British Rail

EASTERN REGION

NORTHERN AREA

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 6 OCTOBER, 1979, UNTIL FURTHER NOTICE

CONTENTS

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

YORK
6 OCTOBER, 1979

G. GRAHAM
CHIEF OPERATING MANAGER

THIS SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET SUPERSEDES THE SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET DATED 7 OCTOBER 1978 AND INCLUDES MOST OF THE INFORMATION CONTAINED IN THE GENERAL INSTRUCTIONS AND NOTICES BOOKLETS UP TO AND INCLUDING No.31D DATED 4 AUGUST 1979

MISCELLANEOUS NOTICES

NEX – DUAL BRAKE VANS

All staff are to note that the following vehicles:–
E81400, E81409, E81440, E81454, E81455, E81509, E81522, E81537, E81560, E81565, M81615 and E81624. are Dual Brake Bogie Parcels Vans; these vans must work only in the designated circuits under the control of the Chief Operating Manager, York (ref.MO24), Extn. 032 2821/2822.

Guards and Shunters must take extreme care in the movement of these vehicles and ensure that when being transferred from one braking system to another, that the appropriate brake release cords have been pulled to destroy the previous braking. (As per General Appendix Instructions). (MO24/5/71)

"MOVEMENT OF 51 TONNE TWO AXLE TANK WAGONS AND 102 TONNE FOUR AXLE BOGIE TANK WAGONS IN THE DOWN DIRECTION BETWEEN DRYCLOUGH JN. AND HALIFAX

51 tonne two axle tank wagons and 102 tonne four axle bogie tank wagons (H, M, L, D or E) must **NOT** travel between Dryclough Jn. and Halifax Station in the Down Direction.". (MS12/63/1)

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

1. WORKING TO AND FROM SITE OF WORK

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

2. WORKING ON SITE

2.1 This machine must work only on lines under Absolute Possession;

Alternately, if the machine is to work only on the cess side of the line and provided it is marshalled in a train, the provisions of the Rule Book, Section Q (Protection of Engineer's Trains Working on a Running line not in the Absolute Possession of the Engineer) may be applied.

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

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

2.3.1 Before work is commenced, the C.M. & E.E. Supervisor must:–
(a) supervise the slewing of the eccentric to the working side of the vehicle,

(b) personally ensure that both slew limiting buffer stops are secured in the correct position to prevent the adjacent line being fouled,

(c) then set the system to the 180° slewing limitation position by means of the key switch, remove the key and retain it in his possession, and check that the indicator lights inside and outside the cab are illuminated.

2.3.2 When the excavator bucket/grab is, or is about to be, manipulated above the height of an adjacent vehicle on the same line and a warning of the approach of a train on the adjacent line is given by the lookoutman, work must cease immediately with the bucket/grab grounded on the track side or on the spoil vehicle. Work must not re-commence until the train has passed the site of work.

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

2. **WORKING ON SITE – continued**

2.4 **When working towards a line which is open for traffic or if all the provisions of Clause 2.3.1 cannot be complied with**

The provisions of the Rule Book, Section T, Part IV must be complied with. Telephone/radio communication must be provided where necessary between the Operating Dept. Supervisor and the Signalman and Handsignalman.

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

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

AUTOMATIC WARNING SYSTEM (A.W.S.) EQUIPMENT ON LOCOMOTIVES AND MULTIPLE-UNITS, WHERE FITTED

(NOT APPLICABLE TO SOUTHERN REGION MULTIPLE UNITS)

1. A locomotive or multiple unit fitted with A.W.S. equipment must not be turned off a depot/stabling point/siding to work a train, with the A.W.S. apparatus isolated.

2. Should the A.W.S. apparatus on a locomotive or multiple unit be isolated in service, the traction unit concerned should be taken out of service at the earliest opportunity, commensurate with avoiding unnecessary cancellation or delay. (MO45/1285)

STABLING OF CLASS 20 AND CLASS 40 LOCOMOTIVES

These classes of locomotives must each carry two wooden scotches and when the locomotives are left stabled the Driver must ensure:–

1. The hand brake is applied.

2. A wooden scotch is applied to each side of one wheel.

3. The scotches are moved and replaced in the locomotive cab before moving.

Note : (i) It is essential that scotches are applied to wheels before commencing disposal duties otherwise danger of runaway can exist.

(ii) Until modifications are carried out, Class 20 locomotives carrying scotches must be subject to the conditions set out as Note 3 to the table on page 36 of the General Appendix. (MM/S/127/6)

SPEED RESTRICTIONS: TANK WAGONS ETC., 15 ft. WHEELBASE OR LESS

The speed of certain 2-axle tank cars with a wheelbase of 15 ft. (4.572 metres) or less (including presflo cement/presflo powder wagons) when running in the empty/discharged condition must be restricted to a maximum speed of 45 m.p.h.

TOPS train lists show the applicable speed, and every effort should be made to provide guards with a valid train list.

If no train list is available, or any doubt exists, 45 m.p.h. restriction must be applied, or where a lower speed than 45 m.p.h. is in operation this must apply. (MS 12/86/7)

MAXIMUM SPEED OF COACHING STOCK

Locomotive Hauled 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.

Trains not indicated by a 'Plus' sign (+) in the Timetable must not exceed 90 m.p.h. unless they are wholly composed of vehicles marked "100 m.p.h." or "100 m.p.h. SM", in which case the driver must be so advised by the guard.

Conveyance of 4-Wheeled vehicles in Passenger E.C.S. and Parcels Trains

The speed of any train conveying 4 wheeled C.C.T. and P.M.V. is restricted to a maximum of **70m.p.h.**

MAXIMUM SPEED OF FREIGHT ROLLING STOCK

Until such times as all vehicles bear the appropriate panel, which includes the maximum speed of the vehicles, then the speed of the vehicles enumerated below when not bearing panels, will be as follows:–

Description of Vehicles	Max Speed	
	Loaded m.p.h.	Empty m.p.h.
APCM Bulk cement wagons in number range 8301–8490, 8500–8594	35	45
Fly Ash	55	45
Merry-go-round wagons	45	55
45 ton two axle oil tanks (wheelbase exceeding 15 ft.)	60	60
45 ton two axle oil tanks (wheelbase 15 ft. or less)	60	45
45 ton two axle steel AB } H	60	–
cov AB } M or L	75	–
open AB } E	–	75
Carflats and Cartics	75	75

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.

AMENDED WAGON PANELS

With regard to the safety of the line it should be noted that the wagon panels attached to the following vehicles have been amended as set out below.

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

12t Insulated Fish Vans	The maximum speed has been reduced to 60 m.p.h. in all conditions of loading.
12t pipe fitted 24.5t strip coil 22.5t timber, conflat, coil, plate fitted only and fitted with roller bearings 22.5t and 24.5t plate fitted only 20.5t and 22.5t tube vacuum fitted – with plain bearings and roller bearings 22.5t conflat – fitted with plain bearings only 12.5t container, flat conflat 'B' 24.5t 'D' coil 22.5t Ale pallet	The maximum speed has been reduced to 50 m.p.h. in all conditions of loading.
12.5t Palvans Nos. B782274 – B782523 Salmon Wagons 10.2t GLW Hopper MPHY 17701 – 17712 10.2t GLW Class A Tanks Nos. LS 85000 – 85004 22.5t Pallet Vans (Curtain Sided)	The maximum speed has been reduced to 45 m.p.h. in all conditions of loading.
26t Sand/Ironstone Hoppers with a wheelbase of less than 10 feet 46t GLW hydro-cyanic Acid tanks Nos. LS 54600 – 54609 and TRL 51435 – 51449	The maximum speed has been reduced to 35 m.p.h. in all conditions of loading.
45t GLW Hopper mineral (HBA)	Weight 45 tonnes in 'H' condition, 42 tonnes in 'M' condition. The maximum speed of wagons 360001 – 361798 has been reduced to 45 m.p.h. in 'E' conditions.
27t Iron Ore Tipplers Nos. LW 25000 – LW 25099	The brake force of these wagons in the Heavy and Medium conditions of loading has been reduced from 21 tonnes to 15 tonnes. MS12/63/1

MISCELLANEOUS NOTICES–continued

WORKING OF AIR-BRAKED SERVICES

The General Appendix regulations for the working of the automatic air-brake on locomotive operated trains and other regulations and instructions are modified in respect of air-braked system services as follows :-

1. In any fully air-braked train operating at up to 60m.p.h., the distributors may all be either fixed or set in the "P" or "G" position with one in four vehicles, up to a maximum of ten, set in the opposite position to the majority of the vehicles in the train, marshalled as required to meet traffic requirements.

2. Section C5 of Part 6 Working Manual for Rail Staff is modified to allow heavy axle weight vehicles, loaded to "H" or "M" category, to be conveyed on air-braked services upon the authority of Regional H.Q. (Operations) under B.R.29973 procedures setting out route to be taken and restrictions applicable over the route, together with instructions that such vehicles must not be "loose or hump shunted".

3. Air-braked system services authorised to convey loaded air-braked 45t. and 100t. G.L.W. steel carrying wagons with unchained steel, must be formed with all vehicles fitted with screw couplings.

4. Special dispensation is given for the following trains to run under **single pipe** operation **at all times** :-

6S93 14 25 SX	Parkeston Quay	–	Bathgate
6S96 14 55 SX	Parkeston Quay	–	Gushetfaulds
6E86 21 35 SX	Mossend	–	Parkeston Quay
6E87 13 50 SX	Glasgow Sighthill	–	Parkeston Quay
6M62 20 53 SX	Parkeston Quay	–	Edge Hill
6E85 18 05 SX	Trafford Park	–	Parkeston Quay
6M86 20 15 SX	Parkeston Quay	–	Bescot
6E83 19 54 SX	Bescot	–	Whitemoor
6E88 21 00 SX	LLandeilo Jn.	–	Whitemoor
6V85 19 58 SX	March	–	Severn Tunnel Jn.
6E53 17 15 SX	Dover	–	York Dringhouses
6O56 19 52 SX	Leeds Hunslet	–	Dover
6M79 17 15 SX	T.C.F.D.	–	Bescot
6O49 19 58 SX	York Dringhouses	–	Eastleigh (FX)
		–	Basingstoke (FO)
6E30 13 22 SX	Fratton	–	T.C.F.D.
6E64 19 10 SX	Margam	–	Hull
6M66 16 11 SX	Hull	–	Willesden

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.

MISCELLANEOUS NOTICES – continued

MATISA TYPE BNRI 85 – TAMPING/LINING MACHINE

The following Instructions must be strictly observed in connection with the operation and movement of the above-named machine:-

1. The Instructions applicable to the Tamping/Lining Machine Type S.L.C., as shown in the General Appendix, must be applied at all times, **except that** the following maximum permissible speed must be observed:-

   (a) On plain line – **25 m.p.h.**

   (b) Over switches and crossings – **15 m.p.h.**

VACUUM HOSE COUPLINGS – FREIGHT STOCK

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

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

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

NOTE;
The above instructions amplify Clause 13 of the General Regulations for working the Vacuum Brake, as shown on Pages 20 and 21 of the General Appendix.

SEATON-ON-TEES BRANCH

Contractors are using temporary level crossing at 0m. 32chs.

WILTON WORKS BRANCH

Between 08 00 and 16 30 daily. A temporary level crossing is in use at 1m. 15chs. Advance level crossing warning boards are provided 150 yards each side of the crossing. Stop, whistle before proceeding boards are provided 25 yards each side of the crossing.

A handsignalman will authorise drivers to proceed over the crossing when the line is clear.

REPAIRS IN MOTIVE POWER DEPOTS, CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:–

Location	Nature of work	Duration	Commencing Date
Gateshead MPD	Erecting washing shed. Excavations and alterations to track formation. Plant and machinery in use.	Until further notice.	

RULE BOOK

Section B, Clause 5.3.4 (page B.6 re-issued October, 1978)

Amend second sentence to read:–

A position of safety is one which allows a clearance of at least 4ft. (6ft. 6ins. in respect of lines on which permitted train speeds exceed 100m.p.h.) between any man and the nearest rail of any line on which a train is approaching.

Section H Clause 4.16 (C).

Amend to read:–

(c) When it is necessary for the train locomotive to run round its train, or for the locomotive of a train to be changed and a Guard is required to travel with the locomotive as Driver's Assistant.

Section M Clause 8.1.2.

Amend to read :–

When a Signalman receives a telephone advice from a Trainman that a line (s) is obstructed and that the Trainman is carrying out detonator protection, the Signalman must, providing he is satisfied he can provide adequate protection to the obstructed line (s), instruct the Trainman that it is not necessary for him to proceed to the full protection distance.

Section T, Part V

Clause 21.2.1 **Amend** last paragraph to:–

The speed indications at both the Warning Board and the Speed Indicator will apply as follows:–

Top figure (lower speed)	–	Applicable to all trains, **except** passenger (loaded or empty), postal and newspaper trains, **not** conveying four wheeled vehicles.
Bottom figure (higher speed)	–	Applicable only to passenger (loaded or empty), postal and newspaper trains, **not** conveying four wheeled vehicles.

Section T, Part V

Delete clause 22.2 and **substitute:**–

22.2 **Speed restriction more severe than 20 m.p.h. or exceeding one mile in length**

If a temporary speed restriction more severe than 20 m.p.h. or exceeding one mile in length is imposed without prior notice, the Track Chargeman must, in addition to posting the Handsignalmen, advise the Signalman so that arrangements can be made for all approaching trains to be stopped and Drivers told of the speed restriction.

Clause 24.1

Amend heading and clause as under:–

24.1 **To advise Drivers of severe restriction of speed or restriction exceeding one mile in length**

When advised by the Track Chargeman or man-in-charge that it is necessary for an emergency speed restriction more severe than 20 m.p.h., or exceeding one mile in length, to be imposed, the Signalman must . . . . . .

