



EASTERN REGION
(NORTHERN AREA)

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 2 JUNE 1973, UNTIL FURTHER NOTICE

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

**THIS SUPPLEMENTARY OPERATING INSTRUCTIONS
BOOKLET SUPERSEDES THE SUPPLEMENTARY
OPERATING INSTRUCTIONS BOOKLET DATED
1 OCTOBER 1972 AND INCLUDES MOST OF THE
INFORMATION CONTAINED IN THE FOUR WEEKLY
BOOKLETS UP TO AND INCLUDING NO ND18
DATED 5 MAY 1973**

MISCELLANEOUS NOTICES

SPECIAL NOTICE TO ALL SIGNALMEN AND TRAINMEN

When it becomes necessary for a fixed signal to be passed at danger the clear and explicit message normally given by the signal is lost and the safeguards built in to the lowering of the signal are reduced.

It is important that every Signaller and Trainman should:—

1. Observe the code of instructions set out in the General Appendix when using the telephone between a signal and the signal box so that the Signaller and Trainman reach a clear understanding as to the identity of the train and exactly where it is standing.
2. Understand the circumstances and conditions in which authority is given for a fixed signal to be passed at danger.

Nothing should be assumed and nothing should be taken for granted.

LOCOMOTIVE DRIVERS – USE OF TRAIN CARDS : EXPRESS PASSENGER TRAINS

TrainCards showing running times, temporary speed restrictions and stations at which attaching or detaching takes place are issued to each Driver working selected East Coast Main line, Liverpool Street—King's Lynn/Norwich express passenger trains on each day except Sundays.

The issue of train cards is intended to assist Drivers in the discharge of their duties but it will remain the Driver's responsibility to acquaint himself with temporary speed restrictions as shown in the published notices and notice cases at Depots or Signing On Points, also amended point-to-point timings as shown in special train notices, etc.

As train cards must remain on the locomotive/locomotives until arrival at destination (Newcastle in the case of Anglo-Scottish services) the necessary information at the top of the card must be completed so that a relieving Driver will be acquainted with all information relative to the train, viz. Maximum Speed, Number of Vehicles, Tonnage, Type of Brake, Type of Heating, and if the train is air-conditioned.

It will be the Driver's responsibility to complete the card after the Guard of the train has advised the Driver of the details in accordance with Appendix Instructions.

The Station/Area Manager at King's Cross, Liverpool Street, Leeds, Bradford, Harrogate, York, Darlington, Newcastle, Cleethorpes, Lincoln. King's Lynn and Norwich will be responsible for issuing the train cards.

When the destination of the train (Newcastle in the case of Anglo-Scottish services) is reached, the Driver then in charge should dispose of the card.

Should the train card not be available at the commencement of the journey Drivers **MUST NOT** delay the departure of the train because of its absence.

INSTRUCTIONS TO TRAINMEN HANDING OVER OF TRAINS TO RELIEF

When a Driver or Guard is relieved he must advise his relief of all matters applicable to the safe and proper working of the train concerned.

FREIGHT TRAIN RUNNING TIMES

Point to point running times no longer appears in the Freight Working Timetables. Staff requiring this information must retain extracts from the May 1970 books.

MISCELLANEOUS NOTICES—continued**GUARDS OF FULLY FITTED FREIGHT, PARCELS AND EMPTY COACHING STOCK TRAINS
RIDING ON LOCOMOTIVES****The Rule Book, Section H, Clause 4.4**

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) 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.

90—100 TON G.L.W. TANK WAGONS

A white painted 'G' not less than 2ins high is to be marked on 90/100 ton G.L.W. Tank Wagons as a technical indication. It is not significant in respect of operating requirements.

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.

100 TON BOGIE RAIL TANKS : WHEEL DAMAGE

There has been a recent sharp rise in the number of these vehicles being stopped for wheel flats caused by running with the wheel-operated hand brakes not fully released. These brakes are released by turning the hand wheels anti-clockwise and it is essential that, before starting Guards ensure they are fully turned and check that brake blocks are clear of the wheels. or pads clear of the discs.

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 the Rule Book, Section M, Clause 3 unless that 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 Rule Book, Section M, Clause 3 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 Book, Section M, Clause 3.

- (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 Rule Book, Section M, Clause 3. 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 — Rule Book, Section M, Clause 3.

MISCELLANEOUS NOTICES – continued**TRANSIT OF HYDROCYANIC ACID TANKS – continued.**

3. After the protectional arrangements have been carried out the Guard and Secondman/Driver must advise the Signaller 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) Loaded 80/90/100 – ton wagons must be moved in train loads only.
Loaded 90/100 – ton wagons must only work under authority of Form BR.29973/3, showing the route to be followed, and any restrictions applicable.
Loaded 80 – ton wagons may work without authority of Form BR.29973/3 provided they are within the R.A. Category of the route over which they are required to travel, and the route is free of restrictions. Where the R.A. Category of the route is lower than that shown as applicable on the Wagon Panel, Form BR.29973/3 must be issued in every case.
- (b) Loaded 40/45 – ton tanks in full train loads, may run without any special form of authority, provided they are within the R.A. Category of the route over which they are required to travel, and the route is free of restrictions. Where the R.A. Category of the route is lower than that shown as applicable on the Wagon Panel, Form BR.29973/3 must be issued in every case.
- (c) Loaded 40/45 – ton tanks in small lots may run without any special form of authority, provided they are within the R.A. Category of the route concerned, and the route is free of restrictions. Where the R.A. Category of the route is lower than that shown as applicable on the Wagon Panel, Form B.R.29973/3 must be issued in every case.
- (d) Loaded 80/90/100 – ton wagons may be inter-mixed, or mixed with 40/45 – ton wagons. Any such movement must be in train loads only and the Air Brake must be operative throughout. Authority of Form B.R.29973/3 is not required when the vehicles are within the R.A. Category of the route over which they are required to travel, and the route is free of restrictions. While the R.A. Category of the route is lower than that shown as applicable on the Wagon Panels, Form B.R.29973/3 must be issued in every case.

MS12.86/3/1

**BRITISH OXYGEN CO. LTD. MOVEMENT OF 100-TON G.L.W.
BOGIE TANKS LOADED WITH CRYOGENIC GASES**

When the above tanks are conveyed, in addition to the instructions contained in Section F.3 (Pink Pages) of B.R.30054/3 "Working Manual for Rail Staff" the following **MUST APPLY** and in **ALL CASES**, when advising the British Oxygen Company, the precise location of the incident, together with the point of access to the Railway nearest to the incident **MUST** be given.

1. These vehicles are subject to a speed restriction of 60m.p.h.
2. These vehicles must not be loose shunted, or allowed to pass over marshalling yard humps.
3. The following notice is displayed on each vehicle:–
Important – If this vehicle is involved in any accident,
immediately:–
 - (a) Eliminate all naked lights.
 - (b) Telephone Fire Service.
 - (c) Telephone B.O.C. at Widnes: 051–424–7341 (reverse charges) ask for Distribution Foreman and say "Rail-car Emergency".

Do not touch any valves or equipment until expert advice is available.

4. With reference to 3 (c) above, this should be done through H.Q. Control, York – telephone 0904–53022, extension 2433.

5. LEAKAGE

The pressure relief valve is set at 45p.s.i., and under normal circumstances of travel should prevent escape of vapour. If, however, there is any evidence of leakage, which would appear as a cloud of vapour, from the valve chest, situated at mid-span underneath the tank barrel, – or from elsewhere from the tank, then the wagon should be taken out of service immediately, and B.O.C. advised through the Control as in 3 (c) and 4 above.

MISCELLANEOUS NOTICES – continued

BRITISH OXYGEN CO. LTD. MOVEMENT OF 100-TON G.L.W. BOGIE TANKS LOADED WITH CRYOGENIC GASES – continued

6. WAGON DERAILMENT

(a) **Wagon remaining upright with no leakage.**

In this event, advice to B.O.C. must be made through H.Q. Control. Thereby the laid down accident procedure would follow. In this event, there would be no need to wait arrival of B.O.C. representatives before simply jacking the vehicle up in order to rerail the wagon. Inform the local authority Fire Service to be in attendance during this operation.

(b) **Wagon Derailed on its side with no leakage of product.**

Advise B.O.C. through H.Q. Control and follow accident procedure as painted on the tank wagon. In this event, it is considered unwise to commence lifting and re-railment operations until the B.O.C. representatives have arrived on the scene and inspected the vehicle. Inform the local authority Fire Service to be in attendance.

(c) **Wagon Derailed on its side with contents leaking.**

This is a major accident. Take all possible action to prevent injury to persons;

(a) Keep **everyone** on the windward side.

(b) Prohibit smoking and the use of naked lights.

(c) Inform the local authority Fire Service to be in attendance.

B.O.C. to be advised through H.Q. Control. Await arrival of B.O.C. representatives before any further action is taken.

7. All movements must be accompanied by Form B.R.29973/3 (advice to Train Crews).

FREIGHT TRAIN LOADS AND BRAKE POWER

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.

CARTIC "4" TWO TIER CAR TRANSPORTERS

Cases have occurred 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.

TWIN BOLSTER WAGONS

Tests have shown that there is some possibility of twin Bolster Wagons becoming derailed when trains in which they are conveyed are propelled.

Propelling movements of such trains along running lines must be kept to a minimum and all concerned must ensure that the propelling movement is carried out with extreme care.

Where a train conveying twin Bolsters is propelled into an occupied siding it must not be used to push down the wagons already in the sidings.

In addition, the following special conditions must be stringently observed:

- (1) Twin Bolster Wagons must not be used as runner wagons for over-hanging loads:
- (2) Empty twin Bolster Wagons must not be marshalled between bogie steel carrying wagons.

PERMANENT SPEED RESTRICTIONS – INDICATOR SIGNS

Referring to paragraphs 8 and 9 of the instruction in the General Appendix the additional indicator signs and the new warning indicators are being provided progressively on the lines concerned. Of necessity, however, some time will elapse before the installation of all the indicator signs/warning indicators can be completed.

All vehicles with an axle weight of 20 tons or more (That is, gross weight of vehicles divided by the number of **axles** on the vehicle) are subject to a maximum permissible speed of **40 m.p.h.** when passing over Goole Swing Bridge and over Selby Swing Bridge.

MAXIMUM SPEED OF COACHING STOCK

Certain locomotive-hauled coaching vehicles have been marked "100m.p.h." or "100 m.p.h. SM" and guards working trains timed in excess of 90 miles an hour, which will be indicated in the W.T.T. by a 'Plus' sign (+), must if the train is not entirely formed of vehicles marked 100 m.p.h. or 100 m.p.h. SM, instruct the driver not to exceed 90 m.p.h.

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

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.

80T BRTE Bogie Tanks — Loaded light or empty—Maximum Speed 45 m.p.h. When assisted in rear in light
Nos 20000—20079 or empty condition of load—Maximum Speed 5 m.p.h. |

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.

MISCELLANEOUS NOTICES—continued**12-TON INSULATED FISH VANS**

The maximum speed of 12-ton Insulated Fish Vans must not exceed **60** miles per hour in all conditions of loading, i.e. Heavy, Medium, Light or Empty.

Amended Wagon Panels will be provided as soon as possible to replace existing panels Nos. 60 and 61. All concerned must pay particular attention to this instruction, particularly with regard to the possible use of these vehicles in Fish or Parcels Train Working.

CONTINENTAL FERRY WAGONS

Until further notice, the speed of all **Continental Ferry Wagons** must be restricted as shown below:—

Continental Ferry Wagons marked
 SS. — 75 m.p.h. (coaching trains)
 SS. — 60 m.p.h. (freight trains)
 S. — 45 m.p.h.
 unmarked — 45 m.p.h.

25½ TON SAND/IRONSTONE HOPPERS (loaded or empty) with a wheelbase of 10 feet or less are limited to a maximum speed of **35 m.p.h.**

12-TON PALVANS

The maximum speed of 12-Ton Ventilator Goods Vans lettered 'PALVAN', numbered B782274 to B782523 inclusive must not exceed **45 m.p.h.** in all conditions of loading, i.e. Heavy, Medium, Light or Empty. Amended Wagon panels will be provided as soon as possible to replace existing panels. MO.13.452K

VEHICLES WITH HYDRAULIC BUFFERS

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

PRIVATELY-OWNED BULK GRAIN VANS

Brake Sticks must not be used with the above type of vehicle as the design is such that it is not possible to obtain a safe and secure hold for a brake stick.

MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED

The authorised load for M.G.R. services to the Base Load power stations is 30 wagons per train and in order to keep working costs to a minimum all efforts must be made to maintain wagon sets at the maximum figure. In view of this the following additions apply to the Appendix Instructions at:—

Cottam
 Drax
 Eggborough
 Ferrybridge
 High Marnham
 Thorpe Marsh
 West Burton

If a defective wagon(s) is detached at the power station the guard must attach the relevant number of good wagons to bring his train to the maximum load authorised. If however, "green labelled" wagons are to be detached at Doncaster, Knottingley or Worksop the attaching of "make up" wagons must be done at that point.

If a loaded train on departure from the colliery conveys less than the maximum number of wagons the deficiency must be rectified after discharge at the power stations by attachment of the relevant number of wagons, or when this is not possible, in accordance with the instructions issued by the Examiner at the power station.

Exceptions

Trains on return from Didcot and Ratcliffe power stations must be made up at Shirebrook sidings en route to Shirebrook area collieries, or at Seymour Junction for Barrow Hill area collieries.

MISCELLANEOUS NOTICES – continued**MAINTENANCE OF M.G.R. WAGON SETS AT THE MAXIMUM NUMBER AUTHORISED – continued****Exceptions – continued**

Trains on return from Fiddlers Ferry power station must be made up at Barnsley Junction for Barnsley area collieries or at Wath Yard for South Yorkshire area collieries.

Trains from High Marnham to be made up at the power station.

In the case of any under-loaded train from a colliery to Thorpe Marsh, the route of which does not pass through Doncaster, these must be made up at the power station.

LOCOMOTIVE HEADLIGHTS

Certain locomotives and multiple units are being fitted with an electric headlight to improve the sighting of approaching trains by staff working on running lines and also to provide forward lighting for drivers. The headlights will in no way modify the requirements of the Rule Book, Section H, Clause 7. They will be operated experimentally and then on service trains from dusk to dawn only in the following areas:—

Class 47 Diesel Locomotives Based at Stratford and working the following selected G.E. services in the Eastern Region.

1N38	04 30	Liverpool Street	—	Norwich
1N26	12 30	Liverpool Street	—	Norwich
1N28	13 30	Liverpool Street	—	Norwich
1K28	19 30	Liverpool Street	—	Norwich
1N32	20 30	Liverpool Street	—	Norwich
1K19	08 20	Norwich	—	Liverpool Street
1K21	09 40	Norwich	—	Liverpool Street
1N21	15 40	Norwich	—	Liverpool Street
1N23	16 20	Norwich	—	Liverpool Street
1N31	23 15	Norwich	—	Liverpool Street
1K06	05 30	Norwich	—	Yarmouth
1N47	23 45	Norwich	—	Ipswich (SX)
1K17	07 03	Yarmouth	—	Norwich
7N18	01 54	Ipswich	—	Wensum (MX)

Class 124 Diesel Multiple Units Based at Hull and working on the following selected services on the Trans-Pennine route between Eastern and London Midland Regions.

1M58	09 40	Hull	—	Manchester
1E74	14 50	Manchester	—	York
1H89	17 08	York	—	Hull
1M80	19 00	Hull	—	Liverpool
1E06	09 00	Liverpool	—	Hull
1M69	13 40	Hull	—	Manchester
1P67	17 15	Manchester	—	Blackpool
1J20	07 07	Blackpool	—	Manchester
1E98	12 50	Manchester	—	York
1M75	15 15	York	—	Liverpool
1E59	18 10	Liverpool	—	Hull

To assist in assessing the effectiveness of fitting the headlights, it is essential that reports of performance are received from the undermentioned groups of staff:—

- (i) **Staff working on running lines** (C.C.E., C.S. & T.E. etc.) as regards the warning of approaching trains given by the headlight.
- (ii) **Drivers working the locomotives/multiple units fitted with the headlight** to report on "back glare", if any, experienced in the cab and general effect on sighting of signals and lineside signs, particularly temporary speed restrictions, whilst the headlights are in operation.
- (iii) **Drivers of oncoming trains** in respect of "dazzle" experienced when meeting a locomotive/multiple unit with its headlight in operation, with particular reference to signal sighting.

Questionnaires are directly available for Drivers and C.C.E. staff to specially report experience of the headlight and they are asked to complete the appropriate form and hand it on completion of duty to their Local Supervisor. Other staff are also requested to give comments on the effectiveness of the headlights when working on or about the track.

LOCOMOTIVE HEADLIGHTS -- continued

These experiments are being conducted in pursuance of improved safety on the line. Your co-operation in commenting and criticising is essential. Staff reporting is the best way to judge effectiveness of the headlight.

It must be emphasized that staff should not rely on any particular train, in the areas mentioned previously, being hauled by a locomotive or power car with a headlight in operation.

ARRANGEMENTS FOR THE USE OF BATTERY ELECTRIC TAIL LAMPS**1. DESCRIPTION**

Except where specially authorised by the General Manager, Battery Electric Tail Lamps will be used on all Inflammable Liquid and Non Toxic Gas trains (paragraph 2E below), all Freightliner Ltd. trains (paragraph 2F below) and on selected Express Passenger trains (paragraph 2G below).

(a) Lamps

Battery operated Electric Tail Lamps measure 12"x10"x9" and have two red lenses mounted vertically. A sealed beam unit is located behind each lens and only one lens is illuminated at a time, the other being a standby.

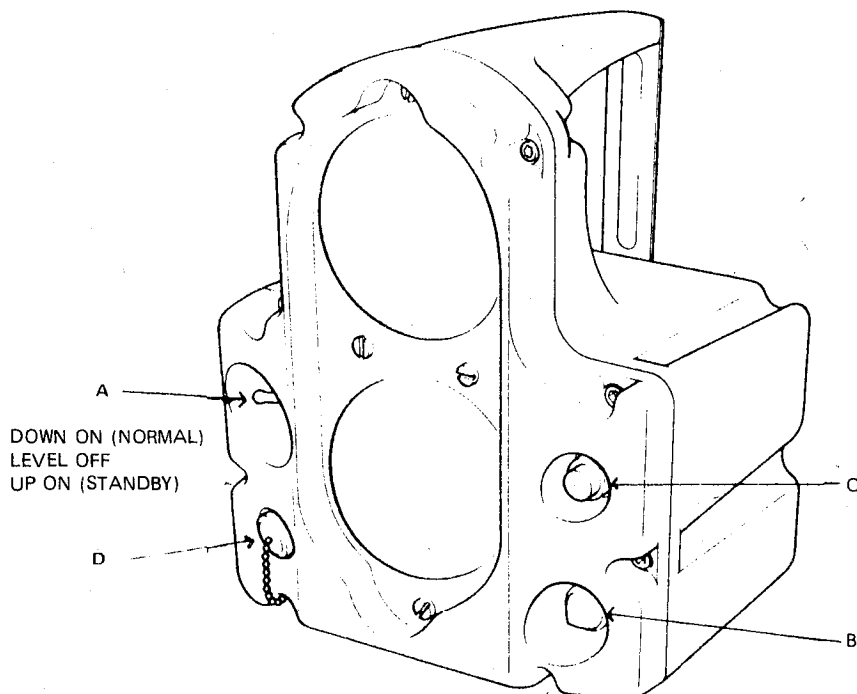


Fig. 1 Bardic Battery Electric Tail Lamp

The lamp is switched on by a 3 position switch (A) Fig.1. Should the lamp in one lens fail the the standby is brought into use by operating the switch to the other (upper) position.

A "Charge in hand" press button (B) is also provided on the lamp casing. To operate this the lamp must be switched on and the button depressed for 5 seconds. If the indicator light (C) shows steady there is more than 10 hours life in the battery. If the indicator light extinguishes during the 5 seconds, the lamp requires charging. A fully charged lamp operates for 40 hours.

The lamps will be used in the same way as oil lamps and switched on only at those times when the oil lamp would have been lit.

MISCELLANEOUS NOTICES – continued**ARRANGEMENTS FOR THE USE OF BATTERY ELECTRIC TAIL LAMPS – continued****1. DESCRIPTION – continued****(b) Chargers**

Recharge of the tail lamp is carried out at a depot by means of a special charger designed to charge one lamp at a time.

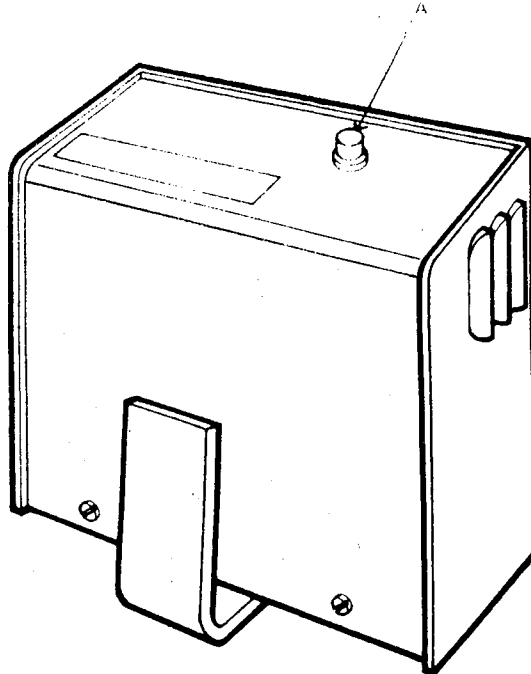


Fig. 2 Bardic Battery Electric Tail Lamp Charger

During the charging the lamp is supported on a bracket integral with the charger unit, electrical connection being by means of a wander lead which connects to a socket (with weatherproof blanking cap) on the lamp front (see Fig. 1, D). Automatic charge control is effected which also provides an indication (by slow flashing of the pilot light, Fig. 2, A) when the battery is fully charged.

2. LAMP OPERATION**(A) Method of Numbering**

Each lamp will bear a serial number impressed upon the back plate. This number together with the name of the "HOME" station to which the lamp is allocated will also be stencilled on the side of the lamp casing.

(B) Testing Prior to Use/or Charging**(i) Lens Test**

Prior to commencement of journey, and before placing on charge staff concerned must ensure that both lenses of the lamp are operational by testing with the switch provided. If EITHER lens is unserviceable the lamp must not be used and it must be held for repairs. (See clause (C)).

(ii) Charge Test

A test facility is provided on each lamp (see general description (a)) – and no lamp must be used if the "Charge in hand" indicator reveals that less than ten hours life remains in the batteries. The Lamp must be either put on charge locally, or if no charging facilities are available the lamp must be returned to its HOME depot, as a "Value" parcel.

(C) Lamp Failure

(i) If lamp is found faulty at commencement of journey it must be replaced. The failed unit must be referred to the local M. & E.E. staff for attention and repair.

MISCELLANEOUS NOTICES – continued**ARRANGEMENTS FOR THE USE OF BATTERY ELECTRIC TAIL LAMPS – continued****2. LAMP OPERATION— continued****(C) Lamp Failure – continued**

- (ii) If a lens is found faulty during course of journey, the alternative lens must be brought into operation by reversing the switch; the lamp must be handed in for repairs at termination of journey.

In the case of total failure, an oil tail lamp/Bardic handlamp may be used on vehicles other than those designed specifically for the conveyance of low flash point—highly inflammable products i.e. below 73° F (23° C).

In the case of total lamp failure on a train which has a tank vehicle designed for low flash point products marshalled at the rear, the most suitable alternative steps must be taken to provide for prompt forward movement with a conventional lamp; e.g. by provision at the first available point of a suitably braked wagon to carry an oil tail lamp, or by declassification and use of a brake van with a suitable vehicle to ensure 30 ft. space between the tail lamp and last tank vehicle. (See clause E (ii)).

Totally failed lamps must be conveyed to the destination of the train and handed in for repair. Where no repair facilities are available the lamp must be returned to the "HOME" depot for attention.

(D) Control of Lamps

Strict supervision of the use of electric tail lamps is essential, to enable a HOME depot to ascertain quickly when a lamp is "out of course". Each Depot must keep a record of each occasion when a lamp enters or leaves the depot and the trains on which they are used.

(E) Use of Lamps on Inflammable Liquid and Non-Toxic Gas Trains

- (i) Lamp brackets on tank vehicles designed for the conveyance of low flash point—highly inflammable products will receive an electric tail lamp only, whereas tanks designed for high flash point inflammable products will take an oil lamp, an electric tail lamp or a Bardic hand lamp.
- (ii) Where lamp brackets are not fitted or no electric tail lamp is available, trains conveying either highly inflammable liquids or non-toxic gases must have a suitable wagon marshalled on the train to ensure a 30 ft. space between the tail lamp and the rearmost tank car.
- (iii) Fully charged electric tail lamps must be provided at the start of each loaded journey. This lamp should also be used for the movement of the empty tanks from the discharge point to the original loading terminal. If the tanks are ordered to another terminal the same lamp may be used and must then be returned to the Home depot, by direct train or as a "Value Parcel."
- (iv) Battery Electric tail lamps must not be allowed to enter terminals which deal with highly inflammable liquid or non-toxic gases. Local instructions will provide for security of lamps removed from tanks outside these terminals.
- (v) Where empty tanks do not return as a block load or where more than one set of tanks are coupled for return, the lamp which is not required must be returned with the guard or as expeditiously as possible to the "HOME" depot, by direct trains or as a "Value Parcel." Subject to the foregoing an oil tail lamp (with tail lamp carrying vehicle when necessary) may be used on services specially authorised by the General Manager.
- (vi) Portable tail lamp brackets must not be used.

(F) Use on Freightliners Ltd. Services

- (i) A fully charged Battery Electric tail lamp will be attached to each departing service unless special exemption has been given by the General Manager.
The lamp provided should belong to either the "HOME" or destination terminal.
- (ii) When a terminal receives a lamp belonging to another terminal it must be placed on charge, where such facilities are available, and returned on the designated service to the "HOME" depot stencilled on the lamp.
- (iii) Unbalanced working or split services will be covered by issue of local instructions.
- (iv) Details will be circulated as often as necessary indicating which depot's lamp should be used on each service.
- (v) If a lamp is on hand at a terminal for which there is no return working, arrangements must be made to return it to its "HOME" depot by the most expeditious means.

MISCELLANEOUS NOTICES – continued**ARRANGEMENTS FOR THE USE OF BATTERY ELECTRIC TAIL LAMPS – continued****2. LAMP OPERATION – continued****(G) Use of lamps on Selected Passenger Services**

Battery Electric tail lamps will be used on selected passenger services specified by the General Manager and these lamps should not be used on any other service unless specially authorised. The use and control of these lamps will be in accordance with the instructions issued by the General Manager.

These lamps must always be placed on the lower bracket on passenger stock.

3. BATTERY CHARGER**(A) Installation**

The Battery Chargers will be installed by, and remain the responsibility of, the Regional Chief Mechanical and Electrical Engineer.

(B) Operation

Each charger is capable of accommodating one electric tail lamp. The lamp must be placed on the bracket on the face of the Battery Charger and connected to it by the special plug.

A steady red indication light will denote that charging is taking place. This indication will change to a "flashing" red light to denote that charging is completed, when the lamp should be removed from the charger.

(C) Failure

If charger fails to operate, this must be reported immediately to the local M & E.E. staff whose telephone number is prominently displayed beside the chargers, and he will take prompt action to replace or repair.

USE OF ELECTRIC TAIL LAMPS ON DIESEL LOCOMOTIVES

In accordance with the glossary in The Rule Book, Section B, Clause 4.1, 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.

SECURITY OF DETONATORS

A member of the staff recently lost his satchel containing, amongst other things, 12 detonators and the Home Office have expressed concern at the nature of this loss and the dangers which result.

Staff whose duties require them to carry detonators are reminded of their responsibilities for safe custody of the detonators in their possession. In the event of loss the facts must be reported immediately.

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 "Bell Signals" 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.

MISCELLANEOUS NOTICES—continued**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 in the Rule Book, Section T, Part III where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signaller concerned. Before authorising a movement to the rear the Signaller must apply the instructions contained in the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

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

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

Track Circuits

Referring to the instructions contained in 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 signaller 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 signaller 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 Signaller ahead.

45-TON GROSS LADEN WEIGHT TWO-AXLE AIR-BRAKED VANS (COV AB)

Brake sticks must not be used to apply brakes on these vehicles. The brake lever is long and the lever ratio is, therefore, high to enable adequate braking without the use of a stick. MS.12/86/6/1

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 Signaller, 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.

OPERATION OF HAND BRAKES ON FREIGHTLINER WAGONS

Delay and damage to wheels and brake gear is occurring by Freightliner trains running with hand brakes on or not fully released. These are disc brakes with the 'On' and 'Off' directions indicated by arrows on the operating wheel. The number of turns required to release varies so it is essential to turn the wheel until it comes up against the stop and check that the brake blocks are free. In the majority of cases, the wheels on both sides require to be turned anti-clockwise for release, but on the first 100 vehicles built this varies, so it is essential to observe the direction indicated on the wheel rim.

Guards must check the position of hand brakes particularly when locomotives are changed at intermediate points en route.

MISCELLANEOUS NOTICES – continued**FREIGHTLINERS – SECURITY OF CONTAINERS IN TRANSIT**

Some 250 Freightliner wagons (in addition to those newly built with this alteration) have been modified to provide for the spigots to be affixed at all four corners of each container – this modification is in the process of being carried out on all Freightliner wagons.

An accident occurred recently, when a Freightliner train was stopped specially and it was found that a container had been secured at one corner only, despite the fact that the wagon concerned was a modified one on which all four corners could have been secured.

It is of the utmost importance that, whenever the wagon used permits this to be done, the container should be secured and locked at all four corners. Suitable instructions are being issued to Freightliners Ltd. and Shipping & International Services Division's staff responsible for loading and securing containers.

FREIGHTLINER CONTAINER DEFECTS AND LOOSE SHEETS ON OPEN CONTAINERS

In all cases where Freightliner trains are delayed on route through container defects on loose sheets on open containers, the container number or numbers must be given by the Guard to the Signaller for transmission to the Divisional/District Control concerned.

MO11/036/E

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".

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

Drivers should note that the above Regulations are amended insofar as the 'release' position (where provided) of the Drivers automatic air-brake valve should only be used in the following circumstances:—

1. Immediately following the completion of the 'continuity' or 'complete' brake tests.
2. If dragging brakes are suspected when running.
3. If it is essential to release the brakes more rapidly than is possible using the RUNNING position especially following a series of brake applications. (This should normally only be necessary when working trains of considerable length).
4. In releasing the brakes if the previous application had been made when an overcharge pressure existed in the brake pipe.

Drivers should also note the following points:—

- (a) If a brake application is initiated when an overcharge pressure exists in the brake pipe and the 'release' position is not correctly used afterwards, brake drag and consequent damage can result on the train vehicles.
- (b) When the brake valve handle is placed in the 'release' position it must be held for not less than 1 minute to allow for complete release of all brakes in the train.

