ratcliffe Jcn.	343
		Trent Yard Frame	344

LIST OF LINES

List of lines in the sequence used throughout the book	Page Number relating to Table "A"
PAGE V1	
AMEND:– Rose Hill Station to Marple Wharf Junction	40– 41
PAGE 1X	
AMEND:– Skipton Station North to Swinden (Spencers Siding)	127
PAGE X	
AMEND:– Kingsbury Junction to Whitacre Junction	156
Castle Bromwich Junction to Ryecroft Junction (Goods Lines)	159
London St. Pancras to Trent	174–184
Landor Street Junction to King's Norton Junction	161–162
PAGE XI	
AMEND:– Trent to Newark Castle (E.R.)	189–192
Trent to Tapton Junction (E.R.)	200–203
Trent to Sheet Stores Junction	207
DELETE:– Netherfield Junction to London Road Junction (via Trent Lane Jn.)	199

TABLE A–LIST OF SIGNAL BOXES, RUNNING LINES ETC.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 19

CREWE BASFORD HALL JUNCTION TO EUXTON JUNCTION

Bamfurlong
Sorting
Siding

ADD note:–
(See Page 23 for Platt Bridge Jn. Line)

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 20

Standish Junction

ADD:–

C. Down fast 135 line 456 yards after passing down fast I.B.S.

C. Down Slow 135 line 456 yards after passing down slow I.B.S.

Coppull Hall Sidings

DELETE:–all particulars

Blainscough Sidings

AMEND:– 2 403

Coppull Station

AMEND:–

– 50 **Slow line from 12m. 30chs. to 12m. 10chs.**

Balshaw Lane and Euxton Station

AMEND:– to read

Balshaw Lane

PAGE 23

BAMFURLONG JUNCTION TO STANDISH JUNCTION (WHELLEY LINE)

DELETE all particulars Bamfurlong Junction to Platt Bridge Junction and **SUBSTITUTE:–**

Up line only

Bamfurlong Junction (See Page 19 for Crewe to Euxton Junction line)

25 Through junction to Fast line

Platt Bridge Junction (See Page 23 for Bamfurlong Sorting Sidings line) – 1222

C. Down line 53 280 yards after passing home Signal

25 – **From Platt Bridge Junction to 1m. 8chs.**

– 25 **From 1m. 8chs. to Bamfurlong Junction**

15 15 **Between 1m. 8chs. and 1m. 10chs.**

C. Down line 347 660 yards before reaching home signal

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 23 – continued

Round
House
Sidings

DELETE:–locomotive horn codes

ADD:–

BAMFURLONG SORTING SIDINGS TO PLATT BRIDGE JUNCTION (GOODS LINES)

BAMFURLONG SORTING SIDINGS TO PLATT BRIDGE JUNCTION **25 25 MAXIMUM PERMISSIBLE SPEED**

• Bamfurlong Sorting Sidings
† (See Page 19 for Crewe to Euxton Junction line)
Platt. Bridge – 697
• Junction (See Page 23 for Bamfurlong Jn. to Standish Jn (Whelley line)

PAGE 25

WEAVER JUNCTION TO LIVERPOOL LIME STREET

Allerton
Junction

AMEND:– **– 10 Slow Line through junction to Garston.**

PAGE 29

CREWE NORTH JUNCTION TO MANCHESTER PICCADILLY LONDON ROAD

Stockport
No.2

DELETE:– The Up and Down Main lines from and to the Heaton Norris direction

Heaton Norris
Junction

AMEND:– **25 – Through junction from Down fast Line to Denton.**

PAGE 31

MACCLESFIELD TO CHEADLE HULME

Macclesfield

DELETE:–note **15 15 Through junction to and from Marple Wharf Jn. Line.**

AMEND:– D&UPL 37

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

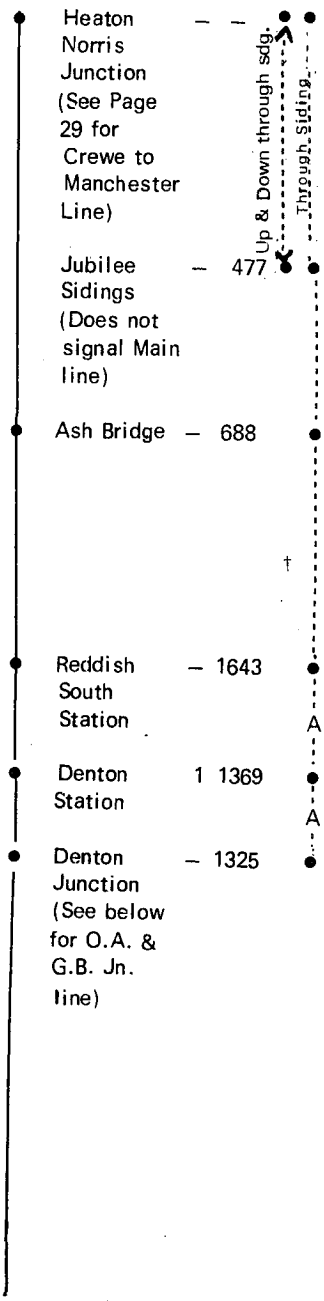
PAGES 32/33

HEATON NORRIS JUNCTION TO GUIDE BRIDGE STOCKPORT JUNCTION

DELETE:— All particulars and **SUBSTITUTE:**—

HEATON NORRIS JUNCTION TO STOCKPORT JUNCTION

55 **55** MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.
40 **40** MAXIMUM PERMISSIBLE SPEED ON GOODS LINES



— **25 through junction**
CW Down Line 220
Line 830 yards before reaching Ash Bridge Home Signal.

— **15 Up Goods Line from Ash Bridge to Jubilee Sidings**

— **15 Through connection from Up Main line to Up Goods Line.**

† Absolute Block when Reddish Station South is closed

40 **40 Main Lines through Station.**

45 **45 Main Lines through Station.**

C. Down Main 116
518 yds before reaching home signal.
C. Down Goods 116
520 yds before reaching home signal.

30 — **Through junction from Main Line to O.A. & G.B. Jn. Line.**

15 **15 From and to Goods Line.**
C. Down Line 120
130 yds before reaching starting signal.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET– continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	Stockport – 1138															
	Junction															
	(See Page 48 for Dunford Bridge (ER) to Ardwick Jn. and Page 51 for Crowthorne Jn. Line)															
								20	20	Round Curve and through junction.						

PAGES 32/33–SUBSTITUTE–continued

PAGE 39

NEWMILLS SOUTH JUNCTION TO CHEADLE JUNCTION

AMEND:–Sub heading.

NEW MILLS SOUTH JUNCTION TO CHEADLE JUNCTION — 80 80 MAXIMUM PERMISSIBLE SPEED

DELETE:–

CHEADLE HEATH SOUTH JUNCTION TO CHEADLE JUNCTION — 30 30 MAXIMUM PERMISSIBLE SPEED

Hazel Grove

ADD:–

15 15 **Through disused Jn. at 181 m.31chs.**

30 30 **Between 181m. 31chs. and Cheadle Junction**

Cheadle Heath South Junction

DELETE:– All particulars

Cheadle Junction

AMEND:– 4 1188

PAGES 40/41

MACCLESFIELD TO MARPLE WHARF JUNCTION

AMEND heading and Sub heading:–

ROSE HILL STATION TO MARPLE WHARF JUNCTION

DELETE:–whole of table Macclesfield to High Lane inclusive

Rose Hill Station

DELETE:– 9 698

PAGE 42

GODLEY JUNCTION TO GLAZEBROOK EAST JUNCTION

Heaton Mersey West Junction

DELETE:–All particulars

Cheadle Junction

AMEND:– 1 440

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS,GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) ↑	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 44

SKELTON JUNCTION TO DEANSGATE JUNCTION

Deansgate Jn.

AMEND:—

CW Up Line 553 yards before reaching Skelton Jn. Home Signal.

PAGE 45

SKELTON JUNCTION TO DITTON JUNCTION No.1

DELETE all particulars between Latchford Station and Carterhouse Junction and **SUBSTITUTE:—**

- Latchford Station — 3 1123
  - C Down Line 135 1665yards before reaching distant signal.
  - C Up Line 500 135 yards before reaching home signal.
  - **20 — From 11 to 12½m.p.'s**
- Arpley Junction (See Page 21 for Walton Old Jn. Line) — 1 453
  - **15 — Through junction to Walton Old Jn.**
- Crossfields Crossing (Level Crossing) — — 729
- Littons Mill Crossing (Level Crossing) — — 220
- Monks Siding (Level Crossing) — — 553
- Penketh Hall (L.C.)
  - 1L — 1L — at ½mile distant
- Marsh House (L.C.)
  - 1L — 1L — at ½mile distant
- Fiddlers Ferry Power Station — 2 1237
  - **20 From 12½ to 11m.p.'s.**
- Carterhouse Junction (Level Crossing) — 1 1349
  - CW Down Line 218 yards after passing home signal.

AMEND:—Description of Block Signalling on main lines between Carterhouse Junction and Ditton Junction No.1 to be absolute Block on Goods Lines

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 53

MANCHESTER PICCADILLY TO ALLERTON AND BRANCHES

Cornbrook Junction (Controlled from London Road)

ADD:–

C. Up Line 552 yards before reaching signal LR705. 132

Trafford Park Junction

AMEND:–

– 20 Through Junction to Throstle Nest Junction

PAGES 60/61

MANCHESTER VICTORIA WEST JUNCTION TO EDGEHILL

DELETE:– "Up and Down" Line between Ordsall Lane No.4 and Cross Lane Cattle Dock.

Cross Lane Cattle Dock

DELETE:– All particulars including "Up and Down" Line to Cross Lane Junction.

Cross Lane Junction

DELETE:–

first distance – 420

and note after second distance (from Ordsall Lane No.4)

PAGE 62

Huyton Quarry

DELETE:–

URS 43

URS 43

PAGE 64

MANCHESTER (VICTORIA) EAST JUNCTION TO HEBDEN BRIDGE STATION (ER)

Cheetham Hill Junction

AMEND:–

C.W. Down Fast 202 yards before reaching home signal (points worked from Manchester (Victoria) East Junction Box) 151

C.W. Down Slow 202 yards before reaching home signal (points worked from Manchester (Victoria) East Junction Box) 151

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 65

Mills Hill

AMEND:— C. Down Main 152 681 yards before reaching home signal.

PAGE 69

CASTLETON EAST JUNCTION TO BOLTON EAST JUNCTION

ADD:—in Running lines column additional Up Goods line between Castleton North Junction and Castleton East Junction.

Broadfield

DELETE:— UGL 39
DGL 58

Bury
Knowsley
Street West

AMEND:— **20 20 Round curve between 13m. 30chs. and 13m. 40chs.**

PAGE 71

MANCHESTER (VICTORIA) EAST JUNCTION TO RAWTENSTALL

Prestwich
Station

ADD:— **40 45 Round curves between 4m. 70chs. and Besses o' th' Barn Station.**

DELETE:— C. Down line, 1 mile 184 yards before reaching I.B. Home signal

Besses O'th'
Barn
Station

DELETE:— **15 15** Over Single Line — Single Line extends for 900 yards etc.

PAGE 72

Radcliffe Central
North Junction

DELETE:— 3 624

AMEND:— **25 25 Between 7 miles 60 chs. and 7 miles 66 chs.**

Hagside

AMEND:— 3 1741

PAGE 83

MANCHESTER VICTORIA EAST JUNCTION TO EUXTON JUNCTION

Lostock
Junction

DELETE:—(Up I.B.S. 1496 yards from Horwich Fork Jn. Box)

Horwich
Fork Jn.

DELETE:—Block post dot and all particulars.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 83—continued.

ADD:—(before Blackrod Junction) Blackrod Station

Blackrod

Junction

AMEND:— 3 1504

PAGE 84

Euxton No.1

DELETE:—Additional Up Platform line between Euxton No.1 and No.2

Euxton No.2

DELETE:—all particulars

Euxton

Junction

AMEND:— 1 52

PAGE 86

BOLTON WEST TO BLACKBURN BOLTON JUNCTION

Darwen

No.1

DELETE:—all particulars and additional Up and Down line between Darwen Nos. 1 and 3

Darwen

No.3

AMEND:— to read

Darwen

Station

DELETE:—Block post dots, mileage, Up and Down Goods lines to and from Hoddlesden Junction and catch points

Hoddlesden

Junction

AMEND 1 1301

PAGE 89

WINDSOR BRIDGE TO SOUTHPORT

Wigan

Wallgate

AMEND:—

40 — Through junction to Liverpool Exchange

PAGE 91

WIGAN WALLGATE TO LIVERPOOL EXCHANGE NO.2

Wigan

Wallgate

AMEND:—

40 40 Between Wallgate box and 19m. 50chs.

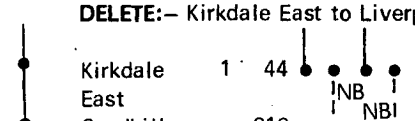
ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET– continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	Kirkdale East	1	44													
	Sandhills	–	816													
	Sandhills Station (Down IBS 1335 yds. from Sandhills Box)															
	Liverpool Exchange No. 1	1	1058													
	Liverpool Exchange No. 2	–	248													

PAGE 93 WIGAN WALLGATE TO LIVERPOOL EXCHANGE NO.2.