Delete clause 25.3 and **substitute:**–

25.3 **Speed restriction more severe than 20m.p.h. or exceeding one mile in length**

If the speed restriction is more severe than 20m.p.h. or exceeds one mile in length, and prior notice has not been given in the printed Weekly Notice of Engineering Works or by Special Notice, then until such notice has been given the Driver will be stopped and told of the length of the restriction and at what speed he may travel over the restricted portion of line.

Clause 25.5.2

Amend "Signal" in first line to read "Board".

B.R. GENERAL APPENDIX (BR.29944)

Page 1

Amend headings :–

TRAVELLING IN PASSENGER AND FREIGHT BRAKE VANS – RULE BOOK, SECTION B, CLAUSE 5.12 AND SECTION H, CLAUSE 5.2.3.

EMPLOYEES TRAVELLING IN TRAINS OR IN DRIVING CABS – RULE BOOK, SECTION B, CLAUSE 5.12

Delete instruction under the sub heading **'Number of Persons permitted to ride on locomotives'** and **substitute:–**

The number of staff in the leading driving cab of a locomotive, multiple-unit train or push-pull unit in motion is not permitted to exceed four, unless specially authorised by a Traction Inspector or Officer, in possession of a Driving Cab Pass (BR87102 or BR87102/1) endorsed 'Authorised to Instruct', who must be present throughout.

Page 4 – **TRANSMISSION OF VERBAL MESSAGES**

Delete heading and instructions.

REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE-OPERATED TRAINS

Page 9

Paragraph 6.4

Add as final sentence:-

During severe conditions of frost and/or snow, a brake application should be made every 2–3 minutes to the extent that retardation is felt or recorded on the speedometer.

Pages 14 to 22 (Pages 10 and 11 Supplement No.3)

GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE

Page 16

Clause 6

Add as a final paragraph:-

During severe conditions of frost and/or snow, a brake application should be made every 2–3 minutes to the extent that retardation is felt or recorded on the speedometer.

Page 21

Clause 13

Delete paragraph (j).

Page 51

Add new instruction :–

MOVEMENT OF TRACTION UNITS WITH WHEELS MOUNTED ON WHEEL SKATES

1. The purpose of the wheel skates is to enable a traction unit (locomotive, H.S.T. or A.P.T.) with a seized or broken axle to be moved to an appropriate location for repair.

2. Prior advice must be given to the Operating Department of the intention to use the wheel skate and before any movement is made onto a running line advice must be given that the wheel skate has been correctly fitted under the defective wheels.

B.R. GENERAL APPENDIX (BR.29944) – continued

Page 51 – Add – continued

3. The wheel skate will be assembled and placed in position by CM & EE staff. The defective locomotive/traction unit may be self-propelled or hauled by a locomotive under the following conditions:–

   (a) **Self-propelled**
   The air brake must be operative on the remaining free axles, otherwise the unit must be hauled.

   (b) **Hauled**
   The defective locomotive/traction unit must be coupled to the hauling locomotive, and where possible the continuous brake coupled between the two vehicles. Where the available brake power on the defective unit is reduced below 50%, a brakevan in which a Guard must ride, must be provided at the rear of the movement.

4. Vehicles with wheels mounted on wheel skates must not be conveyed in passenger or freight trains.

5. The maximum speed of the movement when a wheel skate is in use is:–

plain line:	30 m.p.h.
over switches & crossings:	15 m.p.h.

Pages 52 to 56 – WORKING OF DIESEL MULTIPLE UNIT TRAINS WITH MECHANICAL AND HYDRAULIC TRANSMISSIONS

Page 52 Clause 1.2.3

Delete Clause (b) and **substitute:**–

(b) If, in the absence of maintenance staff at an out-stabling point, it is essential for a multiple unit train to take up its working, this may be done provided not more than 25% of the brake cylinders are inoperative on each individual unit forming the train, but arrangements must be made for the fault to be corrected at the earliest possible moment.

A train consisting of a single power car only must not start a journey with any brake cylinders isolated.

Delete Clause (c) and **substitute:**–

(c) If, en route, cylinders become inoperative in excess of 25%, but less than 50% of the total, the train must run at such reduced speed as would enable the Driver to control it under all circumstances. It is not permissible for a train to start another journey in this condition.

If, however, 50% or more of the cylinders become inoperative the train must be withdrawn from traffic at the first convenient point to do this, travelling at a reduced speed not exceeding 35 miles per hour, or less if necessary, to enable the Driver to control it under all circumstances.

Page 56

Add:–

16. **Trains Stopped in Tunnels & Confined Places**
If a DMU train is stopped in a tunnel or similar confined space for an undue length of time, the train heaters must be switched off in order to avoid fumes being drawn into the train by the heating equipment.

B.R. GENERAL APPENDIX (BR.29944) – continued

Pages 62–71

INSTRUCTIONS REGARDING THE RUNNING AND WORKING OF ENGINEERS' SELF-PROPELLED "ON-TRACK" MACHINES

Page 64 (page 27 Supplement No.3)
Section 'B' – Clause 16.

Machine type	In train formation	Running under own power	
		Plain line	Over switches & crossings
	m.p.h.	m.p.h.	m.p.h.
Ballast Cleaning Machines			
Add:–			
Plasser RM 74	35	35	20

Page 66 (page 28 Supplement No.3)
Amend heading of Clause 28 to:–
Matisa type C.311, Plasser types RM 62, RM 62(2), RM 62(3), RM 62(4) and RM 74

Add:–
Plasser type RM 74
28.B.1 These machines do not require a runner wagon to support the spoil elevator.

Matisa type 8CB5 and Plasser types RM 62 and RM 74
28.C.1 Whilst working two outriggers will be extended on either side of the machine to prevent staff coming into contact with the cutter bar. Each outrigger will carry a blue flashing light.

Page 72 (page 32 Supplement No.3)

SPENO RAIL GRINDING TRAIN (RR.555)

General

Amend Clause 2 to read:–

2. Except as shown in Clause 7, a Motive Power Conductor must ride with the Speno train driver at the leading end of the train.

Working within an absolute possession

Amend Clause 7 to read:–

7(a) The Conductor Driver and Guard must accompany the train at all times and will be responsible for carrying out protection in the event of mishap.

(b) The Conductor Driver must ride with the Speno train driver at the leading end of the train during the first pass over the grinding site and thereafter at any time that the train is to travel at a higher speed than 4m.p.h., or when during the grinding operation the train will approach within ¼ mile of any level crossing.

Equipment

Amend Clause 13 to read:–

13. The train is fitted with electric tail lamps, one of which must be illuminated at all times that the train is on a running line.

B.R. GENERAL APPENDIX (B.R.29944) – continued

Pages 84 and 85 (Pages 39 and 40 Supplement No.3)

FIRE FIGHTING EQUIPMENT IN PASSENGER ROLLING STOCK

Amend in table headed Locomotive-Hauled Stock

Type of Vehicle	Location of Extinguisher	Type of Extinguisher	Quantity per Vehicle
Sleeping Car	Vestibule end (2 ends)	2–gall. water (gas pressure)	2
	Pantry	1.1 Kg. CO_2 gas (2½ lbs – CO_2 gas)	1

Delete table under heading Electric Multiple-Units and **substitute:–**

ELECTRIC MULTIPLE-UNITS
(including Southern Region Trailer Units)

Vehicle with driving cab	Driving cab	1.5 Kg BCF (3 lb. BCF)	1
Vehicle with brake compartment. (except Southern Region)	Brake compartment	(5.4 Kg BCF (12 lb. BCF) ((except Class 313 trains which (have 2 x 1.5 Kg. (B.C.F. (316.BCF))	1
		(2-gall. water (gas pressure)	1
Southern Region – Vehicle with brake compartment.	Brake compartment	(1.5 Kg BCF (3 lb. BCF)	1
		(2-gall. water (gas pressure)	1

"Together with supplementary provision for gangwayed vehicles (except Class 309 (Clacton), Class 310 (LMR semi-fast), Class 423 (SR VEP) and Class 427 (SR VEG) units) :–"

All types	Vestibule or lobby end (one end only).	2-gall. water (gas pressure)	1
Catering vehicles ..	(as for locomotive-hauled stock.)		

Pages 85 and 86 (pages 40 & 41 Supplement No.3)

STANDARD CLASSIFICATION AND CODE OF HEADLAMPS OR DISCS

Page 86 NOTES :

Delete Note 1 and **substitute:–**

1. Trains in Class 6(a) will be timed according to the maximum speed of the vehicles scheduled to be conveyed, or at any lower speed necessary to conform with the brake force requirements defined in Table E(1) of the Working Manual for Rail Staff (White Pages), or at such other lower maximum speed it may be necessary to impose on individual trains.

Pages 88 and 89 (Page 43 Supplement No.3)

COUPLING AND UNCOUPLING OF VEHICLES

Page 88

Delete the first sentence of Clause 2.5 and **substitute:-**

2.5 When a vehicle fitted with a B.R. screw coupling is to be coupled to a vehicle with an Instanter coupling, the screw coupling must be used.

Page 89

Delete the second paragraph of Clause 3.3 and **substitute:-**

In a Class 6, 7 or 8 freight train the Instanter coupling must be in the short position.

B.R. GENERAL APPENDIX (B.R.29944) – continued

Page 90

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

Amend Clause 2.1 to:–

On trains conveying Post Office and Newspaper Sorting vehicles, and Sleeping Cars, throughout the year.

Page 102 (Page 62 Supplement No. 3)

LOCKING OF CORRIDOR AND GANGWAY DOORS

Delete complete instruction and **substitute:-**

LOCKING OF DOORS ON PASSENGER TRAINS

1. The gangway doors at the ends of the train must be locked.

2. Intermediate gangway doors and all other interior doors must be unlocked, so as to provide free access through the train, except as shown below:-

   2.1 Brake vans or brake compartments at the extreme ends of the train must be locked. If, however, the Guard is riding in the brake van or brake compartment the door giving access to the train must not be locked but should he leave the vehicle, the door must be locked on each occasion.

   2.2 The gangway doors at both ends of sleeping car accommodation must be locked. Where, however, it is necessary to admit passengers to their berths or gain access to a catering vehicle during the time the catering service operates, the doors must not be locked.

3. Where the gangway connections cannot be made, the doors on both sides must be locked.

4. In regard to brake vans or brake compartments marshalled intermediately in trains, the following must apply:-

   4.1 Where a security cage is provided in the brake vehicle it must be locked, except when loading or unloading traffic, and the corridor/gangway doors unlocked. Where the cage is provided with two sets of doors, one set must be secured with the internal bolt and the padlock applied to the other set of doors.

   4.2 Where no separate security cage is provided in the brake vehicle the corridor/gangway doors must be locked unless:-

      4.2.1 there is a catering vehicle on the train, or

      4.2.2 the Guard is riding in the brake vehicle. When the Guard has occasion to leave the brake vehicle he must on each occasion lock the doors, or

      4.2.3 the brake vehicle is empty.

5. Exterior doors giving direct access to passenger accommodation (including sleeping cars and catering vehicles) must not be locked, except where such accommodation is defective or not available for the use of passengers.

6. The Guard will be responsible for carrying out these instructions, except in the case of sleeping cars where the Sleeping Car Attendant will be responsible.

B.R. GENERAL APPENDIX (B.R.29944) – continued

Page 107 (Page 64 Supplement No.3)

MINERAL AND OTHER TYPES OF WAGON OF 16 TONS CAPACITY AND ABOVE, EQUIPPED WITH THE VACUUM BRAKE AND MANUAL LIGHT/LOAD DEVICE

Delete complete instruction and **substitute**:-

MINERAL AND OTHER TYPES OF WAGON OF 16.5 TONNES CAPACITY AND ABOVE, EQUIPPED WITH THE VACUUM BRAKE AND MANUAL LIGHT/LOAD DEVICE.

1. **AUTOMATIC BRAKE**

1.1 These wagons are equipped with two vacuum brake cylinders, only one of which must be allowed to operate while the wagons are in load category E or L. Both cylinders must be fully operative whenever the wagons are loaded to load category H or M. To permit of this, small hand operated levers are fitted on each side of the wagons and the operation of either lever will also operate the lever on the other side of the wagon. These levers are marked "Changeover lever" with two setting positions, "Empty" and "Loaded."

1.2 Wagons so fitted are marked on each side with a white triangle pointing towards the operating lever.

1.3 The changeover lever should be placed in the following position by the person responsible for loading or unloading these wagons immediately after completion of loading or unloading.

Load Category	Position of Changeover Lever
H	Loaded
M	Loaded
L	Empty
E	Empty

1.4 Before operating the lever the brake should be released by operating both release valve cords, except on vehicles modified to avoid the need for this; such vehicles are marked by a "kite" symbol – ▽ instead of a triangle pointing downwards.

1.5 Guards, Train Preparers, Shunters and other staff responsible for the preparation of trains and trips on which the continuous brake will operate must place any changeover levers in their appropriate position if the levers have not already been so positioned.

1.6 Failure to do this will result in loaded wagons being inadequately braked or damage to empty wagons due to excessive braking force.

2. **HANDBRAKE**

The method of operation of the handbrake on these vehicles is unusual, because it operates through the automatic brake rigging:–

2.1 **WAGON EMPTY** – the handbrake should operate normally, i.e. the lever should not be more than halfway down the guide with the brake blocks hard on the wheels.

2.2 **WAGON LOADED** – **but before vacuum has been created in the train pipe** – the handbrake should operate as in the empty condition.

2.3 **WAGON LOADED** – **but after vacuum has been created in the train pipe** – the handbrake lever will fall 3 or 4 holes lower than when applied in the empty condition.

B.R. GENERAL APPENDIX (B.R.29944)—continued

Page 107 (page 64 Supp. No.3) – **substitute – continued**

2.4 **WAGON LOADED – but after the brake has been applied by destruction of vacuum** – the handbrake lever will fall to the bottom of guide without exerting any further pressure on the brake blocks.