MISCELLANEOUS NOTICES—continued**HIGH VISIBILITY OVERALLS**

“From 12 March for a period of 9 months trials will be conducted in the Eastern, London Midland and Southern Regions with high visibility overalls. Complete gangs will be equipped with these garments at Darlington, Willesden and Clapham Junction and Drivers will, in due course, be asked to comment on their effectiveness compared with that of the standard High Visibility vest now in use, both in strong sunlight and in dull weather conditions”.

AIR BRAKED LOCOMOTIVE-HAULED VEHICLES—MAIN RESERVOIR PIPE ISOLATING COCKS

The attention of Drivers, Guards and other Operating staff concerned with air braked trains is drawn to the fact that some air braked vehicles have had the main reservoir pipe isolating cock temporarily placed into the closed (isolated) position and the handle removed.

The brake on these vehicles then operates as a single pipe system, although the continuity of the main reservoir pipe throughout the train is not in any way affected.

If the brake on one of these vehicles requires to be isolated in service, only the distributor isolating cock requires to be placed in the “brake isolated” position and the release cord pulled in the normal way.

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE : AIR BRAKE CONTINUITY TEST

Whenever it is necessary to open the brake pipe cock on the rear vehicle in order to carry out the brake continuity test, the hose coupling must at all times be removed from the bracket/dummy plug and held firmly before and during the time that the brake pipe cock is open. When the test has been satisfactorily completed the hose coupling must be replaced on the bracket/dummy plug.

VEHICLES EQUIPPED WITH THE AUTOMATIC AIR BRAKE

The hose coupling heads on air brake stock, when not in use, must be placed on the brackets provided for the purpose, in accordance with the General Appendix Regulations for working the Automatic Air Brake, Instructions 9.1 (d) and 12.4.

If pipes are not secured in this way they are subject to damage and, in addition, the working of the air brake system may be affected by the entry of dust and dirt. Several instances have occurred recently where these Instructions have not been carried out in respect of Merry-Go-Round wagons being loaded by conventional means, resulting in coal dust finding its way into the isolating valve.

All concerned are reminded of the importance of carrying out these Instructions at all times.

PREPARATION OF FREIGHT TRAINS

A man rostered to fully prepare a freight train must :

1. Check that the vehicles are correctly marshalled, labelled, coupled and safe to travel, with all doors closed, sheets and chains etc. secured in accordance with the Rule Book, Section H, Clause 6.3.
2. Ensure that a tail lamp, and side lights when required, are provided in accordance with the Rule Book, Section H, Clause 7.4.
3. Ensure that the train load is suitable for the class of train concerned, within the capacity of the locomotive and the required brake force is available, in accordance with Section 6 of the Working Manual for Rail Staff.
4. Complete Train Preparation Forms (B.R.20896/- and B.R.20896/138) and a Train Preparer's Load Slip (B.R.29976) and hand them to the Train Guard or, in the latter's absence to the person in charge.

A guard who is handed Form B.R.29976 fully completed and signed, is not required to carry out preparation duties for the train concerned.

M.S.12/85/7

MISCELLANEOUS NOTICES—continued**"PUBLIC ADDRESS EQUIPMENT ON TRAINS COMPOSED OF MK.IID STOCK"**

The following amendment should be made to the booklet "Public Address Equipment on Trains — Operating Instructions" published in April, 1971 and issued to train staff and others concerned in the working of MK.IID stock trains:—

Page 5, para. C — Action in Special Circumstances. Add new sub-para. 1(d):—

"In the case of accidents affecting trains equipped with this apparatus, if such is still in working order train crews should make all possible use of same to communicate with passengers — primarily to prevent passengers detraining when there is no need to do so, and subsequently to advise passengers of steps being taken to enable them to resume their journey. Train protection does, of course, take priority over the foregoing."

AVOIDANCE OF DAMAGE TO CABLES AND CABLE TROUGHS

Damage is being caused to cable routes and the cables both in concrete troughing and on posts and hangers. Cables on hangers attached to retaining walls, platform walls, bridge parapets, etc. are particularly vulnerable.

Resultant damage to cables can seriously affect the safe and efficient operation of the signalling system and telecommunications network.

Care must, therefore, be taken to avoid placing materials, particularly rails, sleepers and scrap against cables and cable troughs.

When it is necessary to move road vehicles or plant and machinery over cables and/or cable troughs these must be suitably protected so that damage is avoided.

Cable routes must also be kept clear of litter as this can cause a fire hazard.

COACHING STOCK DEFECTS — MK. IID STOCK

The experimental system of recording defects on a special "Record Card for Defects in Service", will be adopted as a permanent feature.

These cards are located in a special holder in the water cistern cupboard adjacent to the electrical control box on each Mk. IID vehicle.

Conductor Guards should enter all defects arising en route — including Public Address System equipment defects — on the appropriate card and replace same in the holder. These cards to be examined by C. & W. staff at the end of each day's run and appropriate action taken to effect repair.

This system supersedes completion of Form 29206 (Coaching Stock Defect Report) so far as Mk. IID vehicles only are concerned.

A "Registration Card for Planned Preventative Maintenance" will also be located in the same special holder as the "Record Card for defects". The Registration Card will be kept up-to-date entirely by C. & W. staff.

The doors of the cupboards housing these record cards must be properly locked at all times to avoid the cards being defaced or removed by unauthorised persons.

TRACK CIRCUIT OPERATING CLIPS

Track circuit operating clips, as described on page 3 of the General Appendix, are being progressively distributed to the locations mentioned and installed in driving cabs, brake vans and Guards compartments. The equipping of every locomotive and vehicle will necessarily take some time, during the interim period, train equipment should not be considered as incomplete if the track circuit operating clip (s) is not available.

As the equipment becomes available, it must be used in accordance with the instructions laid down in the Rule Book, Section M and Section T, Part I.

LOCOMOTIVES AND MULTIPLE UNITS — ROUTE INDICATOR BLINDS

Deltic Locomotive No.9009 has been experimentally fitted with a modified four figure route indicator at both ends.

The modification consists of an opaque black sheet attached to the existing front glass of the route indicator. There are two translucent white discs, back illuminated by the existing lamps serving the two outer digits.

The provisions of the Rule Book, Section H, para. 7.1.1. will require the route indicator box to be illuminated at all times.

MISCELLANEOUS NOTICES – continued**MAXIMUM SPEED OF FREIGHT ROLLING STOCK**

The maximum speed of the following wagons must not exceed 50 m.p.h. in all conditions i.e. heavy, medium, light or empty :—

- 12-ton pipe fitted
- 24-ton strip coil
- 22-ton timber, conflat, coil, plate-fitted only and fitted with roller bearings
- 22-ton and 24-ton plate – fitted only
- 20-ton and 22-ton tube vacuum fitted – with plain bearings and roller bearings
- 22-ton conflat – fitted with plain bearings only
- 12-ton container, flat conflat "B"
- 24-ton "D" coil
- 22-ton Ale pallet

Amended wagon panels will be provided as soon as possible to replace existing panels.

PILOTMAN'S ARMLET

Tests are being carried out with a new design of Pilotman's armlet consisting of a full length white plastic Sleevelet with the word "PILOTMAN" in white lettering on a red background.

On each occasion it is used, the armlet must be accepted as identifying the Pilotman in lieu of the red armlet or flag described in the Rules and Regulations.

Staff are requested to comment on the effectiveness of the experimental armlet to their Local Supervisor.

WAGON SHEETS – DAMAGE TO OVERHEAD LINE EQUIPMENT

Incidents of wagon sheets ballooning or becoming detached and fouling overhead line equipment are still arising. It is, therefore, of the utmost importance that strict regard be paid to instructions governing the sheeting of wagons contained in Section 2 of the Green Portion of the Working Manual BR. 30054.

On completion of loading, staff must ensure that –

1. Wagon sheets are secured by use of the maximum number of sheet ties, that the ties are in good condition and of adequate length and secured only to the points authorised in Clause A2/4.
2. Eyelets particularly of polythene/P.V.C. nylon sheets are in no way defective, the hazard being greater on sheeted vans, containers and high loaded traffic.

In addition, staff responsible for examining loads originating from Docks and Private Sidings, and Guards and other staff responsible for examining trains in Yards or en route must keep a special watch in this matter.

MARK IID AIR-CONDITIONED STOCK

Overheating is occurring in BFK vehicles due to the sliding door between the brake van portion and the passenger carrying portion being left open.

The sliding doors in question are spring loaded but are equipped with a bayonet catch which tends to hold the door in the open position. Pending removal of the catch, Guards and other train staff concerned should ensure that these sliding doors are returned to the closed position in order to maintain required standard of air-conditioning.

MISCELLANEOUS NOTICES – continued**SUPPLY OF ELECTRIC POWER TO COACHING STOCK TRAINS**

In amplification of Sectional Appendix Instructions (Northern Page 252; Southern Page 302), the following should be noted by guards of trains composed wholly or partially of MK.IID stock, including those sets which include MK.III vehicles in the formation:

1. **Journeys from carriage sidings or stabling point to station or terminus prior to going into service.**
When a locomotive which is not capable of providing electrical supply is working the E.C.S., the air-conditioning Master Control Switch in each MK.IID vehicle must be switched "OFF" ("AUXILIARIES ONLY" position in the case of MK.III vehicles) and must remain in that position until an electrical supply is provided – e.g. shore supplies or train engine for forward working as a passenger train, guard or other staff concerned then to switch "ON" the air-conditioning Master Control Switch in each vehicle ("AUXILIARIES AND AIR CONDITIONING" position in the case of MK.III vehicles).

Failure to carry out the foregoing will adversely affect the pre-conditioning of the vehicles which has been previously carried out.

2. **Failure of E.T.H. locomotive on Passenger trains en route.**

- (a) **During cold weather.** When such a failure occurs and cannot be rectified, or a fresh locomotive capable of providing an electrical supply is not available, the air-conditioning Master Control Switch in each MK.IID vehicle must be switched to the "OFF" position ("AUXILIARIES ONLY" position in the case of MK.III vehicles) in order to avoid the circulation of cold ambient air into the coaches to the discomfort of passengers.

Under these circumstances, the coach lighting should be used as economically as possible during daylight to conserve batteries.

- (b) **During warm weather.** Under the locomotive circumstances described above, the air-conditioning Master Control Switch in each MK.IID vehicle may be left in the "ON" position ("AUXILIARIES AND AIR CONDITIONING" position in the case of MK.III vehicles), to enable circulation of cool air but this arrangement **must not be applied for a longer period than 2 hours.**

REACH WAGONS

1. Clause E1/14 of the Working Manual – Section E (pink pages) refers to "suitable wagons"; to be used when placing tank wagons containing inflammable and highly inflammable liquids or non-toxic gases. Such wagons, designated "reach wagons", are now becoming available and have been allocated as shown below. With the exception of one ex-freightliner vehicle (allocated to Royston) they are 30 ft. dual-piped plate wagons.

Stencilled

Reach Wagon	TDB.931595	Warsop Stn. B.R. CY1
" "	TDB.931747	Jarrow B.R. NF1
" "	TDB.931750	Ecclesfield West B.R. MN4
" "	TDB.931917	Hunslet East B.R. OB3
" "	TDB.931937	Hunslet Lane B.R. OB3
" "	TDB.931864	Percy Main B.R. NF1
" "	TDB.932127	Gainsborough Lea Road B.R. AT1
" "	TDB.932353	Cadwell Sidings, Hitchin B.R. AL2
" "	TDB.931631	West Thurrock B.R. EL4
" "	TDB.931779	Tuxford B.R. CY2
" "	TDB.931911	Leeds O.R.T. B.R. OB3
" "	TDB.931976	Torksey B.R. AW2
" "	TDB.932308	Dewsbury B.R. OC3
" "	TDB.932386	North Walsham B.R. ED4
" "	TDB.963960	Royston Stn. B.R. AJ3

These reach wagons must NOT be allowed to leave their allocated terminals unless authorised by the Divisional Manager.

MISCELLANEOUS NOTICES—continued**REACH WAGONS – continued**

2. In addition to these terminal-based reach wagons there are others, which are air-braked and which will work permanently between certain terminals, travelling with the trains. These wagons are stencilled accordingly.
3. Where a Stop Board prevents a B.R. locomotive from placing tanks at an oil terminal, a 30ft. wagon must be at the front of the locomotive for the propelling movement. If one of the terminal-based wagons is used (listed in paragraph 1 above), it must be detached by the B.R. locomotive before the train leaves the terminal.
The battery electric tail lamp, or oil tail lamp, must be removed and taken to the appointed place before these operations commence.

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.

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.

COUPLING OF TWO AND THREE CAR DIESEL UNITS AS ALLOCATED TO THE EASTERN REGION

The coupling arrangements for vehicles bearing Blue Square symbols are as follows:—

3 x 3 Car Sets.

Not more than 3 x 3 car diesel units may be coupled together to form one train, each of the units to consist of 2 Power Cars and 1 Trailer Car.

6 x 2 Car Sets.

Not more than 6 x 2 car diesel units may be coupled together to form one train, each of the units to consist of one Power Car and 1 Driving Trailer Car.

Trains of mixed 2 and 3 car units must not exceed 6 Power Cars except, where any vehicles of Wickham manufacture are included in the formation, the number of Power Cars must not exceed 4.

Not more than 3 x 3 car diesel units of Derby Rolls Royce manufacture (orange star) may be coupled together to form a train.

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 25 m.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.

MISCELLANEOUS NOTICES—continued**EXPLOSIVES MILITARY – USE OF FIREFIGHTING CLASSIFICATION SYMBOLS**

Ministry of Defence have been given authority to attach firefighting classification symbols printed on yellow-coloured background labels measuring 1' x 1' on vehicles conveying H.M. Government explosives.

Labels will be attached by senders and detached by consignees.

Rail staff are in no way concerned with these labels. They are intended purely as visual aids to fire service personnel attending a mishap.

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.

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 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.

MISCELLANEOUS NOTICES – continued**204 H.P. OR LESS DIESEL LOCOMOTIVES – continued**

A diesel locomotive running with one vehicle only attached must for signalling purposes, be treated as a light engine. In all such cases the Signaller signalling the movement must advise the Signaller 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 the provisions of the Rule Book, Section J, Clause 3.13.2

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.

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.

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.

OBSTRUCTION OF TRAIN GANGWAYS

Catering staff attempting to provide a corridor trolley etc. service of refreshments have difficulty in passing through trains when articles of luggage obstruct gangways.

Station staff assisting passengers to join trains, and guards of trains en route, should persuade passengers to place suitcases in the guards brakevans rather than in gangways of passenger accommodation.

GANGWAY CONNECTIONS BETWEEN COACHING STOCK VEHICLES

Shunters when coupling coaching stock vehicles fitted with gangways, and Guards when working trains composed of such vehicles, must be careful to observe and report either to the Maintenance staff or to Station staff at destination station, any case where there is a material difference in the height of adjoining gangway floors.

Maintenance staff or Station staff receiving such information must arrange for the necessary adjustment to be made as quickly as circumstances permit.

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.

MISCELLANEOUS NOTICES – continued

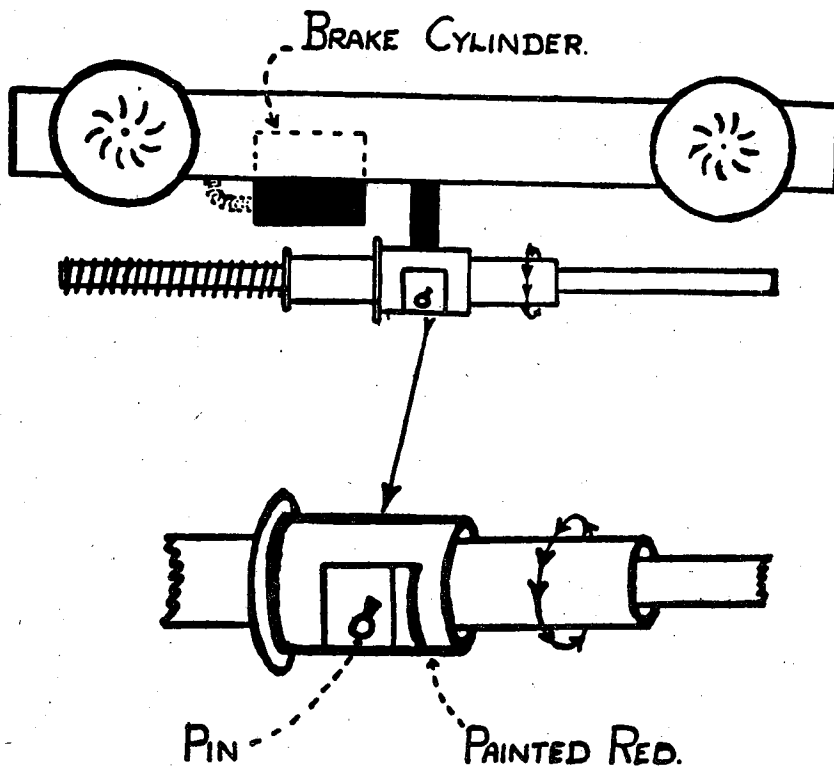
VACUUM OPERATED DISC BRAKES—continued

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.
 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.

MISCELLANEOUS NOTICES—continued**GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE**

Referring to the Note following Regulation 3 clause (b) of the General Appendix instructions : when a brake van is not provided and a vacuum test cock is not available the Guard must

1. Prove the continuity of the brake by easing the rear hosepipe off the dummy coupling of the rearmost vehicle and ensuring that there is an in-rush of air.
and
2. Ensure, by means of a test, that the Driver can satisfactorily operate the brake on the last two vehicles on the train.

INSTRUCTIONS RELATING TO THE TESTING OF AUTOMATIC VACUUM BRAKES ON FREIGHT VEHICLES

Referring to Clause 11 of the General Appendix instructions; when a brake van is not provided and a vacuum test cock is not available the following procedure must be observed:

1. The continuity of the brake must be proved by easing the hosepipe off the dummy coupling of the rearmost vehicle and ensuring that there is an in-rush of air.
and
2. A test must be made to ensure that the Driver can satisfactorily operate the brake on the last two vehicles on the train.

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.

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.

MISCELLANEOUS NOTICES – continued**CONVEYANCE OF RADIO-ACTIVE MATERIALS BY PASSENGER OR PARCELS TRAIN – continued****TYPE 2 – continued****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.

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.

MISCELLANEOUS NOTICES – continued**CONVEYANCE OF HOMING PIGEONS—continued.****Liberation – continued**

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.

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,

MISCELLANEOUS NOTICES—continued.**WINDSCREENS ON GANGWAY STOCK – continued**

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-BR. 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.

EXAMINATION OF WAGONS "MARKED FOR REPAIR"

The Board has in the past had to settle claims for loss resulting from wagons put into store or 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 stored or placed away amongst cripples and waiting some considerable time before they are attended to. When opened the wagons have been found to be loaded.

It is, therefore, most important that all wagons or containers should be examined to make certain that they are empty before being put into store or 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.

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 Manager 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 Foreman immediately after disposing of the locomotive.

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

VEHICLES FITTED WITH A.F.I. VACUUM BRAKE EQUIPMENT IN TRAINS WORKED BY SOUTHERN REGION LOCOMOTIVES OR DESTINED FOR THE SOUTHERN REGION

Vehicles fitted with A.F.I. (Accelerator Freight DA Inshot) vacuum brake equipment must not be included in the fitted portion of a partly fitted vacuum brake train if the train is to be worked by a locomotive allocated to the Southern Region, or if the destination of the train is located within the Southern Region.

Vehicles fitted with A.F.I. equipment can be identified by either a metal plate with the letters "A.F.I." or these letters painted on the solebar on each side of the vehicle.

Southern Region locomotives are numbered in the series:—

Electric	Class 71	E5001–5014
Diesel Electric	Class 33	6500–6597
Electro-Diesel	Class 73	E6001–6049
Electro-Diesel	Class 74	E6101–6110

A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK BR.29987

The instructions for operating Electric Multiple Units indicate that the electric tail lamps fitted to such should be used (Instruction 76 – Rule Book, Section H, Clause 7 modification). Prior to BR 29987 being issued in 1967 it was the practice on the Eastern Region to carry an emergency oil tail lamp but this was cancelled by the instruction referred to. Some trains however have continued to carry an emergency oil tail lamp. It is no longer necessary to carry an emergency oil tail lamp on these trains.

MISCELLANEOUS NOTICES—continued**WAGONS FITTED WITH DISC BRAKES**

All wagons fitted with disc brakes, with the exception of those listed below, are permitted to be used in the fitted portion of not fully-fitted trains.

Wagons not permitted :—

- Hop AB (MGR)
- 17 – ton Fly-Ash
- 21 – ton Fly-Ash
- 24 – ton Hopper Coal

MS12/85/31

CONVEYANCE OF BOGIE PALLET VANS FOR SHELL STAR LIMITED

Before this type of vehicle is accepted for conveyance either loaded or empty, the Area Manager responsible for the Depot, or his nominated representative at the originating point, must ensure a certificate is obtained from Shellstar Ltd. stating that the bogie pallet van/vans is/ are correctly loaded and secured safe for despatch, and the Guard of the train must be advised that the certificate has been received for such vehicles on his train.

The certificate must be retained by the Area Manager concerned for six months.

MANNING OF LOCOMOTIVES REQUIRED TO EXAMINE A SECTION OF LINE IN AN EMERGENCY

In the event of it being necessary for a single-manned locomotive to be utilised to examine the line in an emergency under the provisions of Block Regulation 15 and another man in the Footplate line of promotion is not readily available, it is permissible for another responsible member of the staff competent in the Rules and Regulations, such as a Guard or Station Manager, to act as Secondman for the purpose of the examination.

CLASS 40: DIESEL LOCOMOTIVES

These locomotives must each carry two wooden scotches and when the locomotives are left stabled Drivers must in addition to applying the handbrake place a wooden scotch on each side of one wheel. Before the locomotive is moved the scotches must be removed and placed in the locomotive cab.

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.

BRAMHOPE TUNNEL

Scaffolding and rail centres have been erected in the tunnel, causing **restricted clearance**.

Trainmen must not put their heads out of windows.

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 Signaller at Gascoigne Wood or Hagg Lane, as the case may be, of intended movements before these are made.

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.

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.

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.

NETHERTON COLLIERY BRANCH—LEVEL CROSSING

A permanent level crossing has been provided on the Single line leading to Netherton Colliery near the entrance to the Exchange sidings, and is in daily use by vehicles conveying spoil to the waste heap. Drivers must bring their trains to a stand, and must not proceed over the crossing until they have given an audible warning, and satisfied themselves that the crossing is clear and it is safe to do so.

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 20 m. 68 chs. and 20 m. 70 chs.

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 1 m. 29 chs. and 1 m. 7 chs. 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 vehicle 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 1 m. 38 chs. and 1 m. 50 chs. 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.

MISCELLANEOUS NOTICES – continued**REDCAR STATION**

One platform working has been introduced at Redcar station, all stopping trains being dealt with in the Down platform. Drivers of Down trains must bring their trains to a stand with the driving cab towards the East end of the canopy and Up trains with the cab towards the West end.

MONSANTO SINGLE LINE BRANCH

The above line between Port Clarence (Philips Siding) and Monsanto works is now being used under special arrangements.

Trainmen must work solely to the instructions of the movements department supervisor who accompanies each train and **must not exceed a speed of 15 m.p.h.** when on the branch.

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 the Rule Book, Section H, Clause 6.9.1 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 LOCOMOTIVE WATER

A facility for replenishing boiler water of locomotives at Solebar level or top filler inlet (Class 45/46 only) is fixed towards the North end of No.9 platform. 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.

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.**

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.

BETWEEN CASTLEFORD OLD STATION AND ALLERTON MAIN (SINGLE LINE)

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

MISCELLANEOUS NOTICES – continued**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 1 m. 15 chs. 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. 20 chs. 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.

RESTRICTED CLEARANCES

Clearances at the undermentioned locations are restricted and **Trainmen 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 18¼ m.p.
Bridge No. 7	Crigglestone Junction and Horbury Junction	¾ and 1m.p.
Bridge No. 5	Blue Bell and Percy Main North	1¾ and 2 m.p.
Haltwhistle Tunnel	Bardon Mill and Haltwhistle	35m. 69chs. and 35m. 78chs.

ALTERATIONS TO GENERAL APPENDIX**REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE
ON LOCOMOTIVE-OPERATED TRAINS****Brake Continuity Test**

A change in procedure in the carrying out of the vital brake continuity test has been decided on in view of the difficulty of establishing between the Driver and Guard that any reduction on the Driver's brake pipe pressure gauge and subsequent rise was as a direct result of the Guard's deliberate action of allowing air to escape from the brake pipe while carrying out the continuity test.

The new test procedure is positive in that evidence of the Guard having carried out the test is 'stored' on the Driver's brake pipe pressure gauge until he moves the automatic brake valve to the running position. The revised procedure will also detect when an automatic brake valve has been left in the running position in another driving cab.

The new brake continuity test is shown below and the main alterations from the previous test are underlined.

NOTE:– The new test procedure will operate on and from Monday, 11 June.

Delete whole of Clause 4.3 and **substitute** the following:–

4.3 Procedure

- 4.3.1 The Driver must move the automatic brake valve to **RUNNING** in the leading driving compartment and check that approximately 70 p.s.i. is registered on the brake pipe pressure gauge.

He must then move the automatic brake valve to SHUT DOWN/NEUTRAL without a pause and retain initially at least 60 p.s.i. on the brake pipe pressure gauge.

- 4.3.2 When the Guard gives the train particulars to the Driver as required in Clause 3.5.1 above, the Driver should inform the Guard he is ready to carry out the brake continuity test.

ALTERATIONS TO GENERAL APPENDIX – continued

Brake Continuity Test – continued

4.3 Procedure – substitute – continued

4.3.3 The Guard must then without delay –

- (a) If a brake van is the rear vehicle, open the brake van emergency air valve until all air is exhausted. The valve must then be closed.
- (b) If a brake van is not the rear vehicle, open the brake pipe cock on the rear vehicle until all air is exhausted. The cock must then be closed.

NOTE: If a passenger-carrying vehicle is marshalled at the rear of the train with no brake compartment, the passenger communication valve may be used instead of opening the brake pipe cock and the exhaust of air must be noted as above.

- (c) In the case of partly-fitted trains, the cock must be opened on the rear of the rear vehicle in the fitted portion until all air is exhausted. Before carrying out this part of the test, the Guard must have a clear understanding with the Driver as to what is to be done to ensure the train is not moved during the test.
- (d) If a locomotive(s) is the rear vehicle:–

The Guard must instruct the Driver of the rearmost locomotive to carry out the brake continuity test. This Driver must move the automatic brake valve to EMERGENCY until the brake pipe pressure falls to zero. He must then move the automatic brake valve to SHUT DOWN/NEUTRAL and observe that the brake pipe pressure does not immediately rise.

The Guard must obtain an assurance from the Driver of the rearmost locomotive that this has been done.

4.3.4 The Driver must observe that the brake pipe pressure has dropped to zero in the leading driving compartment and that it does not commence to rise again.

- (a) If the brake pipe pressure does not fall, this can be due to a brake pipe cock being closed or the main reservoir and brake pipes are "crossed" between vehicles.
- (b) If the brake pipe pressure does not fall to zero check if a locomotive automatic brake valve in another cab is not in the SHUT DOWN/NEUTRAL position.

4.3.5 After correction of any fault, a further brake continuity test commencing at Clause 4.3.1 must be carried out.4.3.6 The Driver must move the automatic brake valve to RUNNING and check that 70 p.s.i. is registered on the brake pipe gauge. The Driver must then overcharge the brake pipe where this facility is provided, in accordance with the instruction in the Driver's Manual, BR. 33056 series.

4.3.7 The Guard must not give the signal to start the train until he has carried out his duties in the above test.

4.3.8 The Driver must not start the train unless he has observed the fall of the brake pressure to zero and that it has remained at zero until he has moved the automatic brake valve to RUNNING. He must observe the subsequent rise of pressure to at least 70 p.s.i. on the locomotive brake pipe pressure gauge.

Pages 57–59

Delete Instructions 7 and 8 and **substitute** the following:–

7. There are two equipments presently used for securing I.S.O. containers to Freightliner wagons.

(a) **Location and Securing Spigot – Old Type**

Non-retractable removable spigot; Container secured at diagonal corner castings. (Note – This arrangement is being superseded by retractable twistlocks referred to in item (b) below).

Operation – Loading

The locating and securing spigots must be fitted into the twistlock sockets provided on the underframe to suit the length of container being loaded, and placed in the release position for loading of the container. When the container is located on the wagon, the operating handle of the twistlock is raised to the horizontal position and rotated through 90 degrees, in a left hand direction, then replaced in its vertical position. The assembly is then locked, the container is secured by two diagonally opposed corner castings to the wagon.

ALTERATIONS TO GENERAL APPENDIX – continued

Pages 57–59 – substitute – continued

Operation – Unloading

The operating handle of the twistlock must be raised to a horizontal position, rotated through 90 degrees in a right hand direction and then replaced in a vertical position. The locating and securing spigot is now in the release position inside the container corner casting, and the container can be lifted off the vehicle. Unless another container of the same length is being loaded, the spigots must be withdrawn from the twistlocks and replaced in the tray provided on the vehicle underframe.

(b) Retractable Twistlocks

Whenever the equipment on the wagon makes four corner securing of containers possible then four corner security must be employed.

Where the wagon has not been modified to make this possible it is vital that containers are secured to the wagon by two twistlocks at diagonally opposite corners.

Operation – Loading

The centre assembly of the twistlock is raised from the retracted or stowed position. This operation is carried out by first lifting up the centre assembly as far as it will travel, then turning it through 90 degrees and allowing it to fall. The twistlock operating handles must be pointing outwards from the vehicle, thus ensuring the twist lock heads are in the loading position, and acting as locating points ready to accept the container. When the container has been loaded, the twistlock operating handles are turned through 90 degrees. (This places the handles in line with the vehicles), this operation locks the twistlock head in the corner casting of the container.

Operation – Unloading

The twistlock operating handles are turned through 90 degrees, the handles will now be pointing outwards from the vehicle and the twistlock heads will be unlocked inside the corner castings. The container can now be lifted off the vehicle. Unless another container of the same length is being loaded the twistlock centre assemblies must be retracted. To carry out this operation the centre assembly must be raised, turned through 90 degrees and allowed to fall. The twistlock head will now be below loading floor level and supported on the cross bolt and cross straps of the main housing.

The twistlock operating handle must be placed in the locked position (i.e. in line with the vehicle). The twistlock centre assembly is held captive in the main housing by means of the cross bolt secured between the two side plates.

8. (Instruction cancelled).