DELETE:– Kirkdale East to Liverpool Exchange No. 2 all particulars and **SUBSTITUTE:–**



Kirkdale East	1	44		
Sandhills	–	816		
Sandhills Station (Down IBS 1335 yds. from Sandhills Box)				
Liverpool Exchange No. 1	1	1058		
Liverpool Exchange No. 2	–	248		

75 75 Slow to Main, Main to Slow.
15 15 Fast to Main, Main to Fast.
25 25 Between 34m. 53chs. and 34m. 58chs.
55 55 Through Station.
35 – Between 36m. 10chs. and Liverpool Exchange No. 1

10 – Between Exchange No. 1 Box and Exchange Station.
– 35 Between Exchange No. 1 Box and 36m. 10chs.

– 10 Between Exchange Station and Exchange No. 1 Box
1L 1L When leaving No. 4 Road.

PAGE 94

FARINGTON CURVE JUNCTION TO WALTON JUNCTION

Midge Hall

DELETE:– DRS 57

PAGE 95

Walton Junct. Station

AMEND:– 1 588

ADD:–

BLACKROD JUNCTION TO HORWICH BRANCH SIDING

BLACKROD JUNCTION TO HORWICH BRANCH SIDING			**20 20** MAXIMUM PERMISSIBLE SPEED
Blackrod Junction (See Page 83 for Manchester Victoria to Euxton Jn. line)	–	–	
Horwich Branch Siding	1	105	

Sidings

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 96/97

EUXTON JUNCTION TO GRETNA JUNCTION (Sc.R)

Farington Junction

AMEND:–

C. Up Fast 647 yards before reaching home signal. 104

C. Up Slow 442 yards before reaching home signal 104

Farington Curve Junction

AMEND:–

C. Up Fast 537 yards before reaching home signal. 244

C. Up Slow 545 yards before reaching home signal. 244

PAGE 101

Camforth No.2 Junction

DELETE:–

DGL 86
DGL 83

PAGES 105/106

Carlisle No.12

DELETE:–

20 – Main lines from 68m. 50chs. (South of No.5) to ¼ m.p. (North of No. 4).

Carlisle No. 5

ADD:–

20 – Main lines from 68m. 50chs. (South of No. 5) to ¼ m.p. (North of No. 4).

Carlisle No. 4

ADD:–

– 20 Main lines from ¼ m.p. (North of No. 4) to 68m. 50chs. (South of No. 5).

Carlisle No. 3

DELETE:–

– 20 Main lines from ¼ m.p. (North of No. 4) to 68m. 50chs. (South of No. 5).

PAGE 109

PRESTON NO.5 TO FLEETWOOD

Kirkham and Wesham Station

ADD:–

(Up I.B.S. 823 yards from Weeton Box)

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & W.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 109–continued

Bradkirk

DELETE:– All particulars

Weeton

AMEND:–

(Down I.B.S. 1097 yards from Weeton Box) (Up I.B.S. 1085 yards from Singleton Box) 1 1323

Singleton Bank

DELETE:– All particulars

Singleton

AMEND:– 2 509

PAGE 111

KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (SOUTH STATION)

Moss Side Station

ADD:– 30 30 **Between 13 miles 5 chains and 13 miles 25 chains.**

Ansdell Station

ADD:– – 60 **From 14m. 52chs. to 14m. 70chs.**

POULTON-LE-FYLDE NO.3 TO BLACKPOOL (NORTH) NO.3

Layton Station

DELETE:– All particulars

Blackpool North No.1

AMEND:– 1 798

PAGES 114/115

TODMORDEN TO FARINGTON CURVE JUNCTION

Burnley Manchester Road

DELETE:– DGL 17

Gannow Junction

AMEND:– – **15 Goods Line Gannow Junction to Rose Grove West.**

DELETE:– 'PF' from Additional Up and Down Lines between Gannow Junction and Rose Grove West.

AMEND:– Additional Up and Down Lines between Gannow Junction and Rose Grove West to read Goods Lines.

Rose Grove West

AMEND:– **15 – Goods Line Rose Grove West to Gannow Junction.**

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET —continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 114/115—TODMORDEN TO FARINGTON CURVE JUNCTION—continued

AMEND:— additional Down Goods line between Accrington West and Church East to be a Through Siding worked under "No Block"

Church East

AMEND:—

	CW Down Line 18 yards after passing starting signal	105

ADD:—

	CW Down Line 540 yards before reaching starting signal	105
	C Down Line 540 yards before reaching home signal	600 (falling)

Aspen Colliery

DELETE:— all particulars

Rishton Station

AMEND:— 1 1460

	C Up Line 900 yards before reaching home 1 signal	132

PAGE 116

Great Harwood Junction

ADD:—

DGL	37	
UGL	28	

PAGE 117

Hoghton

DELETE:—

DRS	40

PAGE 119

GANNOW JUNCTION TO SKIPTON NORTH JUNCTION

DELETE:— Up Goods Line between Chaffers Siding and Nelson Mineral Yard.

PAGE 121

LOSTOCK HALL ENGINE SHED TO MOSS LANE JUNCTION

AMEND:—

LOSTOCK HALL ENGINE SHED TO MOSS LANE JUNCTION	**30**	**30**	MAXIMUM PERMISSIBLE SPEED

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 123–125

CONONLEY STATION (E.R.) TO CARLISLE NO.5

Settle Station

ADD:–

C. Down Line 100
300 yards in advance of I.B. Home

Helwith Bridge

DELETE:–all particulars

Horton-in-Ribblesdale

AMEND:– 6 163

Blea Moor

ADD:– – **35** **From 249½ m.p. to Settle Junction Freight trains conveying 10 foot or less wheelbase 4 wheeled vehicles.**

AMEND:–

C Down Line 196
1 mile 890 yards before reaching home signal.

Mallerstang

DELETE:– all particulars

Kirkby Stephen

AMEND:– 6 1379

PAGE 127

DELETE:– SKIPTON STATION NORTH JUNCTION TO GRASSINGTON all particulars and **SUBSTITUTE:– SKIPTON STATION NORTH JUNCTION TO SWINDEN (SPENCERS SIDING)**

SKIPTON STATION NORTH JUNCTION TO
0 M.P. (FORMER EMBSAY JN.) **35** **35** MAXIMUM PERMISSIBLE SPEED

0 M.P. (FORMER EMBSAY JN.) TO
SWINDEN (SPENCERS SIDING) **20** **20** MAXIMUM PERMISSIBLE SPEED

Skipton Station North Jn. (See page 122 for Cononley (ER) to Carlisle line) – – – **15** **Through junction.**

Haw Bank Tunnel (219 yards)

Rylstone Level Crossing (P1)

One Train Working

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	Swinden (Spencers Siding) End of Branch	9	455													

PAGE 127—SUBSTITUTE—continued.

PAGE 129

CARLISLE NO.13 TO CARLISLE NO.3 (THROUGH GOODS LINES)

No.10 Bog Junction

DELETE:— All particulars

No.11 Rome Street

AMEND:— — 1527

PAGE 130

No.10 Bog Junction

DELETE:— All particulars

No.11 Rome Street

AMEND:— — 903

PAGES 152–154

DERBY LONDON ROAD JUNCTION TO BIRMINGHAM GRAND JUNCTION

Water Orton East Junction

AMEND:— 3 1433

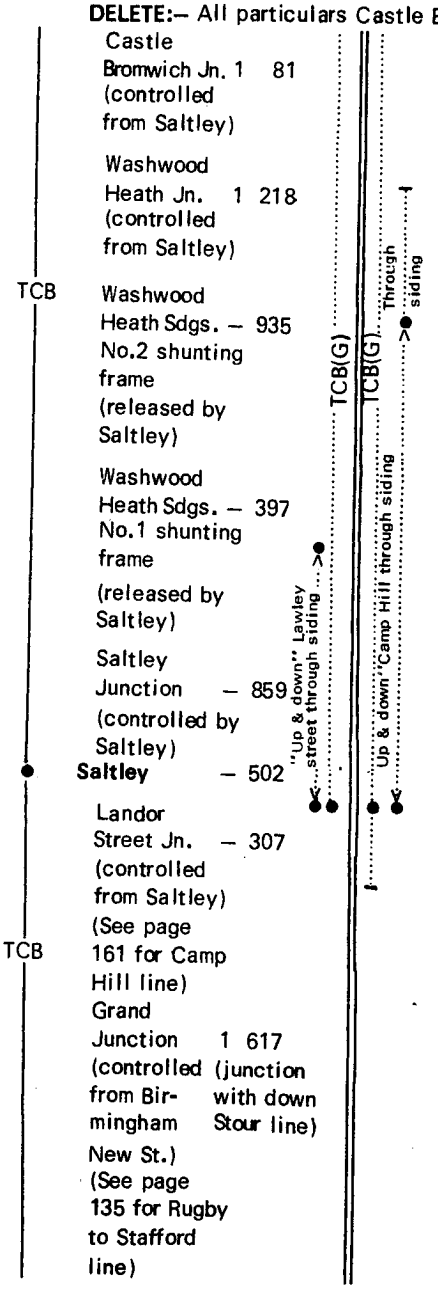
ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 152–154–continued.

DELETE:– All particulars Castle Bromwich Jn. to Birmingham Grand Junction inclusive and **SUBSTITUTE:–**



– **15 Through junction to Walsall**

40 – **Main line, Saltley Junction to Grand Junction**

15 – **Through junction to Camp Hill**
C. Down line, 90
800 yards before
reaching signal
NS. 128

– **25 Through junction to St. Andrews Junction**
– **40 Main line, Grand Junction to Saltley Junction.**

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 154 and 155 –DELETE all particulars and SUBSTITUTE:–

SHEET STORES JUNCTION TO STENSON JUNCTION

Description	Stations and Signal Boxes	M	Yds	Up	Down	Description	Standage	Down	Up	Position	Gradient	Down Main	Down Slow	Up Main	Up Slow	For
	SHEET STORES JUNCTION TO STENSON JUNCTION							50	50	MAXIMUM PERMISSIBLE SPEED–FREIGHT TRAINS						
								30	30	MAXIMUM PERMISSIBLE SPEED–PASSENGER TRAINS						
	Sheet Stores Jn. controlled from TRENT) (see page 205 for Trent Jn. to Cloy Cross (via Derby) line, page 207 for Trent to Sheet Stores line)	–	–					–	15 Through junction							
	Lock Lane Crossing	–	1101													
	Castle Donington (Controlled from TRENT)	2	1504							C.Down line, 1180 yds. before reaching signal DY.332	220					
TCB	Back Lane Crossing (P.3)	–	–							C.Down line, 1282 yds. before reaching signal	220					
	Worthington Jn. (Controlled from DERBY)	4	202					–	20 Through junction to Worthington.							
	Chellaston Jn. (Controlled from DERBY)	–	979					20	20 Through junction to and from Stenson Jn.							
	Stenson Jn. (Controlled from DERBY) (see page 151 for Derby to Birmingham line)	4	303					30	– Through junction	C.Down line 1054 yds. before reaching signal DY.354	226					

PAGE 156

KINGSBURY JUNCTION TO WHITACRE JUNCTION

Whitacre Junction

AMEND:– 2 615

PAGE 157

WIGSTON NORTH JUNCTION TO NUNEATON

Elmesthorpe

DELETE:– all particulars

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Descrip-tion	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 157–continued.

Hinckley
Station

AMEND:– 6 319

PAGE 159

CASTLE BROMWICH JUNCTION TO RYECROFT JUNCTION (GOODS LINES)

Park Lane
Junction

AMEND:– – **30** From 46½ m.p. to 44¾ m.p.

PAGES 161-162

LANDOR STREET JUNCTION TO KINGS NORTON STATION JUNCTION

DELETE:– Landor Street Junction to Kings Heath all particulars and **SUBSTITUTE:–**

	Landor Street Jn. (controlled from Saltley) (See page 154 for Derby to Birmingham line)	– –	– **15 Through junction** C. Down goods, 592 yards before reaching signal SY.88. 62 C. Down line 676 yards before reaching signal SY86. 85
	St. Andrews Jn. (controlled from Saltley)	– 731	**15 15 Through junction from and to Saltley** – **25 Through junction to Grand Junction**
TCB	Bordesley Jn. (controlled from Saltley)	– 748	**20** – **Through junction to Small Heath** CW. Down line, 540 yards before reaching signal SY82. 85 C. Down line, 999 yards before reaching signal SY76. 280
TCB	Moseley Tunnel (155 yards)		C. Down line, 165 yards before reaching Moseley tunnel. 100
	Kings Heath	2 1111	

Locomotive horn codes shown in Sectional Appendix still apply.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

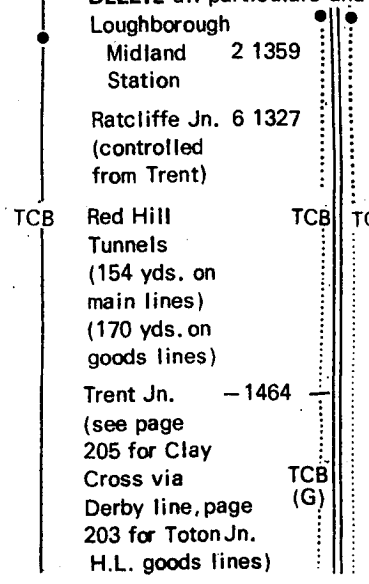
TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	LONDON ST. PANCRAS TO TRENT															
PAGE 178																
	Harlington Station **ADD:–**										C. Up fast line, 20 yards after passing starting signal. 202					
PAGE 179																
	Irchester South **AMEND:–**										C. Up Main 847 120 yards after passing box. C .Up Main 192 1136 yards before reaching home signal.					
	Irchester Junction **DELETE:–** all particulars															
	Wellingborough Junction **AMEND:–** 2 1405															
PAGE 180																
	Finedon Station **DELETE:–**all engine whistles															

PAGE 183

Loughborough Midland Station to Trent Station North Junction

DELETE all particulars and **SUBSTITUTE:–**



ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGIONS LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 183–SUBSTITUTE–continued.