CAUTION. It should be noted that, in pinning down the handbrake lever under the circumstances described in condition 2.4. above, the pin should be inserted about three quarters of the way down the guide and not in the bottom hole. Should it be found that the handbrake lever has been pinned in the bottom hole, and the vacuum cylinder has then been released either by 'leaking off' or by operation of the release cord, the resultant strain on the brake lever could be such that there would be a potential danger to anyone attempting to remove the pin in the normal manner.

The procedure to be adopted should be either by :–

(a) creating vacuum, applying the power brake and then releasing the handbrake lever whilst the power brake is applied, or

(b) levering down the handbrake lever with a suitable bar and releasing gradually, pinning the lever each time, until fully released.

Page 110 HAULING OF "DEAD" LOCOMOTIVES AND MULTIPLE-UNIT STOCK OWNED BY BRITISH RAILWAYS (EXCLUDING SMALL DEPARTMENTAL "SERVICE" LOCOMOTIVES)

Part II – Multiple-Unit Stock – Procedure

Delete clause 1(c) and **substitute:–**

(c) In cases where the automatic brake cannot be coupled, trains formed of "dead" multiple-unit stock must be worked as Class 8 at a speed not exceeding 40m.p.h.

Page 114 FATALITIES TO PERSONS ON RUNNING LINES

Delete the fifth paragraph and **substitute** :–

Where a fatality has occurred on a running line, the body should be moved clear of the rails immediately in order to prevent delay to trains. The position in which the body was found must always be carefully noted and suitably marked out. The Police must then be informed as quickly as possible.

Pages 114 to 117 (pages 73 and 74 Supplement No.3)

ADVICE TO PASSENGERS OF DELAYS TO PASSENGER TRAINS AND PROVISION OF REFRESHMENTS
Page 116
Clause 9 –

Delete the fifth paragraph and **substitute:-**

As a general rule a free issue of hot drinks will be offered by the Chief Steward when a train is delayed for more than two hours. When a train heating failure occurs on journeys in excess of two hours during severe weather conditions, and passengers cannot be transferred to more suitable accommodation, free hot drinks should be provided if it is apparent that passengers will experience discomfort. The Chief Steward should consult the Guard accordingly. In the case of Sleeper services, the Guard must consult with Sleeping Car Attendants regarding provision of hot drinks. The provision of free food should not normally be considered unless the delay is in excess of four hours. In other cases the decision of the Chief Steward will depend on the conditions on the train, the likely extent of delay and the anticipated arrival at destination.

Page 119 RAIL TANK CARS CONTAINING AVIATION FUEL – LEAKAGES AND RE-SEALING

Delete Complete Instruction

Page 121 DETECTION AND EXTINGUISHING OF FIRES ON THE LINESIDE

Delete heading and item.

B.R. GENERAL APPENDIX (B.R.29944)—continued

Pages 123 and 124 PREVENTION OF DAMAGE TO CARRIAGE LAVATORY WATER TANKS DURING FROSTY WEATHER

Delete complete item.

Page 127 DOGS – CONVEYANCE BY PASSENGER TRAIN

Delete second paragraph of instruction and **substitute:–**
Guide dogs accompanied by blind passengers may travel without restriction. Otherwise, dogs accompanied by passengers must not be permitted to travel in sleeping cars or restaurant cars. Except as shown below they may be conveyed in compartments provided no objection is raised by other passengers travelling in the compartment. Dogs must not be allowed on the seats of the compartment.

Page 129 (Page 76 Supplement No.3)

USE OF FREEZING MIXTURES FOR REFRIGERATING VANS AND CONTAINERS

Amend heading to:–
USE OF FREEZING MIXTURES FOR REFRIGERATING VANS AND CONTAINERS : ALSO USE OF HEATING APPLIANCES

Amend reference to "4 minutes" in fifth line to "5 minutes".

Add as second and third paragraphs:–
Such vehicles can also be alternatively refrigerated by means of liquid nitrogen or fitted with heating appliances and used as a heated vehicle.

In both these cases the similar time interval of five minutes must be observed.

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

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

Page 4 – BELL SIGNALS
Amend reference to Regulation 19 (d) and 19 (e) to:– 19 (c) and 19 (d) respectively.

REGULATIONS FOR TRAIN SIGNALLING ON DOUBLE LINES BY THE TRACK CIRCUIT BLOCK SYSTEM

Page 62 (as amended in Supplement No.3) – **BELL SIGNALS**
Amend reference to Regulation 19 (d) and 19 (e) to:– 19 (c) and 19 (d) respectively.

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TRACK CIRCUIT BLOCK SYSTEM

(Published as Supplement No.2 and distributed to those staff concerned).

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.

Add new clause (i):–
(i) Trimming or felling of trees or undergrowth where debris is liable to fall or to be projected upon the overhead line equipment or connections.

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 exhauster isolated.

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

Page 53 Instruction 72
Add:–
Where circumstances demand that observation or testing of electrical equipment below roof level be carried out with the covers removed, and whilst the pantograph is energised, the person in charge must be specifically authorised by the Electric Traction Engineer and must ensure that all appropriate safety instructions are followed.

MANCHESTER – SHEFFIELD – WATH ELECTRIFIED LINES BOOKLET – continued

Pages 63/64
Instruction 93. Bell Code

Add:–
Driver to stop at first available telephone to request Police assistance.....*9 rings.

*This code to be used by the Guard should he experience difficulty with unruly passengers on the train. On receipt, the Driver should stop the train at the first available telephone to request Police assistance at a convenient stopping point ahead.

Page 77 Instruction 114

Add:–
Where circumstances demand that observation or testing of electrical equipment below roof level be carried out with the covers removed, and whilst the pantograph is energised, the person in charge must be specifically authorised by the Electric Traction Engineer and must ensure that all the appropriate safety instructions are followed.

EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES - BR.29988 - DATED 3 MAY, 1975

Pages 17–22 Instruction 16

Page 21 Amend clause (e), third paragraph, to read:-
Except as specifically provided for under Instruction 21, portable ladders which are used on and about electrified lines ..... (thence as printed).

Page 22 Add new side note (starred) and Instruction:
21. *Use of ladders other than of wood or of non-conducting material.
Ladders made of materials other than of wood or of non-conducting material may be used on or about electrified lines for the specific purposes and under the specific conditions listed below:-

Cleaning the windscreens and replacing the windscreen wiper blades of High Speed Trains (HST)

At designated locations a specially designed and approved ladder of aluminium construction may be used by trained staff for the purpose of cleaning the windscreens and replacing the windscreen wiper blades of HST's without the need to isolate the overhead line equipment provided:–

(a) The ladder is not used for any other purpose and, when not in use, is stored adjacent to the track at the point where cleaning is to be carried out and be padlocked to a fixed structure.

(b) The securing padlock is not removed until immediately before the ladder is required for use and the ladder is returned to the storage position, and padlocked, immediately after use.

(c) The ladder is carried horizontally at all times except when being fixed in the required position below the windscreen.

(d) The person using the ladder does not raise any part of his body, or any tool, material or equipment, higher than cant rail level or equivalent warning line.

WORKING MANUAL FOR RAIL STAFF (BR.30054)

PART 2 GREEN PAGES

Pages 11 to 15 inclusive
Delete all items.

PART 6 WHITE PAGES

Page 3 – B2/9 Maximum Speed
Delete 20T Herring 35m.p.h.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS - BR.30059/5

Amend:– title:–
"**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES : BR.30059/5**".

Page 1
Add:– under 'Contents'.
(6) Conventional wagons loaded at Bunker/Rapid Loading Collieries.

Page 2
Delete:– the figure '5' from last paragraph and **add** sub-heading "ALL TRAINS" above this paragraph.

Page 4 – **Add** to Section 4. Scunthorpe BSC
"South Wales Collieries
– 28 Wagons per train."

Delete from Section 5 – Immingham NCB
"South Wales Collieries
– 28 Wagons per train."

Page 5
Hickleton – Column 2 **Amend** to read N372
Kellingley – Column 2 **Amend** to read N368
Royston – Column 5 **Delete** '6'

Add Kinsley Drift Col 1 – 18(3)
Houghton Col 1 – 18(4)
Col 5 – 10

Amend Shirebrook Col 1 – 27(A)

Amend Column 5
Clipstone 1
Mansfield 2
Ollerton 3
Sherwood 5

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS – B.R.30059/5 – continued

Page D8

Add:–

6.11 **Gascoigne Wood**

Drivers of trains conveying 30 M.G.R. wagons for Gascoigne Wood Up Sidings must bring their train to a stand with the locomotive at the "30 M.G.R." wagon marker board situated 350 yards ahead of the trailing connection from the Up Branch to the Up Sidings.

When the Guard has set the points for the selected siding and the relative signal from the Up Branch to the Up Sidings has been lowered the Guard must operate the special plunger to activate the warning bell situated at the marker board.

The sounding of the warning bell is authority for the Driver to commence propelling towards the Up Sidings. The Rule Book Section J. Clause 4.1. is hereby modified accordingly.

Page D9

Add:–

6.17.3.3. "Alternatively trains can be routed via Lincoln and Market Rasen."

Page 11

ASKERN COLLIERY

Add paragraph 3:– Trains must not exceed 5m.p.h.

Page 16 Maltby Colliery

Add:– Para 7 When the train is being loaded by mechanical means at the stacking/loading pad, the guard must position himself with the NCB Operator at the duplicate pedestal control.

Page 18

GRIMETHORPE COLLIERY – RAPID LOADING FACILITIES

Paragraph 2

Amend:–

The Bunker Operator will then switch No.1 signal to the "Off" position and the train will proceed through the Bunker, under the control of the special loading signals at 1m.p.h. for tare weighing and part loading. The train will be stopped with the last wagons under the Bunker.

Paragraph 3

Amend:–

The train will be propelled under the control of the special loading signals at 1m.p.h. to enable loading to be completed. Part gross weighing will also be carried out during this operation.

Page 26(I)

THORESBY COLLIERY

Add to paragraph 2:–When non-M.G.R. trains are loaded the wagons used must be fully fitted and not more than 24 wagons must be loaded in one rake. (MS11/148)

ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK BOOKLET (B.R.29197)

Page 1 Note A **Amend** to read:–

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

The restrictions shown on Pages 2/3 appertaining to the Eastern Region are withdrawn.

Only the following restrictions now apply:–

Section of line or place	**Nature of Restriction**
Between Percy Main Junction and Percy Main North Signal Box	If on Up Line, the Down line to be clear and vice versa.
At Percy Main North Junction Signal Box – between Signal Bridge North of Percy Main North Junction Signal Box and Up Esso Siding Home signal No.64	If on Up Main and Down Dock line, Down Main and Up Esso Siding single line to be clear and vice versa.
St. Peters Signal Box and Carville Signal box (Riverside branch)	If on Up Main, the Down Main to be kept clear and vice versa.
Shipley, Bingley Junction to Shipley, Bradford Junction	If on Up Main, Down Main to be clear and vice versa.
Ulceby Station, between Colour signals UL.50 and UL.49	If on Down line the Up Line to be clear and vice versa.

Page 6
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 (MO24/–)

WORKING INSTRUCTIONS FOR CLASS 253 AND CLASS 254 TRAINS - BR.33069/2

Page 3
Clause 2.4 – Section H, clause 5.12 – **Delete** heading and instructions.

Page 4 **PRE HEATING/AIR CONDITIONING**

Add as second and third paragraphs:–

The Chief Civil Engineer's Track Recording Coach (DB 999550) is not equipped with 3-phase train supply connections, and when this coach is marshalled in the train, the Train Supply must be switched on in both power cars during the whole time that air conditioning is required (This to ensure that all auxiliaries function and the batteries are charged in the power car adjacent to the Track Recording Coach).

When the train is driven from the power car adjacent to the Track Recording Coach, the Train Supply On indication will not indicate to the Driver if the Train Supply from the rear power car has become defective and the Guard must inform the Driver if the air conditioning of the whole train ceases to function, which will be shown by the three red neons in the air conditioning panels become extinguished.

Clause 4.1 – **Amend** 1 tonne to read 1.5 tonnes.

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

Page 6 ROUTE AVAILABILITY GROUPS
Group No.5 (Train locomotives)
Add:– Classes 27/0, 27/1, 27/2

Page 7 BREAKDOWN TRAINS

967159 **Amend** depot to read Doncaster

967160 **Amend** depot to read Gateshead

Page 18 Route 7 BOUNDS GREEN TO PALACE GATES
Amend R.A.7 to R.A.8

Route 1 KINGS CROSS TO DONCASTER MARSHGATE
Amend:– Kings Cross to Newark Northgate – R.A.9
Newark Northgate to Retford – R.A.8
Retford to Doncaster Marshgate – R.A.9

Page 23 Route 54 IPSWICH UPPER YARD TO IPSWICH DOCKS
Delete Lower Yard R.A.1

Add Lower Yard (Excl. N.C.L. Sidings) R.A.6 with remarks Multiple working or coupling of main line diesel locomotives **Prohibited.**
Lower Yard (N.C.L. Sidings) – R.A.1.

Page 32 Route 170 THRYBERGH JN. TO SILVERWOOD JN.
Amend to R.A.7 † **Add** remarks :– † Classes 44, 45 & 46 **Prohibited**

Page 36 Route 229 NEWCASTLE (MANORS JN.) TO TYNEMOUTH VIA BACKWORTH –
Delete entry

Route 230 BENTON NORTH WEST CURVE
Delete entry

Page 37 **Route 231 BENTON SOUTH WEST CURVE**
Delete entry

Route 232 BENTON SOUTH EAST CURVE
Delete entry

Route 234 SOUTH GOSFORTH TO CALLERTON I.C.I. SIDINGS
Delete entry and **substitute**:–
BENTON TO CALLERTON I.C.I. SIDINGS R.A. Group 8

Route 235 RIVERSIDE BRANCH (RIVERSIDE JN.) TO PERCY MAIN STATION
Delete entry and **substitute**:–
RIVERSIDE BRANCH (RIVERSIDE JN.) TO N.E. MARINE G.F. R.A. Group 8

ROUTE 236 HEATON SOUTH JN. TO TYNEMOUTH (VIA WALLSEND)
Delete entry and **substitute**:–
HEATON SOUTH JN. TO WEST MONKSEATON STA. (VIA WALLSEND) R.A. Group 8

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES AND PLANT BOOKLET B.R.29993–continued

Page 38 Route 248 SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD, MILL LANE JN.
Amend to R.A.8 † **Add** remarks:– † Class 37 locomotives with roof mounted warning horns not to exceed 5m.p.h. when passing in Down direction under Bridge No.10 at 31 miles 70 chains between Dryclough Jn. and Halifax.