Pages 23–25– INSTRUCTIONS RELATING TO THE TESTING OF AUTOMATIC VACUUM BRAKES ON FREIGHT VEHICLES**Page 24 –Test with Partially Fitted Train**

Delete Clause 12 and substitute the following:–

12. To avoid the possibility of Drivers starting away before creating the necessary amount of vacuum with freight trains, of which only a portion of the vehicles are fitted with the vacuum brake and connected to the locomotive, the Guard must satisfy himself in all cases that vacuum has been created, and unless he can obtain an assurance from a member of the Carriage & Wagon Department staff that all the brakes have been applied and released and are fully operative, must perform a "brake continuity" test by seeing himself that the brakes are applied and released on the last vehicle of the fitted portion. In these circumstances it will not be necessary for the Guard to go between the wagons to ease off the rear hose pipe from the dummy coupling of the last vehicle of the fitted portion.

ALTERATIONS TO GENERAL APPENDIX – continued**Pages 52 – 56 WORKING OF DIESEL MULTIPLE-UNIT TRAINS WITH MECHANICAL AND HYDRAULIC TRANSMISSIONS****Page 55 – Instruction 11. Fire Precautions**

Add as new third paragraph:—

When the Guard hears the fire bells ring or otherwise becomes aware of a fire, he must switch off the train heaters as soon as practicable in order to avoid fumes and smoke being drawn into the train by the heating equipment.

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

Page 57 – Instruction 6 – Delete clause (b) and substitute the following:—

Normally the locomotive coupling must be used to attach the locomotive to the train. When, however, the locomotive is equipped with Buckeye couplings (or other incompatible couplings) or when the locomotive coupling is defective, the short screw coupling (painted yellow) on the Freightliner or Lowliner wagon must be used.

These short screw couplings have a coupling strength of 1,000 tons and when these are used for the purpose of coupling the locomotive to the train the total weight of the train, excluding the locomotive, must not exceed that figure.

The short screw coupling must be used when necessary to couple two sets of these wagons together. After use, the short screw coupling must be replaced on the bracket of the wagon to which it belongs.

Page 80

Add:—

SIGNAL POST REPLACEMENT SWITCHES

In certain Track Circuit Block areas, switches are provided at automatic and semi-automatic signals, which cannot be controlled to Danger from the signal box, to enable the signal to be placed or maintained at Danger.

These switches have two positions "Auto" and "Red". When it is necessary to place or maintain the signal to Danger, the key must be inserted in the switch and turned to "Red".

Keys are issued as necessary to Operating and Engineering Department's staff to enable the signals to be controlled to Danger as provided for in the Rules and Regulations and where otherwise specially authorised.

Page 85

STANDARD CLASSIFICATION AND CODE OF HEAD LAMPS OR DISCS

Add new seventh paragraph:—

Indicator boxes are not provided on Class 87 A.C. electric locomotives which display the Class 1 head code regardless of the classification of the train.

Page 86

VEHICLES BEHIND REAR BRAKE VAN OF PASSENGER AND EMPTY COACHING STOCK TRAINS

Clause (b)

Delete "10" and insert "13"



ALTERATIONS TO GENERAL APPENDIX – continued

Page 87 –

Add after item headed "Locomotives running light":–

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

Unless otherwise specifically authorised, locomotives, whether diesel or electric, running light or with trains composed of one or two coaching stock vehicles only, are limited to the maximum speeds, shown in the following table:–

Line Speed Miles per Hour as shown in Table A of Sectional Appendices	Maximum Train Speed – Miles per Hour All Brakes Operative		
	Locomotive only	Locomotive and 1 Coach	Locomotive and 2 Coaches
(1)	(2)	(3)	(4)
100	75	80	90
95	70	75	85
90	65	70	80
85	65	65	75
80	60	60	70
75	60	60	65
70	55	55	60
65	50	50	55
60	45	45	50
55	45	45	50
50	45	45	45
45	40	40	45

Where lower speed limits are laid down in Table A of the Sectional Appendices, in the weekly Notices of Engineering Works or for particular types of locomotives, such speed restrictions must in all cases be complied with. Guards must remind Drivers working trains of one or two coaches only of the speed limits which will apply on the route over which the journey is to be made.

When for any reason a locomotive requiring to run light is incapable of attaining the appropriate maximum speed shown in column 2 above, the person in charge of the depot where the light journey is to originate must advise the Control office for that locality, who will suitably advise Signalmen and other Control offices concerned.

Page 90

**STEAM HEATING OF PASSENGER TRAINS – PERIODS DURING WHICH
STEAM HEATING MUST BE APPLIED OR DISCONTINUED**

Second paragraph

Amend item (a) to read:–

- (a) Trains conveying sleeping cars and Post Office vehicles in which personnel are travelling – throughout the year.

Page 129 – After instruction headed "Freezing Mixtures Conveyed by Passenger Trains", Add:–

Use of Freezing Mixtures for Refrigerating Vans & Containers

Refrigerated vans (e.g. Interfrigo, Transfesa, etc.) and also refrigerated containers used on Freightliner and other services are kept at low internal temperatures by the use of dry-ice and other freezing mixtures. Great care must be exercised at places where such vans and containers are loaded and unloaded, and in the event of it being necessary to open the vans or containers en route, a period of 4 minutes must elapse after the doors are opened before any person attempts to enter the vehicles or containers to give the gases emitted by the freezing mixtures time to disperse.

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

REGULATIONS FOR TRAIN SIGNALLING BY THE PERMISSIVE BLOCK SYSTEM

Page 54 – Regulation 4 (iv), Item (a).

Amend first paragraph under heading " (a) Where Calling-on Signals are provided" to read:—

Goods Lines:—

On receipt of the 2—4—2 bell signal, the train must be brought nearly to a stand at the Section signal, after which the Calling-on Signal must be cleared.

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

Page 86

Regulation 4 (c)

Amend reference to "Regulation 14 (h) "to read "Regulation 14 (g) "

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

Page 117 – Regulation 4

Amend Clause (e) to read:—

- (e) At a junction (other than a crossing place) where an additional home signal is situated at least $\frac{1}{4}$ mile in rear of the junction home signal, the additional home signal must not be cleared for a train to proceed towards the junction home signal if a conflicting movement has been authorised or a train accepted in accordance with this Regulation from another direction in which there is no such additional home signal, until the movement which has been authorised has passed clear of the junction or the train which has been accepted from another direction has been brought to a stand at the signal protecting the junction or has passed clear of the junction. When, however, a train for which the additional home signal has been cleared has come to a stand at the junction home signal, a movement may be permitted ahead of the latter signal, or a train accepted from another direction in which there is no such additional home signal.
-

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 BOOKLET

Pages 25/26

Instruction 25

Add:—

When loading or unloading of open wagons is to be carried out on wired lines, the Electric Traction Engineer must always be consulted before the work is allowed to commence except that Chief Civil Engineer's maintenance staff may, under responsible supervision, load or unload wagons by hand methods under live equipment without reference to the Electric Traction Engineer, provided:—

- (a) Those engaged on the work do not climb or stand on any material within the wagon, but at all times stand on the wagon floor.
- (b) No part of a tool used by a workman projects higher than the top of his head.
- (c) The flooring of the wagon is not more than 4 feet 6 inches above rail level.
- (d) No attempt is made to get into the wagon until there is clear standing space on the floor of the wagon and access is not gained by climbing over the wagon side.
- (e) When visibility of the overhead equipment is obscured, such as during hours of darkness or in tunnels, suitable precautions, such as illumination, are taken to ensure safety of the working party.

Page 31

Instruction No.37

Amend eighth paragraph to read:—

For full details of the Sectioning arrangements, reference must be made to the appropriate section diagrams and isolation instructions which are exhibited at signal boxes, etc.

Page 47

Instruction 60

Add:—

It is permissible to use two locomotives in multiple to assist an unfitted or partly fitted train hauled by a single locomotive on the down gradient from Barnsley Junction to Wath, with all six pantographs raised. Speed must not exceed 20 m.p.h. The control of the train by regenerative braking should be in the normal manner.

All possible air and vacuum connections must be coupled between the multiple locomotives and the train locomotive, with the train locomotive exhaust isolated.

Electrical jumpers between the multiple locomotives and the train locomotive (if fitted) must not be coupled.

WORKING MANUAL FOR RAIL STAFF B.R. 30054

YELLOW PAGES

F Stations/Depots with Wagon Weighbridges

Cranage facilities have been withdrawn from the following locations and the entries should be deleted from the list of Stations and Depots equipped with cranes:—
Crawley New Yard.

F.1 Kings Cross **Delete** entry.

G Stations/Depots with Wagon Weighbridges

The rail weighbridge facilities have been withdrawn from the following locations and the entries should be deleted from the list of all stations, depots and yards equipped with weighbridges for the weighing of wagons:—

- London, Stratford (Market)
- Southampton, Bevois Park
- London (Bricklayers Arms)

WORKING MANUAL FOR RAIL STAFF B.R. 30054 – continued**GREEN PAGES****D/5. Code Words and Explanations**

Amend the code words "ROAR" and "SCAB" to read as follows:—

ROAR All concerned have agreed to conveyance of.....
dimension as followsfrom.....to.....

SCAB Following train conveys out-of-gauge load.
on wagon . Make
all necessary arrangements to handle safely while in
your yard and wire forward to next yard which train enters.

B. Long Loads**3. Unchained Steel****Clause B 3/1 (e)**

Amend to read:—

The load must overhang the last bearing bolster by at least 2' 6"

Clause B 3/2 (a)

Amend to read:—

Wagons with alternative stanchion positions must be used and the stanchions placed at least one hole in from the outside position to prevent the load from splaying and becoming out of gauge.

Clause B 3/5 (c)

Amend to read:—

The load must overhang the last bearing bolster by at least 2' 6".

E Instructions relating to Particular Traffics.

2. Wheeled Vehicles

(vii) Rail/road Tank Trailers.

Sub-Paragraphs E2/16 and E2/17.

The instructions contained in this single sheet, issued in April 69, are now no longer applicable and the sheet should be withdrawn from the Manual. The Index to Green Pages (Loading and Conveyance) should be amended accordingly.

WHITE PAGES**SECTION 6****Table C. Notes on Special Circumstances.**

C1/8 (page 1) Amend as follows:—

"Where the Route Availability of a vehicle is not known " and as shown.

C1/8 (page 2)

Insert over "Weight per Axle (tons)" the words " 2-axled vehicles"

Insert new table and notes

4-axled (Two axled bogies) vehicles

Weight per axle (tons)	R.A.
Up to 13	3
Over 13–14	4
Over 14–15	5
Over 15–16	6
Over 16–17	7

Note:

- (i) Three axled and six axled wagons should not be conveyed without the authority of form B.R. 29973/3 unless already panelled.
- (ii) Any vehicle with axle weights in excess of those shown in the above tables must be submitted to the C.C.E. for authority unless already panelled.
- (iii) This method of deriving the R.A. number is for emergency purposes and is only to be used when no other means is readily available.

WORKING MANUAL FOR RAIL STAFF B.R.30054—continued**WHITE PAGES – continued****Section 3. Basic Wagon Panels.**

Delete words "Vanfits ,Hyfits" from basic panel headed "Vanfits, Hyfits, Shocks etc." and

Insert note (i) "Brake Force of all unpanelled Vanfits and Hyfits to be assessed as 4 brake tons".

Note (ii) Insert "The Brake Force of all unpanelled Minfits fitted with the Loaded/Empty change-over device with the lever in the loaded position to be assessed as 11 brake tons".

Table E. Loads permitted with specific brake forces.

Page 5E (iii) Class 8 Freight Trains – not fully fitted, paragraph 3. Amend second sentence to read:—

" A new table E (iii) has been introduced which must be used" and as printed.

Insert further sentence:— "This Table applies only to trains confined to Eastern and London Midland Regions".

Table G Classification of Locomotives

Class 24 Insert note (a) after RA 6.

Class 26 Insert note (b) after RA 6.

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 the Rule Book, Section H, Clause 6.1.

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

Section 6**Table H**

H1/3

Add additional paragraph:—

Empty wagons with a tare weight of 8 tons or less must not be marshalled in the front half of Class 9 trains conveying load in excess of 800 tons trailing.

GREY PAGES**H. Instructions for Sleeping Car Attendants**

Amend paragraph H.1/8, clause (a) to read:—

(a) rail tickets, except gold, silver, leather and duty passes and season tickets.

**ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES
AND PLANT BOOKLET B.R.29993 DATED SEPTEMBER, 1969.**

Page 4— Amend:— R.A. Group of Class 06 locomotives to read R.A.5.

Page 6— Delete:— all reference to Class 14 locomotives.

Page 7— Amend:— R.A. Group of Class 50 locomotives to read R.A.6.
R.A. Group of HS4000 'Kestrel' Locomotive to R.A.7.

Page 8— Amend:—

Group No.	Main Line Locomotives	Diesel Shunting Locomotives
4	Delete Class 14	—
5	Delete Class 50	Add Class 06
6	Add Class 50	Delete Class 06

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. – continued**Page 9— Amend:—**

- | | |
|----|-------------------------------|
| 7 | Add HS 4000 Kestrel* |
| 10 | Delete HS 4000 Kestrel |

Add Footnote:—

*Locomotive HS 4000 Kestrel permitted to work over R.A.7 Group Lines subject to the following conditions being strictly observed:—

- 1) Speed not to exceed maximum line speed. (Temporary or Permanent) or 80 m.p.h. whichever is the lower.
- 2) To be confined to running lines only unless special permission has been granted for any specific colliery or siding, etc.
- 3) Double heading prohibited except in cases of emergency.
- 4) Not to work over East Coast Main line between Newcastle (Heaton Carriage Sidings) and Berwick.

Page 10— BREAKDOWN CRANES

Amend Maximum Speed of crane 103, Immingham to read 60 m.p.h.

Crane No.1075 now re-numbered 330115.

Page 16 – KINGS CROSS TO BERWICK VIA K.E. BRIDGE AND NEWCASTLE

Insert under "Remarks"

HS 4000 Kestrel Locomotive not to work between Newcastle (Heaton C.S.) and Berwick.

Page 17 – ARDSLEY – TINGLEY GAS – Delete entry**BARNSELY EXCHANGE TO HORBURY STATION**

Amend RA Group to "7".

Page 18 BARTON-ON-HUMBER TO NEW HOLLAND

Amend R.A. group to '8'

Page 19 BILLINGHAM ON TEES TO PORT CLARENCE

Amend section of line to read :—

Billingham on Tees to Port Clarence (Phillips Sidings Ground Frame)

Page 23 CRIGGLESTONE WEST TO HORBURY JN.

Amend to read:—

R.A.7*	—	Yes	5	5
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*Locomotives in Groups RA6 and RA7 not to exceed 20 m.p.h. when passing over bridge No. 3 (River Calder Viaduct).

Page 34 IMMINGHAM

Delete: Admiralty Platform to Immingham Station.

Insert: Killingholme (End of Branch) to Immingham Station R.A. Group 8 – Yes 2.2. –

Delete: Marsh Junctions to West Marsh and Immingham (Grimsby District Light Railway)

Insert: Marsh Junctions to West Marsh and Immingham East Marsh Junction (Grimsby District Light Railway) R.A. Group 8 – Yes 5.5. –

Page 37— LEEDS CITY, HOLBECK JN. TO BRADFORD MILL LANE JN.

Delete entry under 'Remarks'

Insert New Entry:—

LINCOLN : CHURCH DOCK

R.A. Group :— 5*

Remarks : Diesel Shunting Locomotives Only.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued**Page 43 Delete entry :— PORT CLARENCE TO OIL REFINERY JUNCTION****Insert New entry : PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO****CHEMICAL SIDINGS**

RA8 — Yes 5 5 —

Page 44— RETFORD, WHISKER HILL TO RETFORD (NORTH CURVE)**Amend** to read RA Group 8 and permitted number of locomotives coupled to read 5 (Live or Dead)**Page 48— SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD EXCHANGE****Amend** 'Remarks' to read:—

Classes 22, 24, 25, 26, 27, 29, 31, 44, 45, 46 PROHIBITED from entering No.1 Platform at Bradford Exchange Station and Classes 44, 45, 46 PROHIBITED from entering No.1 and No.10 Platforms at Bradford Exchange Station.

Page 49 — STARBECK NORTH TO RIGTON — Delete entry**Page 52 ULCEBY NORTH TO IMMINGHAM****Amend** entry to read:—

Ulceby North to Immingham West/East Junctions.

Amend R.A. Group to '8'.**Page 61 OULTON BROAD SOUTH TO LOWESTOFT SOUTH SIDE****Amend** to read R.A. Group 2***Insert** in remarks col. *Diesel Shunting Locomotives Only.**Page 63 — WYMONDHAM TO FAKENHAM****Amend** R.A. group to read R.A.5.**Page 65 BOW (EX L.M.R. DEPOT)****Insert** Class 47/ d as additional type permitted

Classes 31, 37 & 47 permitted to work into new Reception Sidings.

Page 66 — BROAD ST. TO CAMDEN JC. (L.M.R.)**Amend** entry to read :—

R.A.7 — Yes 5 5 —

Page 70 — FINSBURY PARK : EAST GOODS YARD**Amend** entry to read:—

RA5* Addl. Types permitted:—

15,31, 33/1,33/3,40

44,45,46,55.

Yes 2 2

*Diesel Shunting Locomotives only. Speed not to exceed 10 m.p.h. Main Line Locomotives not to pass over No.2 long road and No.4 old road except in cases of emergency.

Page 71 — ISLIP STREET JC. (KENTISH TOWN) TO KING'S CROSS JC. (L.T.B.) (L.M.R.)**Delete** entry under 'Remarks'**JUNCTION ROAD JC. TO ENGINE SHED JN. (KENTISH TOWN) (L.M.R.)****Delete** entry under 'Remarks'**Page 72 — KING'S CROSS GOODS & MINERAL JC. TO ST. PANCRAS JC. SIDINGS****Amend** to read R.A.10

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued**Page 74 — MITRE BRIDGE JC. TO NORTH POLE JC. (L.M.R.)**

Insert R.A.7 Delete ref. to additional classes permitted

Page 75 — NORTH POLE JC. TO LATCHMERE JC. (L.M.R.)

Amend entry to read :—

R.A.7 — Yes 5 5

Classes 40, 44, 45 and 46 prohibited from passing over scissors crossing between up lines in station. Prohibited from passing over three way connection in North End Up Side Bay lines. Prohibited over connection Down Main to L.T.E. line. Classes 47 and 48 not to exceed 10 m.p.h. when passing over Chelsea River Bridge.

MORTIMER STREET JN. TO CARLTON ROAD JN. (L.M.R.)

Amend R.A. group to read R.A.8

Page 76 POPLAR CENTRAL

Delete existing entries and insert:—

Section of Line	R.A. Group	Addl. Types of Locomotives permitted	Multiple Double Heading of Trains	Working Locomotives coupled live/dead		Remarks
Nos. 1 & 3 Arrival Line in Field Sidings	5*	20, 24/1, 25, 31, 37, 47	Yes	5	5	*Diesel Shunting Locomotives Only.
All other Field Sidings except entry connections to Nos. 11 & 12 Sidings at Poplar Central end of Yard.	5*	20, 37, 47	Yes	5	5	*Diesel Shunting Locomotives Only.
Entry connections Nos. 11 & 12 Field Sidings at Poplar Central end of yard	2*	—	Yes	5	5	*Diesel Shunting Locomotives only Speed not to exceed 5 m.p.h.
Loop Line Junction Sidings	4*	08, 09	Yes	5	5	*Diesel Shunting Locomotives Only.
Blackwall Spur	3	08, 09	Yes	5	5	—
Stepney Spur	3	08, 09	Yes	5	5	—

Delete:— POPLAR CENTRAL TO POPLAR DOCKS and insert:—

Poplar Central to Poplar Dock West Quay	5*	—	—	—	—	*Diesel Shunting Locomotives Only.
Poplar Central to Poplar Dock East Quay via 2-way single line or old East Quay Up Line	4*	08, 09	Yes	5	5	*Diesel Shunting Locomotives Only.
Poplar Dock Sidings	2*	08†, 09†	Yes	5	5	*Diesel Shunting Locomotives Only.

† Classes 08 & 09 permitted in Hay Road, Cattle Dock Siding, No. 18 Siding, over connections at East Quay end of Nos. 1 to 6 sidings and in Ncs. 1 to 6 sidings as far as fouling points at Poplar Central end of yard.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued**Page 77 POPLAR CENTRAL TO VICTORIA PARK**

Insert 47* as additional type permitted.

Add to 'Remarks' *Class 47 not to exceed 20 m.p.h.
over bridge No.233 at 43m. 36chs.

SOUTH ACTON JN. TO OLD KEW JN. (L.M.R.)

Amend 'Remarks' to read

Classes 40, 44, 45 and 46 prohibited over the Down Line at Kew East Jc. (3m. 776yds) and
from the Up Line over the connection at Kew Bridge Depot.

Page 83 BULLCROFT EMPTY SIDINGS

Delete entries

DEARNE VALLEY

Add Class 37 as additional type permitted

Page 85 GRIMETHORPE COLLIERY

Add Remarks B.R. locomotives not to pass "Engines Prohibited" board at Coalite Storage
Sidings.

NEWMARKET COLLIERY BRANCH

(Methley, Lofthouse Junction to Newmarket Colly.)

4,5,6 and 7 Loaded Sidings

Add—Class 31 as additional class permitted.

Page 89— DEAN ROAD SIDINGS

Insert Classes 08, 10, 11 as additional types permitted.

Page 100—Insert New Entry:—

Darlington Forge	R.A.5*	—	—	—	—	*Diesel Shunting Locomotives Only.
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Insert New Entry : **PORT CLARENCE, PHILLIPS IMPERIAL PETROLEUM LTD. SIDINGS.**

RA8	—	Yes	5	5	—	Locomotives not to pass entrance to gantry area except under the conditions set out in the Sectional Appendix.
-----	---	-----	---	---	---	--

Insert new entry

DEWSBURY A.P.C.M. PRIVATE SIDINGS

RA Group; 5* Addl. types permitted; 40, 45, 46, 47

Remarks to read: *Diesel Shunting Locomotives only. Addl. permitted types prohibited from
entering hopper house.

Page 101 Insert New Entry : UPWELL STREET WHARFE, SHEFFIELD BRIGHTSIDE

RA5*	* Diesel Shunting Locomotives Only.
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TILBURY DOCKS P.L.A.

Add — Class 47* as additional type permitted

Add to 'Remarks' *Class 47 permitted in Rail Container Terminal No.1 Siding and up to
clearance point in No. 2 Siding only. Prohibited in Exchange Sidings.

Insert New entry:—

Carlin How, Skinningrove Iron Works	R.A.8	—	Yes	5	5	Brake Tenders not permitted.
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Page 102—GAINSBOROUGH LEA ROAD (HIGH & LOW YARDS)

Add 37 & 47 † to additional types permitted. Insert under 'Remarks' †Class 47 High Yard only,
including Shell Mex B.P. Sidings.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued**Page 103 GRIMSBY (G.N. GOODS) YARD**

Amend R.A. Group to '7'.

Page 110 HULL : SWEET DEWS

Insert under 'Remarks' "Locomotives not to proceed beyond notice board at Hollis Bros. Sidings".

Page 112 BRADFORD EXCHANGE CARRIAGE SIDINGS

Amend 'Remarks' to read: —

Maximum speed 10 m.p.h. Main Line Diesel Locomotives PROHIBITED from No.3 Carriage Sidings except Classes 22, 23, 24, 25, 26, 27, 29, 31, 33, 35, 37.

Extreme caution to be observed with Classes 33, 35, 37, No.3 Carriage Siding.

Page 114 Insert New Entry : DEWSBURY GAS WORKS

RA5, Additional permitted 40†, 45†, 46†, 47. Yes 5.5. † Remarks to read † Classes 40, 45 and 46 not to pass gateway on No. 2 Siding.

Page 115 —DUDLEY HILL, BARRET'S SIDINGS

Delete existing entry and remarks

Insert new entry:—

R.A.5*	—	Yes	5	5	*Diesel Shunting Locomotives only.
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Page 119 HUDDERSFIELD

Delete Entry : Passenger/Horse Dock Sidings, etc.

Insert : Fish Dock, Horse Dock, Short Dock and Turntable Siding.

RA Group :5*

Additional types of locomotive permitted : Class 20

Remarks : *Diesel Shunting Locomotives Only.

KEIGHLEY UP SIDINGS

Amend entry to read Keighley Down Sidings and references under 'Remarks' to 'Up' Yard and No. 1 Up Siding to read 'Down' Yard and No. 1 Down Siding.

Page 120 KNOTTINGLEY, BAGLEY'S SIDINGS

Insert Class 08* as additional type permitted.

Remarks to read *Class 08 permitted to enter Nos.1, 2 & 3 Sidings only and not to proceed beyond engine restriction boards.

Page 121 —LAISTERDYKE EAST TO ENGLISH ELECTRIC COY. SIDINGS

Amend to read ;—

R.A.5*	—	Yes	5	5	*Diesel shunting locomotives only. Locomotives not to pass beyond boundary gate leading to private sidings.
--------	---	-----	---	---	---

HUNSLET EAST

Delete Existing entry and Insert:

HUNSLET EAST :

Shell Mex & B.P. Ltd.	R.A.8	—	Yes	5	5	—
White Spirit Sidings	R.A.8	—	Yes	5	5	—
Oil Rail Terminals	R.A.8	—	Yes	5	5	—
B.R. Lines throughout	R.A.8	—	Yes	5	5	—

ROUTE AVAILABILITY OF LOCOMOTIVES ETC. — continued

Page 126 RIPON GOODS —

Delete entry.

Page 132 AYCLIFFE : ORD & MADDISON'S QUARRY (UP SIDE ONLY)

Additional Types of locomotive permitted

Add 24 and 25

Amend 'Remarks' to read:—

Classes 24 and 25 not to exceed 5 m.p.h. and locomotives prohibited from passing over River Skerne Bridge

Page 135 CARVILLE, NEPTUNE SIDINGS

Amend entry to read :—

RA.8 Addl. permitted —	Yes	5.	5.	Remarks —
------------------------	-----	----	----	-----------

Page 137 DARLINGTON

Insert New Entry:—

Diesel Depot	R.A.9	—	Yes	5	5	Main Line Locomotives and more than two shunting locomotives coupled prohibited from passing over the carriage washing plant line.
--------------	-------	---	-----	---	---	--

Page 141 GRANGETOWN

Insert New Entry:—

Shell Mex B.P. Ltd.

Teesport Refinery	R.A.8.	—	Yes	5	5	—
-------------------	--------	---	-----	---	---	---

Page 143 HEBBURN STATION SIDINGS

Amend R.A. Group to read 7 and delete existing entry under "Additional Classes Permitted".

HEBBURN : COLLIERY SIDINGS (VICKERS ARMSTRONG & HAWTHORNE LESLIES SIDINGS)

Add Class 08 to additional types of locomotive permitted.

Page 144 HEIGHINGTON

Insert Sub Entry:—

Old Town Quarry

R.A.5* Additional types permitted 24,25,37.

*Dsl.Shunting Locomotives Only.

HEXHAM

Shell-Mex Sidings (Line No.77 Hexham East), lines Nos. 18 and 19 Hexham West (WP997).

Add:— Class 17+, 25* and 31* as additional types permitted.

Add:— to "Remarks" — * Classes 25 and 31 not to exceed 5m.p.h.

Page 145 HYLTON QUARRY SIDINGS

Amend remarks to read:—

Locomotives not to proceed beyond entrance gates.

JARROW STATION SIDINGS

Amend to read R.A.8, Double Heading and Up to 5 Locomotives (Live or Dead) permitted.

Page 149 PERCY MAIN DOCK AREA (T.I.C.)

ESSO SIDINGS (ESSO DEPOT FROM ENGINE SHED JUNCTION)

Amend entry to read RA.5.

Delete reference to Diesel Shunting Locomotives only.

ROUTE AVAILABILITY OF LOCOMOTIVES ETC.—continued

Page 157 WEST BLYTH STAITHES

Insert : Classes 17* and 37* as additional types permitted.

Add to 'Remarks' *Class 17 or 37 permitted in emergencies only.

WHITBURN JN. HANN & NEWBY'S COAL DEPOT

Insert:—

R.A.5 † Addl. permitted Class 37. Yes 5 5

Remarks to read † Diesel Shunting Locomotives Only.

Page 158 Lines over which Western Region Locomotives may work with A.W.S. (W.R.) in operative position.

Item 2 **Add :** Dalston Jn. — Lea Jn. — Channelsea or High Meads.

Amend items:—

4 — Add Normanton — Leeds

5 — Add Rotherham (Masborough)

6 — Liverpool St. — Norwich via Ipswich, Thorpe Jn. — Wensum Yard, Wensum Yard — Swing Bridge Jn., Manningtree — Parkeston. Stratford Station — Thornton Fields Carriage Sidings.

Add New Items:—

7 Wath Road Jn., Moorthorpe, So. Kirkby, Wakefield Westgate, Leeds.

8 Leeds, Apperley Jn., Shipley, Keighley.

9 Wath Road Jn. or Normanton to York (Clifton Carr. Sidings)

10. Diggle or Hebden Bridge to Leeds via Batley or via Wakefield and Normanton.

11. Wakefield — Pontefract (Monkhill) — Goole — Brough — Hull.

12. Leeds — Selby — Hull.

13. Selby — York.

14. Leeds — York — Newcastle — Heaton Carriage Sidings.

15. Northallerton — Eaglescliffe — Stockton — Hartlepool — Newcastle.

16. Norton South Junction — Ferryhill — Leamside — Newcastle. (including Follingsby Freightliner Terminal)

17. Eaglescliffe — Tees Yard.

18. Billingham-on-Tees to Port Clarence (Phillips Sidings Ground Frame) including Billingham Beck Branch and Haverton Hill Loop and Port Clarence (Phillips Sidings Ground Frame) to Monsanto Chemicals Sidings.

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK

B.R. 29197 dated January, 1961

Page 1 Note A Amend to read:—

British Railways Standard Coaching Stock stencilled "C1" at the end of the vehicles.

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 "C1" above the dimension shown on the ends of the vehicles.

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

Page 2

Churnet Valley Line, platform lines at
Uttoxeter Station
Loop Line Etruria to Kidsgrove
Buckley and Connahs Quay Branch
Dalston Station — Poplar Branch

St. Pancras, King's Cross Tunnel

Delete all reference

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

Amend:—

Sudbury Station (Suffolk)
Stocksfield, through station

The adjoining line to be clear

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 Jn. to Hopetown Jn.

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.

Newcastle High Level Bridge

If over Down Gateshead Main, the Down Gateshead Slow
to be clear between signals N.69 and N.75.

If over Down Gateshead Slow, the Down Gateshead
Main to be clear between signals N.73 and N.77.

Bedlington South to North

If on Up Line, Down Line to be clear and vice versa.

West Hartlepool Goods Lines, Stranton
Jn. 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 Jn. Signal Box

If on Up Main, Down Main to be blocked and vice versa.

Insert:—

West Hartlepool Goods Lines, Clarence
Road Jn. to Church Street, Signal No. 2

If on Up Goods, Down Goods to be clear and vice
versa.