Trent – 1303

(see page 189 for Newark line, page 200 for Chesterfield line, page 207 for Sheet Stores Jn.

– 20 Through junction from fast and slow lines to Sheet Stores Jn.
– 30 Slow to main (Leicester line)
60 60 Through junction to and from Nottingham.
30 30 Through junction to and from Toton.

PAGE 187

GLEDON SOUTH JUNCTION TO SYSTON SOUTH JUNCTION (VIA MANTON)

Queniborough

DELETE:–

D & UPL 31

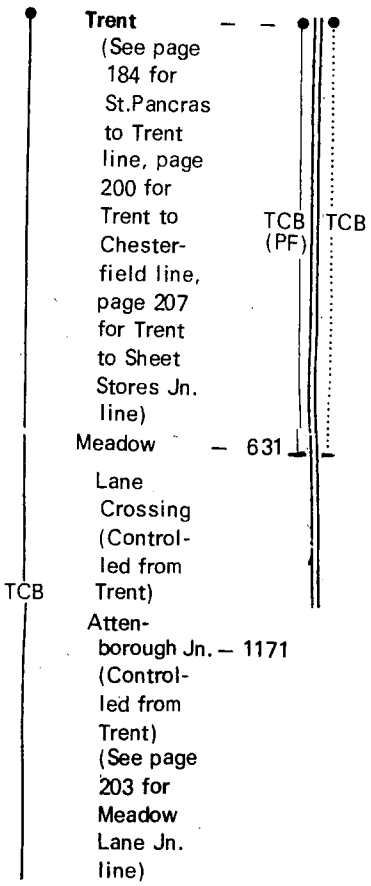
PAGES 189–191–DELETE:– Sub-heading and all particulars between Trent Station North Junction and Attenborough Station and **SUBSTITUTE:–**

TRENT TO NEWARK CASTLE STATION (E.R.)

TRENT TO NOTTINGHAM — 80 80 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

TRENT TO MANSFIELD JUNCTION — 45 45 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

NOTTINGHAM TO NEWARK (CASTLE) — 60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES



Trent – –

(See page 184 for St.Pancras to Trent line, page 200 for Trent to Chesterfield line, page 207 for Trent to Sheet Stores Jn. line)

60 60 Main lines through junction to and from Nottingham
20 – through junction to goods loop

Meadow Lane Crossing (Controlled from Trent) – 631

– 30 Through junction to slow line and over slow line to Trent.

Attenborough Jn. (Controlled from Trent) – 1171

(See page 203 for Meadow Lane Jn. line)

– 20 Through junction to Toton

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

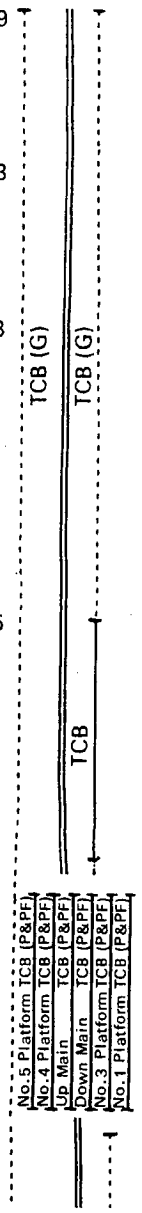
PAGES 189–191—SUBSTITUTE:—continued

TCB Barton Lane LC (P2) — 714

Atten-borough Station (Level Crossing) — 725

DELETE:—Beeston Station Level Crossing (inclusive) to Stoke Lane (L.C.) inclusive all particulars and

SUBSTITUTE:—



Beeston South Jn. (Controlled from Trent) — 11579

Beeston North Jn. (Controlled from Trent) — 1663

TCB Lenton South Jn. (Controlled from Trent) (see page 193 for Lenton North Jn. line) — 1208

20 — Goods line through junction to Lenton North Jn.

Mansfield Jn. (Controlled from Trent) (see page 193 for Trowell Jn. line) — 775

30 30 Through junction to and from Lenton North Jn.

45 — Slow line, Mansfield Jn. to Nottingham Station West

Nottingham Midland Station West (Controlled from Trent) — 1061

— 15 Goods line, Wilford Road Bridge to Lenton South Jn.

10 10 All lines between Station West and London Road Jn.

Station East (Controlled from Trent) — 460

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 189–191–SUBSTITUTE–continued

	London Road Jn. (Controlled from Trent)	–	259	TCB (G)	TCB (G)						
TCB											
	Sneinton Crossing (Controlled from Trent)	–	639								
	Trent Lane Crossing										
	Colwick Crossing	–	1068								
	Grantham Line Jn. (Controlled from Netherfield Jn.) (see page 197 for Aslockton to Netherfield Jn. line)	1	714								
●	Netherfield Jn.	–	569								
●	Carlton & Netherfield Station (Level Crossing)	–	365								
	Ouse Dyke (L.C.)										
	Stoke Lane (L.C.)(P.2)	–	1500								

10	10	Through junctions in any direction and between London Road Jn. and Station West box on any line									
–	10	Goods line London Road Jn. to Wilford Road bridge									
40	40	Main lines between London Road Jn. and 1¼ m.p.									
15	15	Goods lines between London Road Jn. and Sneinton Crossing									
50	50	Round curves between 1¼ and 1¾ m.p.									
25	–	Through junction to Grantham									
1L	–	1L	–	At ½ mile distant.							

PAGE 193

LENTON SOUTH JUNCTION TO LENTON NORTH JUNCTION (GOODS LINES)

DELETE items :– Lenton South Junction and Lenton North Junction and **SUBSTITUTE:–**

	Lenton South Jn. (Controlled from Trent)	–	–								
† TCB	(see page 189 for Trent to Newark line)										

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 193–SUBSTITUTE–continued

Lenton – 478
North Jn.
(Controlled from Trent)
(see below for Mansfield Jn. to Trowell Jn. line)

† TCB (G) on Up goods line

MANSFIELD JUNCTION TO TROWELL JUNCTION

Mansfield Jn.
DELETE:– Block post dot
ADD:–
(Controlled from Trent)

Lenton
North Jn.
DELETE:– Block post dot
ADD:–
(Controlled from Trent)

Radford
Junction
DELETE:– Block post dot

CW. Down line 80 yards etc.	103
C. Down line 700 yards etc.	98
C. Down line 1 mile 120 yards etc.	98
C. Down line 1 mile 890 yards etc.	112

ADD:–
(Controlled from Trent)

C. Down Line 2095 yards before reaching T.T. 325	103

Trowell
Junction
AMEND:–
(Controlled from Trent)
(See page 201 for Trent to Chesterfield Line)

C. Up Line 7120 Yards before reaching T.T.317	128

DELETE:–Block post dot and all engine whistles.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) ↑	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 194–RADFORD JUNCTION TO SHIREBROOK (WEST) SIDINGS (E.R.)

DELETE items:–Radford Junction to Bulwell Forest Crossing and **SUBSTITUTE:–**

	Radford Junction (Controlled from Trent)	–	–						**35**	**Through junction**						
TCB	(see page 193 for Mansfield Jn. to Trowell Jn. line)							**40**	**40**	**Between 127¼ and 127½ m.p.**						
	Lincoln St. Crossing	2	91									2L2S	–	–	–	Bestwood Park Jn.
								40	**40**	**Between 128¾ and 129½ m.p.**						
	Bulwell Forest Crossing	1	1206									–	–	1L2S	–	Lenton South Jn.
												–	–	4L	–	Reception Sidings at Lenton North Jn.

PAGE 195

ADD:– after Mansfield South Junction

	Brickyard (L.C.)									C. Up Line 1181 yards before reaching Mansfield South Jn. distant signal.	130	1L	–	1L	–	Approaching Level Crossing.
	Sherwood Colliery Sidings South	1	1336			URS	39					–	–	1S1L	–	Trains requiring assistance from Kirkby Station Junction to Pinxton
	Shirebrook (West) Sidings (E.R.)	2	830													

PAGE 197

ASLOCKTON STATION (ER) TO NETHERFIELD JUNCTION

	Netherfield Junction															
	AMEND:–								**25**	–	**From 125m. 25chs. to junction with Newark Line.**					
	DELETE:–								**30**	**30**	**Through junction.**					
												2S1L	–	–	–	Locomotive for London Road Goods Yard

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGE 197–continued.

Junction with Trent to Newark Castle Line

AMEND:– – 25 From junction with Newark Line to 125m. 25chs.

PAGE 199

NETHERFIELD JUNCTION TO LONDON ROAD JUNCTION (VIA TRENT LANE JUNCTION)

DELETE:–whole table

TRENT TO CHESTERFIELD (E.R.) AND BRANCHES

PAGE 200–DELETE:–sub-headings and particulars between Trent Station North Junction and North Erewash Crossing and **SUBSTITUTE:**–

TRENT TO TAPTON JUNCTION (E.R.)

TRENT TO TAPTON JUNCTION **80 80** MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

TRENT TO TAPTON JUNCTION **45 45** MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

Trent – – **30 30 Through junction to and from Toton**
(See page 184 for St.Pancras line, page 207 for Sheet Stores Junction line page 189 for Newark (Castle line)

TCB

North Erewash Crossing – 743

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

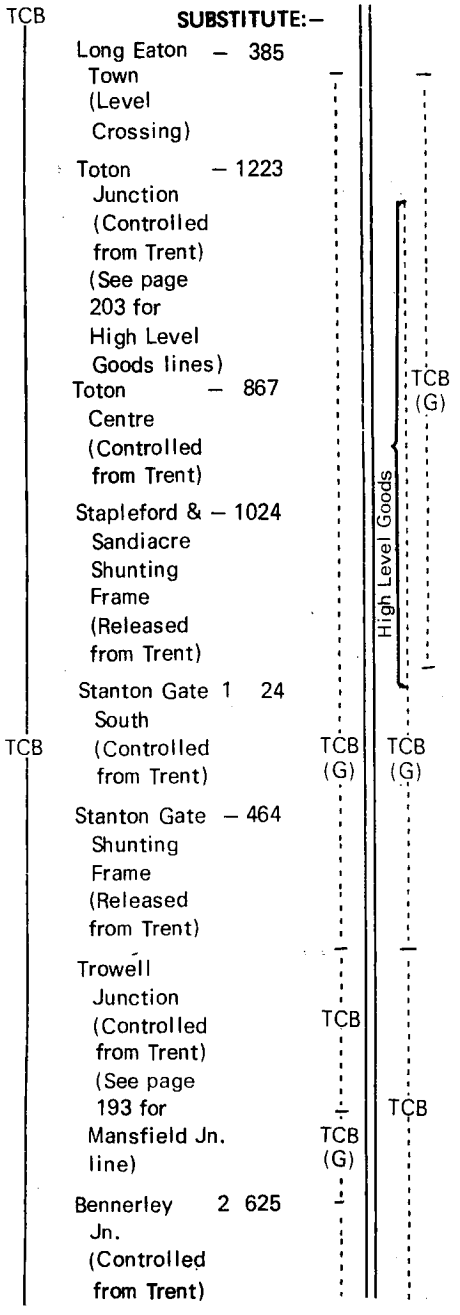
TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 200–203

DELETE:–all particulars Long Eaton Town Level Crossing to Chesterfield Horns Bridge (E.R.) inclusive and

SUBSTITUTE:–



– 20 Through junction to High Level Goods line

70 70 Main lines round curves between 123½ and 124 m.p.

40 – Passenger trains(when authorised) on goods line, Stanton Gate to Pye Bridge Junction

– 20 Main line through junction to Radford
– 10 Goods line through junction to Radford

70 70 Main lines, round curves between Bennerley Jn. and Shipley Gate 127¾ and 128¼ m.p.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A–continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
TCB	Shipley Gate (Level Crossing)	1	189	TCB	TCB					C. Down main 975 yards before reaching signal T.T.126	190					
										C. Down goods, 1125 yards before reaching signal T.T.125	190					
	Langley Mill (Controlled from Trent)	1	749													
										C. Down Main 1195 yards before reaching signal T.T.102	258					
										C. Down Goods 1345 yards before reaching signal T.T.101	258					
										C. Down main 1043 yards before reaching signal T.T.97	258					
										C. Down goods 1193 yards before reaching signal T.T.96	258					
				TCB	TCB											
												60	60	Main lines, round curves between 132¼ and 132¾m.p.		
	Codnor Park Jn. (Controlled from Trent)	3	–									20	–	Goods to main		
												–	20	Main to goods		
TCB												15	–	Through junction to Swanwick Sidings		
												70	70	Main lines, round curves between 133¼ and 134¼m.p.		