Route 250 BRADFORD, SPRINGMILL STREET
Add:– Asterisk following R.A. Group and "*Diesel shunting locomotives only" in Remarks Col.

Page 40 Route 281 METHLEY NORTH JN. TO PONTEFRACT WEST JN.
Add:– 56 as additional class of locomotive permitted

Route 282 NEWMARKET JN. TO NEWMARKET/SILKSTONE COLLIERY
Amend remarks to read:– "See Newmarket/Silkstone Colliery Page 83".

Route 216 CASTLEFORD EAST BRANCH
Amend to R.A.1 **Add** 08 and 20 as additional classes of locomotive permitted.

Page 41 Route 301 SHIPLEY GUISELEY JN. TO GUISELEY ESHOLT JN.
Add:– R.A.6 † under additional classes permitted and remarks † R.A.6 locomotives not to exceed 10m.p.h. over Bridge No.1 at 3m. 19ch.

Page 46 **Route 340 SEABANKS BRANCH**
Amend R.A.6 to R.A.8

Route 348 MONKWEARMOUTH TO SOUTHWICK
Amend to R.A.7

Page 49 **Route 381 BACKWORTH JN. TO MORPETH (VIA SEGHILL)**
Delete entry

Route 382 PERCY MAIN TO EARSDEN
Delete entry and **substitute**:–
PERCY MAIN TO MORPETH – R.A. Group 8

Route 385 PERCY MAIN NORTH TO ESSO SIDINGS G.F.
Add:– Asterisk following R.A. Group and preceeding remarks.

Page 51 ARMLEY MOOR, Down Sidings
Delete '20' from Additional Classes of locomotive permitted.

Page 55 **CONNINGTON TIP**
Amend 'Remarks' to read:– More than two locomotives coupled together prohibited. Speed not to exceed 5m.p.h.

Page 58 ELSECAR TIP
Amend to R.A.5 **Delete** '37' and ref. to Diesel shunting locomotives only. **Add** remarks speed not to exceed 5m.p.h.

Page 62 – Add:– HARWORTH GLASS BULBS COMPANY, PRIVATE SIDING.

R.A. Group 5* Additional Classes permitted:– 20, 31, 37.

Remarks:– *Diesel shunting locomotives only.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES AND PLANT BOOKLET B.R.29993–continued

Page 63 HORBURY, PROCUR (UK) LTD., PRIVATE SIDING
Amend to R.A.5*

Page 65 **Add**:– IMMINGHAM N.C.B. TERMINAL R.A.7

JARROW SHELL MEX SIDINGS
Amend to R.A.8 †

Add remarks † classes 40, 44, 45 & 46 Prohibited.

KINGS CROSS FREIGHTLINER TERMINAL
Add:– R.A.6

Add:– **KIRK SANDAL**
Rockware Glass Pte. Siding.
R.A. Group – Additional Classes permitted 31, 40, 45 and 46.
Remarks :– More than two locomotives coupled together Prohibited.
Class 40, 45 and 46 locomotives not to exceed 5 m.p.h.

Page 67 **LEEDS, WHITEHALL ROAD GOODS**
Add:– R.A.6† and 25, 31 and 37 as additional classes of locomotive permitted and Remarks † Diesel shunting locomotives only.

Page 72 **Add**:– SCUNTHORPE B.S.C. COAL DISCHARGE TERMINAL R.A.7

Page 73 SHEFFIELD, RIVER DON B.S.C. WORKS, BRIGHTSIDE

Insert R.A. Group 6 † and remarks:– † Applicable to Vickers front road only. Does not apply to Vickers Sidings Nos.1, 2 and 3.

Page 76 **TILBURY RAIL CONTAINER TERMINAL AND EXCHANGE SIDINGS (P.L.A. SIDINGS)**
Add :– R.A. 6 **Delete** reference to Classes 20, 31, 37 and 47 as additional classes of locomotive permitted and remarks relating to restrictions on Class 47 locomotives within the exchange sidings.

Add :– **TILBURY RCT TO NORTHFLEET HOPE**
R.A. – Addl. Classes of locomotive permitted :– 08, 31, 37, 47
Remarks :– B.R. locomotives not to exceed 10 m.p.h.

Add:– **TUXFORD CENTRAL**
B.P. Developments Pte. Siding.
Classes 40, 44, 45 and 46 prohibited.

Page 77 **Add**:– WARSOP, SHELL MEX SIDINGS. R.A.7

Page 79 BARROW
Amend to R.A.7 † **Add** remarks :– † Classes 44, 45 & 46 **Prohibited**

BILSTHORPE
Amend to R.A.8

BLIDWORTH
Amend to R.A.8

BLACKHALL – Delete entry

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES AND PLANT BOOKLET B.R.29993–continued

Page 80 BOLDON
Amend to R.A.7 **Delete** reference to classes 08, 10, 11, 24, 25 & 37

BRODSWORTH

Branch Line : **Amend** to R.A.7

Empty Sdgs. : **Amend** to R.A.7 **Add** 44, 45 & 46 to classes locomotive prohibited

NN & S Bunker Lines : **Add** 56 as addl. class of locomotive permitted

BOLSOVER, DERBYSHIRE COALITE AND CHEMICAL COMPANY
Amend R.A.4 to R.A.6 † Remarks :– † Applicable to Arrival Line and Exchange Sidings only.

BRITISH OAK OPENCAST
Add 56 as additional class of locomotive permitted and remarks :–
B.R. locomotives not to use Nos.2 & 4 Sidings.

CORTON WOOD
Amend to R.A.7 † **Add** remarks :- † R.A.7 locomotives permitted as far as weighbridge only.

Page 81 DEARNE VALLEY
Amend to R.A.7.

ELSECAR MAIN
Amend to R.A.7 † **Add** remarks :- † R.A.7 locomotives permitted in Ingoing road and Empty sidings only.

GLASSHOUGHTON COLLIERY
Add 56 as additional class of locomotive permitted

Page 82 HATFIELD MAIN
Amend to R.A.7. † **Add** remarks :- † Classes 44, 45 & 46 **Prohibited.**

HORDEN
Amend to R.A.7

Page 83 NORTH GAWBER
Amend to R.A.7.

Page 84 ROCKINGHAM
Amend to R.A.7 † **Add** remarks :- † R.A.7 locomotives permitted in empty or loaded sidings only and **Prohibited** over connecting line.

ROYSTON DRIFT
Amend to R.A.7.

ST. JOHN'S WASHER
Add :- R.A.7 (Existing restrictions on entry of B.R. locomotives into Nos. 4, 5 & 6 sidings to remain).

PRINCE OF WALES COLLIERY
Add 56 as additional class of locomotive permitted

SHARLSTON
Amend to R.A.7 † **Add** remarks :- † Classes 26, 27, 44, 45 & 46 **Prohibited.**
Delete existing entries under additional classes of locomotive permitted.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES AND PLANT BOOKLET B.R.29993–continued

Page 84 – continued

SILVERWOOD
Amend to R.A.7 † **Add** remarks :- † Classes 44, 45 & 46 **Prohibited.**

SHILLBOTTLE COLLIERY – **Delete** entry

Page 85 THURCROFT
Amend to R.A.7 † **Add** remarks :- † Classes 44, 45 & 46 **Prohibited.**

TREETON COLLIERY
Amend to R.A.7 † **Add** remarks :- † Classes 44, 45 & 46 **Prohibited.**

WARSOP MAIN
Amend to R.A.7 † **Add** remarks :- † Classes 44, 45 & 46 **Prohibited.**

WEARMOUTH
Amend to R.A.7

WESTOE WASHER
Amend to R.A.7 **Delete** reference to classes 08, 09, 24, 25, 31 & 37

Page 86 WINTERSETT OPENCAST
Amend to R.A.7

WOOLLEY
Amend to R.A.7

Page 87 BARKING
Add R.A.5 * and remarks * Diesel shunting locomotives only

BROXBOURNE, RYE HOUSE
Add R.A.5

COTTAM
Add R.A.7

DUNSTON
Amend to R.A.7 and **Delete** reference to Class 46 as addl. permitted

ELLAND
Add R.A.6

HAVERTON HILL NORTH TEES
Amend to R.A.5 and addl. classes of locomotive permitted to 47 & 56.

HIGH MARNHAM
Add R.A.7 † and remarks :– † Classes 44, 45 and 46 **Prohibited**

KEADBY
Add R.A.7 † and remarks :– † Classes 44, 45 and 46 **Prohibited**

KIRKSTALL
Add R.A.7

NORWICH
Add R.A.5* and remarks * Diesel shunting locomotives only.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES AND PLANT BOOKLET B.R.29993—continued

Page 88 SEATON ON TEES
Add R.A.5* and remarks *Diesel shunting locomotives only.

SHEFFIELD, BLACKBURN MEADOWS
Add R.A.6

SIZEWELL
Add R.A.5

SKELTON GRANGE, LEEDS WATERLOO SIDINGS
Add R.A.7

SOUTHMINSTER
Add R.A.5

TILBURY
Add 47 † as additional class of locomotive permitted and remarks :— † Cl 47 **Prohibited** over curved approach lines leading to coal discharge bays.

THORPE MARSH
Add R.A.7 † and remarks :— Classes 44, 45 and 46 **Prohibited**

WEST BURTON
Add R.A.7

INSTRUCTIONS TO BE OBSERVED IN CONNECTION WITH THE WORKING OF ROYAL TRAINS - B.R.86153/3

Delete Instruction 1 and **substitute**:—

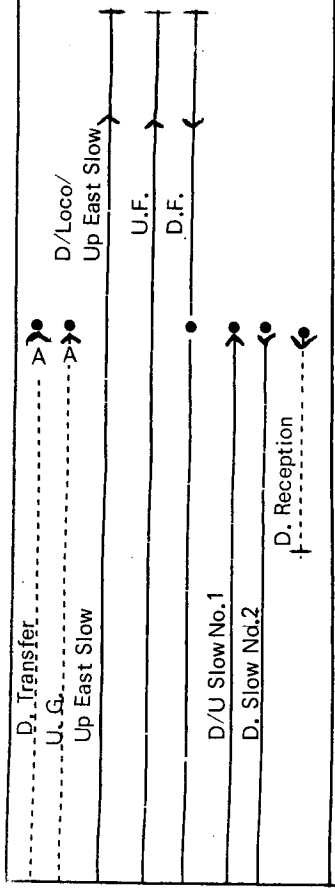
1. Headlights, Marker Lights and/or Headcode
The locomotive or unit must display a headlight (where fitted), marker lights and/or headcode. If this is not possible, the indication the train must display will be shown on the appropriate Royal Train notice.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) (DATED 3 FEBRUARY 1979)

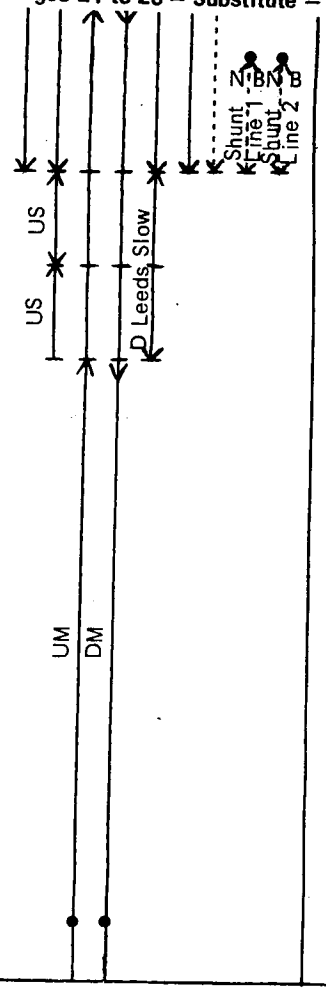
GENERAL AND LOCAL INSTRUCTIONS – INDEX

		Page
Page 8		
	Amend:–	
	Allens West	405
	Billingham	393
	Blyth	420
Page 9		
	Amend:–	
	Darlington	334
	Add:–	
	Dunston Staiths	417
Page 10		
	Amend:–	
	Hartlepool	394
Page 12		
	Amend :–	
	Pontefract	368
	Add:–	
	North Tyneside lines – Restricted clearance	351
	Restricted clearance – North Tyneside lines	351
Page 13		
	Add:–	
	Shildon	343
	Add:–	
	Train Crews working other than DC Electric trains and other staff concerned working over or in the vicinity of DC Electrified lines	305