Amend:—

At Percy Main North Jn. Signal Box
Between Signal Bridge North of Percy Main
North Jn. 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 Jn. to Shipley,
Bradford Jn.

If on Up Main, Down Main to be clear and vice versa.

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

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.

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 EASTERN REGION SECTIONAL APPENDIX — NORTHERN AREA

Page 2

CONTENTS

Amend:—	Page
S3 Intermediate sidings connected with running lines which are worked under Special Arrangements and from which trains may return in the wrong direction to the Signal Box in rear.	224

GENERAL AND LOCAL INSTRUCTIONS — INDEX

Page 3

Amend:—	
Bradford Exchange — Local Instructions	319
Cargo Fleet—Local Instructions	342
Darlington—Local Instructions	282
Delete:—	
Aerodromes in vicinity of Railways—Safety arrangements	272
Bradford and Horton Park Junction—Local Instructions	319
Bradford City Road Goods—Local Instructions	319
Bradford St. Dunstan's—Local Instructions	319
Conveyance of certain Inter-City Diesel vehicles on Parcels and Other trains	240
Dinsdale — Fighting Cocks — Rail Welding Depot	345

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued.

GENERAL AND LOCAL INSTRUCTIONS – INDEX – continued

Page 3 – continued

	Page
Add:–	
Drax Power Station Branch	314

Page 4

Add:–	
Hopetown Junction to Nickstream – Local Instructions	290
Hawthorn Combined Mine and Coke Plant	338
Amend:–	
Goole Local instructions --- --- --- ---	330
Delete:–	
Horton Park–Local Instructions	319
Conveyance of certain Inter-City Diesel Vehicles on Parcels and other trains (under I heading)	240

Page 5

Amend:–	
Longbeck (Saltburn West Junction) and Crag Hall–Local Instructions	345
Delete:–	
Normanby Branch–Local Instructions	345
Add :–	
Mirfield Up Sidings – Local Instructions	300
Murton – Local Instructions	338
Nickstream to Hopetown Junction – Local Instructions	314

Page 6

Add:–	
Ryhope Grange–Local Instructions	333
Trans-Pennine Diesel Multiple Unit vehicles	240
Amend:–	
Selby–Local instructions	278, 286 and 325
Delete:–	
Sowerby Bridge – Local Instructions.	300
St. Dunstons–Local Instructions	319
Starbeck – Local Instructions	288
South Hetton Local Instructions	338
South Hetton Colliery Branch–Local Instructions	338
Safety arrangements – Aerodromes in vicinity of railways	272
Thorne Colliery – Local Instructions	329

Page 7

Add:–	
Walton Colliery	300
Amend:–	
Wagons fitted with hopped bottom doors and end brake levers	268
Delete:–	
Whitwood Branch, Castleford–Local Instructions	311
Washington Chemical Works and Stella Gill – Local Instructions	341

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

	Page in Table A
Page 8	
Amend:—	
Selby West Junction to Selby (Canal Junction)	33
Darlington North Junction to Bishop Auckland East	40
Darlington (Hopetown Junction) to Nickstream	42
Sowerby Bridge (Milner Royd Junction) to Bradford (Mill Lane Junction)	63
Page 9	
Add :—	
Drax Power Station Branch	84
Delete :—	
Goole (Marshland) to Epworth	92
Whitwood Branch	84
Bradford (St. Dunstons) to City Road Goods Yard	98
Amend:—	
Barnsley Station Junction to Horbury Junction	73
Page 10	
Amend:—	
Hartlepool (Cemetery North) to Hawthorne Combined Mine and Coke Plant (South Junction)	134
Hawthorne Combined Mine and Coke Plant (North Junction) to Ryhope Grange	137
South Pelaw to Washington	142
Darlington (South Junction) to Saltburn	142
Delete:—	
Hessle Road (Sweet Dews Sidings) to Marfleet	121
Silksworth Colliery Branch	138

Page 12**STANDARD SPEED RESTRICTIONS**

	Speed m.p.h.
Amend:—	
4.. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus.	*20
Amend *footnote to read:—	
*In the case of Diesel Multiple Units or Single manned locomotives, trains must be brought to a stand.	

SPEED OF LOCOMOTIVES RUNNING LIGHT**Delete** heading and item

(Note:— See addition to General Appendix, shown in this notice)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

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

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

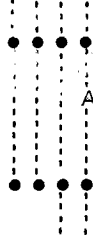
DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.

Page 15

Amend Up Additional Running lines between Decoy No.2 Up and Carr as follows:—

Decoy No. 2
Up

Carr



Page 17

Brayton (L.C.)

Amend:-

Delete table Selby Canal Junction to Barlby North inclusive and substitute:—

Selby Canal — 1254
Junction
(controlled by Selby signal box)
(See page 33 for Selby West Junction to Canal Junction)

Selby South Junction — 726
(Controlled by Selby Signal Box)
(See page 108 for Leeds City to Hull Paragon)

UPL 35

†DPL 25

URS 53

URS 53

UGL 72

- 20 Over Junction towards Barlow 8m. 51chs. to 8m. 47chs. (Goole to Selby mileage).
- 20 Over connection Down Main to Up Main, 173m. 55chs. to 173m. 48chs.
- 20 — Over junction towards Selby West Junction (Branch Speed Limit)
- 25 Over junction towards Leeds, 0m. 0chs. to 0m. 5chs. (Selby to Leeds mileage).
- 25 — Over connection Down Main to Down Platform Loop at 174m. 16chs
- 60 60 174m. 16chs. to 174m. 68chs. CW. Down Platform Level line, 203 yards before reaching S.1953 signal.
- CW. Up Goods Loop, Level 576 yards before reaching S.1932 signal.
- 25 25 Over connections Down Platform Loop to Down Main and Up Main to Up Platform Loop at 174m. 30chs. (30m. 72chs. Hull to Selby mileage).
- 30 — Over connection and over Down Slow, 174m. 38chs. to 174m. 65chs. (30m. 64chs. to 30m. 38chs. Hull to Selby mileage).

Selby Station — 286

Signal S
1953/1955Signal
S 1956

T.C.B.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Selby Station – continued

Barlby (LC)

Signal SS
1957

Signal SS
1872/1972

Barlby North — 1434

Junction

(controlled by Selby signal box)
(See page 109 for Leeds City to Hull Paragon).

Chalons Whin Junction

Amend:—

Page 18

Add between the first two Permanent speed restrictions :—

Page 19

Pilmoor

Delete:—

Add:—

- 40 Over connection Up Hull to Up Main 174m. 46chs. to 174m. 38chs. (30m. 56chs. to 30m. 64chs. Hull to Selby mileage).
- 45 Up Hull 174m. 65chs. to 174m. 46chs. (30m. 38chs. to 30m. 56chs. Hull to Selby mileage).
- 25 — Over connection Down Slow to Down Main 174m. 65chs. to 174m. 69chs. (30m. 38chs. to 30m. 34chs. Hull to Selby mileage).
- 80 80 174m. 68chs. to 175m. 50chs.
- 25 Over connection Up Main to Up Slow, 174m. 69chs. to 174m. 65chs. (30m. 34chs. to 30m. 38chs. Hull to Selby mileage).
- 45 — Over connection Down Main to Down Hull 174m. 69chs. (30m. 34chs. Hull to Selby mileage) to 30m. 24chs. (Hull to Selby mileage)
- 0 90 Doncaster and Leeds lines, 186m. 20chs to 187m.50chs.
- 25 25 Main lines in the right direction (see below) 187m. 50chs. (King's Cross to York mileage) to 0m. 42chs.(York to Newcastle mileage)
- 30 30 All connections Fast to Slow and Slow to Fast between Pilmoor and Thirsk 15m. 74chs. to 21m. 60chs.
- 30 Over connection Up Slow to Up Fast 21m. 43chs. to 21m. 39chs.
- 40 — Over connection Down Fast to Down Slow 21m. 50chs. to 21m. 54chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 19–20

Thirsk Station
Delete:—

S. Down Fast, Level
connection from Down
Slow, 1075 yards
before reaching D24
signal.

20 — Connection Down Fast to Down
Slow at signal box 22m. 31chs.

— 35 Up Slow line 22m. 12chs. to 22m.
6chs.

— 30 Connection Up Fast to Up Slow,
South of signal TK 23 at 22m.
27chs.

— 20 Connection Up Slow to Up Fast,
South of signal TK 22 at 22m.
32chs.

30 30 All connections Fast to Slow and
Slow to Fast between North end
of Thirsk Yard and Longlands Jn.
22m. 60chs. to 28m. 71chs.

— 40 Up Slow line 22m. 18chs. to 22m.
3chs.

— 30 Over connection Up Fast to Up
Slow 23m. 59chs. to 23m. 54chs.

30 — Over connection Down Slow to
Down Fast 23m. 61chs. to 23m.
66chs.

— 40 Over connection Up Fast to Up
Slow 22m. 27chs. to 22m. 21chs.

25 — Over connection Down Fast to
Down Slow 22m. 31chs. to
22m. 35chs.

— 25 Over connection Up Slow to Up
Fast 22m. 34chs. to 22m. 30chs.

Add:—

Page 20

Longlands Junction
Amend

30 30 All connections between Fast
and Slow lines, Longlands Junction
to South end of Northallerton Up
Platform 28m. 66chs. to 29m.
64chs.

Page 21

Eryholme
Delete:—

UPL 297

DPL 357

URS 44

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

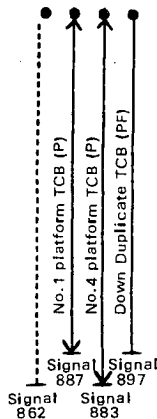
Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 21/22

Delete table between Eryholme and Parkgate Jn. (both inclusive) and substitute:—

Horn code 1L3S — — — Trains requiring stop at Darlington to take water.

TCB	● Eryholme	8	794							30	— Over connection Down Main to Down Goods 42m. 73chs. to 43m. 0chs.
										25	25 Over connection between Down and Up Main 43m. 55chs. to 43m. 58chs.
	— Darlington South Jn. (Controlled by Darlington signal box) (See page 142 for Darlington South Jn. to Saltburn)									— 20	Up Goods over connection towards Saltburn 0m. 30chs. to 0m. 33chs. (Darlington to Saltburn mileage).
										— 30	Up Main, over junction towards Saltburn 0m. 28chs. to 0m. 33chs. (Darlington to Saltburn mileage).
										30	30 Over connection between Down and Up Main 43m. 61chs. to 43m. 65chs.
										20	— Over connection Down Goods to Down Main 43m. 65chs. to 43m. 67chs.
										35	— Over connection towards and over No.4 Platform line 43m. 67chs. to 44m. 4chs.
										— 20	Over connection Up Goods to Up Main 43m. 69chs. to 43m. 66chs.
										25	25 Over slip connection Down Main towards No.1 Platform line 43m. 70chs. to 43m. 71chs.
										20	— No.4 Platform line over connection towards and over Down Duplicate line 43m. 70chs. to 44m. 22chs.
	● Darlington	0	186							DGL 160	15 15 All other lines through Station 43m. 70chs. to 44m. 33chs.
										40	— No.1 Platform line 43m. 71chs. to 44m. 24chs.
										25	25 Over connection towards Nos. 2 and 3 Bay Platforms at 43m. 74chs.
										— 35	No. 4 Platform line 44m. 4chs. to 43m. 67chs.
										20	— Over No.4 Platform line and connection to Down Main 44m. 4chs. to 44m. 37chs.
										— 20	No. 4 Platform line 44m. 23chs. to 44m. 4chs.



ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 21/22 – substitute – continued

Darlington – continued

Darlington North Jn. 0 821

(Controlled by Darlington Signal Box)
(See Page 40 for North Jn. to Bishop Auckland East)

Parkgate Jn. 0 877
(Controlled by Darlington Signal Box)

North Junction 0 821

(Controlled by Darlington Signal box)
(See page 40 for North Junction to Bishop Auckland East)

- 25 Over connection Up Main to Up Goods 44m. 24chs. to 44m. 21chs.
- 20 20 Over connection between Down & Up Main 44m. 30chs. to 44m. 34chs.
- 40 Over connections Up Main to Down Main, Down Main to No. 1 Platform line, over No. 1 Platform line & connection to Up Main 44m. 31chs. to 43m. 67chs.
- 30 – Bishop Auckland Single line 44m. 33chs. (York to Newcastle mileage) to 0m. 17chs. (Darlington to Shildon mileage).
- 20 – Over connection Bishop Auckland Single line to Down Main 44m. 58chs. to 44m. 62chs.
- 25 Over connection Down Main to Up Main 44m. 62chs. to 44m. 59chs.
- 20 – Over Junction towards Hopetown Jn. via Down Goods 0m. 0chs. to 0m. 73chs. (Darlington to Shildon mileage).
- 70 70 48m. 0chs. to 49m. 26chs.
- 90 – 49m. 26chs. to 50m. 20chs.
- 90 52m. 40chs. to 49m. 26chs.
C. Down Main 542 203 yards before reaching D49 signal.
- C. Down Main 203 845 yards before reaching D49 signal
- 20 – Over Junction towards Hopetown Junction via Down Goods 0m. 0chs. to 0m. 73chs. (Darlington to Shildon mileage).
- 70 70 48m. 0chs. to 49m. 26chs.
- 90 90 49m. 26chs. to 54m. 36chs.
- 80 – 54m. 36chs. to 62m. 20chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 21/22 – substitute – continued

Page 23	Parkgate Junction (Controlled by Darlington signal box)	0	877							C. Down Main	203
										542 yards before reaching D49 signal	
										C. Down Main	203
										845 yards before reaching D49 signal	
	Aycliffe Ground Frame									C. Down Main	218
										588 yards before reaching D54 signal	
	Ferryhill										
	Amend:—									30 — Over connection Down Main to Down Passenger Loop, 57m. 24chs. to 57m. 28chs.	
	Hett Mill (L.C.)										
	Delete — speed restrictions and substitute:—									95 95 60 m. 40 chs. to 62 m. 20 chs.	
										70 70 62 m. 20 chs. to 63 m. 0 chs.	
										80 80 63 m. 0 chs. to 64 m. 60 chs.	
										65 65 64 m. 60 chs. to 65 m. 23 chs.	
										75 — 65 m. 23 chs. to 66 m. 14 chs.	
	Durham Station										
	Add:—									85 — 66 m. 14 chs. to 70 m. 5 chs.	
										— 75 66 m. 21 chs. to 65 m. 23 chs.	
										— 85 70 m. 5 chs. to 66 m. 21 chs.	

Page 24

Ouston Junction	Amend:—									C, Up Main 850 yards before reaching TY 288 signal.	146
										C, Up Main, 560 yards before reaching TY286 signal.	146
										C, Up Main, 560 yards before reaching TY284 signal	146
	Tyne										
	Amend:—									C, Up Fast, 673 yards before reaching TY278 signal.	149

Page 26

Manors Junction	Delete:—										
										25 — Over junction towards South Gosforth 0m. 0chs. to 0m. 14chs. (Manors to Morpeth via Backworth mileage)	
										30 30 Tynemouth lines 0m. 25chs. to 0m. 51chs.	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 26 — continued

Add:—

30 30 Tynemouth lines 0m. 25chs. to 0m. 51chs.

15 15 Over connections Down Tynemouth to Down Main and Up Main to Up Tynemouth 0m. 36chs. to 0m. 41chs.

25 — Over junction towards South Gosforth 0m. 0chs. to 0m. 14chs. (Manors to Morpeth via Backworth mileage).

Page 27

Morpeth North (L.C.)

Amend :— location to between Morpeth Station and Pegswood Station.

Pegswood Station

Amend:—

C. Up Main 560 yards 218
before reaching U.18
signal.Widdrington
Station (L.C.)

Add:—

URS 39

Pages 29/31

Delete all items Christon Bank (L.C.) to Ayton Station (Scottish Region) and substitute:—

Christon Bank 3 1022
(LC)C. Up line, 560 yards 147
before reaching CB15
signal.

Fallodon (LC) (P2)

FALLODON (44M.P.) AND MARSHALL MEADOWS

90 100 MAXIMUM PERMISSIBLE SPEED
ON MAIN LINES.Chathill 2 1735
Station (LC)

— 85 44m. 65chs. to 44m. 0chs.

Newham (LC)

Lucker (LC) 3 404

— 90 49m. 20chs. to 44m. 65chs.

Belford 2 637
Station (LC)DRS 50
UPL 170
DPL 16025 — Over connection Down Passenger
Loop to Down Main 52m. 38chs.
to 52m. 42chs.— 25 Over connection Up Main to Up
Passenger Loop 52m. 43chs. to
52m. 39chs.CW. Down Passenger 2200
Loop clear of fouling
point with Main line.CW. Up Passenger 200
Loop clear of fouling (falling)
point with Main line.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

	Crag Mill (LC)				C. Up line, 560 yards before reaching BD26 signal.	208
	Smeafield (LC)	3	728		C. Up line, 560 yards before reaching U53 signal.	208
	Fenham Low Moor (LC)				80 80 57m. 1ch. to 58m. 67chs.	
	Beal Station (LC)	3	1162		C. Up line, 725 yards before reaching U.64.	245
	Goswick (LC)	2	327		C. Down line, 960 yards before reaching D.62.	190
	Scremerston (LC)				C. Down line, 560 yards before reaching SN.3.	190
	Spittal (LC)				C. Down line, 560 yards before reaching D.63B.	190
	Tweedmouth	5	224		- 90 65m. 14chs. to 58m. 67chs.	
					50 - 65m. 57chs. to 66m. 57chs.	
					- 85 65m. 68chs. to 65m. 14chs.	
					60 - 66m. 57chs. to 67m. 69chs.	
				UGL 60	- 50 66m. 70chs. to 65m. 68chs.	
				DGL 60	- 30 67m. 6chs. to 66m. 70chs.	
				DGL 44	- 60 67m. 69chs. to 67m. 6chs.	
					- 90 69m. 0chs. to 67m. 69chs.	
				80 80	69m. 0chs. to 69m. 66chs.	
					CW. Down Main 490 yards before reaching T.12 signal.	190
					CW. Up Goods Loop clear of fouling point with Main line, 460 yards before reaching T.18 signal.	190 (falling)
					S. Connection from Down Goods Loop (North end) to Down Main line.	190

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 29/31—Substitute—continued.

Tweedmouth—continued.

										C. Down line 800 yards before reaching Down Auto signal D.68.	190
										C. Down line 560 yards before reaching Down Auto signal D.69.	190
	Berwick Station	1	44							C. Down line 500 yards before reaching Down Auto signal D.54.	190
										C. Down line, 560 yards before reaching Down Auto signal D.53.	190
										C. Down line, 830 yards after passing Down Auto signal D.53.	190
	Ayton Station (Scottish Region)	6	1214					DGL	73		

Page 33

SELBY WEST TO SELBY (CANAL) (GOODS LINE)

Delete heading and table and substitute:—

SELBY WEST JUNCTION TO SELBY (CANAL JUNCTION)

SELBY WEST JUNCTION TO SELBY (CANAL JUNCTION)

20 MAXIMUM PERMISSIBLE SPEED ON (Both SINGLE LINE directions)

Single line (No token)	Selby West Junction (L.C.) (Controlled by Selby signal box). (see page 108 for Leeds City to Hull Paragon)	—	—
	Canal Junction (Controlled by Selby signal box) (see page 17 for (Black Carr Junction) to	—	753

YORK YARDS, HOLGATE JUNCTION AND YORK SKELTON

Holgate Junction

Amend :—

York Yard South

— 15 0m. 20chs. to 0m. 0chs.

Add :— (See page 34 for York Yard South to Waterworks Junction)

— 15 Over Junction towards Waterworks Junction. (Branch Speed limit).

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 34

YORK YARD SOUTH TO WATERWORKS JUNCTION VIA SCARBOROUGH GOODS LINES

York Yard South

Add:— (See page 33 for

York Yard South

to Holgate Junction)

YORK (SKELTON) TO HARROGATE (DRAGON)

Pages 37/38

Delete whole of table Skelton to Knaresborough Station (LC) inclusive.

YORK (SKELTON) TO HARROGATE (DRAGON)

YORK (SKELTON) AND KNARESBOROUGH

65 65 MAXIMUM PERMISSIBLE SPEED ON
MAIN AND SINGLE LINES

York

Skelton — —

(See page 18 for Doncaster (Black Carr
Junction to Berwick (Marshall Meadows)

Nether Poppleton (LC)

Poppleton

Station (LC) 1 511

— 20 Over connection Single
to Double line 2m. 78chs.
to 2m. 75chs.

Hessay Road (LC)

Hessay (LC)

Hessay W.D. (G.F.)

DRS 55

Marston Moor (LC)

Wilstop (LC)

Hammerton

Station (LC) 5 1470

— 20 Over connection Double
to Single 8m. 56chs. to
8m. 53chs.

Hammerton Road (LC)

Cattal Station (LC) 1 857

C. Down line 2843 127
yards before reaching
Knaresborough Station
Down Home signal

Whixley (LC)

Knaresborough Tunnel (178 yards)

Knaresborough

Station (LC) 6 801

40 40 16m. 20chs. to 16m. 41chs.

Page 39

NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE

Amend:—

Yafforth (L.C.) (P.4)

Leeming Bar Station (L.C.)

Amend:—Description of Block Signalling between Bedale Station (LC) and Leyburn Station to read
"Electric Token" and between Leyburn Station and Redmire Station to read "One Train Only".

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 40/41

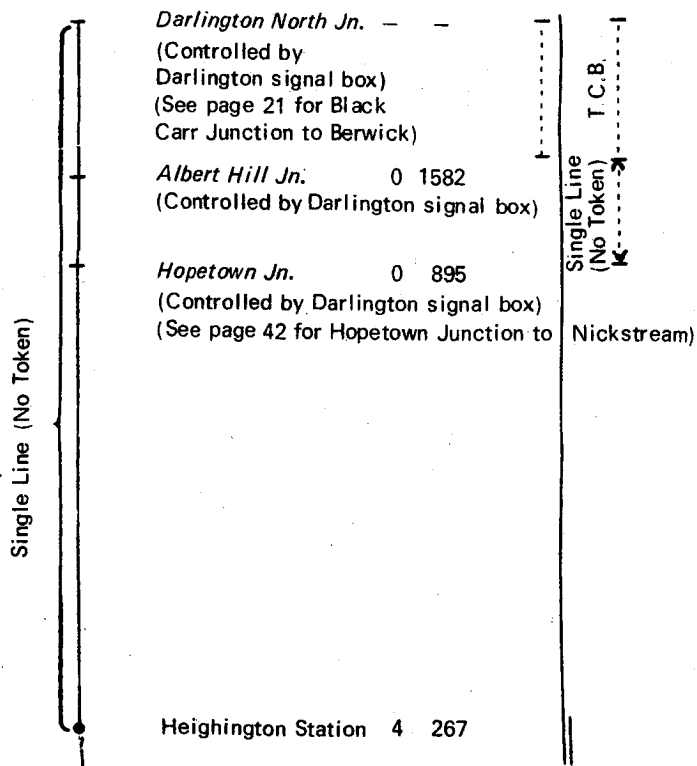
DARLINGTON (PARKGATE) TO BISHOP AUCKLAND EAST

Delete heading and table and substitute:—

DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST

DARLINGTON (NORTH JUNCTION) AND
BISHOP AUCKLAND EAST45 45 MAXIMUM PERMISSIBLE SPEED
ON MAIN AND SINGLE LINES40 40 MAXIMUM PERMISSIBLE SPEED
ON GOODS LINESC., Down Goods
470 yards before
reaching D849
signal.

20 20 0m. 17chs. to 1m. 15chs.

— 20 Up Goods line, 0m. 73chs. to 0m.
0chs.15 15 Over connection from Up and Down
Goods Single line to Up and Down
Bishop Auckland Single line, 0m.
73chs. to 0m. 75chs.15 — Over Junction towards Nickstream
(Branch Speed Limit)— 30 Bishop Auckland Single line 0m.
17chs. (Darlington to Shildon
mileage) to 44m. 33chs. (York to
Newcastle mileage)— 25 Over connection from Double to
Single line 4m. 63chs. to 4m.
60chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX--NORTHERN AREA--continued.

TABLE A--continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 40/41 -- substitute -- continued

Shildon 3 451
(See page 41 for Shildon Works Branch)

Shildon Tunnel
1220 yards)

Shildon North Jn. 1 940
(Controlled by Shildon signal box)

Bishop Auckland 1 529
East

(See below for Bishop Auckland East to Goods Yard and page 42 for Bishop Auckland East to Eastgate (APCM Sidings))

15 -- Over junction towards Shildon Works Branch (Branch Speed Limit)

40 40 8m. 18chs. to 8m. 51chs.

30 -- Connection from Down Main to Single line, 8m. 51chs. to 8m. 56chs.

CW, Down Brusselton 122
Branch, clear of fouling point with Main Line, 10 yards before reaching No.14 Down Branch Starting Signal.

-- 30 Connection from Up Main to Single line, 9m. 49chs. to 9m. 44chs.

Page 41

BISHOP AUCKLAND EAST TO GOODS YARD

Bishop Auckland
East

Amend note:--

(See above for Darlington (North Junction) to Bishop Auckland East and page 42 for Bishop Auckland East to Eastgate (A.P.C.M.))

Page 42

DARLINGTON (HOPETOWN) TO NICKSTREAM

Delete:--heading and table and substitute:--

DARLINGTON (HOPETOWN JUNCTION) TO NICKSTREAM

DARLINGTON (HOPETOWN JUNCTION) AND NICKSTREAM

15 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 42 — substitute — continued

One Train Only (No Staff) — See page 290	Hopetown Junction — —										
	Controlled by Darlington Signal box (See page 40 for Darlington (North Junction) to Bishop Auckland East)										
	Nickstream	1	281								

Page 43

FERRYHILL TO NORTON-ON-TEES SOUTH

Amend:— FERRYHILL AND NORTON-ON-TEES SOUTH

40 40 MAXIMUM PERMISSIBLE SPEED ON
MAIN AND GOODS LINES

Stillington Station

Delete:—

20 20 4m. 3chs. to 3m. 64chs.

Add:—

Norton-on-Tees

35 — 1m. 20chs. to 0m. 0chs.

West (LC)

Delete:—

30 30 0m. 30chs. to 0m. 4chs.

FERRYHILL (TURSDEALE JUNCTION) TO PELAW VIA LEAMSIDE

Page 44

Leamside (LC)

Delete:—All details, including all Horn Codes between Leamside and Fencehouses Station (LC) but
not speed restrictions.

Fencehouses

Station (LC)

Amend:— 6 317

Page 45

Washington
South

Delete:— 'South'

Amend:—

15 — Over Junction towards South
Pelaw.

Page 46

CONSETT NORTH TO OUSTON JUNCTION

Annfield

Amend:—

15 — Over Junction towards Oxhill
17m. 69chs. to 17m. 64chs. (Oxhill
to Annfield mileage) (Branch Speed
limit)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 47

CONSETT NORTH TO OUSTON JUNCTION

South Pelaw

Amend:—

15 15 Over all connections between
Consett North to Ouston Junction
and South Pelaw to Washington
routes 0m. 71chs. to 0m. 58chs.

Amend:—

C. Up line 460 66
yards before
reaching S.13 signal.

Delete:—

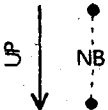
C. Up Main 560 66
yards before
reaching S.13 signal.

Page 48

CARR HOUSE WEST TO FELL

Amend first column:—

Carr House West



Consett Fell

Delete:— Additional Up Running line between Carr House West and Consett Fell.

Page 53

HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND

Delete:—

North East

Marine (L.C.)

Page 54

Delete:—

North Shields

Goods Yard G.F.

DONCASTER MARSHGATE JUNCTION TO LEEDS

Amend:—

DONCASTER MARSHGATE JUNCTION AND
CARCROFT JUNCTION

90 90 MAXIMUM PERMISSIBLE SPEED ON
MAIN LINES.

Marshgate Junction

Add:—

70 70 156m. 72chs. to 158 m.p.

Page 55

Add:—

CARCROFT JUNCTION AND
WAKEFIELD (WESTGATE)

90 90 MAXIMUM PERMISSIBLE SPEED ON
MAIN LINES

Moorhouse
Junction

Add:—

80 80 164m. 60chs. to 166m.p.

South Kirkby
Junction

Add:—

80 — 167m. 55chs. to 167m. 70chs.
— 80 168m. 5chs. to 167m. 36chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 55 — continued

Nostell Ground
Frame
Add:— 80 — 169 m. 5 chs. to 169 m. 60 chs.

Hare Park
Junction
Add:— 80 80 171 m. 72 chs. to 174 m. 58 chs.

Page 56

Wakefield Westgate South Junction
Amend:— 50 50 174 m. 58 chs. to 175 m. 34 chs.

Wakefield Westgate
Station
Amend:— — 443

Amend:—
WAKEFIELD (WESTGATE) AND LEEDS CITY
(WEST JUNCTION) 65 65 MAXIMUM PERMISSIBLE SPEED ON
MAIN LINES

Delete:— 50 50 176 m. 70 chs. to 177 m. 2 chs.

50 50 178 m. 12 chs. to 178 m. 46 chs.

Pages 56/57

Between Lofthouse
Ground Frame and
Gelderd Road Junction
Add:— C. Up Doncaster 963 99
yards before reaching
L200 signal.

Page 58

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)
Applehurst Junction
Delete:— C. Down line 988 Level
yards before reaching
Home signal.

Page 59

WAKEFIELD (WESTGATE) SOUTH JUNCTION TO WAKEFIELD (KIRKGATE) WEST
Wakefield
(K) West
Amend mileage:— — 555

Page 60

EASTWOOD (LMR) TO NORMANTON GOOSE HILL
Eastwood (L.M.R.)
Delete:— C. Up Main, 880 182
yards before
reaching I.B.S. signal.

Delete:— UGL
No.2

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A—continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 61

Delete:— Up Goods line between Sowerby Bridge West and Sowerby Bridge Station.
Sowerby Bridge
Station

Delete:— block post dot and UPL

Page 62 EASTWOOD (L.M.R.) TO NORMANTON, GOOSEHILL

Healey Mills

Amend:— UGL 35

Pages 63/64

Amend heading:—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Lightcliffe

Delete:— All reference except Speed Restriction.

Low Moor

Amend:— 5 214

Page 65

Delete whole of table on this page and substitute:—

Mill Lane 0 1258

Junction

(See page 97 for Leeds City (Whitehall Junction) to Bradford Exchange)

15 15 Over connections Halifax to Leeds lines and Leeds to Halifax lines 39m. 79chs. to 40m. 3chs. CW. Up Main line, 50 484 yards before reaching Up Main Section signal.

Pages 66/69

DIGGLE TO HEALEY MILLS (HEATON LODGE JN.)

Delete existing table and Substitute:—

DIGGLE AND HEATON LODGE JUNCTION

65 65 MAXIMUM PERMISSIBLE SPEED ON MAIN, FAST AND SLOW LINES.