PAGES 200–203–SUBSTITUTE–continued

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 200–203—SUBSTITUTE—continued

Pye Bridge Jn. (Controlled from Trent) (See page 204 for Kirkby line) — 1634

— 40 Passenger trains (where authorised) on goods line Pye Bridge Jn. to Stanton Gate

15 — Through junction to Pinxton

C. Down main 996 yards before reaching signal T.T. 79 — 169

C. Down main 1036 yards before reaching signal T.T. 77 — 150

C. Down main 1216 yards before reaching signal T.T. 75 — 211

Alfreton Tunnel (840 yards)

Blackwell South Jn. (Controlled from Trent) 3 19

20 — Goods line, over colliery workings and curves between Blackwell South Junction and Morton 136m. 70chs. to 138m.p.

C. Down main 1014 yards before reaching signal T.T. 62 — 212

C. Down main 866 yards before reaching signal T.T. 57 — 212

Tibshelf & Blackwell Branch Jn. (Controlled from Blackwell East Jn. and Trent) — 550 TCB G

C. Down main 820 yards before reaching signal T.T. 54 — 212

Morton (Controlled from Trent) 1 1546

— 20 Goods line, over colliery workings and curves between Morton and Blackwell South Jn. 138 m.p. to 136 m. 70chs.

55 — Main lines, round curves between Morton and Clay Cross South Jn. 141¼ and 141¾ m.p.

TCB

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 200–203—SUBSTITUTE—continued

Morton (Controlled from Trent)—continued

C. Up main, 823 yards before reaching signal TT.52. 200

C. Up main, 819 yards before reaching signal TT.49. 200

C. Up main, 669 yards before reaching signal TT.48. 200

25 – **Main to goods at TT.33**

– 25 **Goods to main at TT.32**

40 40 **Goods lines, round curves between 141m. 30chs. and Clay Cross South Jn. (141¾ m.p.)**

C. Up main, 740 yards before reaching signal TT.46. 160

– 55 **Main line, round curves between Clay Cross South Jn. and Morton 141¾ m.p. and 141¼ m.p.**

C. Up main, 720 yards before reaching signal TT.31. 160

30 30 **Main line through junction from and to Trent**

– 60 **Main line through junction to Derby**

Clay Cross South Jn. (Controlled from Trent) (See page 207 for Derby line) 2 1705

Clay Cross North Jn. (Controlled from Trent) – 580

20 – **Main to goods**

– 20 **Goods to main**

TCB Avenue Sidings Shunting Frame (Level Crossing) (Released from Trent) 1 19

TCB G

TCB G

Derby Goods

TCB (G)

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

PAGES 200–203—SUBSTITUTE—continued

Hasland — 1447
(Controlled from Trent)

Chesterfield Station

Tapton Jn. 2 1175
(ER)

PAGE 203

DELETE:—TRENT JUNCTION TO TOTON JUNCTION (HIGH LEVEL GOODS LINE)—All particulars and **SUBSTITUTE:—**

TRENT TO TOTON JUNCTION (HIGH LEVEL GOODS LINES)

TRENT TO TOTON JUNCTION — **45 45** MAXIMUM PERMISSIBLE SPEED

Trent — —
(See page 184 for St. Pancras to Trent line)

TCB (G) Meadow Lane Jn. — 1164
(Controlled from Trent)
(see below for Attenborough Jn line)
— **20 Through junction to Attenborough Jn.**

Toton East Jn. Shunting Frame (Released from Trent) — 765
15 — Through junction to Toton Down Sidings

Toton Jn. — 658
(See page 200 for Trent to Chesterfield line (Controlled from Trent)
15 — Through junction

ATTENBOROUGH JUNCTION TO MEADOW LANE JUNCTION (GOODS LINES)

DELETE particulars and **SUBSTITUTE:—**

ATTENBOROUGH JUNCTION TO MEADOW LANE JUNCTION — **20 20** MAXIMUM PERMISSIBLE SPEED

Attenborough Jn — —
(Controlled from Trent)

TCB (G) (See page 189 for Trent to Newark Castle line)

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
												Down		Up		For
		M	Yds	Up	Down	Description	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	Meadow Lane Jn. (Controlled from Trent) (See above for Trent to Toton Jn. line)	—	1400													

PAGE 203—SUBSTITUTE—continued

PAGE 204

PYE BRIDGE JUNCTION TO KIRKBY STATION JUNCTION

Pye Bridge Junction

DELETE:— Block post dot

AMEND:— Description of Block signalling between Pye Bridge Junction and Sleights Sidings East to read TCB on Goods Line.

ADD:— Note (Controlled from Trent)

PAGE 205

TRENT TO CLAY CROSS SOUTH (VIA DERBY)

DELETE:— heading sub headings and Trent Junction to Derby inclusive and **SUBSTITUTE:**—

TRENT JUNCTION TO CLAY CROSS (VIA DERBY)

TRENT JUNCTION TO AMBERGATE SOUTH JUNCTION	**80**	**80**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
AMBERGATE SOUTH JUNCTION TO CLAY CROSS SOUTH JUNCTION	**75**	**75**	MAXIMUM PERMISSIBLE SPEED
Trent Jn. — — (Controlled from TRENT) (See page 184 for St. Pancras to Trent line)	—	**60**	**Through Junction**
Sheet Stores — 810 Jn. (Controlled from TRENT) (See page 154 for Stenson Jn. line, page 207 for Trent Sheet Stores Jn. Line)	**70**	**60**	Through junction from and to Trent Junction
	15	—	**Through junction to Castle Donington**
	—	**15**	**Through junction to Trent**
TCB			
Long Eaton Station			
Sawley 1 1311 (L.C.) P2			

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes M	Distance between signal boxes Yds	Additional running lines Up	Additional running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons in addition to E. & V.	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points Gradient (Rising unless otherwise shown) 1 in	Engine Whistles (L—Long S—Short C—Crow) Down Main or Fast	Engine Whistles Down Slow or Goods	Engine Whistles Up Main or Fast	Engine Whistles Up Slow or Goods	For
PAGE 205—SUBSTITUTE—continued																
	Spondon Station (Level Crossing)	4	775					50	50	Between 126 miles 20 chains and 126 miles 30 chains						
•	Derby	2	393					10	10	All lines between Derby box and London Road Jn.						
								10	10	Loco lines between Derby box and Engine Sidings No.2 box						
PAGE 207																
	Stretton DELETE:– all particulars AMEND:–															
	Clay Cross Tunnel (1 miles 24 yds)															
	Clay Cross South Junction (controlled from TRENT) (see page 202 for Trent to Chesterfield Line)	9	1730													

DELETE:—TRENT STATION NORTH JUNCTION TO SHEET STORES JUNCTION—All particulars and **SUBSTITUTE:— TRENT TO SHEET STORES JUNCTION**

Description of Block Signalling	Stations and Signal Boxes	M	Yds	Up	Down	Description	Standage	Speed Down	Speed Up	Position	Gradient	Down Main or Fast	Down Slow or Goods	Up Main or Fast	Up Slow or Goods	For
	TRENT TO SHEET STORES JUNCTION							30	30	MAXIMUM PERMISSIBLE SPEED						
• TCB	**Trent** (See page 184 for St. Pancras line, page 189 for Newark Castle line and page 200 for Chesterfield line)							20	–	**Through junction from Up fast line to Down East curve.**						
								–	20	**Through junction from Up East curve to Down Nottingham line.**						
	Sheet Stores Jn. (Controlled from Trent) (see page 205 for Trent to Clay Cross via Derby line, page 154 for Stenson Jn. line)	–	1224					15	–	**Through junction**						

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE B–LINES WORKED UNDER PERMISSIVE BLOCK SYSTEM

From	To	Line Down	Line Up
PAGE 208–DELETE DERBY TO BLACKWELL (W.R.) AND BRANCHES–all particulars			

TABLE C–LINES WORKED UNDER "NO BLOCK" REGULATIONS

From	To	Line Down	Line Up
PAGE 209			
DERBY TO BLACKWELL (W.R.) AND BRANCHES			
DELETE:–heading and all particulars			
PAGE 210			
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
DELETE:–			
Nottingham Goods Yard East GF	Nottingham Goods Yard North GF	No. 1 through siding	–
Nottingham Goods Yard North GF	Lenton North Jn.	Departure	–
Lenton North Jn.	Nottingham Goods Yard North GF	–	Arrival
TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES			
DELETE:–all particulars			

TABLE E–LOCAL LOCOMOTIVE HORN CODES

Horn Code to be given at	Movement required	Horn Code L–Long S–Short
PAGE 210–DELETE DERBY TO BLACKWELL (W.R.) AND BRANCHES–all particulars		
PAGE 211		
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES		
DELETE:–		
Nottingham, Trent Lane Jn.	All particulars	
TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES		
DELETE:–		
Toton Jn.	All particulars	
Toton Down Sidings North	All particulars	

TABLE F1–PROPELLING TRAINS ON VEHICLES

From	To	Number of vehicles and special condition
PAGE 214–DORE AND TOTLEY (E.R.) TO ACCESS		
DELETE:–		
Heaton		
Cheadle		

ALTERATIONS TO " INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET– continued

TABLE F1–continued.

From	To	Line	Number of vehicles and special condition
PAGE 215			
MANCHESTER VICTORIA TO EDGEHILL AND BRANCHES			
DELETE:–			
Ordsall Lane No.4	Cattle Dock	Up and Down goods	Coaching stock and freight vehicles without brake van.
Cross Lane Cattle Dock	Ordsall Lane No.4	Up and Down goods	Coaching stock and freight vehicles without brake van.
Cross Lane Cattle Dock	Cross Lane Jn.	Up and Down goods	Coaching stock and freight vehicles without brake van.
Cross Lane Jn.	Cattle Dock	Up and Down goods	Coaching stock and freight vehicles without brake van.
PAGE 218			
MANCHESTER VICTORIA TO EUXTON JUNCTION SOUTHPORT, LIVERPOOL EXCHANGE AND BRANCHES			
DELETE:–			
Hoddlesden Jn.	Darwen No.3	Up Goods	Freight Vehicles without brake van.
PAGE 220			
TORMORDEN AND SKIPTON TO PRESTON AND BRANCHES			
AMEND:–			
Rose Grove East	Gannow Jn.	Down goods	20 vehicles without brakevan
Gannow Jn.	Rose Grove East	Up goods	20 vehicles without brakevan
Rose Grove East	Up Exchange	Up goods	20 vehicles without brakevan
Up Exchange	Rose Grove West	Up goods	20 vehicles without brakevan
PAGE 221–CARLISLE GOODS LINES			
AMEND:–			
Carlisle Kingmoor	Carlisle Yard Down Departure Sidings	Down goods	6 coaching stock or 50 freight vehicles without brake van. In clear weather only.
Carlisle Yard Down Reception Sidings	Down Departure Sidings and Link line	Engine release, hump avoiding Down goods	12 freight vehicles without brake van.
PAGES 222/223–DERBY TO BLACKWELL (W.R.) AND BRANCHES			
ADD:–			
SY 484 (Washwood Heath Up Sidings)	Washwood Heath Sdgs. No. 1 Shunting Frame	Up goods	35 freight vehicles without brake van.
DELETE:–			
Bromford Bridge	Washwood Heath Jn.	Arrival Lines 1 or 2	45 freight vehicles in clear weather only.
Washwood Heath Jn.	Bromford Bridge	Up goods	45 freight vehicles in clear weather only 15 freight vehicles without brake van. During daylight and in clear weather only.
Washwood Heath Jn.	Washwood Heath Sidings No. 3	Nos. 2 & 3 reception.	40 freight vehicles.
Washwood Heath Jn.	Washwood Heath Sidings No. 2	2nd Down goods	45 freight vehicles.
Washwood Heath Sidings No. 2	Saltley Sidings	"Down and Up" through Siding	40 freight vehicles in down direction and clear weather only.