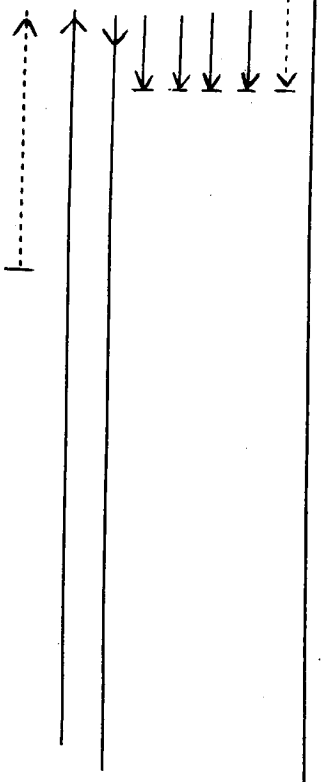
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 24								
DONCASTER BLACK CARR JN. TO BERWICK								
Delete all line speeds details and **substitute:–**								
BLACK CARR AND NEWCASTLE				**125**	**125**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES		
NEWCASTLE AND PEGSWOOD	(SOUTH OF) 18m. 16ch.			**80**	**80**	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES		
PEGSWOOD (SOUTH OF) 18m. 16ch. AND ALNMOUTH (NORTH OF) 37m. 0ch.				**100**	**100**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
ALNMOUTH (NORTH OF) 37m. 0ch. AND BEAL (SOUTH OF) 56m. 40ch.				**125**	**125**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
BEAL (SOUTH OF) 56m. 40ch. AND BERWICK				**100**	**100**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
MARSHGATE JN. AND BRIDGE JN.					**40**	MAXIMUM PERMISSIBLE SPEED ON SLOW LINE		
YORK AND NORTHALLERTON				**70**	**70**	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		
NORTHALLERTON AND BERWICK				**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – continued								
Pages 24 to 28								
Delete Black Carr Jn. to Arksey L.C. inclusive and **substitute:-**								
		Black Carr Jn. (See Pages 52 and 73 of Southern Appendix)	153.18	60		154m. 0ch. and 156m. 57ch.		
					15	Down Loco/Up East Slow to Gainsborough Line.		
		Potteric Carr Jn.	154.02		15	Up Decoy Sidings to Low Ellers Curve Line.		
		Decoy No.1	154.12					
				25		Down Reception 154m. 39ch. and 155m. 17ch.		
				15	15	Transfer Line 154m. 50ch. and 155m. 30ch.		
		Belmont Down Yard			25	Up Goods 155m. 30chs. and 154m. 50ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – cont'd Pages 24 to 28 – substitute – cont'd								
		Sand Bank Jn.	155.34					
		Balby Bridge Tunnel (95 yds)	155.34 to 155.39					
D Loco/U East Slow; D/U West Slow		Bridge Jn.	155.38	10		Down/Up West Slow to Hexthorpe Goods line.		
				10	10	Down/Up West Slow 155m. 38ch. and 155m. 59ch.		
		South Yorkshire Jn.	155.58	15		Down/Up West Slow to Mexborough line 22m. 57ch. and 22m. 36ch.		
				25	25	Down Loco/Up East Slow 155m. 30ch. and 155m. 62ch.		
2-way Goods				15	15	2-way Goods 155m. 58ch. and 156m. 10ch.		
Plat No.1 UPL; Plat No.3 US; UF; DF; Plat No.4 DS; Plat No.8 DPL		Doncaster	155.65		15	UPL 156m. 10ch. and 155m. 62ch.		
				15	15	Up Slow 156m. 22ch. and 155m. 62ch.		
		Doncaster	155.77	15	15	Down Slow 155m. 59ch. and 156m. 22ch.		Station Yard Working is authorised over the following Platform Lines:– No.1 (Up direction only), Nos.3,4, and 8.
				15	15	DPL 155m. 66ch. and 156m. 11ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – cont'd Pages 24 to 28 – Substitute – cont'd								
		Doncaster C.	156.03					
		Doncaster North Jn.	156.09					
		Marshgate Jn. South	156.26	25		To Thorne line.		
		Marshgate Jn. North (See page 82)	156.29	60		To Leeds line 156m. 29ch. and 156m. 72ch.		
					40	To and over Up Slow 156m. 42ch. and 156m. 22ch.		
				80		156m. 57ch. and 158m. 50ch.		
		Moat Hills LC (CCTV)	156.66					
		Bentley Lane LC	157.22		60	157m. 65ch. and 154m. 0ch.		
	DPL 85	Arksey LC	158.02	100		158m. 50ch. and 160m. 60ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – cont'd								
Page 29 Amend:–							CW. UGL at 174m. 5ch., 576 yards before reaching signal S 1932.	
Page 31 Amend:–				45		Down Fast to Down Hull at 174m. 74ch. (30m. 29ch. Hull to Selby mileage).		
Page 32 Delete:–					20	Up Doncaster to Up Reception at 187m. 16ch.		
Amend:–					10	Up Holgate Loop to all Reception lines Dringhouses Up Yard.		
Page 33 Add arrows to DM, No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.		York						

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 33 **DONCASTER BLACK CARR JN. TO BERWICK** – cont'd **Delete** all details from Clifton inclusive to end of page and **substitute:–**								
		Clifton (See page 59)			10	**Up Main to Down Main via 551B and 551A points at 0m. 31ch.**		
				45	50	**Main lines 0m. 42ch. and 1m. 9ch.**		
			1.05		15	**Over connection and along Up Goods 1m. 5ch. and 0m. 42ch.**		
					50	**Trailing connection Down Main to Up Main at 1m. 29ch.**		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – cont'd								
Page 34 Add between Clifton and Skelton:–				50	50	Down Main to Up Slow at 1m. 37ch.		
Page 36 Add between No. 82 L.C. and No. 88 L.C.					30	Up Fast to Up Slow at 23m. 57ch.		
Page 37 Delete :–				25		To No.3 Platform line at 29m. 71ch.		
Delete :–							S. Up Main, connection from UPL at 30m. 60ch. etc.	
Page 38 Delete :–							U. DPL connection from Down Main at 32m. 17ch.	
Amend :–				90	90	43m. 55ch. and 45m. 0ch.		
Page 39 Add :–		Darlington			10	Goods line 44m. 22ch. and 43m. 68ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK—cont'd								
Page 48 **Delete** all details on this page up to Benton inclusive and **substitute** :–								
		Heaton North Jn.	2.48		15	Over junction and Depot access lines.	S. Down main at 3m. 7ch. 730 yards before reaching Signal D3. C. Down main at 3m. 48ch. 560 yards before reaching Signal B34.	
				35	35	Through mains crossovers at 4m. 5ch. and 4m. 15ch.		
				60		4m. 15ch. and 4m. 35ch.		
				25		To Callerton I.C.I. Sidings line.		
		Benton South Jn.	4.20					
		Benton North Jn.	4.24					
		Benton	4.26					
		Killingworth LC, Dam Dykes LC and Plessey LC.						
Add :– (CCTV) to these three level crossings.								
Page 49	UGL67							
Amend :–	UPL67							
		Signal 105						
Amend :–		Signal 129						

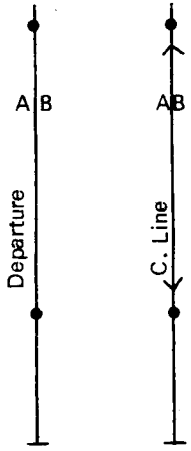
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK–cont'd								
Page 49 Add :–between Morpeth and Longhirst				25	25	Down Main to Up Main at 16m. 53ch.		
					15	Up Main over trailing junction towards Bedlington at 20m. 47ch. (Manors Jn. to Morpeth via Backworth mileage).		
				25		Down Main to Down Loop at 16m. 62ch.		
				15		Down Loop to Down Main at 16m. 75ch.		
					25	Up Loop to Up Main at 17m. 0ch.		
				30		Down Loop to Down Main at 17m. 29ch.		
					30	Up Main to Up Loop at 17m. 29ch.		
				30	30	Over trailing connection Down Main to Up Main at 17m. 41ch.		
				90	90	18m. 16ch. and 18m. 70ch.		
		Longhirst LC						
Delete :– Signal box dot.								
Add:–		Butterwell Jn. (See page 214)						

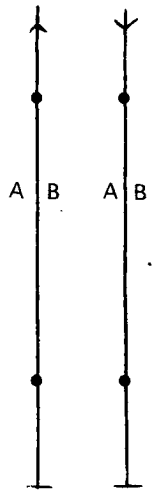
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 49 DONCASTER BLACK CARR JN. TO BERWICK – cont'd								
		Widdrington						
Delete:–	URS 39							
Page 50								
		Stobswood L.C.						
Add:–	URS 15							
Delete:–				80	80	29m. 40ch. and 30m. 0ch.		
				80	80	30m. 40ch. and 34m. 65ch.		
				70	70	34m. 65ch. and 35m. 43ch.		
					80	30m. 0ch. and 29m. 40ch.		
Add:–between Acklington and Alnmouth				80		30m. 40ch. and 31m. 67ch.		
					80	33m. 0ch. and 30m. 40ch.		
				90		34m. 28ch. and 34m. 62ch.		
				80		34m. 62ch. and 37m. 0ch.		
					90	34m. 70ch. and 33m. 0ch.		
		Chevington L.C.						
Amend:–"UGL 159" to read "UPL 131"								

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – cont'd								
Page 51		Alnmouth						
Amend:–	†DPL 134							
Amend:–							C. Down Main at 35m. 73ch. 600 yards before reaching signal A.147.	
Delete:–				80		35m. 43ch. and 38m. 40ch.		
					80	36m. 70ch. and 35m. 43ch.		
					90	38m. 34ch. and 36m. 70ch.		
				80		41m. 0ch. and 44m. 0ch.		

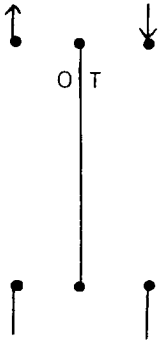
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – cont'd								
Page 51 – Delete – cont'd				90		46m. 77ch. and 47m. 40ch.		
					90	47m. 40ch. and 44m. 75ch.		
Add between Alnmouth and Little Mill:–					80	36m. 70ch. and 34m. 70ch.		
					90	37m. 20ch. and 36m. 70ch.		
Add:–				110		37m. 0ch. and 38m. 34ch.		
					100	38m. 34ch. and 37m. 20ch.		
				25	25	Over Trailing connection Down Main to Up Main 39m. 29ch.		
Add between Stamford LC and Christon Bank LC:–				115	115	41m. 0ch. and 42m. 35ch.		
				100	100	42m. 35ch. and 43m. 45ch.		
Add:–							CW. Up Main at 43m. 38ch. 560 yards before reaching signal CL6.	
Add:–	URS 15	Chathill						
Add between Chathill LC and Newham LC:–					100	46m. 20ch. and 44m. 75ch.		
Delete:–							C. Up Main at 48m. 38ch. 560 yards before reaching signal C5.	

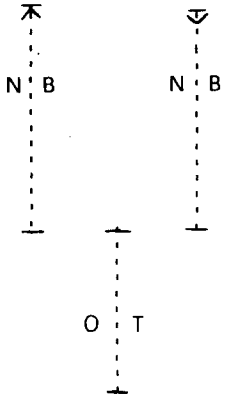
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER BLACK CARR JN. TO BERWICK – cont'd								
Page 52								
Amend Third and fourth columns only between Crag Mill L.C. and Beal L.C. :–								
		Crag Mill L.C. (C.C.T.V.)	54.48					
		No. 179 L.C. (R/G)	54.68					
		Smeafield L.C. (C.C.T.V.)	54.79					
		Fenham Low Moor L.C.	55.31					
		Beal L.C.	58.52					
Page 53								
Delete :–		Goswick L.C. (C.C.T.V.)						
Page 54								
Amend :–							CW. Down Main at 67m. 12chs. (490 yards before reaching Signal T.12)	
Pages 54 – 55								
Amend Signal numbers in Catch etc. points column as follows :–		D68 amend to T2 D69 amend to T1 D54 amend to EG403 D53 amend to EG405						
Page 55								
Add between Boundary and Reston Crossovers				80		51½m.p. and 50m. 12ch.		
					80	51m.p. and 51½m.p.		

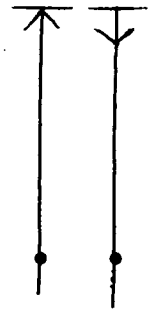
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 58 **SELBY WEST JN. TO SELBY CANAL JN.** **Add:–** 'A' to the 2 way Goods line in the first column.								
Page 59 **YORK HOLGATE JN. TO SKELTON** **Add:–** 'PB' on Up and Down Leeds Goods lines between York Yard North and York Yard South								
Page 61 **YORK TO SCARBOROUGH** **Amend:–**				**40**	**40**	**20m. 76ch. and 21m. 15ch.**		
Page 62 **Delete** all details Falsgrave to Scarborough inclusive and **substitute:–**								
		Falsgrave	41.63					Working in both directions is authorised on the Departure line for trains not conveying passengers.
		Scarborough	41.77					
		Scarborough	42.06					

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 64								
YORK SKELTON TO HARROGATE								
Amend :–	DRS35	Hessay WD GF						
Page 65								
Delete :– item from Remarks column.								
Add :–		Belmont LC						
Delete :–			18 22 17 31					
Delete all details Starbeck LC to end of table and **substitute:–**								
		Starbeck LC	18 23					
		Starbeck	18 27				C. Down Main at 19m. 13ch. 1m. 1290 yards before reaching Harrogate North first home signal. C. Down Main at 19m. 72ch. 575 yards before reaching Harrogate North first home signal.	
				20	**20**	**20m. 21ch. and 20m. 38ch**		
		Harrogate North	20 30					
		Harrogate (See page 145)	20 38 18 37					