45 45 15m. 0chs. to 15m. 16chs.

40 40 Main lines 18m. 7chs. to 18m. 37chs. (Note: 18m. 7chs. is 23chs. on the Marsden side of the Down Main Fixed Distant signal in Standedge Tunnel).

Diggle — —
Junction (London
Midland Region)

Standedge Tunnel (3m. 66 yards)

Marsden Station

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued.

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 66/69 — substitute — continued

TCB	Marsden Junction	4	0							10 Through connection from Up Goods Loop to Up Main, 18m. 20chs. to 18m. 16chs.	
										55 55 Main lines, 18m. 37chs. to 19m. 0chs.	
						URS 50				C. Up Main, 482 Yards before reaching Home signal.	105
						UGL 120					
										55 55 21m. 11chs. to 21m. 30chs.	
										C. Up Main, 1 mile 1450 yards before reaching Marsden Junction Distant signal	106
										C. Up Main, 3 miles 580 yards before reaching Marsden Junction Distant signal.	106
	Longwood Goods	4	1291							C. Up Main 900 yards before reaching LG31 signal.	106
										C. Up Main 480 yards before reaching LG32 signal.	106
										CW. Up Main 520 yards before reaching U24 signal.	96
	Gledholt Junction (controlled by Huddersfield signal box)	1	572							50 50 Main and Slow lines, 24m. 60chs. to 25m. 15chs.	
										15 15 Fast lines, 24m. 63chs. to 24m. 70chs.	
	Gledholt North Tunnel (243 yards)									35 35 Fast lines, 24m. 70chs. to 25m. 15chs.	
										C. Up Fast 428 yards before reaching HU 189 signal.	96
	Gledholt South Tunnel (232 yards)									CW. Up Slow 382 yards before reaching HU191 signal.	96

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued.

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 66/69 — substitute — continued

Springwood Junction (controlled by Huddersfield signal box) (see page 70 for Penistone line)	0	792						40	40	Slow lines, 25m. 15chs. to 25m. 20chs.	
						Signals HU 145, 147, 149, 153, 155	Signal HU 169	30	30	Fast lines, 25m. 15chs. to 25m. 49chs.	
Huddersfield North Tunnel (684 yards)						Signal HU 155	Signal HU 143	—	20	Fast line, over junction towards Lockwood, 0m. 40chs. to 0m. 48chs.	
Huddersfield South Tunnel (695 yards)								15	15	All lines, 25m. 49chs. to 25m. 73chs.	
Huddersfield Station Huddersfield	0	880				TCB (G)	No. 1 Platform TCB (P & PF)			CW. Up Goods Loop, 101 yards before reaching HU155 signal.	
						Signal HU 77	Signal HU 75/77	55	55	Fast lines, 25m. 73chs. to 26m. 25chs.	
						Signal HU 77	Signal HU 73			C.W. Up Fast, 450 yards before reaching HU75 signal.	
Hillhouse Junction	0	1076				Signal HU 644	Signal HU 641	20	20	Fast lines, over junction, 26m. 25chs. to 26m. 29chs.	
										S. Up Huddersfield 840 yards before reaching HU75/77 signals.	147
										S. Up Huddersfield, 840 yards before reaching HU644 signal.	147
										S.Up Huddersfield, 850 yards before reaching HU646 signal.	147
										S.Up Huddersfield, 684 yards before reaching HU648 signal.	147
Bradley Junction	2	232						15	—	Over junction towards Bradley Wood Junction, 0m. 0chs. to 0m. 4chs. (Bradley Branch mileage).	
Heaton Lodge (South Junction)	—	833						50	50	28m. 72chs. to 29m. 3chs.	
(controlled by Healey Mills signal box) (see page 66 for Heaton Lodge (South Jn.) to Heaton Lodge (East Jn.))								50	—	Over junction towards Underpass (Branch speed limit).	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued.

TABLE A—continued.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 66/69 — substitute — continued

Heaton Lodge — 1249
Junction
(controlled by Healey Mills signal box)
(See page 60 for Eastwood (L.M.R.) to
Normanton Goose Hill)

55 55 29m. 19chs. to 29m. 40chs.

† — Down Main signalled in both directions between signals HU147 and HU123. TCB (P&PF) on Up Main and in both directions on Down Main.

Page 70

CLAYTON WEST BRANCH

Clayton West
Station

Amend:—

C.W. Trailing end 70
of connection from
Down Sidings in the
direction of
Skelmanthorpe

Page 71

THORNHILL (L.N.W. JUNCTION) TO LEEDS CITY (HOLBECK EAST JUNCTION)

Dewsbury
(Wellington Road)
Station

Add:—

50 — 33m. 48chs. to 33m. 74chs.

Batley West
Junction

Delete:—

25 — 33m. 48chs. to 33m. 74chs.

Page 73

Amend heading and sub heading:—

BARNSELY STATION JUNCTION TO HORBURY JUNCTION

BARNSELY STATION JUNCTION AND HORBURY JUNCTION

Barnsley (Exchange)
Junction

Amend:—

Barnsley Station
Junction

(See page 179 Southern Appendix for Mexborough East Junction to Barnsley Junction (via Barnsley))

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JN.)

Page 75

Delete:—

WATH ROAD JUNCTION TO 171½M.P.

80 80 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.

171½M.P. TO ROYSTON JUNCTION

70 70 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.

Add:—

WATH ROAD JUNCTION TO 174¼M.P.

80 — MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

175M.P. TO WATH ROAD JUNCTION

— 80 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 75 – Add – continued

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JN.) – continued

174¼M.P. TO NORMANTON STATION

70 – MAXIMUM PERMISSIBLE SPEED
ON MAIN LINES.

NORMANTON STATION TO 175M.P.

– 70 MAXIMUM PERMISSIBLE SPEED
ON MAIN LINES.

Dearne Valley

Colly. Sdgs.

Delete:–

60 60 Main lines 171m. 40chs. to
172m. 20chs.

Houghton Colly.

Sdgs.

Add:–

– 70 173½m.p. to 172¾m.p.

Pages 75/76

Delete table Wath Road Junction to Cudworth Station inclusive and footnote and substitute:–

Wath Road Junction (See page 192 Southern Area Sectional Appendix for Hasland (LMR) to Wath Road Junction and page 92 for Wath Road Jn. to Burton Salmon)				A	A						
Wath North Station	1	384		A	A	URS	60				
Wath North (North)	–	524		A	A	DRS	60				
Dearne Valley Colliery Sidings	2	1100		A	A						
Houghton Colliery Sidings	–	916		A	A						
Dearne Valley North Junction (Controlled by Cudworth Station) (Goods lines only) (See page 79 for Dearne Valley North Branch)	–	484		A	A						
				A	A						
Cudworth Station (See page 80 for Cudworth Station to Stairfoot Junction)	2	321		A	A						

– 70 173½m.p. to 172¾m.p.

– 15 Goods line over junction towards
Grimethorpe, 0m. 0chs. to 0m.
30chs. (Dearne Valley North
Branch mileage).S. Down Goods 83
connection from Down
Dearne Valley North
Branch to Down Goods
1467 yards before
reaching DG173 signal.– 15 Over junction to Stairfoot
Junction, 2m. 8chs. to 2m. 2chs.
(Stairfoot Jn. to Cudworth mileage).Loco horn code Up Slow 4L Freight trains stopping
between Cudworth and Wath Road Jn. for traffic.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standard-gage Wagons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 75/76 – substitute – continued

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JN.) – continued

				NB							
										10 10 Over connections to and from Slow lines, 174m. 76chs. to 174m. 4chs.	
										Loco horn code All Up lines 5S Freight trains requiring to pass Swinton on Up Slow line.	
										CW. Up Goods, clear of fouling point with Up Slow line.	325 (falling)
										Loco horn code Up Slow or Goods 2L 1S. Trains for Grimethorpe.	

Page 76

Delete:—All entries Cudworth South Junction to Royston Junction inclusive and Substitute:—

	Cudworth South Junction	—	770								
	Cudworth North Junction	—	814							— 20 Over junction towards Monk Bretton (Branch Speed Limit)	
	(see page 80 for Cudworth North Junction to Monk Bretton)										
	Carlton Main Sidings (signals Slow lines only)	—	946								
	ROYSTON JUNCTION AND LEEDS CITY (NORTH JUNCTION)										
										60 60 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.	
										40 40 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
	Royston Junction	1	1540							— 60 180¼m.p. to 178½m.p.	
	Engine Whistles			2L1S	1L2S					All Down lines for Wakefield (Kirkgate)	
										All Down lines for Crofton	

Delete:—

CW, Down Goods line, clear of fouling point with connection Up Fast to Up Slow line.

Page 77

Oakenshaw

Add:—Engine whistle 2L2S Down Main for trains for York direction at Altofts.

Delete whole of table Goose Hill to Altofts inclusive and Substitute:—

	Goose Hill	2	453							— 20 Over Jn. towards Wakefield 50m. 31chs. to 50m. 26chs. (Manchester to Normanton Mileage)	
	(See Page 63 for Normanton Goose Hill to Eastwood (LMR))										
	Normanton	0	509							60 — 183½m.p. to 185m. 30chs.	
										— 60 184m. 70chs. to 184m. 23chs.	
										— 50 185m. 30chs. to 184m. 70chs.	

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A—continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 77 – substitute – continued

WATH ROAD JUNCTION TO LEEDS CITY (NORTH JN.) – continued

NORMANTON STATION AND LEEDS CITY (NORTH JN.)

75 75 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES

60 – Over Jn. towards Castleford (Branch Speed Limit)

25 25 Over connections and crossovers between Fast and Slow lines 185m. 64chs. to 186m. 2chs.

Altofts 1 22

(See page 81 for Normanton Altofts to York Chaloners Whin)

Page 78

Methley North Junction

Add:—

— 60 187m. 40chs. to 187m. 35chs.

Waterloo Colliery Sidings

Add:—

60 60 190m. 40chs. to 194m. 37chs.

Page 81

NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS WHIN) Whitwood

Delete from note:—

(and page 84 for Whitwood Branch)

Page 83

Amend:—

CHURCH FENTON AND YORK (CHALONERS WHIN)

90 90 MAXIMUM PERMISSIBLE SPEED ON LEEDS LINES

80 80 MAXIMUM PERMISSIBLE SPEED ON NORMANTON LINES

Chaloners Whin

Add:—

— 70 2m.p. to 3m.p. Leeds and Normanton Lines.

85 — 4m. 20chs. to 2m.p. Leeds line only.

METHLEY NORTH JUNCTION TO CASTLEFORD, WHITWOOD Whitwood

Delete from note:—

(and page 84 for Whitwood Branch)

Page 84

WHITWOOD BRANCH (GOODS LINE)

Delete:—heading and table.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 86/87

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)

Delete:– Down Goods line between *Oakenshaw Junction* and *Crofton West Junction*

Add between Red Lane (LC) and Featherstone (LC):–

Signal 330

T.C.B. (G)

Signal 345

WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION) ETC.

Page 89

Delete :– existing table between Hensall Station and Snaith West, inclusive and substitute :–

Hensall Station
(L.C.) 1 814Drax Power
Station Branch 1 615
Junction

(Controlled by Hensall Station box)

(See Page 89 for Drax Power Station Branch)

Heck Lane(LC)

Heck Ings(LC)

Gowdall Lane(LC)

Field Lane(LC)

30 25 Through connections to and from
Drax Power Station Branch.

Snaith (L.C.) 2 505

Add:–

DRAX POWER STATION BRANCH

DRAX POWER STATION BRANCH

35 55 MAXIMUM PERMISSIBLE SPEED

Hensall

Drax Power – –
Station Branch
Junction

(See Page 89 for Wakefield Kirkgate East to Goole)

West Bank Hall (LC) (P2)

Jacky Duffin Wood (LC) (P3)

Linwith Lane (LC) (P2)

Drax Power 4 554

Station (Distance to end of Branch)

T.C.B. on Up Main and on the
Down Main between signals
H.26 and H.487See Local Instructions
Page 314

Page 90

CHARLESWORTH'S TO LOFTHOUSE JUNCTION

Charlesworth's

Add:–

10 181m. 45chs. to 181m. 57chs.
(Both
directions)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A—continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 92

GOOLE (MARSHLAND) TO EPWORTH

Delete :— heading and table

Page 93

WATH ROAD JUNCTION TO BURTON SALMON

Dearne Junction

Amend:- (See Southern Area
Appendix Page 180 for
Dearne Junction to Wath
Central Junction)

Delete:-

45 45 17m. 14chs. to 17m. 5chs.

Pages 96/97

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE (VIA NEW PUDSEY)

Delete table Hammerton Street to Bradford Exchange Station and Substitute:-

T.C.B.	Hammerton Street	0	1518	30	30	191m. 19chs. to 191m. 35chs. (Except Down Freight trains, see next item).
				10	—	Freight trains 191m. 19chs. to 191m. 35chs.
	Wakefield Road Tunnel (132 yards)			15	15	191m. 52chs. to 191m. 79chs. (Except Down Freight trains, see next item).
				10	—	Freight trains 191m. 52chs. to 191m. 79chs.
	Mill Lane Junction (See page 65 for Milner Royd Jn. to Mill Lane Junction)	0	1314	10	—	40m. 22chs. to Exchange Station.
				—	15	Over connection Leeds to Halifax line 40m. 3chs. to 39m. 79chs. (Manchester to Bradford mileage).
	Bradford Exchange Station	0	595			

Pages 98/99

BRADFORD (ST. DUNSTANS) TO CITY ROAD GOODS YARD

Delete:—heading and table.

LEEDS CITY TO SKIPTON (STATION SOUTH)

Page 101

Newlay

Station

Delete:—

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 102

Hirstwood

Delete: – All details

Bingley Station

Amend: – 3 237

Page 105

SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION)

ShIPLEY Goods Sidings

Delete: – All details

Manningham Station Junction

Amend 1 1452

LEEDS CITY TO HULL (PARAGON)

Page 107

Micklefield Station

Junction

Amend: – 0 114

Page 108

Selby South

Amend: –

C.W., Down Platform 452
line 203 yards before
reaching S1953 signal.

Delete: –

U.Trailing points Up 200
Hull to Up Main line
100 yards after passing
No58/59 signal.

Pages 108/109

Delete: – Selby West to Hemingbrough Station (LC) inclusive, and substitute: –

Selby (LC) 1 1476

Selby West 0 82

Junction (LC)

(Controlled by Selby signal box).

(See page 33 for Selby West Junction to Selby (Canal Junction)

30 30 0m. 42chs. to 0m. 5chs.

20 – Over junction towards Canal
Junction (Branch Speed limit)

Selby South Junction – 814

(Controlled by Selby Signal Box)

(See page 17 for Black Carr Junction to
Berwick (Marshall Meadows))+DPL 25 25 25 0m. 5chs. to 0m. 0chs. (Selby
UPL 35 to Leeds mileage).25 – Over connection Down Main to
Down Platform Loop at 174m. 16chs60 60 174m. 16chs. to 30m. 35chs. (Hull
to Selby mileage) (174m. 68chs.
Kings Cross to York mileage)CW, Down Platform Level
line 203 yards before
reaching S1953 signal

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restriction m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

LEEDS CITY TO HULL (PARAGON) — continued

Pages 108/109 — substitute — continued

TCB	Selby Station	--	286			Signal SS 1953				25	25	Over connection Down Platform Loop to Down Main and Up Main to Up Platform Loop at 174m. 30½chs. (30m. 72chs. Hull to Selby mileage)
						Signal SS 1955				30	—	Over connection and over Down Slow 30m. 64chs. to 30m. 38chs. (174m. 38chs. to 174m. 65chs. Kings Cross to York mileage)
						Signal SS 1956				—	40	Over connection Up Hull to Up Main 30m. 56chs. to 30m. 64chs. (174m. 46chs. to 174m. 38chs. Kings Cross to York mileage)
										—	45	Up Hull, 30m. 38chs. to 30m. 56chs. (174m. 65chs. to 174m. 46chs. Kings Cross to York mileage.)
										25	—	Over connection Down Slow to Down Main 30m. 38chs. to 30m. 34chs. (174m. 65chs. to 174m. 69chs. Kings Cross to York mileage.)
	Barlby (LC)									—	25	Over connection Up Main to Up Slow 30m. 34chs. to 30m. 38chs. (174m. 69chs. to 174m. 65chs. Kings Cross to York mileage).
						Signal SS 1957				45	—	Over connection Down Main to Down Hull 30m. 34chs. (174m. 69chs. Kings Cross to York mileage) to 30m. 24chs.
						Signal SS 1872/1972				—	45	Over connection Down Hull to Up Main 30m. 24chs. to 30m. 27chs. (174m. 79chs. to 174m. 76chs. Kings Cross to York mileage)
	Barlby North Junction (Controlled by Selby Signal box) (See page 17 for Black Carr Junction to Berwick (Marshall Meadows).	—	1434							—	45	Over connection Up Hull to Down Hull 30m. 12chs. to 30m. 18chs.
	Hemingbrough (LC)	2	271									Up Freight trains to give Selby South horn codes.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds.	Up	Down	Description	Stand-age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

LEEDS CITY TO HULL (PARAGON) – continued

Page 109

Delete from Running lines column between Hessle Station and Hessle Haven:– Down Goods line 'A'.

Melton Lane

Add:–

– 45 Slow line 8m. 41chs. to 10m. 25chs.

Hessle Station

Delete:–Block post dot

Pages 109/110

Delete from the Up Running lines column, Slow line between Hessle Station and Hessle Haven.

Page 110

Hessle Haven

Delete:–

20 – Over junction (all lines) towards New Inward Yard 0m. 0chs. to 0m. 5chs.

20 – Down Goods, over junction towards Priory Yard, 4m. 12chs. to 4m. 8chs. (Manor House to Hessle Haven via Priory Yard mileage).

Add:–

20 – Over junction (all lines) towards Hull Yards.

Delete:– Down 'PF' line between West Parade and Hull Paragon

Page 111

MICKLEFIELD TO CHURCH FENTON

Micklefield

Station Junction

Delete:–

before reaching Level
714 signal

Church Fenton

Add:–

U. Up Leeds 861 Level
yards before reaching
714 signal

Pages 111/112

STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE

Thorne Junction

Delete:– block post dot and amend to read:–

Thorne Junction (Controlled by Stainforth Junction signal box)

Delete:–

– 30 8m. 20chs. to 8m. 6chs.

Add:–

– 35 8m. 0chs. to 7m. 69chs.
(Marshgate Goods Junction to Thorne mileage) (8m. 7chs. Marshgate Junction to Wrawby Junction mileage).

Thorne Colliery

Delete:– All details

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 111/112 – continued

STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE – continued

Marshland

Delete: – All details

Dutch River

Amend: – 4 1413

Page 112 STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE

Delete: – 2 way NB Up Goods line between Boothferry Road and Dutch River.

Page 114 HULL (WEST PARADE) TO SEAMER WEST

Amend: –

HULL (WEST PARADE) AND HUNMANBY

70 70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Cottingham South

Delete: – all details **except** speed restrictions.

Cottingham Station

Amend: – – 1743

Pages 115/116

Delete: –

DRIFFIELD AND BRIDLINGTON

70 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Delete all details Bridlington South to Hunmanby Station (LC) inclusive and **substitute:** –

• Bridlington South	2 95	•	•	20	– All lines 30m. 49chs. to 31m. 0chs.
---------------------	------	---	---	----	---------------------------------------

Bridlington Station	0 308				
---------------------	-------	--	--	--	--

• Bridlington Quay (LC)	0 308	•	•		
-------------------------	-------	---	---	--	--

15	– Over connection Double to Single line 31m. 0chs. to 31m. 3chs.
----	--

– 20	All lines 31m. 3chs. to 30m. 49chs.
------	-------------------------------------

20	31m. 3chs. to 31m. 10chs. (Both directions)
----	---

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 115/116 – substitute – continued

HULL (WEST PARADE) TO SEAMER WEST – continued

BRIDLINGTON AND SEAMER WEST

60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES.

Electric Token

Sewerby (LC)

Flamborough Station (LC) 2 573

50 33m. 53chs. to 34m. 30chs.
(Both directions)Bempton Station (LC)
Buckton Lane (LC) 1 213

Speeton Station (LC) 2 1579

60 39m. 37chs. to 41m. 1ch.
(Both directions)

● Hunmanby Station (LC) 4 397

50 41m. 1ch. to 41m. 41chs.
(Both directions)

– 20 Over connection Double to Single line 41m. 44chs. to 41m. 41chs.

Add:–

HUNMANBY AND SEAMER WEST

60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Amend:–

Grinstead Station (L.C.)

Page 121

HULL HESSLE ROAD (SWEET DEWS SIDINGS) TO MARFLEET

Delete heading and table

Page 123

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC.

Amend:–

Long Lane (L.C.)

Rounton Gates (LC) (P2)

Delete:–

S, Northallerton Down 189
line 60 yards before
reaching 822 signal.

Eaglescliffe South Junction

Add:–

S, Northallerton Down 189
line 600 yards before
reaching 822 signal.

Page 125

Norton-on-Tees South

Amend:–

35 – Over junction towards Norton-on-Tees West 0m. 0chs. to 1m. 20chs.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A—continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 127/128

Ryhope Station

Delete:—All details including speed restriction

Ryhope Grange

Amend:— 2 852

Amend:—

(See page 136 for Ryhope Grange to Hendon and Londonderry Branches and page 137 for Hawthorne Combined Mine and Coke Plant (North Junction) to Ryhope Grange)

Add as first item in speed restriction column:—

10 — Over junction towards Londonderry Branch (Branch speed limit)

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD

Page 129

Amend:— "page 000" in footnote to read "page 141"

Page 130 HARTBURN CURVE

Delete:— Dotted line and "AB" between Hartburn and Bowesfield and substitute continuous line.

Page 131

NORTH SHORE BRANCH (GOODS LINES)

Amend:—

Portrack (LC) (P1)

Page 132

BILLINGHAM ON TEES TO PORT CLARENCE (PHILIPS SIDINGS GROUND FRAME)
Haverton Hill Station

Add:— block post dot.

Page 134

HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COLLIERY

Amend heading to read:—

HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COMBINED MINE AND COKE PLANT
PLANT (SOUTH JUNCTION)

Page 135

Hawthorn Colliery
(N.C.B. box)

Amend to read:—

Hawthorn Combined
Mine and Coke Plant
(South Junction)
(N.C.B. Box)

THORNLEY COLLIERY BRANCH (GOODS LINE)

Amend:—

Wellfield Station
(See Page 134 for
Cemetery North to
Hawthorn Combined
Mine and Coke Plant
(South Junction)
(N.C.B. Box)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A — continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 136

HENDON BRANCH

Ryhope Grange

Amend

(See page 137 for Hawthorne Combined Mine and Coke Plant (North Junction) to Ryhope Grange and page 128 for Northallerton to Gateshead via Horden)

LONDONDERRY BRANCH

Ryhope Grange

Amend

(See page 137 for Hawthorne Combined Mine and Coke Plant (North Junction) to Ryhope Grange and page 128 for Northallerton to Gateshead via Horden)

Page 137

SOUTH HETTON COLLIERY TO RYHOPE GRANGE

Delete heading and table and substitute:—

HAWTHORNE COMBINED MINE AND COKE PLANT (NORTH JUNCTION) TO RYHOPE GRANGEHAWTHORNE COMBINED MINE AND COKE PLANT
(NORTH JUNCTION) TO RYHOPE GRANGE20 20 MAXIMUM PERMISSIBLE SPEED
ON GOODS LINESHawthorne Combined—
Mine and Coke Plant
(North Junction)One Train Working
See Page 338

Murton (LC) — 142

Seaton Bank Head (LC)

Seaton Station (LC) 2 131

CW. Up line, 660 yards 44
before reaching Seaton
Bank Head Level CrossingC. Up line 297 yards 44
before reaching Seaton
Up Home signalC. Up line, 781 yards 44
before reaching Seaton
Up Home signalRyhope Grange 3 0
(See page 128 for
Northallerton to
Gateshead via Horden
and page 136 for Hendon
and Londonderry Branches)S. Up line 453 yards 250
before reaching Up
Branch Starting signal.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE A – continued

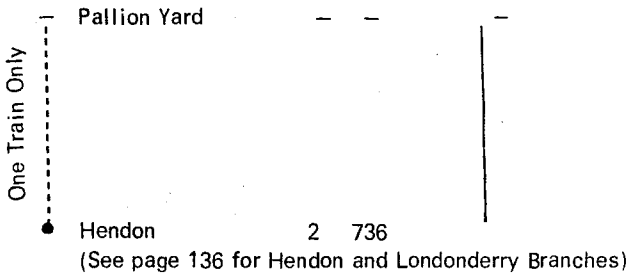
Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag- ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Page 137

Delete existing table and substitute:—

PALLION YARD TO HENDON JUNCTION**PALLION YARD AND HENDON JUNCTION**

15 MAXIMUM PERMISSIBLE SPEED ON
(Both SINGLE LINE
directions)



10 — 0m. 66chs. to 1m. 0chs.
(Fawcett Street to Hendon
Junction mileage)

Page 138

PALLION YARD TO HENDON JUNCTION

Hendon

Amend:— first item in Catch points column:—

C — Up line 55
1337 yards before
reaching Millfield
No.1 G.F. Signal

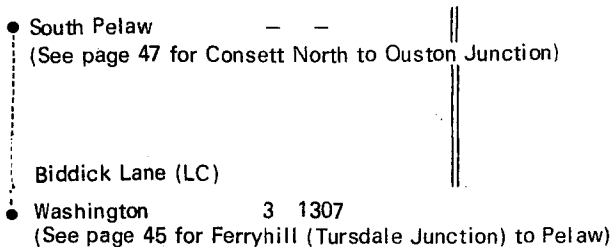
SILKSWORTH COLLIERY BRANCH (GOODS LINES)

Delete:— heading and table

Page 142

SOUTH PELAW TO WASHINGTON CHEMICAL WORKS

Delete existing table and Substitute:—

SOUTH PELAW TO WASHINGTON**SOUTH PELAW AND WASHINGTON**

45 45 MAXIMUM PERMISSIBLE SPEED ON
GOODS LINES.

15 15 Over all connections between
South Pelaw to Washington and
Consett North to Ouston Junction
routes, 11m. 61chs. to 11m. 56chs.

25 25 10m. 67chs. to 11m. 23chs.

15 — Over Junction towards Ferryhill
and Pelaw lines via North West
Curve.

25 25 8m. 30chs. to 7m. 59chs.

— 15 Over Junction towards Ferryhill
and Pelaw lines via South East
Curve.

C.W. Up line clear of 7260
fouling point with Main
line 75 yards before
reaching Up Starting
signal towards South
Pelaw.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

Pages 142/143

Amend heading and sub-heading:—

DARLINGTON SOUTH JUNCTION TO SALT BURN

DARLINGTON SOUTH JUNCTION AND SALT BURN

Amend:—

Darlington South Junction

(Controlled by Darlington signal box)

(See page 21 for Doncaster (Black Carr Junction) to Berwick)

Amend:—

— 25 0m. 33chs. to 0m. 28chs.

Add:—

30 30 0m. 33chs. to 0m. 42chs.

Amend:—

35 35 0m. 42chs. to 0m. 67chs.

Geneva

Delete:— All details

Dinsdale Station

Amend:— 3 964

Description of Block Signalling between Darlington and Oak Tree to read 'T.C.B.'

Page 143

Oak Tree

Delete Block post dot and Amend to read:—

Oak Tree Junction

(Controlled by Darlington Signal box)

(See page 147 for Fighting Cocks Branch)

Delete:— Locomotive horn code

Amend:— Description of Block Signalling between Oak Tree Junction and Urray Nook signal box to read 'T.C.B.'

Urray Nook

Delete:— Horn codes — 1L1S — Croft Yard
— 1L2S — Via Darlington South

Amend:— Horn code — 1S2L — Fighting Cocks Branch

Add:— Horn codes — Up Main line — 1L1S Freight trains for Darlington
1L2S Freight trains for Shildon

Page 144

Tees

Amend:— reference to "page 000" to read "page 147"

Page 145

Guisborough Junction

Delete:— All locomotive horn codes.

Cargo Fleet Station

Delete:— Locomotive horn code.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L.&V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in

DARLINGTON SOUTH JUNCTION AND SALTburn—continued

Page 145—continued

Normanby
Delete :—

CW, Down Clay Lane
line clear of fouling
point with Main Line. 345

Delete :— Locomotive horn code.

South Bank Station
Add :—

CW, Down Clay Lane
line clear of fouling
point with Main line. 345

Page 147

FIGHTING COCKS BRANCH (GOODS LINES)

Delete existing table and Substitute:—

Oak Tree Junction — —
(Controlled by Darlington Signal box)
(See page 143 for Darlington South Junction to Saltburn)

Local Instructions
see page 345

Shunting Area

One Train +
Only

Notice Board — 620

Fighting Cocks
(LC) (PI)

Notice Board 1 25

— 10 3m. 40chs. to 4m. 21chs.

Patons and
Baldwins Sidings
Ground Frame 1 1350

† The Staff is kept at Dinsdale Rail Welding Depot.

TEES, THORNABY EAST JUNCTION TO GUISBOROUGH JUNCTION (GOODS LINES)

Middlesbrough Station

Delete:— Locomotive horn code — — 1S2L — Shunting Neck at Old Town.

Page 148

MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO WHITBY

Amend:—
Marton Lane (L.C.)

Page 149

Amend:—

BATTERSBY AND 29m. 62chs. (Picton to Grosmont mileage) 45 MAXIMUM PERMISSIBLE SPEED
(both ON MAIN AND SINGLE LINES
directions)

Glaisdale
Delete:—

CW Up Main
clear of fouling
point etc. 101

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag-ons L. & V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Delete whole of table Grosmont to Whitby inclusive and **substitute:—**

Grosmont Station	1	990	15	29m. 50chs. to 29m. 66chs. (both (Picton to Grosmont mileage) directions)
29m. 62chs. (Picton to Grosmont mileage)			30	30 MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES
			25	26m. 27chs. to 26m. 45chs. (both (Rillington to Whitby mileage) directions)
Sleights (LC)	3	572	15	— Over connection Single to Double line 27m. 54chs. to 27m. 58chs. (Rillington to Whitby mileage)
Ruswarp (LC)	1	1056	25	25 30m. 20chs. to 30m. 27chs. (Rillington to Whitby mileage)
Bog Hall (LC)	1	220		
Whitby Station	0	286		

NORMANBY BRANCH (GOODS LINES)

Skippers Lane (LC) (PI)

NEWCASTLE TO CARLISLE (PETTERIL BRIDGE JUNCTION EXCLUSIVE)

Delete:— (P2)

Add:— (LC)

GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD

Add between Bensham Curve Junction and Norwood Junction:—

		C. Down Norwood 379 yards before reaching G155 signal.	92
Norwood Junction			
Delete:—		CW. Down line clear of fouling point of junction etc.	92
Add:—		C. Up Blaydon 614 yards before reaching N94 signal.	160
Amend description of Block Signalling between Norwood and Derwenttaugh to "Absolute".			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand-age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

BACKWORTH JUNCTION TO MORPETH VIA SEGHELL

Page 158

Amend:—

Plessey Road (L.C.)