ALTERATIONS TO " INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET– continued

TABLE F1–continued

From	To	Line	Number of vehicles and special condition
PAGES 222/223–DERBY TO BLACKWELL (W.R.) AND BRANCHES–continued			
DELETE–continued			
Washwood Heath Sidings No.1	Saltley Sidings	Down goods	40 freight vehicles in clear weather only.
Washwood Heath Sidings No. 1	Washwood Heath Sidings No. 5	Nos. 1, 2 and 3 reception	50 freight vehicles without brake van.
Saltley Sidings	Saltley Jn.	"Down and Up" through Siding	40 freight vehicles in down direction and in clear weather only.
Saltley Sidings	Duddeston Road	Down Main	Locomotive stores van without brake van.
Saltley Jn.	Duddeston Road	"Down and Up" through Siding	40 freight vehicles in down direction and in clear weather only.
Camp Hill Station	Bordesley Jn.	Up	One passenger brake van.
Barnet Green M.L. Jn.	Barnet Green S.L. Jn.	Down	Coaching Stock trains.
PAGE 225 – LONDON ST. PANCRAS TO TRENT AND BRANCHES			
AMEND:–			
Mortimer Street Jn.	Kentish Town Engine Shed Jn.	Up	4 fitted freight vehicles. Coaching stock vehicles with or without brake van.
Neasden Junction	Neasden South	Down	etc.
Neasden South	Neasden Jct.	Up	etc.
DELETE:–			
Mortimer Street Jn.	Kentish Town Sidings	Up and Up Slow	Coaching stock vehicles with or without brake van.
PAGE 226–TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
ADD:–			
Signal T.T.224 (Trent)	Down Goods Loop	Up Main	25 freight vehicles.
Signal T.T.221 (Trent)	Rear of signal T.T.224	Down goods Loop to Up Main	Freight vehicles
Signal T.T.239	Limit of shunt	Down Main	Freight trains
Trent – Signal TT.251	Signal TT.247	Down Main	–
– Signal TT.306	in rear of signal TT.308	Down Mansfield	Ballast train not exceeding 10 vehicles.
DELETE:–			
Trent Station North Jn.	Long Eaton Jn.	Down goods	
Nottingham Station West	Nottingham London Road Jn.	All	10 coaching stock vehicles in each direction. 6 coaching stock vehicles without brake van in each direction.
Nottingham Station West	Nottingham London Road Jn.	All	10 freight vehicles without brake van, in each direction. Coaching stock vehicles without brake van in each direction; automatic brake not in use. During fog restricted to 12 coaching stock vehicles.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued
TABLE F1—continued.

From	To	Line	Number of vehicles and special conditions
PAGE 226—TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES—continued			
DELETE—continued			
Nottingham Station West	Nottingham London Road Jn.	All	4 fitted freight vehicles, by locomotive drawing not exceeding 10 fitted freight vehicles, with continuous brake connected and in use on all vehicles. In clear weather only.
Nottingham London Road Jn.	Nottingham Station West	All	
Nottingham London Road Jn.	Sneinton Jn.	Down Main	6 fitted freight vehicles. In clear weather only.
Sneinton Jn.	Nottingham London Road Jn.	Up Main	
Lenton South Jn.	Lenton North Jn.	Down goods	12 coaching stock vehicles. During daylight and in clear weather only.
Lenton North Jn.	Lenton South Jn.	Up goods	
Nottingham Mansfield Jn.	Lenton North Jn.	Down	Ballast train not exceeding 10 vehicles. During daylight and in clear weather only.
Lenton North Jn.	Mansfield Jn.	Up	
PAGE 227			
DELETE:—			
Netherfield Jn.	Lawrence Ground Frame	Down	—
Trent Lane Jn.	Nottingham Goods Yard	Down arrival	—
Nottingham Goods Yard	London Road Jn.	Connecting	—
Nottingham London Road Jn.	Nottingham Goods Yard	Connecting	—
Nottingham Goods Yard	Trent Lane Jn.	Up departure	—
AMEND heading **TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES**			
ADD:—			
Blackwell South Jn.	Blackwell East Jn.	Down South curve goods	Freight trains 20 fully fitted vehicles without brake van.
Blackwell South Jn. Signal T.T.69	Tibshelf Sidings	"Down & Up" goods	Freight trains
AMEND:—			
Stanton Gate	Kaldo Plant Sidings	Single	Freight trains
Stanton New Works Sidings	Stanton Gate	Single	40 S.L.U. without brake van.
DELETE:—			
Toton Jn.	Toton Centre	Up goods	40 freight vehicles without brake van.
Stapleford and Sandiacre	Toton Centre	Up goods	10 freight vehicles without brake van. In clear weather only. (18/10/69)
Pye Bridge Jn.	Coates Park South	Down Main	15 freight vehicles
Blackwell South Jn.	Blackwell East Jn.	Down goods	Freight trains
Blackwell East Jn.	Blackwell South Jn.	Up goods	Freight trains
Blackwell East Jn.	Westhouses & B	Single	Freight trains
Westhouses & B	Blackwell East Jn.	Single	Freight trains. In clear weather only.
Westhouses & B	Tibshelf East Jn.	Single	45 freight vehicles. In clear weather. 30 freight vehicles during fog or falling snow.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE F1—continued.

From	To	Line	Number of vehicles and special condition
PAGE 228—TRENT TO CLAY CROSS (VIA DERBY) AND BRANCHES			
DELETE:—			
Trent Jn.	Sheet Stores Jn.	Down Passenger and Down goods	25 freight vehicles
Sheet Stores Jn.	Trent Jn.	Up	10 freight vehicles in clear weather conditions.

TABLE F2—PROPELLING FREIGHT BRAKE VANS

From	To	Line	Remarks
PAGE 229			
CREWE TO MANCHESTER AND BRANCHES			
DELETE:—			
Cock Lane	Stockport Jn.	Down	—
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
PAGE 231—AMEND:—			
Trent — Radford Jn.	Basford Sidings	Down	—

TABLE G—WORKING IN WRONG DIRECTION

From	To	Line	Remarks
PAGE 232—CREWE TO EUXTON JUNCTION AND BRANCHES			
ADD:—			
Bamfurlong Sorting Sidings	Platt Bridge Jn.	Up goods	Freight Vehicles.
PAGE 233—CREWE TO MANCHESTER AND BRANCHES			
DELETE:—			
Reddish South Station	Ash Bridge	Down Slow	Locomotive and Locomotives with 1 or 2 Brake vans only.
Denton Jn.	Cock Lane	Up	Locomotives and Locomotives with 1 or 2 brake vans only.
DORE AND TOTLEY (E.R.) TO ASHBURYS GLAZEBROOK AND BRANCHES			
AMEND:—			
Georges Road	Cheadle Jn.	Up	12 Freight vehicles for Cadburys Siding without brakevan. In clear weather only.
DELETE:—			
Cheadle Jn.	Heaton Nursery West Jn.	Down	Light Locomotives.
PAGE 235—MANCHESTER VICTORIA TO HEBDEN BRIDGE (E.R.)			
ADD:—			
Castleton East Jn.	Castleton North Jn.	Up goods	—
PAGE 236			
DELETE:—			
Kearsley Jn.	Branch Sidings Ground frame	Up goods	—
Branch Sidings Ground Frame	Kearsley Jn.	Down goods	—

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE G—continued.

From	To	Line	Remarks
PAGE 237—TODMORDEN AND SKIPTON TO PRESTON AND BRANCHES			
AMEND:—			
Gannow Jn.	Rose Grove West	Down goods	20 freight vehicles without brake-van.
Rose Grove West	East	Up goods	Without brakevan.
DELETE:—			
Lostock Hall Station	Junction	Down	—
PAGE 238—DERBY TO BLACKWELL (W.R.) AND BRANCHES			
DELETE:—			
Bromford Bridge	Washwood Heath Jn.	Up goods	35 freight vehicles in clear weather only.
Washwood Heath Jn.	Bromford Bridge	Nos. 1 & 2 arrival	Light locomotives coupled.
Washwood Heath Jn.	Washwood Heath Sidings No.1	Up goods	35 freight vehicles in clear weather only. Light locomotives.
Washwood Heath Sidings No.3	Washwood Heath Jn.	No.3 reception	Light locomotives coupled.
Washwood Heath Sidings No.2	Washwood Heath Jn.	No.2 reception	Light locomotives coupled.
Washwood Heath Sidings No.1	Washwood Heath Sidings No.2	Down goods	Light locomotives and 40 freight vehicles drawn only for West End Sidings.
Saltley Sidings	Washwood Heath Sidings No.1	Down goods	Light locomotives and 40 freight vehicles drawn only for West End Sidings.
Saltley Jn. (Etc.)	Duddeston Road (Etc.)	Bank Engine siding	—
Duddeston Road (Etc.)	Landor Street Jn. (Etc.)	Bank Engine sidings	—
PAGE 239—TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
ADD:—			
Trent Yard Frame	Signal TT.221	Down goods loop	Freight vehicles.
DELETE:—			
Long Eaton Jn.	Trent Station North Jn.	Down goods	25 freight vehicles. In clear weather only.
PAGE 240—AMEND heading			
TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES			
DELETE:—			
Toton Jn.	Toton Centre	Up goods	—
Toton Down Sidings North	Toton Centre	Down goods	—
Stapleford & Sandiacre	Toton Down Sidings North	2nd Down goods	—
Blackwell South Jn.	Westhouses & Blackwell	Up goods	Drawn freight trains only.
Clay Cross North Jn.	Clay Cross South Jn.	2nd Down goods	—
Blackwell South Jn.	Blackwell East Jn.	Up goods	—

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET– continued

TABLE H1–WORKING OF FREIGHT VEHICLES WITHOUT A BRAKEVAN IN REAR

From	To	Line	Number of vehicles and Special conditions
PAGE 241			
CREWE TO MANCHESTER AND BRANCHES			
DELETE:–			
Cock Lane	Stockport Jn.	Down	–
Stockport Jn.	Cock Lane	Up	–
PAGE 242			
MANCHESTER VICTORIA TO EDGE HILL AND BRANCHES			
DELETE:–			
Ordsall Lane No.4	Cross Lane Jn.	Up and Down goods	60 vehicles
Cross Lane Jn.	Ordsall Lane No.4	Up and Down goods	60 vehicles
PAGE 244–TODMORDEN AND SKIPTON TO PRESTON AND BRANCHES			
AMEND:–			
Rose Grove East	Gannow Jn.	Down main and Down goods	40 Loaded vehicles 50 Empty goods vehicles
Gannow Jn.	Rose Grove East	Up main and Up goods	40 Loaded vehicles 50 Empty vehicles
Rose Grove East	Up Exchange	Up goods	40 Loaded vehicles 50 Empty vehicles
Rose Grove West	East	Down main and Down goods	40 Loaded vehicles 50 Empty vehicles
Rose Grove East	West	Up main	40 Loaded vehicles 50 Empty vehicles
Rose Grove Up Exchange	West	Up goods	40 Loaded vehicles 50 Empty vehicles
DELETE:–			
Aspen Colliery	Church East	Down	20 Loaded vehicles 30 Empty vehicles
PAGE 245			
Nelson Mineral Yard	Chaffers Siding	Up Main	20 Loaded vehicles 30 Empty vehicles
PAGE 246–DERBY TO BLACKWELL (W.R.) AND BRANCHES			
ADD:–			
SY 225 (Washwood Heath)	SY 221	Up goods	35 vehicles
DELETE:–			
Washwood Heath Jn.	Bromford Bridge	Up goods	2 vehicles
Washwood Heath Jn.	Washwood Heath Sidings No.2	No.2 Reception	50 vehicles
Washwood Heath Jn.	Washwood Heath Sidings No.3	From down sidings along Nos.1 or 3 reception	50 vehicles

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE H1—continued.

From	To	Line	Number of vehicles and Special conditions
PAGE 247			
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
DELETE:—			
Lenton South Jn.	Beeston North Jn.	Up goods	—
Nottingham Station West	Station 'A' or 'B'	All	10 vehicles. In clear weather only.
Nottingham Station 'A' or 'B'	Station East	All	
Nottingham Station East	London Road Jn.	All	
—AMEND heading			
TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES			
ADD:—			
Riddings frame	Stoneyford frame	Up goods	Freight trains
Toton Up Sidings	Rear of Signal TT.224	Up goods and Up Main	25 Freight vehicles
Rear of Signal TT.224	Toton Down Sidings	Up Main to Down Ere-wash	25 Freight vehicles
DELETE:—			
Toton Centre	Toton Jn.	Independent	40 vehicles
Toton Down Sidings North	Stapleford & Sandiacre	Down goods	40 vehicles
Riddings Jn.	Riddings Colliery Sidings GF	Up goods	6 vehicles
Blackwell East Jn.	Westhouses & Blackwell	Single	Freight trains must be assisted in rear (See Table J)
Westhouses & Blackwell	Tibshelf East Jn.	Single	
Toton East Jn.	Meadow Lane Jn.	Up goods	40 vehicles

TABLE H2—WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKEVAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions
PAGE 251—DERBY TO BLACKWELL (W.R.) AND BRANCHES—			
DELETE:—			
Saltley Sidings	Duddeston Road	Down Main	Loco. stores van.
AMEND:—			
Birmingham New St.	Signal SY201 (Saltley)	Up Midland/ Derby	Loco. stores van.
PAGE 252			
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
DELETE:—			
Nottingham Station West	Nottingham "A"	All Down	
Nottingham "B"	Nottingham Station West	All Up	P. 6 vehicles
Nottingham Station West	Nottingham "A"	All Down	Continuous brake not in use. During fog restricted to 12 vehicles.
Nottingham "B"	Nottingham Station West	All Up	
Nottingham "A"	Nottingham Station East	All Down	P. 6 vehicles
Nottingham Station East	Nottingham "B"	All Up	

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE H2–continued.