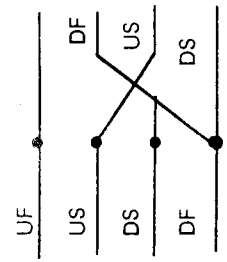
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 69								
DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.								
Delete:– 'ET' in first column between Wolsingham and Broadway Quarry Sidings.								
Page 73								
FERRYHILL TURSDALE JN. TO PELAW								
Delete:–							C. Down line at 3m. 50ch. 800 yards before reaching signal WL 417.	
Between Tursdale Jn. and Whitwell L.C.								
Amend:–				40		3m. 0ch. and 3m. 30ch.		
Delete:–				20		3m. 60ch. and 3m. 75ch.		
					20	3m. 70ch. and 3m. 60ch.		
Add:–		Whitwell L.C.						
Between Whitwell L.C. and Fencehouses								
Amend:–				40		6m. 75ch. and 7m. 15ch.		
Delete:–					20	9m. 40ch. and 9m. 20ch.		
Add:–					40	7m. 5ch. and 6m. 75ch.		
Add:–				30		9m. 76ch. and 10m. 40ch.		
Between Fencehouses and Penshaw North								
Amend:–					30	13m. 45ch. and 12m. 40ch.		
Delete:–				30		14m. 76ch. and 15m. 40ch		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
FERRYHILL TURSDALE JN. TO PELAW – cont'd								
Page 74								
Delete all details Penshaw North to Washington and **substitute:–**								
		Penshaw North	14 77		30	**Single to Double line at 14m. 75ch.**		
				15	15	**To and from Lambton Colliery lines at 14m. 76ch.**		
				30	30	**14m. 75ch. and 15m. 24ch.**		
				40	40	**15m. 24ch. and 16m. 0ch.**		
		Washington (See page 189)	15 74	5		**To Reversing line.**		
Between Washington and Usworth LC:– **Add:–**					40	**Double to Single line at 16m. 5ch.**		
Page 77 **BLACKHILL STATION TO OUSTON JN.**								
Add between Annfield and Beamish Tunnel:–				20		**4m. 18ch. and 3m. 64ch.**		
Delete the last 2 catch point entries on page 77 and **Add:–**							C. Up line at 3m. 39ch. 502 yards before reaching Beamish Home signal. C. Up line at 2m. 10ch. 1m. 1126 yards before reaching Beamish Home signal. CW. Up line at 1m. 0ch. 397 yards before reaching South Pelaw Starting signal.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
BLACKHILL STATION TO OUSTON JN. – cont'd								
Page 78		South Pelaw						
Add :–				**20**	**20**	**0m. 70ch. and 0m. 58ch.**	C. Up line at 0m. 20ch. 439 yards before reaching signal S.13.	
Delete 1st catch point entry and **Add :–**								
Page 79 **RIVERSIDE BRANCH**								
Delete existing table and **substitute :–**								
RIVERSIDE BRANCH				**20**	**20**	MAXIMUM PERMISSIBLE SPEED.		
		Riverside Jn. (See page 47)	0 00					
		Byker Tunnel (150 yards)	0 13 to 0 20				C. Up line at 0m. 43ch. (456 yards before reaching signal N1).	
		St. Peters G.F.A.	1 08	**10**	**10**	**1m. 70ch. and 2m. 3ch.**		
		Walker Tunnel (182 yards)	2 48 to 2 56					
		Carville LC	4 29					
Page 81 **HEATON SOUTH JN. TO WEST MONKSEATON**		West Monkseaton						
Delete :– signal box dot								

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Pages 82/3 DONCASTER MARSHGATE JN. TO LEEDS WEST JN.								
Delete Marshgate Jn. to Bentley Crossing (incl) and **substitute:–**								
		Marshgate Jn. (See page 27 and Southern Area Appendix page 54)	156 29					
		Dock Hills LC (CCTV)	156 63		60	**156m. 72ch. and 156m. 29ch.**		
				70		**156m. 72ch. and 157m. 68ch.**		
		Bentley Crossing LC	157 63					

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DONCASTER MARSHGATE JN. TO LEEDS WEST JN. – cont'd.								
Page 83 Delete :-				20		157m. 68ch. and 158m. 2ch.		
Delete :-				70		162m. 77ch. and 163m. 27ch.		
Page 83								
		South Elmsall						
Amend :-					65	166m. 0ch. and 164m. 60ch.		
Page 84 Delete		Hare Park Jn.					C. Up Main at 173m. 30ch. 1034 yards before reaching Signal L.258.	
Page 85 Delete :-					80	174m. 58ch. and 172m. 60ch.		
Page 88 HARE PARK JN. TO CROFTON WEST JN.								
Amend :-					20	171m. 76ch. and 171m. 73ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 92 **EASTWOOD LMR TO NORMANTON GOOSE HILL JN.**								
Amend first column from Midland Jn. to end of page:–								
		Healey Mills						
Page 93								
Amend description of lines at top of page to:– UF, US, DS, DF								
Delete:–					30	Slow line 45m. 5ch. and 45m. 38ch.		
Amend:–				20	20	All lines 45m. 38ch. and 46m. 25ch.		
Add to first, second, fourth and fifth lines between Wakefield (K) West and Wakefield (K) East:– 'PB'								
Add to third line from left:– 'AB'								
Delete:–				20		Fast to Slow at 47m. 47ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 98								
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.								
Delete :–				**65**	**65**	MAXIMUM PERMISSIBLE SPEED		
Add :–								
DIGGLE JN. LMR AND HUDDERSFIELD 26m. 6ch.				**65**	**65**	MAXIMUM PERMISSIBLE SPEED		
HUDDERSFIELD 26m. 6ch. AND HEATON LODGE JN.				**70**	**70**	MAXIMUM PERMISSIBLE SPEED		
Page 99								
Delete :–							CW. Up Main at 24m. 63ch. 520 yards before reaching Signal HU191.	
Amend :–							C. Up Main at 25m. 14ch. 428 yards before reaching Signal HU189.	
Delete :–							CW. Up Slow at 25m. 16ch. 382 yards before reaching Signal HU191.	
Amend :–				**15**	**15**	**All lines 25m. 49ch. and 25m. 75ch.**		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 100 DIGGLE JN. L.M.R.	TO HEALEY	MILLS HEATON LODGE JN. – contd.						
Delete:- portion of table from Signals HU77/73 to Bradley Jn. inclusive and substitute:-								
				55	55	25m. 75ch. and 26m. 6ch.	C. Up Main at 26m. 41ch. 873 yards before reaching signal HU77. S Up Main at 27m. 10ch. 862 yards before reaching signal HU644. S Up Main at 27m. 60ch. 850 yards before reaching signal HU646. S Up Main at 28m. 23ch. 673 yards before reaching signal HU648.	
		Bradley Jn. (See page 97)	28 39	15		To Bradley Wood Jn. line.		
Page 101 PENISTONE HUDDERSFIELD JN.	TO HUDDERSFIELD SPRINGWOOD JN.							
		Huddersfield Jn.						
Amend:-		(See Southern Appendix page 186)						
Delete:- all entries in Remarks column on this page.								

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 107 LOW MOOR TO THORNHILL JN.								
Delete:–				35	35	2m. 34ch. and 2m. 43ch.		
Between Low Moor Jn. and Oakenshaw Tunnel								
Add:–				30	30	0m. 37ch. and 4m. 73ch.		
Page 108 BARNSLEY STATION JN. TO HORBURY JN.								
		Barnsley Station Jn.						
Delete:–							C. Up Main at 51m. 68ch. 700 yards before reaching Signal BY 46.	
Page 110 WATH ROAD JN. TO LEEDS CITY NORTH JN.								
Add:– Between Dearne Valley North Jn. and Cudworth Station Jn.				50	50	Main lines 174m. 70ch. and 175m. 45ch.		
Page 111								
Add:– Between Royston Jn. and Oakenshaw South				50	50	181m. 70ch. and 182m. 5ch.		
Page 112								
Amend:–					30	185m. 30ch. and 184m. 70ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Pages 114/ 115 WATH RD. JN. TO LEEDS N. JN. – cont'd								
Delete:– Down goods line between Hunslet Station Jn., Hunslet Goods Jn. and Engine Shed Jn.								
Page 117 OAKENSHAW SOUTH JN. TO CROFTON EAST JN.								
Add:– Between Oakenshaw South Jn. and Oakenshaw				15		181m. 75ch. and 183m. 4ch.		
Delete:–				25		182m. 33ch. and 182m. 37ch.		
				20		182m. 79ch. and 183m. 4ch.		
Page 118 NORMANTON ALTOFTS TO YORK CHALONERS WHIN								
Delete:–				10		19m. 55ch. and 19m. 40ch.		
					10	19m. 48ch. and 19m. 60ch.		
Page 125 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE								
Add:– Between Monkhill and Pontefract Goods Jn.				20	20	56m. 69ch. and 57m. 17ch.		
Delete:–							C. Up Main at 56m. 61ch. 932 yards before reaching signal P.O.W. 352.	
							C. Up Main at 57m. 44ch. 990 yards before reaching signal P.O.W. 360.	
Add:–							C. Up Main at 57m. 3ch. 1056 yards before reaching signal P.O.W. 360.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 128 **DRAX POWER STATION BRANCH** **Add** in first column the Abbreviation "A" to each line.								
Page 130 **CHARLESWORTH'S TO LOFTHOUSE JN.** **Amend** description of signalling in first column to read:– "O.T." between Charlesworth's and Lofthouse Junction.								
Page 132 **WATH ROAD JN. TO BURTON SALMON** **Delete** in first column additional Goods lines between Moorthorpe South and Moorthorpe and the abbreviations "AB" from main lines. (Note:– T.C.B. applies between Moorthorpe South and Ferrybridge)								
		Moorthorpe						
Delete:–Signal box dots and **Add**:–	UGL65 DGL70							
Delete:–					35	11m. 20ch. and 11m. 60ch.		
Page 133		Pontefract Baghill South						
Delete:–All details (including URS and DRS)								
Page 136 **LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE** **Delete**:–last two catch point entries on this page.								
Page 137								
Add between Wakefield Road Tunnel and Mill Lane Jn.:–							C. Up Main at 191m. 48ch. 360 yards before reaching signal HS62.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 142 LEEDS TO SKIPTON Amend :–		STATION SOUTH L.M.R.		30	30	**215m. 0ch. and 215m. 8ch.** (w.e.f. 09 00 Monday 6 August).		
Page 145 LEEDS WORTLEY JN. TO HARROGATE Amend 'Remarks' column entry to read:–								P. Working authorised on Up Main. P. Working authorised on Down Main in Down direction. PF. Working authorised on Through line in Down direction.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 146 APPERLEY JN. TO ILKLEY STATION								
Amend:–					30	206m. 40ch. and 205m. 22ch. (Does not apply to Passenger trains loaded or empty not conveying 4-wheeled vehicles).		
Delete:–				40		207m. 66ch. and 208m. 51ch.		
Page 147 Delete:–					40	210m. 25ch. and 209m. 71ch.		
LEEDS TO HULL PARAGON								
Page 152 Delete:–				20	20	8m. 32ch. and 8m. 2ch.		
Amend :– (RC)		Thorpe Hall LC						
Page 154 Amend first speed restriction:–				45		Fast to Down Hull at 174m. 74ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 157 MICKLEFIELD STATION JN. TO CHURCH FENTON NORTH JN. Amend catch points entries:–							C. Up main at 14m. 78ch. 616 yards before reaching signal P2. C. Up main at 11m. 44ch. 220 yards after passing Church Fenton Starting signal. U. Up Leeds at 10m. 75ch. 861 yards before reaching signal CF714.	
Page 161 HULL WEST PARADE TO SEAMER WEST Delete:–		Harpham LC	25 10					
Page 163 Amend :–					20	Double to Single line at 41m. 49ch.		
Delete :–				30		45m. 50ch. and 46m. 42ch.		
Page 167 NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN		Boroughbridge Road LC						
Add (C.C.T.V.) Delete signal box dots.								
Page 168		Romanby Gates LC						
Amend to read:–		Romanby Road LC (C.C.T.V.)						

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – cont'd								
Page 169		Eaglescliffe South Jn. (for Middlesbrough)						
Amend:–				25	25	To and from Middlesbrough Goods lines 56m. 64ch. and 56m. 77ch.		
		Eaglescliffe North Jn.						
Add:–	DGL 45							
		Hartburn Jn.						
Amend:–					15	To Bowesfield Jn. line 0m. 0ch. and 0m. 38ch.		
Page 170								
Between North Shore Jn. and Norton-on-Tees South:– **Amend:–**					10	61m. 18ch. and 61m. 8ch.		
Page 171								
Delete:– UG line between Billingham-on-Tees and Norton-on-Tees and DG line between Norton-on-Tees and Billingham-on-Tees								
		Norton-on-Tees						
Add:–	DGL 64							