Page 159/160

EARS DON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO.6 SIGNAL BOX

Delete heading and table and substitute:—

PERCY MAIN NORTH TO EARS DON JUNCTION

PERCY MAIN NORTH TO EARS DON JUNCTION

● Percy Main North	—	—						30	30	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
(See page 160 for Percy Main North to Station and page 161 for Percy Main North to Esso Sidings Ground Frame and Percy Main North to Northumberland Dock)								—	15	Over junction towards Percy Main Station (Branch Speed Limit).	
● Blue Bell	2	1319						15	15	3m. 7chs. to 3m. 2chs. C. Down Main near West Chirton Ground Frame. CW. Down Main, 383 yards before reaching Down Main Starting signal.	87
● Earsdon	—	590								CW. Up line, 280 yards before reaching Blue Bell No.1 Up Home signal.	106
(See page 158 for Backworth to Morpeth via Seghill)											

Page 160

PERCY MAIN STATION TO NORTH

Amend:— Description of Block signalling between Percy Main Station and Percy Main North to Absolute Block (ie—delete 'PF' from first column).

Delete 'NB' Goods line between Percy Main Station and Percy Main North.

Delete:—

C.W. Down Goods line clear of fouling point with main line etc.	394 (falling)
C.W. Up Goods line clear of fouling point with Main line etc.	165 (falling)

Percy Main North

Amend footnote to read:—

(See Page 159 for Percy Main North to Earsdon Junction)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX-NORTHERN AREA-continued

TABLE A – continued

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown.	Stations and Signal Boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions m.p.h.		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Stand- age Wag- ons L.&V.	D o w n	U p	Position	Gradient (Rising unless otherwise shown) 1 in

Page 161

PERCY MAIN, ENGINE SHED TO NORTHUMBERLAND DOCK

Delete heading and table
Add new table:-

PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT & EDWARD DOCKS (PORT OF TYNE AUTHORITY)

PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT & EDWARD DOCKS

15 MAXIMUM PERMISSIBLE SPEED
(both ON SINGLE LINE.
directions)

One Train Working	● Percy Main North	— —
	(See page 159 for Percy Main North to Earsdon Jn. and see below for Percy Main North to Esso Sidings Ground Frame)	
└	Northumberland/ Albert & Edward Docks (Port of Tyne Authority)	0 1267
One Train Working See Local Instructions Page 349	● Percy Main North	
	Esso Sidings Ground Frame	— 674 (Distance to end of Branch)

Add newTable:-
PERCY MAIN NORTH TO ESSO SIDINGS GROUND FRAME
Percy Main North and Esso Sidings Ground Frame

15 MAXIMUM PERMISSIBLE SPEED
(Both ON SINGLE LINE
directions)

BEDLINGTON TO LYNEMOUTH COLLIERY (N.C.B.)

Page 161

Amend:-
Green Lane (L.C.) (P2)
Woodhorn (L.C.)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA — continued

TABLE B — LINES WORKED UNDER PERMISSIVE BLOCK SYSTEM

Page 164

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.
Delete:— heading and items.

TABLE C — LINES WORKED UNDER "NO BLOCK" REGULATIONS

From	To	Line	
		Down	Up

Page 164

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.
Add:—

Decoy No.1	Balby Junction	No.1 Departure	—
------------	----------------	----------------	---

EASTWOOD (LMR) TO NORMANTON, GOOSE HILL
Delete:— heading and item.

TABLE D2 — LINES WORKED UNDER THE ELECTRIC TOKEN, TRAIN STAFF AND TICKET AND ONE TRAIN ONLY ARRANGEMENTS

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
-----------------	------------------------	--

Page 165

Add:—

FIGHTING COCKS BRANCH (GOODS LINES)

Dinsdale Rail Welding Depot Sdgs.	Lingfield	Rail Welding Depot Supervisor
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PERCY MAIN NORTH TO ESSO SIDINGS GROUND FRAME

Percy Main North to Esso Sidings	Esso Sidings	Sidings Supervisor
----------------------------------	--------------	--------------------

PALLION YARD TO FORD WORKS
Delete:— heading and item

PALLION YARD TO DEPTFORD
Delete:— heading and item

TABLE E — LOCAL HORN CODES

Code to be given at	Movement required	Code
---------------------	-------------------	------

Page 166

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.

Northallerton Station

Delete:—

Coal Depot to Up Sidings

2 Short
2 Long

DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.

Darlington South

Darlington North

Delete:—all entries

Amend heading:—

DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST

Page 167

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD EXCHANGE ETC.
Delete:— heading and items.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE E – continued

Code to be given at	Movement required	Code
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC.		
Delete : – heading and items.		
LEEDS CITY TO HULL (PARAGON)		
Delete :– heading and item		
Page 169	NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD, ETC.	
Ryhope Grange		
Amend :–		
	Seaham to Ryhope Colliery	5 Short 1 Long
Page 172		
Amend heading:–		
DARLINGTON (SOUTH JUNCTION) TO SALTBURN		
Amend :–		
Guisborough Junction	No.1 Up and No.1 Down Goods lines to Whitby Branch	1 Short 4 Long
Cargo Fleet Station		
Delete :– all horn codes		
SOUTH HETTON COLLIERY TO RYHOPE GRANGE		
Delete :– heading and item		
Page 173		
Amend heading : –		
PERCY MAIN NORTH TO EARSDON JUNCTION		
Delete : –		
Percy Main North	For Rising Sun Colliery For Algernon Colliery	1S, 1L. 2S, 1L.
Delete : – all details for Percy Main Engine Shed		

TABLE F – PROPELLING OF TRAINS OR VEHICLES

From	To	Line	Number of vehicles and special conditions.
Page 175			
DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.			
Delete :—			
Selby South	Selby (Canal)	No. 1 Up Goods	Freight wagons with or without Brakevan.
Selby South	Selby (Canal)	No. 2 Up Goods	Freight wagons with or without Brakevan.
Selby (Canal)	Selby South	No. 1 Down Goods	Daylight and clear weather
Barlby	Barlby North	Down Main	20 Freight wagons with or without brake van.
Barlby North	Barlby	Nos. 1 and 2 Up Goods	Freight wagons with or without brake van.
Add:—			
Dringhouses Up Yard (Y 10/11 Signals)	York Y6 Signal	Up Doncaster	Empty coaching stock. 30 freight wagons with or without brake van.
Darlington South	Darlington North	Down	'R' Empty Coaching stock etc.
Darlington North	Darlington South	Up Through (Station)	
Darlington North	Darlington South	Up Goods	Freight wagons

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE F – continued

From	To	Line	Number of vehicles and special conditions
Page 175 – Add – continued			
Darlington North	Parkgate	Down Goods	12 Empty Coaching stock etc.
Parkgate	Darlington North	Up Goods	Wagons of Cattle etc.
Page 176			
SHAFTHOLME TO FERRYBRIDGE			
Add:—			
Down Askern Sidings 405 GPL Signal	Knottingley South Junction K. 434 Signal	Up Askern	20 Freight vehicles with or without brake van.
YORK (SKELTON) TO HARROGATE, DRAGON			
Delete:— heading and item.			
Amend heading:—			
DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST			
Delete:—			
Hopetown	Parkgate	Up Goods	10 wagons with brakevan leading. In clear weather only.
Hopetown	Charity	Down Main	Freight wagons with or without Brake Van.
Add:—			
Hopetown Junction	Rolling Mill G.F.	Down Bishop Auckland	50 Wagons.
Amend:—			
DARLINGTON (HOPETOWN JUNCTION) TO NICKSTREAM			
Hopetown Junction	Shellstar Siding	Single	10 Bogie Palvans without Brake Van (See Page 290 for Local Instructions)
Page 177			
LEEDS CITY ENGINE SHED JUNCTION TO WHITEHALL JUNCTION			
Amend:—			
Whitehall Junction	Engine Shed Junction	Up Whitehall	9 coaching stock vehicles with brake van leading etc.
Page 178			
Amend heading:—			
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)			
Delete:—			
Bradford Exchange Station	Mill Lane	Up	2 coaching stock vehicles without brake van.
Amend:—			
Bradford Exchange Station	Broomfield Sidings	Up	} ECS and Fitted Vehicles.
Broomfield Sidings	Bradford Exchange Station	Down	
Amend heading:—			
BARNSELEY STATION JUNCTION TO HORBURY JUNCTION			
WAKEFIELD, TURNERS LANE JUNCTION TO CALDER BRIDGE			
Amend:—			
Wakefield, Turners Lane Junction	Calder Bridge	Down East Curve	30 S.L.U. freight wagons without brake van or 12 E.C.S. in clear weather only.
Calder Bridge	Wakefield, Turners Lane Junction	Up East Curve	30 S.L.U. freight wagons without brake van in clear weather only.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE F — continued

From	To	Line	Number of vehicles and special conditions
Page 178 — continued			
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)			
Delete :—			
Carlton North Sidings	Carlton Main Sidings	Shunting line.	Freight wagons without brakevan.
Cudworth, Carlton North Sidings	Royston Station	Down Goods	10 wagons in clear weather only.
Pages 178/179			
NORMANTON (ALTOFTS JUNCTION) TO YORK (CHALONERS)			
Delete:—			
Whitwood	Castleford (Gates)	Down Main	10 freight wagons in day light.
Castleford (Gates)	Whitwood	Up Main	10 freight wagons in day light.
Page 179			
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)			
Add:—			
Knottingley K.427 signal	Knottingley K.421 signal	Up Goole/Up Goole Goods Loop	20 standard wagon length units.
Add:—			
KNOTTINGLEY SOUTH JUNCTION TO EAST JUNCTION (GOODS LINES)			
Knottingley East Junction K.421 signal	Knottingley South Junction	Up Goods	20 standard wagon length units.
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE			
Delete:—			
St. Dunstans North Junction	St. Dunstans West Junction	Down	} 5 empty coaching stock without brake van leading etc.
Bradford Exchange	St. Dunstans North Junction	Up	
St. Dunstans North Junction	Bradford Exchange	Down	Empty coaching stock etc.
Bradford Exchange	St. Dunstans East Junction	Up	Empty coaching stock fitted with buck-eye couplings etc.
Amend:—			
Broomfield Sidings	Bradford Exchange Station	Down	} ECS and Fitted Vehicles.
Bradford Exchange Station	Broomfield Sidings	Up	
Page 180			
LEEDS CITY (WORTLEY JUNCTION) TO HARROGATE (DRAGON)			
Amend:—			
Harrogate South	Harrogate North	Down	Empty coaching stock vehicles with or without brake van — station duties in Harrogate station only.
LEEDS CITY TO HULL (PARAGON)			
Amend :—			
West Parade	Paragon	B and D	Empty coaching stock.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE F – continued

From	To	Line	Number of vehicles and special conditions
Page 182			
Add:–			
PALLION YARD TO HENDON JUNCTION			
Hendon	McKenzies Siding Ground Frame	Single	5 freight wagons with or without Brakevan.
SOUTH PELAW TO WASHINGTON CHEMICAL WORKS			
Delete:– heading and items.			
Amend heading:–			
DARLINGTON (SOUTH JUNCTION) TO SALTBURN			
Amend:–			
Guisborough Junction Middlesbrough	Middlesbrough Guisborough Junction	Up Down }	Empty coaching stock, freight wagons with or without brake van.
Delete:–			
Oak Tree Junction	Rail Welding Depot Sidings	Single	Freight wagons. Drivers to bring their train to a stand on the Single line when the locomotive is clear of the trap points etc.
'Stop Telephone' Board Rail Welding Depot	Oak Tree	Departure line	Fully-fitted freight trains.
Cargo Fleet	Normanby	No. 2 Down Goods	10 freight wagons etc.
Normanby	South Bank	No. 2 Down Goods	20 freight wagons etc.
Add:–			
FIGHTING COCKS BRANCH (GOODS LINES)			
Stop telephone board giving access to single line.	Limit of shunt board on Up Main	Single	10 Standard wagon length units.
Darlington D953 Signal	Rail Welding Depot Sdgs.	Single	Freight Wagons.
Page 183			
PERCY MAIN STATION TO NORTH			
Amend:–			
Percy Main	Percy Main North	Down Main	Freight wagons.
EARSDON JUNCTION TO PERCY MAIN, PORT OF TYNE AUTHORITY NO.6 SB			
Amend heading:–			
PERCY MAIN NORTH TO EARSDON JUNCTION			
Delete:–			
Engine Shed	Percy Main North	Up	Freight wagons.
PERCY MAIN, ENGINE SHED TO NORTHUMBERLAND DOCK			
Delete:– heading and item			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Down	Up	Remarks
Page 185					
DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.					
Delete:–					
Selby South	Selby Canal	No.1 Goods	–		May be drawn only.
Add:–					
Ferryhill 448/449 Signals	Points giving access to Kelloe Bank Foot and Coxhoe Goods Branches	–		Goods Loop/Leamside	Drawn only
Delete:–					
Darlington South	Darlington North	–		No.1 Platform Up Duplicate	Shunting movements etc. Shunting movements only
Darlington North	Darlington South	No.4 Platform West Goods	–		Shunting movements only Drawn only etc.
Darlington Parkgate	Darlington North	Goods	–		–
Page 186					
STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE					
Delete:–					
Dutch River	Boothferry Road	–		No.2 Up Goods	–
HULL (WEST PARADE) TO SEAMER WEST					
Add:–					
Bridlington South	Bridlington Quay	–		No. 5 Platform line	20 wagons in clear weather or 10 wagons during fog or falling snow.
Bridlington Quay	Bridlington South	Nos. 1 and 2 Platform lines	–		Light locomotives only.
Amend:– heading:–					
DARLINGTON (SOUTH JUNCTION) TO SALTBURN					
Delete:–					
Geneva	Darlington South	Branch Siding	–		May be drawn only.
Add:–					
Middlesbrough	Guisborough Junction Carriage Siding Ground Frame	–		Main	Empty D.M.U. Stock
Delete:–					
Normanby	Cargo Fleet	No. 2 Goods	–		With or without brake va

TABLE H1 – WORKING OF FREIGHT VEHICLES WITHOUT BRAKE VAN IN REAR

From	To	Line	Number of vehicles and special conditions
Page 187			
DONCASTER (BLACK CARR JUNCTION) TO BERWICK (MARSHALL MEADOWS) ETC.			
Add:–			
Holgate Jn.	Dringhouses Yard	All	50 Freight wagons in all weathers.
Dringhouses Yard	Holgate Jn.	All	50 Freight wagons in all weathers.
Delete:–			
Selby South	Selby Canal	No.2 Up Goods	–
Darlington South	Darlington North	Down Main No.4 Platform	50 wagons

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – continued

From	To	Line	No. of vehicles and special conditions
Page 187 – Delete – continued			
Darlington North	Darlington South	Up Main Up Goods No.1 Platform	50 wagons
Darlington North	Parkgate	Down Main Down Goods	50 wagons
Parkgate	Darlington North	Up Main Up Goods	50 wagons
Add:– SHAFTHOLME TO FERRYBRIDGE			
Knottingley South Junction	Knottingley West Junction	Down Askern Branch	20 standard wagon length units.
DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST			
Amend:–			
Darlington North Junction	Rise Carr Rolling Mills G.F.	Down Bishop Auckland and Down Goods	50 wagons
Rise Carr Rolling Mills G.F.	Darlington North Junction	Up Bishop Auckland and Up Goods	50 wagons.
Delete:–			
Hopetown Junction	Rolling Mills G.F.	Down Bishop Auckland	50 wagons
Rolling Mills G.F.	Hopetown Junction	Up Bishop Auckland	50 wagons

Pages 187/188**Amend heading:–****DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST****Delete all entries and Substitute:–**

Darlington North Junction	Hopetown Junction	Down Bishop Auckland	50 wagons
Hopetown Junction	Darlington North Junction	Up Bishop Auckland	50 wagons
Hopetown Junction	Rolling Mills G.F.	Down Bishop Auckland	50 wagons
Rolling Mills G.F.	Hopetown Junction	Up Bishop Auckland	50 wagons

DARLINGTON (HOPETOWN) TO NICKSTREAM**Delete :– heading and items and Substitute:–****DARLINGTON (HOPETOWN JUNCTION) TO NICKSTREAM**

Hopetown Jn.	Nickstream	Single	50 wagons
Nickstream	Hopetown Jn.	Single	50 wagons

Page 188**Amend heading:–****BARNSELY STATION JUNCTION TO HORBURY JUNCTION**

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H1 – continued

From	To	Line	No. of vehicles and special conditions
Page 189			
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JUNCTION)			
Delete:–			
Carlton North Sidings	Carlton Main Sidings	Shunting Line	–
Carlton Main Sidings	Carlton North Sidings	Shunting Line	–
Carlton North Sidings	Royston Station	Down Goods	40 wagons
Page 189 GOOLE (MARSHLAND) TO EPWORTH			
Delete:– heading and items			
Page 190			
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD ETC.			
Add:–			
Cliff House	Seaton Snook or South Works	Up Main	
Seaton Snook or South Works	Cliff House	Down Main/ Goods	
Page 191			
PALLION YARD TO HENDON JUNCTION			
Add:–			
McKenzie's Siding Ground Frame	Hendon Junction	Single	5 wagons
SOUTH PELAW TO WASHINGTON CHEMICAL WORKS			
Delete:– heading and items			
Pages 191/192			
Amend heading:–			
DARLINGTON (SOUTH JUNCTION) TO SALTBURN			
Delete:–			
Darlington South	Geneva	Down Main	50 wagons
Geneva	Darlington South	Up Main	50 wagons

TABLE H2 – WORKING OF COACHING STOCK VEHICLES
WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions.
Page 193			
DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.			
Add:–			
Holgate Junction	Dringhouses Yard	All	–
Dringhouses Yard	Holgate Junction	All	–
Delete:–			
Darlington South	Darlington North	Down Main No.4 Platform	–
Darlington North	Darlington South	Up Main No.1 Platform	–
EARSDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO.6 SB			
Delete:– heading and table			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE H 2 – continued

From	To	Line	Number of vehicles and special conditions	
Page 193 – continued				
Add:—				
PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT & EDWARD DOCKS (PORT OF TYNE AUTHORITY)				
Percy Main North	Whitehill Point	Single	—	
Page 194				
Add:—				
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)				
Broomfield Sidings	Bradford Exchange Station	Down	—	
Bradford Exchange Station	Broomfield Sidings	Up	—	
Add:—				
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE				
Broomfield Sidings	Bradford Exchange Station	Down	—	
Bradford Exchange Station	Broomfield Sidings	Up	—	
Amend heading:—				
DARLINGTON (SOUTH JUNCTION) TO SALTBURN				
Delete:—				
Darlington South	Geneva	Down Main	—	
Geneva	Darlington South	Up Main	—	
Amend:—				
Middlesbrough	Guisborough Junction	Down Main	—	
Guisborough Junction	Middlesbrough	Up Main	—	

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS – THE RULE BOOK SECTION H. CLAUSE 3.20.1

From	To	Class of train	Con- ditions	Remarks
Page 195 DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.				
Amend:— All references to Selby West to read Selby West Junction				
Amend all references to Selby Canal to read Selby South (Canal Junction)				
Amend:— All references to Selby South to read Selby South Junction				
Page 196				
Amend heading:— DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST SOUTH HETTON COLLIERY TO RYHOPE GRANGE				
Amend:—				
Ryhope	Murton	F	—	—
Add:—				
LEEDS CITY, ENGINE SHED JUNCTION TO WHITEHALL JUNCTION				
Whitehall Junction	Engine Shed Junction	E.C.S.	K	—
Add:—				
WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION				
Engine Shed Junction	Leeds City North Junction	E.C.S.	K	—
Amend:—				
WAKEFIELD (KIRKGATE) EAST TO GOOLE (GOODS JUNCTION)				
Calder Bridge	Oakenshaw South Junction	F	N	Trains of not more than 42 wagons

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE J – continued

From	To	Class of train	Con- ditions	Remarks
Page 196 – continued				
Add: –				
LEEDS CITY TO SKIPTON (STATION SOUTH)				
Leeds City	Whitehall Junction	E.C.S	K	—
SOUTH HETTON COLLIERY TO RYHOPE GRANGE				
Delete: – heading and item.				
Page 197				
Amend heading:–				
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD(MILL LANE JUNCTION)				
Amend:–				
Bradford Exchange Station	Bowling Junction	P, ECS	N	—
EARSDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO. 6 SB.				
Amend heading:–				
PERCY MAIN NORTH TO EARSDON JUNCTION				
Delete:–				
Engine Shed Junction	Percy Main North	F	—	—
Percy Main North	Rising Sun Colliery Exchange Sidings	F	—	—
Tyne Commissioners Quay Station	Percy Main North	P,ECS Fish	—	—
Page 198				
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE				
Amend:–				
Bradford Exchange	Hammerton Street	P	N	—
LEEDS CITY TO HULL (PARAGON)				
Amend:–				
Selby West Junction	Selby South Junction	P	K	Trains diverted via Selby (West Junction) in emergency owing to obstruction between Selby (Canal Junction) and Selby (South Junction) or Selby (South Junction) and York, Chaloners Whin.
Selby South Junction	Selby West Junction	P	K	Trains diverted via Selby (West Junction) in emergency owing to obstruction between York, Chaloners Whin and Selby (South Junction) or Selby (South Junction) and Selby (Canal Junction)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE K2 — LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE — THE RULE BOOK — SECTION K

From	To	Line	Down	Up
Page 200				
NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE) VIA HORDEN				
Amend:—				
* Boroughbridge Road	Northallerton East Junction	Main	—	
* Northallerton East Junction	Boroughbridge Road	—		Main

TABLE L — ENGINEERS RAIL MOTORS

Signal Box	Between	Signal Box
Page 203		
Amend:—		
Darlington (Hopetown Junction)		Nickstream
Delete:—		
Goole (Marshland)		Epworth
Washington Chemical Works		Annfield
Saltburn West		Crag Hall
Page 205		
Add:—		
Northallerton		Redmire
Page 206		
Amend:—		
Sudforth Lane		Hensall Station (including Eggborough Power Station and Drax Power Station Branch).

Signal box	Between	Signal box	Lines on which Run-offs are situated
Page 205			
Amend:—			
Darlington (Hopetown Junction)			Shildon
Darlington			Eaglescliffe South
Glaisdale	Whitby		Up and Down
Delete:—			
Bishop Auckland North	Brandon		Up and Down

Signal Box	Signal Box
Delete:—	
Wolsingham	Eastgate (APCM Sidings)
Amend:—	
Battersby	Sleights

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE M—PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS—
THE RULE BOOK, SECTION J, CLAUSES 3.22 AND 5.3

Signal box	Line	Remarks
Page 207		
	Amend heading:— BARNSELY STATION JUNCTION TO HORBURY JUNCTION NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD (HIGH LEVEL BRIDGE JUNCTION) VIA HORDEN Delete:— heading and item	

TABLE N1 – TROLLEYS GOING INTO OR THROUGH TUNNELS

Tunnel	Between	Length	
		Miles	Yards
Page 207			
Amend heading:— DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST			
Page 208			
Amend heading:— SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)			
Amend:—			
Beacon Hill	Halifax and Low Moor	—	1105
Wyke	Halifax and Low Moor	—	1365
Amend heading:— BARNSELY STATION JUNCTION TO HORBURY JUNCTION			
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE			
Amend :—			
Wakefield Road	Hammerton Street and Mill Lane Junction	—	132

TABLE O – INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released
Page 210			
Amend heading – DARLINGTON (SOUTH JUNCTION) TO SALTBURN			
Page 211			
Amend heading:— SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)			
Page 212			
WHITWOOD BRANCH Delete:— heading and item			
LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE ETC. Delete :—			
Laisterdyke G.F.	City Road Goods Yard	Overbridge No.39	St. Dunstans Down Branch starting signal.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE O — continued

From direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released.
-------------------	--------------------	--	--

Page 213

BRADFORD (ST. DUNSTANS) TO CITY ROAD GOODS YARD**Delete** :— heading and items.

Page 215

Amend heading:—**PERCY MAIN NORTH TO EARSDON JUNCTION****Delete**:—

Percy Main North	Engine Shed signal box	Percy Main No. Signal	Engine Shed Junction Sidings
Percy Main Station	Engine Shed signal box	Before leaving Down line through crossover	Engine Shed Junction Sidings
Engine Shed Signal Box	Part of Tyne Authority No.6 SB	Engine Shed Junction Sidings	Whitehill Point or Albert and Edward Dock

Add new table.**PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS (PORT OF TYNE AUTHORITY)**

Percy Main North	Northumberland Dock or Albert and Edward Docks	Percy Main North signal box	Whitehill Point or Albert and Edward Docks
------------------	--	-----------------------------	--

TABLE P1—LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN

Name of Crossing	Situated at or between	Remarks
------------------	------------------------	---------

Page 216

GOOLE (MARSHLAND) TO EPWORTH**Delete** :— heading and items.**Add**:—**NORTH SHORE BRANCH**

Portrack	North Shore and Malleable Works	Shunter operates gates
----------	---------------------------------	------------------------

NORMANBY BRANCH

Skippers Lane	Cargo Fleet Station and end of Branch	Shunter operates gates
---------------	---------------------------------------	------------------------

TABLE P2 — AUTOMATIC HALF BARRIERS

Name of Crossing	Signal boxes between (Supervising box first)
------------------	--

Page 217

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.**Add**:—

Daw Lane	Bentley Colliery — Shaftholme Junction (Arksey when Bentley Colliery is closed).
----------	--

Amend:—

Turnhead	Selby (Barlby North Junction)—York
Riccall South	Selby (Barlby North Junction)—York
York Road	Selby (Barlby North Junction)—York

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE P2 — continued

Name of Crossing	Signal boxes between (Supervising box first)
------------------	---

Amend:—

DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST

Whiley Hill

Heighington Station — Darlington

Page 218

Amend heading:—

DARLINGTON (SOUTH JUNCTION) TO SALTBURN

Add:—

DRAX POWER STATION BRANCH

West Bank Hall

Hensall Station — Drax Power Station (not a Block Post)

Linwith Lane

Hensall Station — Drax Power Station (not a Block Post)

TABLE P3 — LEVEL CROSSINGS EQUIPPED WITH MINIATURE RED/GREEN WARNING LIGHTS

Name of Crossing	Located Between	At	
		Miles	Chains

Page 219

Add:—

DRAX POWER STATION BRANCH

Jacky Duffin Wood

Hensall Station and Drax Power
Station (not a Block Post)

2

18

TABLE P4 — OPEN LEVEL CROSSINGS

Name of Crossing	Located			Remarks
	Between	Miles	Chains	

Page 221

EARSDON JUNCTION TO PERCY MAIN PORT OF TYNE AUTHORITY NO.6 SIGNAL BOX.

Amend heading:—

PERCY MAIN NORTH TO EARSDON JUNCTION

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 221

DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.

Add:—

Beal Down Siding

Between Beal and Goswick

Down Main

Ground Frame electrically
released from Beal signal
box. (Maximum Standage
15 S.L.U.'s)

Amend:—

Aycliffe Ground Frame

Between Ferryhill and
Darlington

Up Main

Ground Frame electrically
released from Darlington
signal box.

Add:—

YORK (SKELTON) TO HARROGATE (DRAGON)

Hessay W.D. Stores

Between Hessay Station
(L.C.) and
Marston Moor (L.C.)

Single

Intermediate Token
Instrument

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE S1 — continued

Name of Siding	Situation	Line connected with	Method of Control
Page 222			
HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND			
Delete:—heading and item.			
WATH ROAD JUNCTION TO LEEDS CITY (NORTH JN.)			
Add:—			
Normanton Ground Frame	Normanton and Altofts	Down Slow	Ground frame electrically released from Goose Hill signal box.

Page 223

Amend heading:—

DARLINGTON (SOUTH JUNCTION) TO SALTBURN

TABLE T1—LINESIDE FIRES

Page 225

Amend heading:—

DARLINGTON (SOUTH JUNCTION) TO SALTBURN

TABLE T2 — LINESIDE HOT AXLEBOX DETECTORS

Site of Apparatus		Action	
Line	Between	Freight Trains	Passenger Trains
Page 225			
Amend:—			
Down Main	Barlby North Jn. and York	Drawn forward to Dringhouses etc.	Worked under restrictive aspects etc.
Page 226			
Amend:—			
Down Main	Darlington and Ferryhill	Stopped at Ferryhill Down Main Signal No.F455 and instructed to proceed cautiously to No.F439 Signal.	Stopped at Ferryhill Down Main Signal No.F455 where the Driver will be instructed to proceed cautiously to Durham Station at a speed not exceeding 20 m.p.h.
Amend:—			
Down Main	Goswick and Tweedmouth	Stopped at Signal T83	Stopped at Signal T83, thence to Berwick Station under restrictive aspects.
Delete:—			
Down Main	Parkgate and Ferryhill	Diverted at Ferryhill No.3 Down Main Signal No.50 to the Down Goods No.1	Stopped at Ferryhill No.3 Down Main signal No.50
Down Main	Hett Mill and Tyne	Stopped at Signal TY.277 diverted via the Down Slow line to Tyne Yard Down Arrival line	Stopped at signal TY.277.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued

TABLE W—SET BACK SIGNALS—THE RULE BOOK, SECTION J, CLAUSE 4.1

Signal box	Movement	See special instruction on page
------------	----------	---------------------------------

Page 228

Amend heading:—

BARNSELY STATION JUNCTION TO HORBURY JUNCTION

TABLE X—TAIL LAMPS—LIGHTING WHEN PASSING THROUGH TUNNELS—THE RULE BOOK SECTION H CLAUSE 7.3.5.

Page 228

Amend heading :— DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST

Amend heading :—

SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)

Amend:—

Beacon Hill	Halifax and Low Moor	—	1105
Wyke	Halifax and Low Moor	—	1365

TABLE Y—ELECTRIC BELLS AND INDICATORS AT STATIONS FOR STARTING OF TRAINS

Station	Platforms
---------	-----------

Page 229

YORK (WATER WORKS) TO SCARBOROUGH

Delete:—heading and item.