From	To	Line	Number of vehicles and special conditions
PAGE 252–TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES–continued			
DELETE–continued			
Nottingham "A"	Nottingham Station East	All Down	Continuous brake not in use. During fog restricted to 12 vehicles.
Nottingham Station East	Nottingham "B"	All Up	
Nottingham Station East	Nottingham London Road Jn.	All Down	P. 6 vehicles
Nottingham London Road Jn.	Nottingham Station East	All Up	
Nottingham Station East	Nottingham London Road Jn.	All Down	Continuous brake not in use. During fog restricted to 12 vehicles.
Nottingham London Road Jn.	Nottingham Station East	All Up	
Nottingham London Road Jn.	Sneinton Jn.	Down Main and Down goods	6 vehicles. In clear weather only.
Sneinton Jn.	Nottingham London Road Jn.	Up Main and Up goods	

TABLE J–LOCOMOTIVES ASSISTING IN REAR OF TRAINS–RULE 133

From	To	Class of train	Conditions	Remarks
PAGE 254				
DORE AND TOTLEY (E.R.) TO ASHBURYS GLAZEBROOK AND BRANCHES				
AMEND:–				
Georges Road	Godley Jn.	F	N	An illuminated indicator "Stop here for Bank engine" is located between the Up Sidings line and the Up Main line at Brinnington Jn. Up Home signal. All Up freight trains requiring assistance must stop at this indicator (see also Page 311).
DELETE:–				
Woodley Jn.	Godley Jn.	F	N	–
PAGE 255				
MANCHESTER VICTORIA TO MARSDEN (E.R.) AND BRANCHES				
ADD:–				
Hollinwood	Oldham	F	N	–
MANCHESTER VICTORIA TO EUXTON JUNCTION, SOUTHPORT, LIVERPOOL EXCHANGE AND BRANCHES				
ADD:–				
Sandhills	Liverpool Exchange No.2	ECS	–	–

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE J–continued.

From	To	Class of train	Conditions	Remarks
PAGES 256/257 DERBY TO BLACKWELL (W.R.) AND BRANCHES–				
ADD:–				
Saltley (Signal SY 206 or SY 452)	Camp Hill (Signal SY 78)	E.C.S. F Parcels	N	–
The Driver of a down train not calling at Washwood Heath Sidings requiring assistance must come to a stand at signal SY 208 or SY 218 and so advise the Signalman at Saltley box. The Driver of a train from Washwood Heath Sidings to the Camp Hill line requiring assistance must so advise the Signalman at Washwood Heath Sidings No.2 shunting frame.				
DELETE:–				
Saltley Jn.	Grand Jn.	E.C.S. F Parcels	N	via main line or Camp Hill Goods line
Saltley Jn.	Kings Heath	E.C.S. F Parcels	N	via main line or Camp Hill Goods line
DELETE the four paragraphs immediately beneath this item.				
ADD:–				
Signal SY 43 (Kings Norton)	Signal SY 47 (Bournville)	F	–	Motor car trains requiring to be turned via Bournville frame and Lifford Curve for departure on up Camp Hill line.
DELETE:–				
Kings Norton Station Jn.	Bournville St.	F	–	Motor car trains being turned via Lifford triangle.
Bournville Station	Kings Norton Station Jn.	F	–	Motor car trains being turned via Lifford triangle.
Bournville Station	Lifford Station Jn.	F	–	Motor car trains being turned via Lifford triangle.
Lifford Station Jn.	Bournville Stn.	F	–	Motor car trains being turned via Lifford triangle.
Lifford Station Jn.	Kings Norton Station Jn.	F	–	Motor car trains being turned via Lifford triangle.
Kings Norton Station Jn.	Lifford Station Jn.	F	–	Motor car trains being turned via Lifford triangle.
Redditch North	Barnt Green S.L. Jn.	E.C.S. F Parcels	–	–
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES				
ADD:–				
Sherwood Colliery Siding South (Mansfield Woodhouse)	Kirkby Siding	F	N	–

TABLE K.2. LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (RULE 55)

From	To	Line	
		Down	Up
PAGE 258 – CREWE TO MANCHESTER AND BRANCHES			
DELETE:–			
Heaton Norris	Denton Jn	Slow	Slow
PAGE 259			
DORE AND TOTLEY (ER) TO ASHBURYS, GLAZEBROOK AND BRANCHES			
DELETE:–			
Arpley Jn.	Ditton Jn. No.1	Main	Main

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE K2–continued.

From	To	Line	
		Down	Up
PAGE 259–continued			
MANCHESTER VICTORIA TO EDGE HILL AND BRANCHES			
DELETE:–			
St. Helens No.3	Widness No.2	Main	Main
MANCHESTER VICTORIA TO EUXTON JN. ETC.			
DELETE:–			
Euxton No.2	Euxton No.1	–	Slow
PAGE 260 – TODMORDEN AND SKIPTON TO PRESTON AND BRANCHES			
ADD:–			
Lostock Hall Junction	Todd Lane Junction	Main	Main
Lostock Hall Engine Shed	Moss Lane Junction	Main	Main
DELETE:–			
Gannow Jn.	Rose Grove West	Slow	Slow
DERBY TO BLACKWELL (W.R.) AND BRANCHES			
AMEND:–			
* Sheet Stores Jn.	Stenson Jn.	Main	Main
DELETE:–			
Halesowen Jn.	Barnt Green M.L. Jn.	Slow	Slow
Knighton South Jn.	Burton Leicester Jn.	Main	Main
LONDON, ST. PANCRAS TO TRENT AND BRANCHES			
DELETE:–			
Wellingborough Midland Jn.	Wellingborough Jn.	Main	Main
PAGE 261			
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
DELETE:– All particulars			
AMEND:– heading **TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES**			
AMEND:–			
Trent	Trowell Jn.	Main	Main
DELETE:–			
Pye Bridge Jn.	Kirkby Station Jn.	Main	Main

TABLE M – PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS (RULE 114 (c).

Signal Box	Line	Remarks
PAGE 264		
CREWE TO EUXTON JUNCTION AND BRANCHES		
DELETE:–		
Coppull Hall Siding	Down Slow	Freight trains in clear weather only.
MANCHESTER VICTORIA TO EUXTON JUNCTION ETC.		
DELETE:–		
Kearsley Junction	Down	Freight trains.
PAGE 265		
DERBY TO BLACKWELL (W.R.) AND BRANCHES		
DELETE:–		
Barnt Green Main Line Jn.	Up Redditch	Empty DMU.
Barnt Green Single Line Jn.	Single (Up)	ECS.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE O – EXEMPTION FROM RULE 39 (a)

Signal Box	Signal at which Rule 39 (a) is exempt	Remarks
PAGE 266		
ADD:–		
Kentish Town Engine Shed Junction	Up Slow Home 1	In clear weather only.
DELETE:–		
Kentish Town Sidings	Up Slow Starting	–

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

Name of Crossing	Situated at or between	Remarks
PAGE 267		
CONONLEY (ER) TO CARLISLE AND BRANCHES		
ADD:–		
Rylestone	Skipton Station North Jn. and Swinden Spencers Siding	–

TABLE P.2 – LEVEL CROSSINGS – AUTOMATIC HALF BARRIERS

Name	Signal boxes between (Supervisory box first)
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES	
PAGE 269	
AMEND:–	
Barton Lane	Trent and Netherfield Jn.
TRENT TO CLAYCROSS (VIA DERBY) AND BRANCHES	
AMEND:–	
Sawley	Trent and Derby

TABLE P.3 – AUTOMATICALLY OPERATED MINIATURE RED/GREEN WARNING LIGHTS AT LEVEL CROSSINGS

Name of Crossing	Located between (Supervisory box first)	At		Remarks
		Miles	Chains	
PAGE 269				
ADD:–				
Back Lane Crossing	Trent (Castle Donington) and Derby (Worthington Jn.)	123	68	Lifting barriers provided. Normal position is lowered across the road-way and they are [illegible] ated [illegible] 30 [illegible] s.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE S1 – INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situation	Line connected with	Method of Control
PAGE 273			
CREWE TO MANCHESTER AND BRANCHES			
DELETE:–			
Holmes Chapel	Sandbach and Wilmslow	Down and Up	Ground frame, electrically controlled from Sandbach box.
TODMORDEN AND SKIPTON TO PRESTON AND BRANCHES			
ADD:–			
Gasworks	Todd Lane Jn. and Preston E.L. Goods Yard	Down	Motor worked points controlled from Todd Lane Jn. box.
DELETE:–			
Todd Lane Jn. Carriage Sidings	Todd Lane Jn. and Lostock Hall Jn.	Up	Ground frame electrically controlled from Todd Lane Jn. box.
PAGE 275–DERBY TO BLACKWELL (W.R.) AND BRANCHES			
ADD:–			
Canal Branch	Lifford East Jn.	Down Camp Hill	Frame electrically controlled from Saltley.
Down Sidings	Kings Norton	"Up & Down" goods	Frame electrically controlled from Kingsbury Shunting Frame.
Cofton Sidings	Between Barnt Green and Halesowen	Up goods	Frame electrically controlled from Saltley.
Cadburys Sidings	Between Bournville and Selly Oak	Up	Frame electrically controlled from Saltley.
Bournville	Bournville	Up	Frame electrically controlled from Saltley.
Barnt Green	Barnt Green	Down Redditch	Frame electrically controlled from Saltley.
Dunlop Sidings	Between Washwood Heath Jn. and Castle Bromwich	Up goods	Frame electrically controlled from Saltley.
Up Siding	Washwood Heath	Up goods	Frame electrically controlled from Saltley.
Camp Hill No.1	Between St. Andrews Jn. and Lifford East Jn.	Up	Frame electrically controlled from Saltley.
Camp Hill No.2	Between St. Andrews Jn. and Lifford East Jn.	Down	Frame electrically controlled from Saltley.
DELETE:–			
Marshalling Sidings, Kings Norton	Kings Norton and Halesowen Jn.	Down goods	Ground frame electrically controlled from Kings Norton Station Junction.
Stockingford No.2	Between Nuneaton Abbey Jn. and Whiteacre Jn.	Up	Frame electrically controlled from Saltley.
Stockingford No.1	Between Nuneaton Abbey Jn. and Whiteacre		Frame electrically controlled from Saltley.
LONDON ST. PANCRAS TO TRENT AND BRANCHES			
PAGE 276			
ADD:–			
Kegworth No.1 Kegworth No.2	Loughborough and Trent	Down Main	Ground frames electrically controlled from Trent.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE S1—continued.

Name of Siding	Situation	Line connected with	Method of Control
PAGE 276—continued.			
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES ADD:—			
Trent Yard	Trent	Down goods loop	Ground frame electrically controlled from Trent.
Beeston No.1 Up Siding	Beeston	Down Main	Ground frames electrically controlled from Trent.
Beeston No.2 Down Sidings		Down goods	
Beeston No.3 HCC Depot		"Down and Up" through siding	
Clifton Colliery		Up goods	
Nottingham Goods Yard West	Nottingham	Down Slow	Shunting frame
Nottingham Goods Yard East		Down Slow	Shunting frame.
Railway & General Engineering Co.		Up goods	Ground frames electrically controlled from Trent.
Lenton Depot		Up Mansfield	
Raleigh	Radford	Up Main	
Basford Up Sidings Down Sidings	Basford	Down and Up goods	
AMEND heading **TRENT TO TAPTON JUNCTION (ER) AND BRANCHES**			
ADD:—			
Toton East Jn. Shunting Neck West East and West Arrival	Toton	Down and Up high level goods	Shunting frame
Toton Up	Toton Old Bank Sidings	Up Goods	Ground frame. Electrically controlled from Trent box.
Stapleford & Sandiacre Arrival Old Bank Sidings Down Sidings Meadow Diesel Depot	Stapleford & Sandiacre	Down and Up goods	Shunting frame.
Stanton Gate Up	—	Up Goods	Ground frame. Electrically controlled from Trent box.
Stanton Gate Arrival Departure Down Sidings	—	Up Main Down and Up goods	Shunting frame.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE S1–continued.

Name of Siding	Situation	Line connected with	Method of Control
PAGE 276–continued.			
TRENT TO TAPTON JUNCTION (ER) AND BRANCHES–ADD–continued			
Bennerley	Bennerley	Up goods	Ground frame. Electrically controlled from Trent box.
Heanor	Heanor	Down Main	
Stoneyford	Stoneyford	Up goods	
Codnor Park Station	Codnor Park	Down goods	
Codnor Park Junction		Up goods	
Riddings	Pye Bridge	Down and Up goods	Ground frames electrically controlled from Trent.
Pye Bridge No.1		Down Main	
Pye Bridge No.2		Up Main	
Pye Bridge No.4		Down Main	
Coates Park		Down Main	
Shell	Doe Hill	"Down and Up" goods	
Clay Cross No.2	Clay Cross	Down Derby goods	
Clay Cross No.4		Up goods	
Avenue Sidings	Avenue	Down and up goods	Shunting frame
DELETE:–			
Centre Stop, Alfreton	Alfreton and Blackwell South Junction	Down goods	Ground frame controlled by bolt from Alfreton Station.
Doe Hill Goods Yard	Morton Sidings and Westhouses Station	Up goods	Ground frame electrically controlled from Morton Sidings

TABLE S2–TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN REAR

Siding from	To	Remarks
PAGE 277		
LONDON ST. PANCRAS TO TRENT AND BRANCHES		
DELETE:–		
Laportes Siding	Luton West	–
AMEND line heading		
TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES		
AMEND:–		
Kaldo Plant Sidings	Stanton Gate	Freight trains (For propelling on outward journey see Table F1).