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – cont'd.								
Page 172 **Amend** Down line between Hartlepool and signal No.35 –								
		**Hartlepool** Clarence Road Signal No.35						
Page 173 **Add** between Easington and Dawdon Jn.:–				30		**81m. 0ch. and 81m. 40ch.**		
Page 174 **Amend:–**	DGL 24	Sunderland						
Amend:–				20	20	**89m. 45ch. and 89m. 76ch.**		
Page 175 **Amend:–**				50		**Approaching and over Boldon crossing 93m. 18ch. and 94m. 0ch.**		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 175 **NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN**– cont'd.								
Amend in first column abbreviation for Up Goods line between Tile Shed LC and East Boldon LC to read "A.B.".								
Page 177								
LONGLANDS LOOP	DOWN							
LONGLANDS LOOP	UP							
		Boroughbridge Road LC						
Add:– (CCTV)								
Delete Signal Box dot								
Page 178								
HARTBURN CURVE								
		Hartburn Jn.						
Add:–				**15**	**15**	**0m. 0ch. and 0m. 38ch.**		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Chs.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 181 HARTLEPOOL GOODS AND DOCK LINES		Central Marine GF						
Delete:– Signal box dots.								
Delete :– NB between Clarence Road and Central Marine GF and substitute 'Shunting Area'								
P 183 HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE								
Amend :–				15	15	MAXIMUM PERMISSIBLE SPEED		
Add Between Coke Plant and Murton				10	10	Colliery cabin and 15m. 50ch.		
Page 189 SOUTH PELAW TO WASHINGTON								
Delete:–				15		To Ferryhill and Pelaw lines via North West Curve 8m. 30ch. and 7m. 59ch.		
Add:–					15	Single to Double line at 8m. 0ch.		
Amend:–					5	Reversing line to Ferryhill and Pelaw line.		
Page 192 DARLINGTON SOUTH JN. TO SALTBURN								
Amend:–				45	45	Main lines 13m. 55ch. and 13m. 65ch.		
Page 193								
Add Between Tees and Newport East Jn. :–				15	15	Main lines 13m. 65ch. and 13m. 76ch.		
				10		No.1 Down Goods 13m. 60ch. and 13m. 73ch.		
					10	No.1 Up Goods 13m. 73ch and 12m. 2ch.		
Delete :–				20	20	To and from Goods lines at 13m. 71ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
DARLINGTON SOUTH JN. TO SALTBURN — cónt'd								
Page 194								
Add between South Bank and Beam Mill Jn.				30		17¼m.p. and 17m. 54ch.		
Re-instate Down and Up Goods lines between Grangetown and Shell Jn.						and Shell Jn. at 19m. 40ch.		
Page 196								
Add:–		Church Lane LC (C.C.T.V.)						
Page 197 **MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY**								
Delete:–								
GUISBOROUGH JN.	AND BATTERSBY			50	50	MAXIMUM PERMISSIBLE SPEED		
Add:–								
GUISBOROUGH JN.	AND BATTERSBY			40	40	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES		
				20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER TRAINS LOADED OR EMPTY NOT CONVEYING FOUR WHEELED VEHICLES.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY – cont'd								
Page 198								
Add :– between North Ormesby LC and Ormesby				20	20	1m. 50ch. and 2m. 60ch.		
Add		Morton Carr LC Open (Type B.1.)						
Delete :–				45	45	8m. 23ch. and 8m. 33ch.		
Page 199								
		Battersby Road LC Open (Type B.1.)						
Delete :–				10	10	Over level crossing.		
Add :–					10	Over level crossing (Passenger trains, loaded or empty, may proceed at 15m.p.h.)		
				10		Over level crossing (Passenger trains, loaded or empty, may proceed at 20m.p.h.)		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 201								
LONGBECK SALTBURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS								
Amend :–								
SALTBURN WEST JN. AND 34m. 33ch.				20	20	MAXIMUM PERMISSIBLE SPEED		
34m. 33ch. AND END OF BRANCH				30	30	MAXIMUM PERMISSIBLE SPEED		
Delete :–					20	**27m. 8ch. and 27m. 5ch.**		
				20		**Double to Single**		
Amend :– detail in first column to read Single dotted line between Saltburn West Jn. and Crag Hall with abbreviation "T"								
Amend :– method of Signalling in first column between Crag Hall and Potash Sidings to read "ET"								
Amend :–		Grinkle Tunnel (992 yards)						
Page 202								
NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXC.								
Amend :–								
NEWCASTLE AND HAYDON BRIDGE 28m. 34ch.				55	55	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
HAYDON BRIDGE 28m. 34ch. AND GREENHEAD 40m. 20ch.				60	60	MAXIMUM PERMISSIBLE SPEED		
GREENHEAD 40m. 20ch. AND PETTERIL BRIDGE JN.				50	50	MAXIMUM PERMISSIBLE SPEED		
Page 206								
		Brampton Fell LC						
Add :–	URS70 DRS70*							* Entered by facing points.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 211 PERCY MAIN JN. TO MORPETH								
Delete:-				25	25	Over level crossing.		
Add:-					20	1m. 56ch. and 2m. 21ch.		
				20		2m. 0ch. and 0m. 0ch.		
Delete:-				10	10	8m. 38ch. and 9m. 0ch.		
Between Holywell L.C. and Seghill North L.C.								
Add:-				15		8m. 63ch. and 9m. 6ch.		
				30		9m. 6ch. and 10m. 10ch.		
Delete:-				30	30	9m..0ch. and 10m. 10ch.		
Page 212								
Between Seghill North LIC. and Hartley L.C. (A.H.B.)								
Add:-					30	10m. 10ch. and 9m. 0ch.		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
Page 212 **PERCY MAIN JN. TO MORPETH** – cont'd								
Amend last restriction:–				20	20	20m. 30ch. and 20m. 46ch.		
Add:–				15	–	20m. 46ch. and 20m. 47ch.		
Page 213								
PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS PORT OF TYNE AUTHORITY								
		Percy Main North						
Amend mileage:–			3.06					
		Northumberland/ Albert and Edward Docks.						
Amend mileage:–			3.64					
PERCY MAIN NORTH TO ESSO SIDINGS GROUND FRAME								
		Percy Main North						
Amend mileage:–			3.06					
		Esso Sidings GF						
Amend mileage:–			3.37					
Page 214 **BUTTERWELL COLLIERY NORTH BRANCH N.C.B.**								
Amend:–				15	15	MAXIMUM PERMISSIBLE SPEED		
		Butterwell Jn. (See page 49)						
Add:–								Controlled by Morpeth Signal box.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B.								
Page 215								
Delete last speed restriction:–				10	10	Over North Jn. to and from Ashington Colliery at 3m. 16ch.		
Amend:–				25	25	2m. 70ch. and 3m. 2ch.		
Add at Ashington				15	15	3m. 2ch. and 4m. 10ch. including over Woodhorn LC and to and from All NCB lines at Ashington South and North Jns. and Woodhorn.		
Delete:–				15		Over South Jn. to Ashington Colliery and Butterwell.		
				15	15	3m. 13ch. and 3m. 17ch.		
					15	Over North Jn. to Ashington Colliery at 3m. 16ch.		
Page 216								
Amend:–		Hirst Lane LC	3.21					
Delete:–				10	10	3m. 17ch. and 3m. 75ch.		
				15	15	Approaching and over Level Crossing and to and from N.C.B. lines.		

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE D2 – SINGLE LINES – DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMAN

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
Page 218		
Add:–		
RIVERSIDE BRANCH		
Riverside Branch (Single Line Section)	St. Peters Ground Frame	Branch foreman.

TABLE F – PROPELLING TRAINS OR VEHICLES

Between		Line	Number of vehicles and special conditions
Page 220 **DONCASTER BLACK CARR JN. TO BERWICK**			
Delete:–			
Black Carr Jn.	Potteric Carr	Down Locomotive/ Up East Slow	15 SLU. Clear weather only.
Amend:–			
Decoy Up Sidings	Bessacarr Jn.	Up East Slow/ Down Locomotive, Up Lincoln/ Down Locomotive	15 SLU. Clear weather only.
Delete:–			
Decoy No.2	Potteric Carr	Up Dep. No.1 and Up Goods No.1	45 SLU. Without brakevan.
Delete:–			
Doncaster South	Bridge Jn.	Up Goods No.1	10 SLU.
Page 221			
Delete			
Doncaster South	Bridge Jn.	Up Main and Up Passenger Independent	Vehicles and E.C.S.
Doncaster North	Doncaster South	Up Main and Up Passenger Independent Nos.1 and 2	
Doncaster South	Doncaster North	Down Main and Down Passenger Independent Nos.1 and 2	E.C.S. Clear weather only etc.
Doncaster 'C'	Doncaster North	Down SY Goods and Down GN Goods	Vehicles and E.C.S.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE "F" – continued

Between		Line	Number of vehicles and special conditions
DONCASTER BLACK CARR JN. TO BERWICK – continued			
Page 221 – Delete – continued			
Doncaster 'C'	Doncaster North	Down Shunt No.1	Vehicles and E.C.S.
Doncaster North	Marshgate Goods	Down Passr. Independent No.1 Down Main	10 fitted SLU.
Add			
Doncaster Down Thorne Signal D.308	Carriage Sidings	Platform No.1	12 E.C.S. or 10 SLU.
Doncaster Down Thorne Signal D.308	Station	Platform No.3A	12 E.C.S. or 10 SLU.
Doncaster Bridge Jn. Down Slow No.2 Signal D.255	Station	Platforms Nos.4 and 8	1 empty coaching vehicle or 10 SLU.
Doncaster Bridge Jn. Down Slow No.2 Signal D.255	Station (Signal D.293)	2-way Goods	
Doncaster Station Platforms 3B, 4, 8, and 2-way Goods Signal D.290	Hexthorpe Up Sidings	Down Sheffield Goods	1 empty coaching vehicle or 10 SLU.
Page 222			
Delete:–			
Tyne Yard Down Departure B or C or Sidings 1 to 6	Rear of GPL TY 147	Down Departure Down Slow	Freight Vehicles.
Page 224 EASTWOOD LMR TO NORMANTON GOOSE HILL JN.			
Amend:–			
Wakefield East	West	Down and Up Goods	20 SLU or 54 fitted SLU without brakevan. Up direction only.
Add:– THORNHILL L.N.W. JN. TO LEEDS HOLBECK EAST JN.			
Dewsbury Wellington Road Stn	Thornhill LNW Jn. (approach side of Shunt Signal 575)	Up Main/ Up Fast	3 fully fitted vans without brake-van (In connection with engineering works on Sundays only.
Page 226 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE			
Amend:–			
Calder Bridge	Wakefield Kirkgate East	Up Main	20 SLU or 54 fitted SLU without brakevan.
Page 229 HARTLEPOOL GOODS AND DOCK LINES			
Delete heading and entry.			

TABLE G – WRONG DIRECTION WORKING

From	To	Line		Remarks
		Down	Up	
DONCASTER BLACK CARR JN. TO BERWICK				
Page 233				
Delete:–				
Potteric Carr	Decoy No.2	–	Dep No.2	Drawn only.
Potteric Carr	Decoy No.2	–	Dep No.1	Vehicles drawn etc.
Potteric Carr	Decoy No.2	–	Goods No.2	Drawn only.
Page 234				
Amend:–				
Decoy No.2 Up	Carr	–	Engine	60 SLU etc.
Delete:–				
Bridge Junction	Belmont Yard North	Reception Line	–	Light locomotives.
Bridge Jn.	Doncaster South	–	Slow	Drawn only
Doncaster South	St. James Jn.	Branch	–	Drawn only
Doncaster "C"	Doncaster South	S.Y. Goods	–	Vehicles drawn etc.
Doncaster 'C'	Doncaster South	GN Goods	–	Vehicles drawn etc.
Doncaster North	Doncaster South	Fast	–	Vehicles and ECS etc.
Doncaster North	Doncaster South	Slow No.1	–	
Doncaster North	Doncaster South	Slow No.2	–	
Doncaster South	Doncaster North	–	Fast	Vehicles and ECS etc.
Doncaster South	Doncaster North	–	Slow No.1	
Doncaster South	Doncaster North	–	Slow No.2	
Doncaster North	Doncaster 'C'	SY Goods	–	
Doncaster North	Doncaster 'C'	GN Goods	–	
Doncaster North	Doncaster 'C'	Shunt No.1	–	

TABLE H.1. – WORKING OF PARTIALLY FITTED AND UNFITTED FREIGHT TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Maximum No. of vehicles (S.L.U.'s) and special conditions
Page 237	**DONCASTER BLACK CARR JN. TO BERWICK**		
Delete:–			
Doncaster North	Marshgate Goods	Down Main Down Passenger Independent No.1	20
Bridge Jn.	Doncaster North	Down Goods Independent / Down G.N. Goods	60

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE H.1. – continued

From	To	Line	Maximum No. of vehicles (S.L.U.'s) and special conditions
	DONCASTER BLACK CARR JN. TO BERWICK – continued		
Page 237–Delete–continued			
Decoy No.2 Up	Potteric Carr	Up Fast Goods	60
Decoy No.2 Up	Potteric Carr	Up Dep No.2	60
Decoy No.2 Up	Potteric Carr	Up Goods No.1	60
Decoy No.2 Up	Potteric Carr	Up Goods No.2	60
Doncaster South	Decoy No.2	Up Goods No.1	60
Bridge Jn.	Decoy Up Sidings	Up Goods No.1	60
Page 239			
	FERRYHILL TURSDALE JN. TO PELAW		
	Amend:–		
Penshaw North	Washington	Single	–
Washington	Penshaw North	Single	–
	Delete:–		
Washington	Penshaw North	Up	–
Page 243			
	HARTLEPOOL GOODS AND DOCK LINES		
	Delete heading and entries		

TABLE J – LOCOMOTIVE ASSISTING IN REAR OF TRAINS

From	To	Class of train	Conditions	Remarks
Page 249	**DONCASTER BLACK CARR JN. TO BERWICK**			
	Add:–			
Holgate Jn.	York Station	P	R	Trains diverted by York Yard in emergency owing to obstruction between York Station and Skelton.
Page 250	**WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.**			
	Amend:–			
Calder Bridge	Oakenshaw South Jn.	F	N	
Page 251	**HARTLEPOOL GOODS AND DOCK LINES**			
	Delete heading and entry.			
	RIVERSIDE BRANCH			
	Delete heading and entry.			
Page 252				
	Add:–			
	PERCY MAIN NORTH TO ESSO SIDINGS GROUND FRAME			
Esso Sidings G.F.	Percy Main North	F	R	–
Percy Main North	Esso Sidings G.F.	F	R	–

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

TABLE N – PROTECTION OF ENGINEERS TRAINS WORKING ON A RUNNING LINE NOT IN ABSOLUTE POSSESSION OF THE ENGINEER

Locations between		Line(s)
Page 254		
Amend first entry:–		
Doncaster	Black Carr Jn. and Brayton Jn.	Down and Up
Amend eighth entry:–		
Marshgate Jn.	and Leeds West Jn.	All passenger lines.
Amend:–		
Newcastle	Heaton North Jn. and Reston	All Passenger lines
Moorthorpe	South and Burton Salmon	Down and Up

TABLE O – INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Point at which train must stop for A.W.B.	Point at which train must stop for brakes to be released
Page 257			
FERRYBRIDGE BRANCH			
Amend:–			
Pontefract Monkhill Goods Jn.	Ferrybridge South Jn.	57 m.p.	Ferrybridge F.33 Signal.
Page 259			
Amend:–			
HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYEHOPE GRANGE			
South Hetton Colliery	Ryhope	Seaton Bank Head	Ryhope Grange No.13 signal.