TABLE Z—LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
------	----	------	---------

Page 229

Add:—

Church Fenton	York, Chaloners Whin	Up and Down Normanton Up and Down Leeds Mains	
---------------	----------------------	---	--

Amend:—

Shaftholme	York, Chaloners Whin	Up and Down Mains	Selby South Down Branch Home Signal, S1869, not fitted.
------------	----------------------	-------------------	---

Add:—

Thornhill L.N.W. Jn.	Leeds City (Holbeck East Jn.)	Down and Up Huddersfield/Main	—
Church Fenton	York Chaloners Whin	Up and Down Normanton Up and Down Leeds Mains	—
Bradley Junction	Bradley Wood Junction	Down and Up Single (Both directions)	—
Elland (excl)	Wakefield Kirkgate Station (excl)	All	—
Wakefield Kirkgate East (Exc)	Hensall	Up and Down Main	
Huddersfield (excl)	Leeds City (Holbeck East Junction)	All	—

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**INSTRUCTIONS RELATING TO THE RULE BOOK****SECTION C – FIXED SIGNALS****Clause 5–9 Clearing of stop signals when signal next ahead is at Danger.**

Signal Box	Signal at which exemption is given	Remarks Applies to all trains unless otherwise shown
------------	------------------------------------	---

Page 230**Add:-**

Poppleton Station

Up Main Home

SECTION "F" – DETONATORS**Clause 1.5 – Failure to explode, or injury from explosion**

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

Stations/Depots north of Peterborough

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

Stations/Depots south of and including Peterborough

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

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

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

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

Pages 230/231**SECTION H – WORKING OF TRAINS**

Clause 6.1 – Brake Van in Rear	} Within Station Limits
Clause 8. 3 (b) – Propelling in right direction	
Clause 8. 4 (a) – Propelling in wrong direction	

Add:-
York

Commencing north of the station at signals Y.221 (Up Main) and Y.245 (Up Scarborough) extending Southwards and terminating at signals Y.35 (Up Leeds) and Y.36 (Up Doncaster).

Commencing south of the Station at signals Y.31 (Down Holgate Loop), Y.32 (Down Leeds) and Y.34 (Down Doncaster) extending Northwards and terminating at signals Y.200 (Down Main) and Y.243 (Down Scarborough).

Signal Box	Line	Station Limits
Page 231		
Add: –		
Selby	Down Main Up Main	Between signal 1931 and Signals 1953/55. Between signals 1950, 1952, 1954 and GPL Signal 577.
Hessle Road	Down and Up Alexandra Dock Branch	No Station Limits
Darlington	Down/Up Bishop Auckland Down Main	To 865 Signal. Appropriate Special authorities in tables apply. To 863 signal.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS

Clause 5 (Tail Traffic)

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
Page 233			
1. Trains formed entirely or in part of Light Weight units.			
Add:—			
York – Scarborough (both directions)	2 cars	300 B.H.P.	1 vehicle 17 tons gross.
York to Hull (via Church Fenton, Gascoigne Wood and Selby)	4 cars 6 cars	600 B.H.P. 900 B.H.P.	1 or 2 vehicles 34 tons gross.
Add footnote to Section 1 :—			
All vehicles of Light weight construction are identified by the letters "LW" Stencilled on the head stocks. When a vehicle so identified is marshalled in the rear of the train the tail load attached to that vehicle must not exceed 17 tons.			
2. Trains formed entirely of other than Light Weight units.			
Hull and Doncaster (both directions)			
Amend:—			
	2 cars	300 BHP	1 vehicle 17 tons gross.
	3 or 4 cars	600 BHP	1 or 2 vehicles 40 tons gross.
Page 234			
York to Hull (via Church Fenton, Gascoigne Wood and Selby)			
Amend :—			
	5 cars	1200 B.H.P.	2 – 4 vehicles 68 tons gross.
Add :—			
	4 cars 6 cars	600 B.H.P. 900 B.H.P.	1 or 2 vehicles 34 tons gross
York – Scarborough (both directions)			
Add:—			
	2 cars	300 B.H.P.	1 vehicle 17 tons gross
Hull – Leeds (both directions)			
Add:—			
	3 cars	720 B.H.P.	1 vehicle 17 tons gross
York – Scarborough (both directions)			
Add :—			
	2 cars	300 B.H.P.	1 vehicle 17 tons gross
Page 235			
Add:—			
Saltburn – Darlington (both directions)	3 cars	600 B.H.P.	1 vehicle 20 tons grps
Amend:—			
York – Harrogate (both directions)	3 cars	720 B.H.P.	1 to 4 vehicles 68 tons gross.
Delete:—			
Hull and Goole (both directions)	3 cars	720 BHP	1 vehicles 17 tons gross.
Darlington and Richmond (both directions) Both items			

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS – continued**

Route	Train formation	Minimum Horse-power	Maximum Tail Load
-------	-----------------	------------------------	----------------------

Page 236

Delete from footnote :—

To enable light weight vehicles to be easily identifiable all such vehicles have been stencilled on the head stock with "MAX TAIL 17T".

Page 240

Add:—

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

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

- (a) Special train consisting of locomotive (except Class 40) one vehicle No.99500/1/2 or 3 and one vehicle No.99200/1/2/3 or 4. (Maximum speed 100m.p.h.).
- (b) Special train consisting of locomotive (except Class 40) and one or two of the undermentioned.
Officers Saloons:—
DE 902660, DE 900580 (maximum speed 90m.p.h.).
- (c) Special train consisting of locomotive (except Class 40) and one or two of the undermentioned
Officers Saloons—
DM 45044/5/6 or 8 (maximum speed 80m.p.h.).

WORKING OF OFFICERS SPECIALS

Amend second paragraph to read:

"When the special consists of a locomotive and saloon only, the speed when propelling must not exceed 40m.p.h. in semaphore signalled areas and 60m.p.h. in colour light signalled areas, subject to any lower permanent and temporary speed restrictions and to any lower speed which may be imposed on the saloon concerned."

CONVEYANCE OF CERTAIN INTER-CITY DIESEL VEHICLES ON PARCELS AND OTHER TRAINS

Delete:— heading and instructions and **Substitute:—**

"TRANS-PENNINE" DIESEL MULTIPLE UNIT VEHICLES

The buckeye couplers have been removed from the non-gangwayed Driving ends of Class 124 (M.C.) vehicles but the buffers remain unaltered.

When coupling the non-gangwayed Driving ends to any vehicle or locomotive, the screw coupling of the latter must be used. If the vehicle or locomotive to which the attachment is being made is not provided with a screw coupling, then an emergency screw coupling must be used.

The buffers must be in the long position at all times.

Page 242

HAULING OF "DEAD" DIESEL AND ELECTRIC LOCOMOTIVES AND MULTIPLE UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL "SERVICE" LOCOMOTIVES)
Delete:— second, third and fourth paragraphs.

Page 254

INSTRUCTIONS REGARDING STEAM AND/OR ELECTRIC HEATING OF TRAIN SETS AND THE TEMPERATURE CONTROL OF AIR CONDITIONED COACHES

13. TERMINATION OF JOURNEY

Add:—

Storage and Stabling of Mark II D Coaches

If for any reason it is necessary to store or stable a vehicle without an electrical train heating supply for a period longer than 2 days, C. & W. , staff should be called to isolate the motor alternator control equipment by means of the control circuit breaker.

When such vehicles are required for service, the C. & W. staff should be advised in order that the control circuit breaker can be switched "In".

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

Page 255

SUPPLY OF ELECTRIC POWER TO COACHING STOCK TRAINS

16. FORMATION OF TRAINS

Maximum train length where electric power is from a Shore supply or locomotive.

Coaches	Maximum Train Length
Delete existing table and substitute:—	
Mark I Coaches (average) and Sleeping Cars	20
Mark II, IIA, IIB and IIC	16
Mark IID, IIE and IIF	13
Mark III	11
Delete:— last paragraph.	

OTHER GENERAL INSTRUCTIONS

Page 256

CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS

Amend last sentence:— This pipe is painted red and when viewed by a person etc:

WEED KILLING TRAIN

2. FORMATION OF TRAIN

(a)

Amend:—

First and last vehicles in formation to read:—

1 Brake Van..... Vacuum Braked or Piped .

(b)

Amend:—

First vehicle in formation to read:—

1 Brake Van..... Vacuum Braked or Piped.

(c)

Amend:—

First and last vehicles in formation to read:—

1 Brake Van Vacuum Braked or Piped

BREAKDOWN TRAIN ARRANGEMENTS

Running and Maintenance Depot and	Covers Lines		Prohibitions	Restrictions
Crane Capacity	From	To		

Page 260

NEWCASTLE DIVISION

Delete:— Darlington, and both items.

Thornaby

No.331156

Add:—

Kelroe Bank Foot Branch

Amend:—

Ferryhill (South Junction) Norton-on-Tees South

Norton-on-Tees West Norton-on-Tees East

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

OTHER GENERAL INSTRUCTIONS – continued

BREAKDOWN TRAIN ARRANGEMENTS – continued

Running and Maintenance Depot and Crane Capacity	Covers Lines		Prohibitions	Restrictions
	From	To		

Page 260 – continued

Thornaby

Amend:—

Darlington (Hobetown Junction) and Nickstream

Darlington (South Jn.)	Saltburn	—	—
------------------------	----------	---	---

Saltburn West Jn.	Crag Hall	—	—
-------------------	-----------	---	---

Delete:—

Ferryhill No.1	Kelloe Bank Foot	—	—
----------------	------------------	---	---

Ferryhill No.3	Mainsforth	—	—
----------------	------------	---	---

Shildon North Jn.	Randolph Colliery	—	—
-------------------	-------------------	---	---

Croft Depot Branch		—	—
--------------------	--	---	---

Darlington South	Eaglescliffe	—	—
------------------	--------------	---	---

LEEDS DIVISION

Amend:—

York	Skelton (incl)	Temple Hirst (excl)	—	—
------	----------------	---------------------	---	---

No.331160	York	Scarborough	—	—
-----------	------	-------------	---	---

30 Tons (Steam)	York	Harrogate (incl)	—	—
-----------------	------	------------------	---	---

York (Chaloners Whin)	Dearne Jn. (incl)	—	—
-----------------------	-------------------	---	---

Moorthorpe	South Kirkby (excl)	—	—
------------	---------------------	---	---

Church Fenton	Neville Hill (excl)	—	—
---------------	---------------------	---	---

Selby South Jn.	Micklefield Jn.	—	—
-----------------	-----------------	---	---

Castleford East Branch		—	—
------------------------	--	---	---

Castleford Old Station	Allerton Main (Bowers Opencast Stop Board)	—	—
------------------------	--	---	---

Altofts Jn. (excl)	Burton Salmon	—	—
--------------------	---------------	---	---

Gascoigne Wood	Sherburn South	—	—
----------------	----------------	---	---

Ferrybridge	Pontefract Monkhill (excl)	—	—
-------------	-------------------------------	---	---

Ferrybridge	Knottingley West (excl)	—	—
-------------	-------------------------	---	---

Brayton Jn.	Barlow	—	—
-------------	--------	---	---

Also covers for serious breakdowns:—

Barlby North Jn.	Marfleet	—	—
------------------	----------	---	---

Hull	Seamer West (excl)	—	—
------	--------------------	---	---

Hull Yards and Docks

Holbeck

No.331159

40 ton (steam)

Page 261

Amend:—

Gascoigne Wood	Milford	—	—
----------------	---------	---	---

Delete:—

St. Dunstons	City Road Goods	—	—
--------------	-----------------	---	---

Healey Mills

No.330107

45 ton (Steam)

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

OTHER GENERAL INSTRUCTIONS – continued

BREAKDOWN TRAIN ARRANGEMENTS—continued

Running and Maintenance Depot and Crane Capacity	Cover Lines		Prohibitions	Restrictions
	From	To		

Page 261 – continued

Add:—

Hensall	Rawcliffe Bridge Jn. (excl)	—	
---------	--------------------------------	---	--

Amend:—

Thornhill Junction	Cleckheaton	—	—
--------------------	-------------	---	---

Page 262

Amend:—

Wakefield East	Hensall (excl)	—	—
including Turners Lane and Witham Sidings.			

Oakenshaw Junction	Oakenshaw (South Jn.) (excl.)	—	—
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Delete:—

Huddersfield Hill House (Ground Frame)	Deighton (I.C.I. Sidings)	—	—
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DONCASTER DIVISION

Doncaster

No. 967159

75 tons (Steam)

Add:—

Thorne Junction	Staddlethorpe Junction (excl).	—	—
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Boothferry Road Junction	Rawcliffe Bridge Junction (incl).	—	—
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Hull Area

Botanic Gardens

Tool Vans

Add:—

Thorne Junction (excl).	Staddlethorpe	—	—
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Goole	Hensall (including Drax Branch)	—	—
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Amend:—

Barlby North Junction (excl.)	Marfleet	—	—
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Page 263

CRANES FROM OTHER DIVISIONS AND REGIONS

Restrictions

Delete:—

Croft Depot Branch

Page 264

Delete:—

Snydale Branch	All
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Restrictions

Amend:—

Holbeck and Laisterdyke East,
via Stanningley967159 and 967160 restricted to a speed of 30 m.p.h. between
Wortley West and Laisterdyke East.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 266

SNOW CLEARANCE ARRANGEMENTS

SNOW PLOUGHS

1. B.R. STANDARD INDEPENDENT SNOW PLOUGHS

Delete :— sub heading and item.

2. OTHER INDEPENDENT PLOUGHS

Delete:— sub heading and item.

Add:—

B.R. Standard Independent Snow Ploughs and Medium or Heavy Snow Ploughs, mounted on redundant Vacuum braked tenders and capable of being propelled by suitable locomotives, are allocated to the following places:—

Newcastle			Miniature Ploughs
Tyne Yard	4 Large ploughs built specially for ex N.E.R. around old J.11 tenders.	981, 982 983, 984	
Gateshead	2 " " " "	985, 986	6 sets.
Darlington	2 " " " "	987, 988	—
Thornaby	2 " " " "	989, 990	6 sets.
Leeds			
York	1 B.R. Standard	DB 965206	4 sets.
Holbeck	2 Large ploughs built specially for ex N.E.R. around old J.11 tenders.	991, 992	6 sets.
Healey Mills	1 Gorton (Large)	DE 330983	10 sets.

Page 267 OTHER EQUIPMENT

Delete table at foot of page and Substitute:—

LOCATION	STEAM HEATER DEFREEZERS	PARAFFIN FLAME THROWERS	STEAM LANCES
Motive Power Depots			
Gateshead	1	2	2
Holbeck			2
Neville Hill			
Thornaby			3
Tyne Yard			2
York			2
Station and Signal Boxes			
Berwick			1
Halifax			1
Heaton Yard			2
Horbury Jn.			1
Leeds City		1	
Wakefield East			1

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**OTHER GENERAL INSTRUCTIONS – continued**

Page 268

LIST OF SINGLE LINES CONTROLLED BY TRACK CIRCUITS AND DIRECTION LEVERS/SWITCHES**Delete:—**

SELBY WEST AND SELBY SOUTH (CANAL JUNCTION)

Add:—

DARLINGTON (NORTH JUNCTION) AND HEIGHINGTON

SHILDON TO SHILDON NORTH JUNCTION

SOUTH GOSFORTH WEST JUNCTION TO COXLIDGE STATION

Amend instruction to read:—

On the above mentioned lines the instructions for working single lines by the Tokenless Block system shown in the General Appendix must be applied with the exception of Instructions 1 and 2. The section of line is track circuited and the clearing of the section signal will be the Driver's authority to proceed on to the single line. Except as shown in Instructions 3,4,5,6 and 7. Drivers must not proceed until the section signal has been cleared. In the case of Instructions 3,4, 5 and 6, and 7 when the section signal has failed, the Driver must obtain the personal authority of the Signaller before proceeding. In connection with Instruction 7, the Driver must have received the Pilotman's authority to proceed.

The first paragraph of clause (d) of Instruction 7 is amended to read:—

Where telephone communication is not available a following train must not be allowed to proceed until the time usually taken by the preceeding train to clear the section, plus an allowance for the train having been stopped and having run at caution has elapsed.

Page 272

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

Special signals are provided at the following locations:—

Add:— Drax Power Station

Pages 272/273

AERODROMES IN VICINITY OF RAILWAYS – SAFETY ARRANGEMENTS

Delete:— heading, item and table

LOCAL INSTRUCTIONS**DONCASTER (BLACK CARR JUNCTION) TO BERWICK ETC.**

Page 278

SELBY

Amend sub-heading and entry to read:—

SELBY SIGNAL BOX – When a train is brought to a stand at Nos.1956 or 1968 signals the Driver must communicate with the signaller at Selby Signal box by means of, etc., etc.,

Page 282

DARLINGTON**PROPELLING OF DIESEL MULTIPLE UNIT TRAINS****Propelling Movements**

Amend first paragraph:—

A propelling movement must not be made until the Signaller at Darlington has been advised that a propelling movement is intended.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 282 – continued****DARLINGTON SOUTH AND NORTH****Working of Down Passenger trains over No.1 Up Platform line in emergency.****Delete:–** heading, sub heading and paragraph.**Diesel Multiple Unit Depot****Delete** existing instruction and substitute:–

There are five departure lines from the multiple-unit Diesel Depot Sidings, leading to a common exit line and outlet signal. These lines are numbered 1 to 5 starting with the one adjacent to the Down Goods line, and the departure of units is controlled by the Signalman at Darlington.

Notice boards have been erected on the left-hand side of each line near to the respective clearance points together with telephones and stencil-type indicators displaying the number of the line to which applicable.

When a unit is ready to leave the sidings it must be drawn up to the appropriate notice board, after which the Driver must at once advise the Signalman at Darlington, by telephone, the destination of the unit. Authority to pass the notice board and proceed towards the outlet signal is the illumination of the numerical indicator applicable to the line on which the unit is standing. The indication will be illuminated for one minute after the Signalman has indicated it. Drivers must understand that they are in shunting ground and the illumination of the indicator does not relieve them of the responsibility to keep a sharp look-out for conflicting movements. If the illumination of the indicator is extinguished before the driver is able to start he must again communicate with the signalman.

In the event of the failure of the illuminated indicator, Drivers must act in accordance with the Signalman's instructions. Should the illuminated indicator and also the telephone fail, movements must be made in accordance with the Rule Book, Section E as far as they applicable.

Once the signalman has given authority for a movement to be made he must satisfy himself that either the train concerned has actually gone forward, or an understanding has been reached with the Driver that the movement will not take place.

PARKGATE SIGNAL BOX**Delete:–** sub-heading and item**Page 286****Add :–****SELBY WEST JUNCTION TO SELBY (CANAL JUNCTION)**

In the event of a failure of a track circuit or signal controlling movements to or along the single line, traffic must be worked by a Pilotman in accordance with the 'Tokenless Block' Regulations.

Page 287**SCARBOROUGH****CENTRAL STATION Electric Bells and Visual Indicators for Starting of Trains****Delete:–**sub headings and item.**Page 288****YORK(SKELTON) TO HARROGATE (DRAGON)****STARBECK****Delete** sub heading and item.**Page 289****Amend heading:–****DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST****HOPETOWN– Movements to and from East Yard****Delete:–** sub heading and item.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**LOCAL INSTRUCTIONS – continued**

Page 289 – continued

Add:—

NORTHALLERTON (CASTLE HILLS JUNCTION) TO REDMIRE**WORKING OF REDMIRE QUARRY**

Post Office telephones are provided at Redmire Ground Frame and Wensley Station office. The telephone at Redmire is located in a box on a concrete post, near the Ground Frame. The box is fitted with a lock which can be operated by a small key which is attached to the Annett's key. The number of the telephone is Leyburn 3351

The number of the telephone at Wensley Station is Leyburn 3339.

Before a loaded train leaves Redmire the Guard must telephone the Railman at Wensley and obtain an assurance that the gates there are closed to road traffic and will be kept in that position until the train has cleared the crossing.

The box, in which the telephone at Redmire is located, must be locked after being used. Should a Guard be unable to lock the box, he must immediately advise the Station Manager, Leyburn.

DARLINGTON (NORTH JUNCTION) TO BISHOP AUCKLAND EAST**SHILDON TUNNEL****Section Obstructed**

Delete :— from first paragraph“ and also on the line to the Randolph Colliery Branch if within that distance”.

Page 290

Amend heading:—

DARLINGTON (HOPETOWN JUNCTION) TO NICKSTREAM

Add:—

HOPETOWN JUNCTION TO NICKSTREAM

The signals controlling movements to and from the branch are electrically controlled to prevent more than one train or locomotive being on the line at the same time.

The Branch is worked under the Regulations for working Single lines by One Train Only (subject to the modifications herein) so far as this is applicable but no train staff is provided.

DISABLED TRAIN. Should a failure occur on the Branch, the Secondman, (or Guard in the case of a locomotive which is single manned) must place three detonators on the line, 20 yards apart, not less than 100 yards from the train and advise the Signaller at Darlington of the circumstances from the signal post telephone.

The Secondman (or Guard) must conduct the assisting train to the disabled train.

FAILURE OF SIGNALLING EQUIPMENT. In the event of a failure of the signalling equipment controlling movements to and from the Branch, working by Pilotman will be introduced.

SHELL STAR AND CHEMICAL SIDINGS GROUND FRAMES. These ground frames are released by an Annett's key which is kept in an instrument adjacent to the Nickstream Branch Notice Board and is electrically released from Darlington box. After use the Annett's key must be returned to the instrument. Telephone communication is provided between the instrument and Darlington box.

WORKING OF SHELLSTAR LTD. DEPOT SIDINGS STOOPERDALE

Amend first paragraph:—

The connection from the Single line to Messrs. Shellstar Ltd. Depot Siding is controlled by a Single Lever Ground Frame.

Amend third paragraph:—

The key to the padlocks is attached to the Annett's key.

Delete fourth paragraph:—

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued**

Page 295

DONCASTER (MARSHGATE JUNCTION) TO LEEDS CITY (WEST JUNCTION)**Add:-****NOSTELL COLLIERY SIDINGS**

Vehicles must not be stabled in the short spur at the Wakefield end of the Sidings, and should it be necessary to occupy this line for shunting purposes, the signalman at Leeds box must be advised when the movement is completed.

In addition, Engineers ballast trains and tamping machines etc. must not be stabled in any siding except to clear the main lines for the passage of trains or for remarshalling purposes.

Page 299

STAINFORTH JUNCTION TO SKELLOW (ADWICK JUNCTION)**THORPE MARSH POWER STATION****Add:-**

In the case of trains from and to the Bramwith direction the following additional arrangements apply:-

Clear Weather

Ingoing trains will be propelled from Applehurst Junction to No.8 signal on the Reception line where locomotive will run round via Nos.3 and 12 points. In the case of outgoing trains, provided ground position light signal No.13 and elevated co-acting signal No.13R have been cleared, the train must be propelled towards No.4 signal and thence to Applehurst Junction when the latter signal has been cleared.

Fog or Falling Snow

Trains to the power station must be brought to a stand on the Down Main line with the rear of the train clear of the junction points at Applehurst where the locomotive must run round via Skellow Junction prior to drawing the train on to the Reception Line. Similarly, trains from the power station must be drawn out from the departure line clear of the junction points on the Down Main at Applehurst where the locomotive must run round via Skellow Junction thence draw the train to Bramwith.

Page 300

Add:-**HARE PARK TO CROFTON WEST****WALTON COLLIERY****Non Rapid Loading of MGR Wagons – Method of Working.**

1. Trains conveying MGR wagons will arrive on the Up Crofton Branch and come to a stand at the 30 wagon Marker Board situated on the Hare Park side of ground position light signal 0.307.
2. The provisions of the Rule Book, Section J, clause 3.13.1. to be carried out and when the signal has been lowered the empty wagons must be propelled towards the Colliery Traffic Sidings and brought to a stand at the Marker Board situated on the Colliery Branch line before being propelled into the Colliery Traffic Sidings in accordance with the provisions of the Rule Book, Section J, clause 3.3.
3. When the movement has been completed the guard must uncouple the empty train into rafts of 5 wagons.
4. Fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Shunt Spur and after the provisions of the Rule Book, Section J, clause 3.13.1. have been carried out, propelled onto the Arrival Line. The locomotive will then run-round the wagons via the Main Lines and propel the loaded wagons onto the Shunt Spur. 5 wagon brakes must then be pinned down.
5. A further fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Up Main Line and the movement must come to a stand clear of the connections on the Hare Park side of ground position light signal 0.307.
6. The provision of the Rule Book, Section J, clause 3.13.1. to be carried out and when the signal has been lowered the wagons must be propelled onto the Arrival Line, the locomotive will then run-round the wagons via the Main Lines and propel them onto the first portion standing on the Shunt Spur.
7. On completion the train will depart via the Down Crofton branch line.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 300 – continued****EASTWOOD (LMR) TO NORMANTON, GOOSE HILL SOWERBY BRIDGE****Delete:**— sub heading and item**Add:**—**MIRFIELD UP SIDINGS**

Trains requiring to leave the Up Sidings and travel over the single line towards the Ground Frame, must not pass the "Stop Telephone" board situated near the connections between the Sidings and the single line until the Guard has obtained the permission of the signalman at Healey Mills by means of the telephone provided at the stop board.

In the event of a failure of the telephone, an outgoing train need not be detained, but before proceeding onto the single line the Guard must ensure that no conflicting movement is taking or about to take place. The signalman at Healey Mills must be advised of the failure as quickly as possible.

Page 303**Amend heading:**—**SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (MILL LANE JUNCTION)****BRADFORD EXCHANGE****Delete:**— sub heading and items.**Add:**—**MILL LANE JUNCTION**

Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables.

Page 304**DIGGLE TO HEALEY MILLS (HEATON LODGE JUNCTION)****Add:**—**MARSDEN AND LONGWOOD**

Lineside telephones are provided between Marsden and Longwood and are progressively numbered 1 to 9. When communicating with the signalman the location number must be quoted.

PENISTONE, HUDDERSFIELD JUNCTION TO HUDDERSFIELD (SPRINGWOOD JUNCTION)**CLAYTON WEST JUNCTION**

Amend:— The provisions of the Rule Book, Section H, clause 4.12.1 apply to trains brought to a stand on the Up Main line at Signal CW14.

Page 305**FARNLEY BRANCH****DUNLOP AND RANKEN SIDINGS**

Amend:— Annetts key for the lock securing the ground frame etc:

Messrs Dunlop and Rankens Private Sidings – Shunting Arrangements

Add:— Vehicles must not under any circumstances be loose-shunted or gravitated into the Decoiling Shed.

Page 306**WATH ROAD JUNCTION TO LEEDS CITY NORTH JUNCTION****NORMANTON STATION****Delete:**— sub heading and item.**NORMANTON****SOUTH YARD****Delete Instructions and substitute:****NORTH AND SOUTH YARDS**

When it is necessary for a movement to be made to either the North Yard or the South Yard Sidings, the Trainmen concerned must communicate with the Signalman at Goose Hill Junction box and act in accordance with his instructions. A second movement will not be allowed to enter the Sidings at either end until a proper understanding has been reached with all concerned and the Trainmen have been advised of the conditions under which the train has been authorised to enter the Sidings.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued.

LOCAL INSTRUCTIONS—continued

Pages 307—308

**INSTRUCTIONS TO TERMINAL STAFF FOR WORKING TRAINS
AND LIGHT LOCOMOTIVES : LEEDS FREIGHTLINER TERMINAL****Delete** heading and instructions and **substitute** : "LEEDS (STOURTON) FREIGHTLINER TERMINAL"

1. The Terminal Regulator is responsible for all rail movements within the terminal.
2. Trains will enter the terminal via Stourton Junction signal box, but may leave the terminal via either Stourton Junction or Wakefield Road signal boxes.
3. 'Stop for Orders' notice boards are located at each end of the terminal applicable to inward movements.
4. **Train Arrival**
 - 4.1 **Preparation**
30 minutes before a train is due to arrive the Terminal Overseer must ascertain its whereabouts from Divisional Control and estimate its arrival time. 10 minutes before that time he must again consult Divisional Control about the train's approach and confirm his estimate.

He must then make himself available to be in a position to give authority by telephone at the stop board to the signaller at Stourton Junction for the train or light locomotive to proceed to the stop board. The signaller must not allow a train or light locomotive to proceed to the stop board until he has received this assurance. Authority to pass the stop board will be given by the Terminal Overseer, who must remain at the handpoints at the Stourton Jn. end until the train has entered the transfer area.
 - 4.2 **Procedure**
 - 4.2.1 **Locomotive leading from Stourton Jn.**
A member of the terminal staff, acting under the instructions of the Terminal Overseer, will bring the train to a stand by hand signal and tell the driver where the locomotive should stand after being detached.
 - 4.2.2 **Propelling from Stourton Jn.**
Trains calling at the terminal in the Up direction will run past it and propel back across the Down lines at Stourton Jn., entering the terminal from that end. The signaller at Stourton Jn. signal box must not allow the train to propel into the terminal until he has received the Terminal Overseer's advice (see Para 4.1) that the terminal is ready to receive the train. The train must be stopped and the locomotive released as described in Para. 4.2.1.
 - 4.2.3 **Locomotives from Wakefield Road.**
The signaller at Wakefield Road may allow a locomotive to proceed to the stop board, after having secured permission from the Terminal Overseer. Permission to pass the stop board will be given by the Terminal Overseer.
 - 4.3 **Handbrakes**
The Terminal Overseer must ensure that sufficient handbrakes are applied before air brake pipes are disconnected.
5. **Locomotives**
Whilst in the terminal, drivers must work to the Terminal Overseer's instructions. The Terminal Overseer must arrange with the signaller at the appropriate signal box for the departure of light locomotives.
6. **Train Departure**
 - 6.1 **Preparation**
 - 6.1.1 The Terminal Overseer must ensure that the loading of the train is completed, all containers secure and the tail lamp in place (and lit if necessary). He must then complete the Train Preparation Certificate, which must be handed to the guard along with the train consist as soon as practicable before the departure of the train. The handing over of these documents does not constitute an authority to move the train.
 - 6.1.2 After the locomotive has been coupled to the train, the guard must ensure that all handbrakes have been released, and the driver and guard must carry out the continuity test. Authority to move the train will be given by Terminal Overseer.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Pages 307 – 308—substitute—continued****6. Train Departure – continued****6.2 Procedure**

Five minutes before departure time, the Terminal Overseer must warn the crane directors of the impending departure. He must then inform the signaller concerned that the train is ready and ascertain that there will be no delay in accepting the train on the running lines.

The Terminal Regulator must instruct the crane directors to cease work for the departure and receive their assurance that this has been done before the train is allowed to move.

Page 310

CUDWORTH (DEARNE VALLEY SOUTH JUNCTION) TO GOLDTHORPE COLLIERY
GOLDTHORPE COLLIERY
 Add:—

TRAINS COMPOSED OF 16 – TON OR 21 – TON MINERAL WAGONS FOR BUNKER LOADING WHERE THE EMPTIES HAVE BEEN DRAWN OUT FROM THE COLLIERY SIDINGS

These trains must be propelled over the Engine Run-Round line and when No.4 G.P.L. signal is cleared, propel onto the Departure line in rear of No.2 G.P.L. signal.

When No.2 G.P.L. signal is cleared, the train must proceed through the Bunker for tare weighing at a maximum speed of 3 m.p.h. and must be brought to a stand on the Empties Siding when the whole of the train has passed one locomotive length beyond No.1 G.P.L. signal.