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

TABLE S3—SIDINGS CONNECTED WITH RUNNING LINES WHICH ARE WORKED UNDER SPECIAL ARRANGEMENTS AND FROM WHICH TRAINS MAY RETURN IN THE WRONG DIRECTION WITHOUT A WRONG LINE ORDER FORM TO THE SIGNAL BOX IN REAR

Siding	Position	Remarks

PAGE 278—DELETE: DERBY TO BLACKWELL (W.R.) AND BRANCHES—all particulars

TABLE T2—LINESIDE HOT AXLE BOX DETECTORS

Situation of Detector	Line	Signal box to which warning sent
PAGE 279		
ADD:—		
LONDON ST. PANCRAS TO TRENT AND BRANCHES		
Between Barrow-on-Soar and Loughborough	Down main Down goods	Loughborough
AMEND:— heading **TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES**		
ADD:—		
Between Signal TT132 and TT135	Up goods	Trent
Between Signal TT133 and TT136	Up main	Trent
DELETE:—		
Between Bennerley Junction and Ilkeston South Junction at 127m. 568 yards.	Up goods	Bennerley Junction

TABLE U2—PLACES AT WHICH SPRAGS ARE LOCATED

Place	Line	Remarks
PAGE 280		
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES		
AMEND:—		
Nottingham	Goods Yard West S.F.	
AMEND:—line heading		
TRENT TO TAPTON JUNCTION (ER) AND BRANCHES		
DELETE:—		
Toton Junction	Near Down Goods Line Home Signal	—
Morton Sidings	Signal Box	

TABLE V1—WITHDRAWAL OF GUARDS OF TERMINATING FREIGHT TRAINS

Place	Line	Remarks
PAGE 281		
DELETE:—		
Heaton Norris	Up Slow between Reddish South and Ash Bridge	—

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE V1–continued.

Place	Line	Remarks
PAGE 282		
DELETE:–		
Washwood Heath	Nos.1,2 and 3 down reception between Washwood Heath Jn.and Washwood Heath Sidings Nos3 and 2 boxes.	
AMEND:–		
Blackwell Sidings	Down South Curve Goods between Blackwell South Junction and Blackwell East Junction	Also applies during fog or falling snow.

TABLE V2–USE OF GUARD'S TELEPHONE–RULE 147

Signal box	Line
PAGE 283	
MANCHESTER VICTORIA TO HEBDEN BRIDGE (E.R.) AND BRANCHES	
DELETE:–all particulars	
DERBY TO BLACKWELL (W.R.) AND BRANCHES	
ADD:–	
Burton–Wetmore Sidings Shunting Frame	Nos.1 and 2 West Yard Reception
ST. PANCRAS TO TRENT AND BRANCHES	
DELETE:–	
Clay Crossing South Jn.	2nd Down Goods

TABLE Y – LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
PAGE 286–DERBY TO BLACKWELL (W.R.) AND BRANCHES			
DELETE:–all particulars and **SUBSTITUTE:–**			
Derby	Birmingham New St.	Down Main/ Down Derby	Commencing at signal DY388.
		Up Derby/ Up Main	Terminating at signal DY433.
Inductors are not provided for Birmingham New Street Station platform and platform starting signals.			
Sheet Stores Jn.	Stenson Jn.	Down	
Stenson Jn.	Sheet Stores Jn.	Up	
Birmingham New St.	Barnt Green	Down Gloucester/ Down Main	–
		Up Main/ Up Gloucester	–
Inductors are not provided for Birmingham New Street Station platform and platform starting signals.			
Landor Street Jn.	Kings Norton Jn.	Down Main/ Down Camp Hill	–
		Up Main/ Up Camp Hill	–

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE Y–continued.

From	To	Line	Remarks
PAGE 287–LONDON ST. PANCRAS TO TRENT AND BRANCHES			
ADD:–			
Loughborough	Trent	Down Main	Commencing at Loughborough distant signal.
Trent	Loughborough	Up Main	Terminating at Loughborough starting signal.
TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES			
Meadow Lane Crossing	Trent	Up Slow	Between signals T.T. 359 and T.T. 229.
Trent	Nottingham	Down Main	Terminating at signal TT.287 (Down Fast) and at TT.288 (Down Slow)
Nottingham	Netherfield Jn.	Down Main	Commencing at signal TT.249. Terminating at signal TT.245.
Netherfield Jn.	Nottingham	Up Main	Commencing at signal TT.244 Terminating at signal TT.252.
Nottingham	Trent	Up Main	Commencing at signal TT.29.
Mansfield	Trowell Jn.	Down Main	–
Trowell Jn.	Mansfield Jn.	Up Main	–
DELETE:–			
Trent	Attenborough	Down Main	–
Attenborough	Trent	Up Main	–
AMEND line heading **TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES**			
ADD:–			
Trent	Long Easton Town Crossing	Down Erewash	Terminating at Long Eaton Town Crossing home 1 signal.
Long Eaton Town Crossing	Trent	Up Erewash	Commencing at signal T.T. 222.
Trent	Tapton Jn.	Down Main	Terminating at Tapton Jn. home signal.
Tapton Jn.	Trent	Up Main	Commencing at signal T.T. 2.
TRENT TO CLAY CROSS (VIA DERBY) AND BRANCHES			
Trent	Derby	Down Main	Terminating at signal D.Y. 422.
Derby	Trent	Up Main	Commencing at signal D.Y. 417.
Derby	Clay Cross	Down Main	Commencing at signal D.Y. 506.
Clay Cross	Derby	Up Main	Terminating at signal D.Y. 471.
DELETE:–			
Draycott	Derby	Down Main	Commencing at signal T.T. 375. Terminating at signal D.Y. 422.
Derby	Draycott	Up Main	Commencing at signal D.Y. 417. Terminating at Draycott home signal.
Derby	Stretton	Down Main	
Stretton	Derby	Up Main	

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

TABLE Z–STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Signal box/Location	Line	Between
PAGE 292		
Saltley–ADD:–		
Kings Norton area	Down lines	Signal SY42 (down Gloucester)/Limit of Shunt board (down Camp Hill) and Signal SY34 (" up and down" goods).
	Up lines	Signal SY37 (up main) and signal SY43 (up Gloucester)/ signal SY63 (up Camp Hill)
Bromford Bridge Area	Down main	Signal SY234 and rear of signal SY485.
	Down goods	Signal SY236 and signal SY228.
	Up lines	Signal SY229 (from up sidings) and signal SY235 (up goods) and including to the rear of signal SY488 (up main).
Washwood Heath area	Down main	Signal SY216 and signal SY204
	Down goods	Signal SY218 and signal SY216
	Up main	Signal SY201 and signal SY223
	Up goods	Signal SY205/207/209 (from Lawley Street) and signal SY221
Coleshill Area	Down slow	Signal SY294 and the rear of signal SY505
	Up slow	Signal SY293 and signal SY295
TRENT		
Toton East Jn.	Up H.L. Goods	Signals T.T.207 and T.T.214
Toton	Down goods	TT.183 to in rear of Stapleford & Sandiacre set back signal 45/89
Toton	Down main	TT.182 to in rear of Stapleford & Sandiacre set back signal 56
Toton	Down high level goods	TT.181 to in rear of Stapleford & Sandiacre set back signal No.1
Toton	Up main	TT.165 to in rear of set back signal TT.172
Toton	Up goods	TT.164 to in rear of set back signal TT.199 (on up goods) or in rear of Toton East Jn. set back signals Nos.44/45/29/21 (on up high level goods)
Trent – Nottingham Station	Up Main and platforms 4 and 5	Signal TT.252 to in rear of set back signal TT.285.
	Up goods	Signal TT.262 to in rear of set back signal TT284.
	†Down Fast, Down Slow, Down Main and platforms Nos. 1, 2 and 3	From Goods Yard East frame or Limit of Shunt board to in rear of set back signal TT.258 on Down Main, signal TT.254 on Down goods or signal TT.255 on Parcel Depot connecting line.

† Propelling movements from Nottingham Gooods Yard East frame on Down Slow line are prohibited.

Propelling movements from Nottingham London Road Goods Yard (Signal TT.255) into Nottingham Station must not exceed 10 Coaching Stock vehicles.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

PAGE 295

ADD:—PAGE 76

COUPLING AND UNCOUPLING OF LOCOMOTIVES

Coupling and uncoupling of locomotives working passenger trains will normally be the duty of men in the Railmen Grades. In the case of locomotives which are double-manned, to avoid delays, the Secondman must couple/uncouple the locomotive if a man in the Railmen Grades is not immediately available.

Coupling and uncoupling locomotives working other than passenger trains will normally be the duty of men in the Railmen Grades, where provided, or Guard. In the case of locomotives which are double manned, to avoid delays, the Secondman must couple/uncouple the locomotive if a man in the Railmen Grades or Guard is not immediately available.

Coupling and uncoupling locomotives assisting in rear of trains when this is required, will normally be the duty of the Secondman on the assisting locomotive, or Guard where he is travelling at the rear of his train.

PAGE 299

RELIEF OF TRAINMEN

Station	Train	Where relief provided
ADD:—		
Saltley	Up train from the Birmingham New Street direction	Signal SY201
	Up train from the Bordesley Junction direction	Signal SY203
	Down train for the Birmingham New Street direction	Signal SY204
	Down train for the Bordesley Junction direction	Signal SY206
Derby	West to North freight	North end of platform concerned.

LOCAL INSTRUCTIONS

CREWE TO EUXTON JUNCTION AND BRANCHES

CREWE STATION

PAGE 303

Starting of Trains—Rules 141, 142 and 143

AMEND to read :—

Indicators not normally illuminated are provided at the North end of Nos. 1, 2 and 3 platforms and at the South end of Nos. 4 and 6 platforms and immediately the Guard's signal to start has been given the Person in charge of the platform must press the plunger which will cause the indicator to display 'R' indicating to the Driver that the Guard's signal has been given.

Indicators not normally illuminated are provided as follows :—

Adjacent to North Jn. No.2 down through home signal,

Adjacent to South Jn. up through home signal.

These are operated by plungers respectively located :—

On the S & T track cupboard on the south side of centre overbridge (No.78B) between No.2 platform and No. 2 down through line,

1000 feet in rear of South Jn. up through home signal between No. 5 platform and the up through line.

Before proceeding to the platform, Guards of trains, other than Freightliner trains, who have been relieved, must after coming to a proper understanding with the relief Guard press the appropriate plunger, which will cause the indicator to display 'R' indicating to the Driver that the Guard's signal has been given.

In the case of Freightliner trains, the person conducting the simple brake test must, on satisfactory completion, operate the plunger; when the 'R' is illuminated the Inspector or other Person in charge at the front of the train must give the "Train ready to start" signal to the Signalman, who will then clear the signal for the train to depart. The Driver must not proceed until he has been received a hand signal from the Guard in addition to the illuminated 'R' indication.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET – continued

PAGE 304

CREWE STATION

ADD:–

Crewe South Junction–Working of Locomotives off South Yard Sidings

Ringing keys operating indicators in Crewe South Junction Box together with a telephone to that box are provided near to the signals reading from South Yard Siding No.2 and Second men of locomotives requiring to leave the South Yard by this exit must carry out the instructions exhibited.

Crewe North Holding Sidings

ADD:–

When moving "dead" locomotives from the holding sidings to the Diesel Depot not more than two may be drawn at any one time. These must be loose coupled, travel at dead slow speed and an observer must be provided on the ground to watch for any tendency towards buffer locking.

ADD:–

No.1 down through line–When a locomotive is released from a train at Crewe North Jn. signal CN.193 by the train being drawn back towards Crewe South Jn., the Driver of the released locomotive must communicate with the Signalman at Crewe North Jn. If the locomotive is required to be set back along the No.1 down through line towards Crewe Station "A" box the Driver will be instructed to remain at the signal until the set-back indicator on signal CN.193 is illuminated. The illumination of the set-back indicator authorises the locomotive to proceed only as far as Crewe Station "A" box where further instructions will be given by the Signalman thereat.

CREWE YARD

ADD:–

South Yard Sidings–Trainmen must on arrival at the "Stop and Await Instructions" notice board at the exit from the engine departure line, obtain the instructions of the Chargeman at the Shunter's cabin. In his absence the permission of the Signalman at Crewe South Junction box must be obtained by telephone, before proceeding to the outlet signal.

PAGE 306

EDGE HILL

ADD:–

Edge Hill Locomotive Holding Sidings

Locomotives entering the Locomotive Holding Sidings must travel via Engine Shed Junction to Rathbone Road Sidings and thence via No.21 Road to the "Stop" board situated outside No.21 road adjacent to the Check office. Drivers must report to the Running Foremans office before passing this board.

Locomotives leaving the Locomotive Holding Sidings must travel via the Bank and Engine Shed Junction Box.

CREWE TO MANCHESTER AND BRANCHES

PAGE 309

LONGSIGHT

Carriage and Loco Sidings North End

DELETE first paragraph and **SUBSTITUTE:–**

The plunger adjacent to the Loco Sidings outlet signal (LR75) must be operated when a shunting movement, which does not require to pass signal LR77 is to be made along the Inwards road.

Drivers of movements requiring to leave the Loco Sidings must obtain permission to proceed to the outlet signal (LR75) from the Regulator at Manchester London Road box by means of the telephone located beneath the electric light standard 150 yards on the approach side of signal LR75.

PAGE 310

HEATON NORRIS ASHBRIDGE

DELETE:– sub heading and item

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

PAGE 311 REDDISH SOUTH

DELETE:– heading and item.

DORE & TOTLEY (E.R.) TO ASHBURYS, GLAZEBROOK AND BRANCHES

ADD:–

NEW MILLS

When the Area Manager Ardwick is advised by the Signalman at New Mills Central Junction box that there is a failure of the bells and telephone between his box and Edale box, he must come to a clear understanding with the Area Manager Buxton as to who will arrange for a pilotman.

PAGE 312 HEATON MERSEY WEST JUNCTION

DELETE:–heading and item.

CHEADLE JUNCTION

ADD:–

Enginemen requiring relief–The secondman of freight trains stopped for relief at the down main home 1 signal must immediately advise the signalman when the train is ready to depart.

Locomotives on or off Diesel Depot–Drivers of locomotives requiring to leave the depot must stop at the 'Stop' board and advise the Signalman by telephone their destination and train required to work. Locomotives must not proceed beyond the 'Stop' board until instructed to do so by the Signalman. Drivers of locomotives entering the diesel depot must stop at the 'Stop and Await Instructions' board and await the instructions of the Train Crew Inspector, unless they have been previously advised by the Signalman at Cheadle Junction box to which line on the Depot they are to proceed.

ADD:–

When the Area Manager, Altrincham is advised by the Signalmen at Cheadle Junction box that there is a failure of the bells and telephone between this box and New Mills South Junction box, he must come to a clear understanding with the Area Manager, Buxton as to who will arrange for a pilotman.

WARRINGTON BANK QUAY (LOW LEVEL)

Working over Down and Up lines between Walton Old Junction and Arpley Junction

ADD:– as last paragraph.

A green hand signal as referred to in paragraph B1(c) on Page 22 of the General Appendix will not be exhibited to drivers brought to a stand at the Up branch Starting signal for Arpley Junction box and drivers must be prepared accordingly.

DUNFORD BRIDGE (E.R.) TO MANCHESTER PICCADILLY

PAGE 313 WOODHEAD TUNNEL

ADD:–

Working of Diesel Hauled Trains

If a train comes to a stand in the tunnel every effort must be made by the Driver to control the emission of diesel fumes.

MOTTRAM YARD

ADD:–

Up freight trains for Mottram Yard will normally enter via the West End Arrival line and Engine line.

The signalman at Mottram No.1 box will inform the person in charge of Mottram Tower cabin of any trains in the Up direction for Mottram Yard. Providing the engine line is clear, the person in charge of Mottram Tower cabin will inform the shunter at the West End to instruct the signalman at Mottram No.1 box to allow the train to enter the arrival.

The train must stop at the Tower cabin, the engine detached to pick up a brake van, which must be attached to the east end of the train, and must then be run to the Reception Sidings and secured by the train crew.

If the line is not clear, the train will enter Mottram Yard via Mottram No.2 box. Drivers must draw their train forward in the direction of Dinting station clear of the crossover road at Mottram No.2 box, but must not pass on to the catch points at the north end of Dinting station. The train must then be propelled [illegible] Reception Siding and secured by the train crew. The locomotive must then be detached and pick up a brake van from the east end of the Reception Siding which must be attached to the east end of the train and the brake fully applied.

When the train is secured with brakevans on the Reception Siding, the locomotive must be released and proceed via an alternative Reception Siding, the locomotive and train being dealt with in accordance with the instruction for Down freight trains arriving in the yard.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

MANCHESTER PICCADILLY TO ALLERTON AND BRANCHES

PAGE 314

TRAFFORD PARK JUNCTION

ADD:—

During the time Trafford Park Sidings Box is closed the Down reception line between Trafford Park Junction Box and Trafford Park Sidings box may be utilised for the purpose of stabling locomotives when necessary.

During fog or falling snow Regulation 7 of the "No Block" regulations must be carried out.

EUXTON JUNCTION TO GRETNA JUNCTION (Sc. R.) AND BRANCHES

PAGE 322

FARINGTON JUNCTION

DELETE:— heading and whole item.

TODMORDEN AND SKIPTON TO PRESTON AND BRANCHES

PAGE 325

ROSE GROVE

AMEND:—reference to 'Up fast' to read 'Up Main' and all references to "Slow lines" to read 'Goods Lines'.

DERBY TO BLACKWELL (W.R.) AND BRANCHES

PAGE 333

DERBY (MIDLAND)

ADD:—

Leicester Junction — Drivers Relief

Drivers of Down trains requiring relief must bring their trains to a stand at the 'B' Relief Cabin to ensure that the train is clear of the junction.

CASTLE BROMWICH

Messrs. T.W. Ward's Private Siding—

ADD—The Guard of a departing train must advise Birmingham Control Room by telephone of train loading details.

ADD:—

KINGSBURY

Warwickshire Fuel Oil Co., Private Sidings. All movements to and from the sidings must not exceed 5 m.p.h. and they will be under the control of the Guard.

When a train for the sidings arrives at the South Ground frame, clear of the connection from the down main line, the Guard must obtain the Annetts Key from the Person in charge at Kingsbury and he must ensure that the gates to the sidings have been opened before a movement is made towards the sidings.

Before a train enters the sidings the Trainmen must ensure that:—

The brake van fire(s) have been extinguished,

All naked lights i.e. oil hand, head, tail and side lamps have been extinguished and placed in the Driver's cab or brake van, and

Matches, cigarette lighters etc. have been deposited in the receptacle provided on the boundary fence adjacent to the sidings gate.

The guard must work in conjunction with the Warwickshire Fuel Oil Co's staff and the train must be berthed with the first and last tank wagons within the marker boards lettered 'B' and 'C' but trains conveying more than 8 x 100 ton tank wagons must be berthed on two sidings.

When the berthing of a train has been completed the locomotive must, unless instructions are given to the contrary, return to Kingsbury Shunting Frame. The South ground frame must be closed and the Annetts key returned.

Brake van fire(s). oil hand, head, tail and side lamps must not be replaced or relit until the train has drawn clear of the discharge sidings.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

PAGE 334

WASHWOOD HEATH

West End Sidings–

AMEND:–

Drivers of locomotives to work trains from West End Sidings must come to a stand at the ground signal situated near overbridge No.146 and advise the Signalman at Washwood Heath Sidings No.2 shunting frame what train they are to work, using the telephone on the abutment of the bridge.

B.M.C. (Wolseley Works) Sidings–AMEND reference in first paragraph to Washwood Heath Junction to read Washwood Heath Sidings No.3 shunting frame.

AMEND final paragraph–

On completion of work in the sidings the points controlling the entrance to the sidings must be locked for movements to and from the arrival roads and the key returned to Washwood Heath No.3 shunting frame.

ADD:–

Arrival Roads 1 and 2.Not more than 45 freight vehicles without brake van may be propelled in either direction over these lines.

Washwood Heath Sidings No.2 Shunting Frame. For the purposes of Rules 149 and 153 the down through siding and the portion of the "Up and down" through siding under the control of this shunting frame may be regarded as within the "Station Limits" of this shunting frame.

Washwood Heath Sidings No.1 Shunting Frame For the purposes of Rules 149 and 153 the "Up and Down" Lawley Street through siding may be regarded as within the "Station Limits" of this shunting frame.

ADD:–

LAWLEY STREET

Freightliner Train Terminal. Each of the six sidings in the terminal will accommodate 15 freightliner vehicles and all trains will be propelled into the Terminal.

The clearing of the signal for a train to enter the Terminal will indicate that the hand points are set for the siding on which the train is to be berthed, the siding is clear throughout and the provisions of Rule 112 have been carried out by the Terminal Overseer.

DELETE:–DUDDINGSTON ROAD JUNCTION–All particulars

CASTLE DONNINGTON

DELETE:– existing instructions and **SUBSTITUTE:–**

A white light is provided on the "Stop and Await Instructions" boards applicable from the following lines:–

C.E.G.B. Arrival	Engine run round
C.E.G.B. Departure	Arrival Line
	Departure Line

Drivers of trains must not proceed over Back Lane Crossing unless the white light is displayed on the board concerned.

SHUSTOKE

Daw Mill Colliery Sidings–AMEND to read:–

Trainmen must obtain permission, by telephone, to pass the double-sided Stop board at the lead to the Colliery Sidings, from the Colliery Sidings Weighbridge Office when entering the sidings and from the Signalman at Saltley box when leaving. The Guard of a departing train must advise Birmingham Control Room, by telephone, of train loading details.

COLESHILL–West Midland Gas Board

ADD:–

The guard of a departing train must advise the Birmingham Control Room of train loading details, by telephone.

LONDON ST. PANCRAS TO TRENT AND BRANCHES

PAGE 341

BRENT JUNCTION

ADD:– Working into Brent Empty Wagon Sidings from Down Goods Line or South Sidings.

The clearing of the signal worked from Brent Junction No.2 box for a train to set back from the down goods line or South sidings into Brent Empty Wagon sidings indicates that the line is clear into the sidings. After the Driver receives the Guard's hand signal to set back, no further hand signals will be received until the train is under the control of the Empty Wagons sidings staff. Drivers must keep a sharp look-out for emergency signals at all times.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

PAGE 344 TRENT TO NEWARK CASTLE (E.R.) AND BRANCHES

ADD:—

TRENT

Trent Yard frame – A train must not proceed in the wrong direction from Trent Yard frame to signal TT221 on the down goods loop until the permission of the signalman at TRENT box has been obtained by telephone. He must be advised the description and destination of the train or whether a shunting movement.

BEESTON

ADD:— **"Up and down" through siding**—Vehicles must not be stabled on this line.

LENTON SOUTH JUNCTION

ADD:—

Clifton Colliery Ground Frame—

A propelling movement must not be made from the sidings to the up goods line until the permission of the Signalman at Trent box has been obtained by telephone. A propelled train must not exceed 50SLU.

A train must not proceed in the wrong direction from Clifton Colliery ground frame to signal TT.327 on the up goods line until the permission of the Signalman at Trent box has been obtained, by telephone. He must be advised the description and destination of the train.

NOTTINGHAM (MIDLAND)—

DELETE:—existing instruction and **SUBSTITUTE:**—

Trains having come to a stand on any portion of the platforms must not again be moved until proper warning has been given to passengers who may be getting in or out or near the train.

Drivers of trains and shunting movements other than freight trains having come to a stand at any portion of the platforms must receive authority from the person in charge of the platform before again moving.

Nottingham Carriage & Holding Sidings—Drivers of movements from these sidings on to the up main line must in addition to having a proceed aspect at signal TT.257 or TT.261, have received verbal authority from the person in charge of the sidings before proceeding.

ROLLESTON JUNCTION

AMEND—Working of Mill Crossing (Lincoln side) and Station Crossing (Nottingham side of platforms) on race days.

From 11 00 until 1½ hours after the last afternoon race, or 16 30 until 1½ hours after the last evening race, a man with handsignals and detonators will be provided at Staythorpe Crossing's Up starting signal and another man at Fiskerton Station Crossing's Down home signal.

A detonator will be kept on the line and, when the signal is at danger, a red hand signal exhibited or, when the signal is cleared, a yellow handsignal, held steady exhibited.

The temporary Crossing Keeper at Mill Crossing and Station Crossing will display a red handsignal during the time the crossing gates are open to road traffic. The following procedure will be adopted.

Up Line

When the Mill Crossing gates or Station Crossing gates have been secured across the roadway, the Crossing Keeper concerned will exhibit a yellow handsignal to Drivers.

Down Line

When the Station Crossing gates have been secured across the roadway, the Crossing Keeper will exhibit a yellow handsignal to Drivers. When the Mill Crossing gates have been secured across the roadway, the Crossing Keeper will exhibit a green handsignal to Drivers.

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AMEND line heading **TRENT TO TAPTON JUNCTION (E.R.) AND BRANCHES**

TOTON EAST JUNCTION

Working of trains without a brake van in rear

AMEND:—reference to signalman to read "Person in charge"

ADD:—

TOTON

Trains between the down and up yards must not exceed 40 SLU.

ALTERATIONS TO "INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES" BOOKLET—continued

PAGE 348

LANGLEY MILL

HEANOR JUNCTION SIDINGS

AMEND:— Trains departing from Heanor Sidings for the up Main Line must obtain a hand signal from the ground frame operator before passing the ground frame.

ADD:—

LANGLEY MILL SIDINGS – A Shunter is normally on duty from 06 00 to 22 00 hours Monday to Friday and from 06 00 to 14 00 hours Saturday.

During the period the Shunter is not on duty, Guards of trains requiring to enter the sidings must proceed to the sidings, stop any conflicting movements and advise the Signalman at Trent box, by telephone, when this has been done.

STANTON GATE

DELETE:— heading and item

PYE BRIDGE

DELETE:— **Riddings Colliery Sidings** Sub heading and item

ADD:—

Riddings Ground Frame

Before making a movement into the sidings the person in charge must advise the N.C.B. Weighbridge office, by telephone and ensure that no conflicting movement is being made by the Colliery Locomotive.

AVENUE SIDINGS

AMEND:—

A telephone is provided outside No. 1 up Arrival line, 265 yards from the shunting frame, and the Guard of a train, or Secondman of a light locomotive, must inform the Person in charge of the frame immediately the train has arrived on either No. 1, 2 or 3 arrival line clear of the connections with the Exchange Sidings line, complete with tail lamp.

Vari-Type Unit No. 239