The locomotive must then be detached, and must run round via the Engine Run-Round line controlled by No.4 and No.2 G.P.L. signals, attaching to the train at No.1 G.P.L. signal.

When No.1 G.P.L. signal is cleared, and the Bunker loading signals indicate the "Move Forward at Low Speed in Direction for loading" aspect, the train must proceed under the control of the Bunker loading signals and be brought to a stand when the first four wagons are in position to be loaded. Loading will proceed, four wagons at a time, under the control of the Bunker loading signals until the whole of the train has been loaded.

When loading is completed, the train must be propelled back through the Bunker until clear of the Weigh bridge, where it must be brought to a stand and then drawn forward for gross weighing at a maximum speed of 3 m.p.h. These movements will be controlled by means of the Bunker loading signals.

During loading and gross weighing, the Guard must stay at the Bunker ready to stop the loading/ weighing operation by means of the emergency STOP switch, should this be necessary at any time during the movement and not allow loading or gross weighing to recommence until he is satisfied that it is safe to do so.

When the weighing movement is completed, the train must be brought to a stand at the farthest Bunker loading signal and the wagons labelled.

The Guard must then inform the Bunker Operator that the train is ready to depart.

TRAINS COMPOSED OF 16–TON OR 21–TON MINERAL WAGONS FOR BUNKER LOADING APPROACHING DIRECT FROM DEARNE VALLEY SOUTH JUNCTION

These trains must have a brake van at each end. They must proceed through the Bunker at a maximum speed of 3 m.p.h. to enable tare weighing to be carried out and must be brought to a stand on the Empties Siding when the whole of the train has passed one locomotive length beyond No.1 G.P.L. signal.

The locomotive must then be detached and run round via the Engine Run-Round line controlled by Nos. 4 and 2 G.P.L. signals, attaching to the train at No.1 G.P.L. signal. Loading and gross weighing will then take place in accordance with the instructions as set out for trains originating at the Colliery Sidings.

Page 311

WHITWOOD BRANCH

Delete:—heading and item.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued.

LOCAL INSTRUCTIONS – continued

Page 312

WAKEFIELD (KIRKGATE) EAST TO GOOLE GOODS JUNCTION

SHARLSTON

Add:—

SHARLSTON COLLIERY RAPID LOADING FACILITIES

Trains arriving at Sharlston Colliery for Bunker loading must enter the colliery with locomotive leading and will proceed from No.1 G.P.L. signal through the Bunker at a maximum speed of 3 m.p.h. to enable "Tare" weighing to be completed. After passing through the Bunker the train must proceed to the farthest Bunker loading signal. The guard will ascertain that the points are in the correct position for the loading operation and advise the Bunker operator. When the signal is received, three vertical white lights in the Bunker loading signal, the driver must engage the slow speed control to maintain a speed of ½ m.p.h. during the loading and gross weighing operation. The guard will position himself at the Bunker during the loading operation and when the last wagon has entered the Bunker the guard must operate the Bunker loading signal by means of the lineside plunger to stop the train before the locomotive enters the Bunker to enable the last wagon to be loaded whilst stationary. The guard must be prepared to stop the train should this be necessary for any reason during the loading operation and must not give authority to re-commence loading until he is satisfied it is safe to do so. After the loading operation the train must be brought to a stand behind No.1 G.P.L. signal the locomotive run round and the guard will collect the train weighbill from the Bunker operator. All trains leaving the colliery must then draw up to the STOP AWAIT INSTRUCTIONS board. Movements over the remainder of the Bunker Arrival/Departure line and the Run-round line must not exceed 15 m.p.h.

Page 314

Add:—

DRAX POWER STATION BRANCH

The Drax Power Station Branch is controlled by Track Circuits and associated signals and the emergency regulations contained in the Track Circuit Block Regulations must be carried out so far as they can be applied.

The Internal layout consists of an Incoming line leading to two hopper tracks ("B" and "C") and a By-Pass line which converge at the exit end of the unloading area to form an Outgoing line. Facing hand-operated points on the By-Pass line give access to the Oil Delivery Siding which then re-joins the By-Pass line via a hand-operated trailing connection.

The Cripple Sidings are situated on the Up Drax Branch line and access is obtained by a trailing connection in the Up line worked from a Ground Frame released by the C.E.G.B. Controller.

A trailing crossover between the Up and Down Drax Branch lines is situated on the Power Station side of the Cripple Sidings in advance of the first C.E.G.B. Signal, D.1. This is also worked from a Ground Frame released by the C.E.G.B. Controller.

The gross Weighbridge is located on the Incoming line in advance of signal D.1. and the Tare Weighbridge is on the outward line on the Hensall side of Signals D.10/11/12.

All trains for the Power Station will enter from Hensall Junction via the Down Drax Branch, then run to the C.E.G.B. Incoming line and, after passing over one of the hopper lines or the By-Pass line, return to Hensall Junction via the C.E.G.B. Outgoing line and the Up Drax Branch.

Trains from Hensall Junction will proceed to automatic signal No.H.491, thence to signals D.1 and D.2. A 2-aspect distant signal RD1, is provided 600 yds. in rear of Signal D.1.

Coal Trains for the Hopper House will receive a stencil type indication at Signal D.2 either "B" or "C" and proceed to signal D.4 or D.5 pending entrance to the Hopper House. Oil trains, or other trains normally requiring to travel over the By-pass line will be dealt with as follows:—

(a) **45-ton or 100-ton G.L.W. Tank Trains or Locomotives arriving to Work Away Empty Tanks.**

The train will run to D.2 signal where the train must be brought to a stand. The Guard must then telephone the C.E.G.B. Controller and, when they have come to a full understanding, D.2 signal will be cleared and the train will proceed via either Coal Line "B" or "C" until the whole of the train is clear of the points onto the Up Drax Branch. The train will then be propelled into the Oil Discharge Siding.

All points which become facing points must be clipped by the C.E.G.B. Staff for this movement.

(b) When a train on the Oil Discharge Siding is ready to depart, the Guard must first obtain the permission of the C.E.G.B. Controller, by telephone, for the train to proceed to signal D.12. On receipt of such permission, the Guard must hand-signal the Driver as necessary.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

Page 314 – Add – DRAX POWER STATION BRANCH – continued

(c) **Trains conveying repaired 26-ton Hopper Wagons.**

Such trains must pass through the Hopper House over Coal Line "B" or "C" and come to a stand clear of the Ground Frame connections leading to the Cripple Sidings. The Guard will then obtain the release from the C.E.G.B. Controller and operate the Ground Frame as necessary.

Nine special signals (see P 272) are provided on both "B" and "C" lines, spaced 47 yards apart, except for the first two which are 52 yards and the last two which are 48 yards apart. The first special signal is located above the tracks at the exit from the Hopper House, the remainder being on posts to the left hand side of the relevant line in the normal direction of travel.

A coal train for automatic discharge must be brought to a stand at Signal D.4 or D.5 **even if a proceed aspect is shown at that signal** where the driver must engage the Automatic Slow Speed control set for $\frac{1}{2}$ m.p.h. When the signal is cleared, the train must proceed forward through the Hopper House under the control of the special signals. The train must also be brought to a stand at signal D.10 or D.11 for the Driver to change back from "Slow Speed" to normal control. Drivers must control their trains at all times by use of the train brake and not rely on the locomotive brake. During discharge, the Guard will normally remain on the locomotive.

Should however, a train be brought to a stand before discharge is completed, the Guard must wait 3 minutes and if working is not then resumed he must proceed to the Hopper House, establish the cause of delay and assist as necessary. Before leaving the locomotive the Guard must inform the Driver of the action he is about to take.

The wagon doors and safety catches are opened and closed automatically. It is essential that the locomotive cab doors be kept closed (except as necessary in accordance with the instruction contained in the preceding paragraph) from the time the locomotive leaves Signal D.4 or D.5 until it arrives at Signal D.10 or D.11.

If there are no defective vehicles to be detached, the Carriage and Wagon Examiner will be responsible for carrying out the provisions of the Rule Book Section H, Clause 6.3.1 and he will then depress the "No Cripples" plunger relating to the train and a stencil indication "NC" will be displayed at signal D.10 or D.11 as appropriate which will indicate to the Driver and Guard that the train is in order to proceed when the signal is cleared and also to the Guard that he is thereby exempted from observing the provisions of the Rule Book Section H, Clause 6.3.1. In the event of there being no examiner on duty, the Guard will be responsible for carrying out the provisions of the Rule Book Section H, Clause 6.3.1.

The Examiner must advise the C.E.G.B. Controller who will advise the Signaller at Hensall box prior to the departure of the train from Signals D.10 or D.11 if there are any defective wagons in the train, including wagons with bottom doors down.

The only wagons which must be detached into the Cripple Sidings are those which have been repaired and taken there specially for re-marshalling into train sets or those which are advised to the Guard as unfit for working forward, on which the Examiner is responsible for attaching the red/white "Not to Go" labels in accordance with the Rule Book Section H, Clause 15 before departure of the train from signals D.10 or D.11. The Guard, after detaching wagons from a train which has been unloaded, in the Cripple Sidings, must if wagons fit for running are available use them to make up his train (maximum train load – 30 wagons.)

Wagons with a green "For Repairs" label affixed, which may include those on which the hopper doors cannot be closed after discharge, may be worked with the train set to Knottingley for C. & W. attention. The Rule Book Section H, Clause 6.3.1(a) is modified accordingly.

If there are defective vehicles on the train for detaching in the Cripple Sidings, the C. & W. Examiner will, after informing the C.E.G.B. Controller of the number and position on the train of these vehicles, depress the Cripples Plunger and a stencil indication "C" will be displayed on signal D.10 or D.11. On observing this, the Guard must proceed to the signal and telephone the C.E.G.B. Controller to obtain details of the wagons to be detached. The C.E.G.B. Controller will, after arriving at a clear understanding with the Guard, clear D.10 or D.11 signal as appropriate. The train will then proceed to the Cripple Sidings Ground Frame from where the Guard will telephone the C.E.G.B. Controller for the Ground Frame to be released and operate the Ground Frame as necessary. When the necessary movement has been completed and the train is standing on the Up Drax Branch ready to depart, the Guard must restore the Ground Frame points to normal and advise the C.E.G.B. Controller accordingly. The Guard will be responsible for carrying out the provisions of the Rule Book Section H, Clause 6.3.1 after re-forming the train.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 314 – Add– DRAX POWER STATION BRANCH – continued**

If the automatic discharge procedure is not operational for any reason the Driver and Guard will be advised of the method of working before leaving signal D.4 or D.5. If a train has to be handsignalled through the Hopper House the Guard must take complete charge and give handsignals to the Driver as necessary.

A train conveying repaired 26 ton hopper wagons for placing into the Cripple Sidings, will not be allowed to pass Signal D2 to enter the By-Pass line unless that line is clear throughout to Signal D12 and permission has not been given for a train to depart from the Oil Delivery Siding.

When there are **part-loaded** wagons to be moved from the Cripple Sidings to the Hopper House for discharging, the Guard must first advise the C.E.G.B. Controller of the intended movement and obtain permission to propel the wagons with brake van leading to Hopper Line 'C'.

Before permitting this movement to be made the C.E.G.B. Controller must ensure that the line is clear and no other movement has been authorised between signals D1 and D2, and D10/11 or D10/11/12 and H496, and that the automatic lineside equipment has been isolated. Signals D1, D2 and D10/11/12 must be placed or maintained at danger until the propelling movement has come to a stand on Hopper Line 'C'.

When the C.E.G.B. Controller has given permission for the movement and released the ground frame the Guard must operate the ground frame and control the movement throughout by hand signals to the Driver. The Guard must ensure that all points which become facing points for the movement are correctly set before instructing the Driver to proceed over them, and must inform the C.E.G.B. Controller when the train has arrived in the Hopper House.

The speed whilst propelling must not exceed 5 m.p.h.

The wagons will be discharged by hand. On completion the train will proceed in the normal manner.

Except for the ½ m.p.h. speed through the Hopper House and 5 m.p.h. speed over the hand points By-Pass line/Oil Delivery Siding, a maximum speed of 15 m.p.h. applies over all CEGB lines. If a train exceeds this speed whilst passing over either of the weighbridges this will be automatically detected and flashing indicators at the line side will be activated. These indicators are situated 200 yard and 400 yards in advance of each weighbridge. The Driver must reduce the speed of his train to 15 m.p.h. immediately these indicators start flashing.

DRAX POWER STATION LEVEL CROSSING Attendance is not provided at the level crossing and there are no gates or barriers. Drivers must sound the locomotive warning horn when approaching the level crossing and must not exceed 5 m.p.h. when passing over it.

CHARLESWORTH'S TO LOFTHOUSE JUNCTION

Delete:— last paragraph

Page 319

LEEDS CITY (WHITEHALL JUNCTION) TO BRADFORD EXCHANGE**BRADFORD (ST. DUNSTANS)**

Delete :— sub-heading and item

BRADFORD EXCHANGE

Add:—

MILL LANE JUNCTION—Station Limits as defined in the General Appendix do not apply to Mill Lane Junction. The necessary authorities for working without brake van and propelling are contained in the appropriate tables.

STATION

Delete existing instruction and **substitute:**—

Drivers of D.M.U. trains conveying passengers, entering No.1 Platform, must bring their train to a stand short of the Parcels loading bay.

Maximum Number of Vehicles on Trains.

Passenger or E.C.S. trains booked to call at Bradford Exchange must not exceed 10 bogie vehicles except on the authority of the Divisional Manager, Leeds or Chief Operating Manager, York.

BRADFORD ST. DUNSTANS TO CITY ROAD GOODS YARD

Delete :— heading, sub-heading and items.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued
LOCAL INSTRUCTIONS – continued

Page 320

LEEDS CITY TO SKIPTON (STATION SOUTH)

LEEDS SIGNAL BOX

Locomotives following train sets from platforms or through lines.

Second paragraph last line **delete** 'etc' and **add**:-

The Driver must not move his locomotive until authorised to do so by the Station Inspector or other person-in-charge. This permission must not be given until a clear understanding has been reached with the signalman.

Page 321

KIRKSTALL

Delete:- sub heading and item

Add:-

KIRKSTALL JUNCTION

SERVICING OF C.E.G.B. SIDINGS. In clear weather only trains may be propelled into the discharge sidings in accordance with the following instructions:-

- (a) When setting back from the Down Main, Drivers must bring their train to a stand with the Locomotive opposite the marker board worded "Propelled Trains Compulsory Locomotive Stop" situated adjacent to the catch points in the Up Goods loop, to prevent the leading vehicle fouling the road crossing.
- (b) The Guard, after ensuring the road crossing is clear, must then signal the train forward and halt the movement at the points leading to the Discharge Sidings.
- (c) The Guard must then operate the plunger to actuate the Klaxon horn and flashing lights to warn C.E.G.B. staff, then signal the train into the appropriate siding. When the movement is completed the Guard must operate the plunger to cancel the Klaxon horn and flashing lights.

When a train is ready to depart from the Discharge Sidings, the Guard must advise the Signalman at Kirkstall box, by the telephone located on the outside wall of the Pump house, of the required movement and obtain permission to proceed towards the signal controlling movements from the Sidings.

Before authorising the train to start, the Guard must operate the plunger to warn C.E.G.B. Staff and cancel when the train is clear of Discharge Sidings.

EXCEPT IN EMERGENCY, NOT MORE THAN ONE TRAIN MUST BE ALLOWED IN THE SIDINGS AT THE SAME TIME.

KEIGHLEY

Delete existing instruction and **substitute**:-

Trap points are installed in the Keighley and Worth Valley Light Railway Company's line at a point 40 yards South of Keighley Station No.3 platform. The points are clipped and padlocked in the run-off position and a "Stop for orders" board is positioned at the end of No.3 platform.

Movements by B.R. locomotives or vehicles beyond this point are only allowed by arrangement with the person in charge at Keighley Station.

An additional notice board reading "B.R. locomotive and rolling stock must not pass this point" is positioned 30 yards beyond the trap points.

Page 322

SHIPLEY (LEEDS JUNCTION) TO BRADFORD (FORSTER SQUARE STATION)

Add:-

SHIPLEY GOODS YARD

Trains being propelled from the Up Main along the through siding at Shipley Goods Yard must not exceed 15 Standard Length units.

LEEDS CITY TO HULL (PARAGON)

Page 325

WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS AND MARSH LANE YARD

Amend in second line – 'sidings line' to read 'Siding line'.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**LOCAL INSTRUCTIONS—continued**

Page 325 — continued

Add:—

MANSTON MINIATURE RED/GREEN LIGHTS LEVEL CROSSING, LEEDS

Down Leeds Signal No.799. In every case when a driver is authorised by the Signaller, in accordance with the Rules and Regulations to pass L.799 signal at danger he must, before passing the signal, operate the special plunger in the telephone box or if a handsignaller is in attendance ensure that this has been done, and must wait for the white light to show before continuing on his journey.

Before proceeding over Manston Level Crossing in connection with the above circumstances, the driver must sound the locomotive horn, and ensure that the level crossing is clear.

If the white light fails, the driver must advise the Signaller of the failure, sound the locomotive horn and ensure that the level crossing is clear before proceeding.

SELBY

Amend sub-heading and entry to read:—

SELBY SIGNAL BOX When a train is brought to a stand at No. 1956 or 1968 signals the Driver must communicate with the signaller at Selby signal box by means, etc., etc.

HULL**WEST PARADE SIGNAL BOX**

Amend:— 'B, D or F lines' in first paragraph, 3rd line to read 'B or D lines'.

Page 329

LEEDS, NEVILLE HILL WEST JUNCTION TO HUNSLET**HUNSLET EAST OIL TERMINAL**

Amend in second line — 'Neville Hill Junction signal box' to read 'Neville Hill West Junction'

STAINFORTH (THORNE JUNCTION) TO STADDLETHORPE**BETWEEN BOOTHFERRY ROAD AND DUTCH RIVER**

Delete:— sub heading and item

SINGLE LINE BETWEEN THORNE COLLIERY SIGNAL BOX AND THORNE COLLIERY SIDINGS

Delete sub heading and items.

Page 330

BOOTHFERRY ROAD SIGNAL BOX

Amend reference to Up Goods lines to read Up Goods line.

GOOLE SWING BRIDGE : Tipping of Coal

Delete:— sub heading and item

Page 333

NORTHALLERTON (BOROUGHBRIDGE ROAD) TO GATESHEAD HIGH LEVEL BRIDGE VIA HORDEN

Add:—

RYHOPE GRANGE

RUNNING ROUND MOVEMENTS ON MAIN LINES. After Sunset and during fog or falling snow, when a train for South Dock from the Sunderland direction is being run round on the Up Main Line, a lighted tail lamp must be placed on the leading vehicle immediately the locomotive has been detached in order to run forward to Hall Dene.

Page 334

BILLINGHAM BECK BRANCH**BETWEEN STOCKTON (NORTH SHORE) AND HAVERTON HILL SOUTH**

Delete:—Sub-heading and item.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**LOCAL INSTRUCTIONS — continued**

Page 338

SOUTH HETTON COLLIERY TO RYHOPE GRANGE

Amend heading:—

HAWTHORN COMBINED MINE AND COKE PLANT (NORTH JUNCTION) TO RYHOPE GRANGE**WORKING OF TRAINS BETWEEN MURTON AND SOUTH HETTON COLLIERY**

Add:—

WORKING OF TRAINS BETWEEN MURTON AND HAWTHORN COMBINED MINE AND COKE PLANT (NORTH JUNCTION)

The lines between Murton box and Hawthorn Colliery N.C.B. Single Line are worked in accordance with the "One Train Only" Regulations. Trains proceeding to the Colliery must normally travel over the Arrival line and return from the Colliery over the Departure line. Trains leaving the Colliery via the N.C.B. Single line must proceed cautiously as far as the illuminated Notice Board lettered "STOP-EXAMINE POINTS", which is situated at a point some 50 yards before reaching the spring points leading to the Departure line. In the event of either the Arrival or the Departure line not being available, trains will be worked to and from the Colliery in accordance with the instructions of the Signaller at Murton box.

Amend:—

HAWTHORN COMBINED MINE AND COKE PLANT. Movements over the Single line leading from the Arrival line from Murton Box are controlled by two aspect colour light signals operated from the Ground Frame at the North Entrance to the N.C.B. Exchange Sidings. Telephone communication is provided between Murton Box and the N.C.B. premises by which means movements over the Single line are regulated.

In the event of the telephone failing, Guards of trains arriving at Murton Box and requiring to enter the N.C.B. Sidings will be instructed by the Signaller to proceed to the N.C.B. Traffic Manager's Office to obtain the necessary permission.

SOUTH HETTON COLLIERY BRANCH—PESSPOOL LANE LEVEL CROSSING

Amend heading:—

HARTLEPOOL (CEMETERY NORTH) TO HAWTHORN COMBINED MINE AND COKE PLANT (SOUTH JUNCTION)

Delete existing paragraph (1) and Substitute:—

- (1) Pesspool Lane Level Crossing is an "open" crossing without gates or barriers and is situated between Wellfield signal box and Hawthorn Combined Mine and Coke Plant (South Junction), no attendance being given.

Page 341

TEES

Add:—

INSTRUCTIONS FOR THE USE OF SHORT-WAVE RADIO EQUIPMENT, HUMP PILOTS — TEES YARD

The existing cab radio and signalling equipment has been withdrawn and two separate short-wave radio systems introduced, one for each Hump.

The Drivers' equipment consists of a transmitter and receiver with loudspeaker mounted on a small board and must be collected by the Driver when signing on duty at the Hump Top Cabin. The transmitter and receiver will have been fitted with freshly charged batteries and spare batteries are carried in clips on the portable board.

Should the batteries become discharged during a turn of duty, the Driver must replace the discharged battery with the appropriate spare "RED" for transmitter and "YELLOW" for receiver. The equipment must be returned to the Hump Top Cabin at the end of each turn of duty. The Hump Top Shunter must remove both batteries and give the appropriate charging as per separate instructions.

The Locomotive Drivers are known as "Up Hump Alpha" and "Down Hump Beta"; and the two base stations located in the Hump Control Towers are known as Up Hump Base and Down Hump Base. To speak to a locomotive Driver, the Tower must call the appropriate identification, i.e. "Up Hump Alpha"; "Down Hump Beta"; Drivers calling the Tower must call either "Up Hump Base" or "Down Hump Base" according to location.

If the Driver is unable to see either the Hump Top signal or the repeater signal, the verbal message over the radio will be the authority to commence movement.

If the Driver is instructed over the radio to **stop**, he must stop immediately irrespective of the position of the fixed signals.

If the fixed signal are visible and show "**Stop**", the Driver must stop, whether or not he receives a verbal message to stop from the Hump Control Tower.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX—NORTHERN AREA—continued**LOCAL INSTRUCTIONS — continued****Page 341 — Add — continued**

All Hump Pilot movements must be confirmed by a verbal instruction from the Control Tower Panel Operator. In the event of failure of the radio equipment, it must be replaced immediately by the spare set. If for any reason the radio equipment is not available, ground assistance will be provided to relay signals by hand as necessary.

Amend heading:—

SOUTH PELAW TO WASHINGTON

WASHINGTON CHEMICAL WORKS

Delete:— sub heading and item

Amend heading:—

DARLINGTON (SOUTH JUNCTION) TO SALT BURN ETC.

ALLENS WEST

Amend:— "Page 000" in first paragraph to read "Page 218".

THORNABY

WORKING BY BRITISH RAILWAYS LOCOMOTIVES IN POWER GAS CORPORATION, SUDRONS SIDINGS

Delete sub-heading and item

Page 342

MIDDLESBROUGH

WEST MARSH BRANCH BRITANNIA WORKS CROSSING

Delete :— heading and item

GRANGETOWN

Pages 342/3

Working of Trains in Tees Docks Exchange Sdgs.

Amend first paragraph to read :—

The Grangetown Box Signaller will advise the Sidings Foreman of the passage of each B.R. train to the Tees Dock Branch and whether it is being drawn or propelled. On receipt etc.

Add, at end of third para :—

Stating whether the movement is drawn or propelled.

Amend fourth para. to read :—

Trains from and to Beam Mill (Lackenby) lines and east of Grangetown, etc., etc.

Page 344

LONGBECK (SALT BURN WEST JUNCTION) TO SALT BURN STATION

FAILURE OF TRACK CIRCUITS AND SIGNALS

Amend:— reference to signals No.211 and 222 to read 211 and 212.

Page 345

Delete items headed "FIGHTING COCKS BRANCH" and "DINSDALE — FIGHTING COCKS" and substitute:—

FIGHTING COCKS BRANCH

The Single line between the Down and Up Main and the double sided notice board is controlled by the Signaller at Darlington Box. The Driver of a train propelling onto the Single Line from the Down Main must bring his train to a stand on the Single line when the locomotive is clear of the catch points until instructed by the Guard to propel the train into the Long Welding Rail Sidings. The Guard must satisfy himself, before signalling the propelling movement into the sidings, that it is safe to complete the movement (the Rule Book Section J Clause 3.3). A propelling movement must not be made in either direction on the Down/Up Branch Single Line beyond the double sided notice board.

When the Driver or Guard of a train requiring to proceed from the Long Welding Rail Sidings telephones from the "Stop Telephone" board for permission to proceed along the Single Line towards the Up or Down Main Line, he must advise the Signaller whether the movement will be drawn or propelled.

The Single Line between the notice board and the Lingfield end of the Dinsdale Rail Welding Depot and Lingfield is worked in accordance with the One Train Work Regulations and the Annetts Key, which acts as the Train Staff, is kept in the Rail Welding Depot Supervisor's Office.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS—continued.**

Page 345 – continued

NORMANBY BRANCH

Delete:— heading and item

GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD**DUNSTON-ON-TYNE**

Page 347

NORWOOD COKE WORKS NCB SIDINGS

Delete:— Existing instructions and Substitute:—

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

A hailer unit is provided at the North (or Main Line) end of the Exchange Sidings, connected with the Coke Works Weigh Cabin.

All trains must be propelled into the Sidings.

Two 2-aspect colour light signals are provided, one at each side of the track at the entrance to the Sidings.

Trains must be brought to a stand at the signals which will display a red aspect. The Guard must communicate with the N.C.B. Weighbridge Attendant by means of the hailer unit and be instructed as to the movements to be made in the Sidings. The Weighbridge Attendant will then activate the audible alarms and the colour light signals will change to green.

In the event of any failure of the hailer unit or the 2-aspect colour light signals, no movement may be made into the Sidings unless authority is given by the N.C.B. Weighbridge Attendant.

In no case may wagons be propelled through a road and be foul of any other road at the South (or Coke Works) end of the Exchange Sidings.

Page 348

Amend heading to read:—

PERCY MAIN NORTH TO EARS DON JUNCTION

Page 349

PERCY MAIN**BETWEEN PERCY MAIN NORTH SIGNAL BOX AND TYNE COMMISSION QUAY STATION**

Delete sub heading and item

TYNE COMMISSION QUAY. Passenger Station

Delete sub heading and item

PERCY MAIN ENGINE SHED TO NORTHUMBERLAND DOCK

Delete heading and item

PERCY MAIN ESSO OIL INSTALLATION

Delete heading and item

Add:—

WORKING BETWEEN PERCY MAIN NORTH AND ESSO OIL INSTALLATION**Working of the Single line between Percy Main North and Esso Sidings**

The Esso Sidings Supervisor will be responsible for operating the ground frame and controlling all movements into and out of the Sidings.

If it is necessary for a second train to proceed to the Sidings, the Driver of the first train must, upon the instruction of the Sidings Supervisor, give him the Train Staff for this to be returned to the Signaller at Percy Main North to enable the second train to occupy the single line. The Train Staff must similarly be handed to the Sidings Supervisor when it is necessary for the other train to be the first to depart.

Esso Oil Installation (Loading and Discharge Sidings)

Trains must be brought to a stand at the entrance to the installation until the Guard has ascertained that the hand points are correctly set and has obtained an assurance from the Terminal Staff that the "Beetle" arms and loading arms are clear and all is in order for shunting to commence.

ALTERATIONS TO EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued**LOCAL INSTRUCTIONS – continued****Page 349 – Add – continued****Siding Allocation (reading left to right facing buffer stops)**

- | | |
|---------------|--|
| No.1 Siding – | For loading inflammable black oil |
| No.2 Siding – | For loading highly inflammable white oil |
| No.3 Siding – | For spare tanks and discharge of inward loaded tanks |

Page 350**NEWSHAM TO ISABELLA COLLIERY****ISABELLA SIGNAL BOX. Colliery line, public road level crossing**

Amend:– When proceeding to or leaving Isabella Colliery Sidings, Drivers and Guards must exercise due care etc.

Page 365**HARE PARK TO CROFTON WEST WALTON COLLIERY**

Delete existing Instructions and Substitute:–

Method of working applicable to M.G.R. Wagons : –**(a) Placing of empty wagons**

1. Trains conveying empty MGR wagons will arrive on the Up Crofton Branch and come to a stand at the 30 wagon Marker Board situated on the Hare Park side of the ground position light signal 0.307.
2. The provisions of the Rule Book, section J, clause 3.13.1. to be carried out, and, when the signal has been lowered, the empty wagons must be propelled towards the Colliery Traffic Sidings and brought to a stand at the Marker Board situated on the Colliery Branch Line before being propelled into the Colliery Traffic Sidings in accordance with the provisions of Rule Book, section J, clause 3.3.
3. When the movement has been completed the Guard must uncouple the empty train into rafts of five wagons.

(b) Departure of loaded MGR trains via Down Crofton Branch.

1. Fifteen loaded wagons must be hauled from the Colliery Traffic Sidings to the Shunt Spur and, after the provisions of the Rule Book, Section J, clause 3.13.1. have been carried out, propelled onto the Arrival Line. The locomotive will then run-round the wagons via the Main Lines and propel the loaded wagons onto the Shunt Spur, Five wagon brakes must then be pinned down.
2. A further fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Up Main line and the movement must come to a stand clear of the connections on the Hare Park side of ground position light signal 0.307.
3. The provisions of the Rule Book, Section J, clause 3.13.1. to be carried out, and, when the signal has been lowered, the wagons must be propelled onto the Arrival Line. The locomotive will then run-round the wagons via the Main Lines and propel them onto the first portion standing on the Shunt Spur.
4. On completion the train will depart via the Down Crofton Branch line.

(c) Departure of loaded MGR trains via Up Crofton Branch

1. Fifteen loaded wagons must be hauled from the Colliery Traffic Sidings to the Shunt Spur and after the provisions of the Rule Book, Section J, clause 3.13.1. have been carried, out propelled onto the Arrival Line.
2. A further fifteen loaded wagons must then be hauled from the Colliery Traffic Sidings to the Up Main Line and the movement must come to a stand clear of the connections on the Hare Park side of ground position light signal 0.307.
3. The provisions of the Rule Book, Section J, clause 3.13.1 to be carried out and when the signal has been lowered, the wagons must be propelled onto the rear portion of the train.
4. On completion the train will depart via the Up Crofton Branch.

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