TABLE W – SET BACK MOVEMENTS – EXEMPTION FROM RULE BOOK, SECTION J, CLAUSE 4.1

Signal Box	Movement	See Special instruction on Page
Page 267		
DONCASTER BLACK CARR JN. TO BERWICK		
Delete heading and item.		
Add:–		
SHAFTHOLME TO FERRYBRIDGE		
Knottingley	Up Askern (Signal 433 or 406) to Knottingley Sidings	339
LEEDS CITY TO SKIPTON STATION SOUTH		
Delete:– '376' in last column.		

EASTERN REGION SECTIONAL APPENDIX –NORTHERN AREA – continued

TABLE Z – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 270			
	NORMANTON ALTOFTS TO YORK CHALONERS WHIN JN.		
	Delete existing entries and **substitute** :–		
Castleford Gates	Chaloners Whin Jn.	All Passenger lines	–
	CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST		
	Delete:– heading and item		
Page 271			
	CASTLEFORD CUTSYKE TO CASTLEFORD WEST JN.		
	Delete:–heading and item		

Page 272

INSTRUCTIONS RELATING TO THE RULE BOOK

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

Signal box	Signal	Remarks
Delete:–		
Wakefield Kirkgate East	Up Home to Up Platform	–
Amend:–		
Urlay Nook	Down Main to Down Loop	As printed.

Page 276

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Add:–

LINESIDE HOT AXLE BOX DETECTORS

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

Clause (b)

Class 254 trains may proceed forward at 50m.p.h. providing a member of the train crew travels in the vehicle affected.

If, when a Class 254 train is proceeding forward in accordance with clause (b), the same axle box causes a second detector to record an alarm, the train must again be stopped and then dealt with in accordance with the standard instructions.

If, in proceeding forward in accordance with clause (b), a Class 254 train passes over any other detector, the competent member of the technical staff at the examining place must be advised whether or not the train has caused such other detector/s to record a hot axle box.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued

WORKING OF MULTIPLE UNIT–MECHANICAL DIESEL TRAINS

Page 276/277

Add:– (After Clause 6.)

Clause 7

Inter-Regional D.M.U. Trains : Eastern and L.M. Regions.
Notation D1, D1(T), D2, D3, D4 or D5 shown in Working Timetables.

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

D1. Trains composed of the following formations:–

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

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

also Diesel Parcels Trains.

D2. Trains composed of the following formations:–

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

D3. Trains composed of the following formations :–

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

D4. High Density Suburban Trains composed of the following formations :–

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

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

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued

Page 276/277–Add–continued

D5. Trans-Pennine sets composed of:–

Motor Coach	Trailer	Total No. of Vehicles
4	2	6

* Note – These formations apply only when the driving compartment from which the Driver is operating is fitted with panels indicating the operation of six motor coaches. (MS.312)

OTHER GENERAL INSTRUCTIONS

Page 305

Add:–

INSTRUCTIONS TO TRAIN CREWS WORKING OTHER THAN D.C. ELECTRIC TRAINS AND OTHER STAFF CONCERNED WORKING OVER OR IN THE VICINITY OF D.C. ELECTRIFIED LINES

1. General Instructions applicable to both Overhead and Conductor Rail Systems

1.1 Electrification Telephones

1.1.1 Special telephones are provided at signal boxes, ground frames, passenger stations, inspection sheds and other points on the electrified lines.

1.1.2 The locations of electrification telephone instruments are indicated by an identification plate showing a red telephone on a white background together with the word "Electrification" printed in red, or by black and white diagonal stripes with a red horizontal bar below or by "Isolation Telephone" printed in black on a white background.

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

1.2 Switching off Electricity in Emergency

1.2.1 Any person becoming aware of a derailment, mishap or other emergency requiring or likely to require, the electricity to be switched off, must telephone the Electrical Control Operator at once, or arrange for this to be done.

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

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

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

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 305 – Add – INSTRUCTIONS TO TRAIN CREWS ETC. – continued

1.2 **Switching off Electricity in Emergency – continued**

1.2.5 The person contacting the Electrical Control Operator must state:–

(a) that this is and EMERGENCY call
(b) his name, grade and department
(c) where he is speaking from
(d) the location of the incident and line(s) concerned
(e) why it is necessary to have the electricity switched off.

and must stay at the telephone until he has received from the Electrical Control Operator an assurance that the electricity has been switched off.

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

1.3 **Procedure in Case of Fire**

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

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

1.3.3 Urgent measures must be taken to extinguish fires likely to affect cables or other electrical equipment. In addition, the existing procedure regarding lineside fires, shown in the General Apendix, should be observed as applicable. The local instructions regarding procedure in case of fire, embodied in the Local Information Card, should be carried out.

1.3.4 Fire extinguishers painted yellow or with a yellow band are suitable for use on fires on, or in the immediate vicinity of, electrified lines, cables or train equipment which may be alive.

1.3.5 Dry sand or earth is suitable for extinguishing fires, but water or extinguishers containing water must NOT be used under any circumstances until electricity has been switched off from the vicinity of the fire. Even then water must not be used if other means of extinguishing the fire are available.

1.4 **Damage to Overhead Line Equipment, Conductor Rails and Cables**

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

1.5 **Interference with Electrical Equipment**

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

1.6 **Flooding of Permanent Way**

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

1.7 **Wagon Sheets**

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

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 305 – Add – INSTRUCTIONS TO TRAIN CREWS ETC. – continued

2. **Instructions relating to lines with Overhead Line Equipment**

2.1 **Danger of live Equipment**

2.1.1 The overhead line equipment consists of a contact wire and catenary wires which are suspended over the running rails.

2.1.2 All electrical equipment must be regarded as being alive at all times and consequently dangerous to life, except in cases where the electrical equipment has been isolated and earthed or, when conducting rescue operations or detraining passengers, an assurance has been received from the Electrical Control Operator that the equipment has been made safe. It is extremely dangerous to be close to live electrical equipment.

The overhead line equipment, bare feeders, attachments and supporting wires have no protective covering and are therefore, extremely dangerous to approach closely, either directly or by any article which is carried.

On no account must broken or displaced wires connected with the overhead line equipment be approached or touched except when authorised by the Electrical Control Operator.

2.2 **Removal of Articles from or adjacent to the Overhead Line Equipment**

Objects such as icicles, string, rope, wire and the like, must not be removed from the overhead line equipment or from its vicinity, nor must they be approached but must be reported immediately to the Electrical Control Operator who will arrange for their removal.

2.3 **It is Forbidden to :–**

(a) climb above cab floor level on locomotives for any purpose.

(b) climb upon the roofs or open upper decks of vehicles or upon the steps giving access to the roof of any vehicle on a running line or siding or portion thereof equipped with overhead line equipment.

(c) use a steam lance whilst on or adjacent to electrified lines, unless the overhead line equipment has first been isolated and earthed.

2.4 **Use of Shunting Poles**

Guards or Shunters must not raise their shunting poles in such a manner that the poles may be liable to come into contact with, or to come into close proximity to, the overhead line equipment.

2.5 **Diesel Locomotives etc. Standing under Electrical Equipment**

Drivers of diesel locomotives, multiple-unit trains and steam or diesel cranes, when coming to a stand should, as far as possible, avoid stopping with the chimney or exhausts underneath insulators, or structures, to avoid damaging electrical equipment.

2.6 **Adherence to Loading Gauge**

At some places the overhead line conductors are only a very short distant clear of the maximum dimensions of a carriage or wagon load, and to prevent damage to the overhead line equipment and to vehicles or their loads by coming into contact with the conductors, **it is absolutely necessary that the loading gauge be strictly adhered to,** unless special arrangements have been made.

BREAKDOWN ARRANGEMENTS

Page 311 Healey Mills

Delete:– 45 ton steam crane ADE 330107

Add:– 45 ton steam crane No. ADE 330110.
Route Availability Group 4. Additional route availability in an emergency (at 15 m.p.h.) Group 3. Maximum speed 45 m.p.h. (M.P.2/4/6)

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 329

DONCASTER

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS

Delete item.

GAPS IN TRACK CIRCUITS

Delete item.

Propelling Movements : Doncaster North to Marshgate Goods

Amend:–

Propelling Movements. A propelling movement must not be made until the Signalman has been advised that a propelling movement is intended.

DONCASTER DIESEL DEPOT

Paragraph 4

Delete "Carr Box" and **substitute** "Decoy No.1 signal box".

Page 330

SELBY

SELBY SWING BRIDGE – PASSING SIGNALS AT DANGER

Delete first paragraph

Amend second paragraph

During single line working in accordance with the Rule Book, Section N, signals 1953, 1955, 1956 and 1958 must be obeyed by Drivers of trains approaching the bridge in the wrong direction.

Page 337

NEWCASTLE

Propelling Movements

Delete:– Empty diesel multiple units must not be propelled except:– **also** items (i) and (ii).

Page 339

MORPETH

Delete:– **Down siding** and instruction

SHAFTHOLME TO FERRYBRIDGE NORTH JN.

KNOTTINGLEY

Add:–

KNOTTINGLEY SIDINGS

Guards of empty M.G.R. trains requiring to set back into the sidings from the Up Askern line, must, after setting the hand points in the sidings, telephone the Signalman accordingly. The Guard must then place himself in the most suitable position to control the movement.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS–continued

Page 343 DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.

Delete sub heading DARLINGTON and **substitute 'SHILDON'**

Page 350 BLACKHILL STATION TO OUSTON JN.

CONSETT ORE TERMINAL
Delete first sentence of last paragraph on this page viz :- C & W Examiners are stationed.... in event of emergency.

Page 351 DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

BALNE LANE

Delete existing instruction and **substitute**:–
A maximum of 12 carflat or 3 cartic vehicles may be propelled from Wrenthorpe Sidings to Westgate Up Sidings at a speed not exceeding walking pace.

Amend:–
BETWEEN LEEDS AND WAKEFIELD : CLASS 253/254 TRAIN WORKING

No Class 253/254 train with one power car shut down and unassisted, or assisted by a locomotive of less than 1470 h.p. must be permitted to work over this route, via Whitehall Junction and Wortley South Jn. in the Up direction.

STAINFORTH JN. TO SKELLOW ADWICK JN.

SKELLOW A.M.O.C.O. OIL DEPOT

TEMPORARY WORKING OF UP TRAINS

Delete instruction.

Add :-

HEATON SOUTH JN. TO WEST MONKSEATON
RESTRICTED CLEARANCES – NORTH TYNESIDE LINES

Due to restricted clearances between Percy Main and West Monkseaton via Tynemouth, trains conveying passengers must not be allowed to operate between these two points unless all drop lights are fitted with safety bars and all sliding windows with ventilation stops.

DIGGLE JN. L.M.R. TO HEALEY MILLS LODGE JN.

Page 359 HUDDERSFIELD STATION

Delete second and third paragraphs relative to propelling empty diesel multiple units.

THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN.

Page 362
Add :- DEWSBURY WELLINGTON ROAD STATION

Propelling Movements. In connection with engineering work, on Sundays only a propelling movement to Thornhill LNW Jn. via the Up Main line must not be made until the Signalman at Batley has been advised that a propelling movement is intended.

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

DRAX POWER STATION BRANCH

Page 370 **Drax Power Station Level Crossing**
Delete item and **substitute:–**
The instructions in the preamble to Table P.4 clause B.1 pages 264/5 apply except that a failure of the white flashing light must be reported to the C.E.G.B. Controller.

If it becomes necessary for a set-back movement to take place over the crossing a member of the C.E.G.B. staff must be stationed at the crossing to stop road traffic before such movement commences.

WATH ROAD JN. TO BURTON SALMON

Page 371

PONTEFRACT BAGHILL

Delete heading and instruction.

GOLDTHORPE COLLIERY BRANCH

Pages 373/374

GOLDTHORPE COLLIERY – EMPTY WAGON SIDINGS

SIGNALS
Delete both headings and instructions.

Page 374 LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE
Add :–
BETWEEN LEEDS AND BRADFORD : CLASS 253/254 TRAIN WORKING

No Class 253/254 train with one power car shut down and unassisted, or assisted by a locomotive or of less than 1470 h.p., must be permitted to work over this route in either direction.

Page 375

BRADFORD EXCHANGE STATION

Amend first sentence.
Drivers of D.M.U. and Class 253/254 trains, conveying passengers entering No.1 Platform must stop short of the parcels loading bay.

LEEDS TO SKIPTON STATION SOUTH LMR

LEEDS

Page 376

Delete second paragraph of this instruction :–
The third paragraph of ..... etc.

Page 393 HULL DOCKS
Delete heading:–
HESSLE ROAD BRIDGES JN. TO ALEXANDRA DOCK AND KINGS GEORGE DOCK and item

Page 396

Add line heading above HAVERTON HILL I.C.I. EAST GRID:–**BILLINGHAM-ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICALS SIDINGS**

EASTERN REGION SECTIONAL APPENDIX – NORTHERN AREA – continued

LOCAL INSTRUCTIONS – continued

Page 398

Delete heading **BILLINGHAM-ON-TEES TO PHILIPS SIDINGS etc.** and **substitute:–PORT CLARENCE TO MONSANTO CHEMICAL SIDINGS**

Page 399

HARTLEPOOL GOODS AND DOCK LINES

HARTLEPOOL

Delete :– instructions and **substitute** :–
All movements between the "Stop Await Instructions" board at Clarence Road and Central Marine ground frame, Stanley Sidings and "B" and "C" Jetty lines will be under the control of the Docks Foreman and no movement must commence without his permission being first obtained.

PELAW TO SOUTH SHIELDS

Page 403

JARROW OIL TERMINAL

6. **Placing of loaded tank wagons**

6.1

Amend "2 x 45 tonne" to read "22 x 45 tonne" and
"1 x 100 tonne" GLW tank wagon" to read "10 x 100 tonne tank wagons".

6.2

Amend "10 x 45 tonne" to read "11 x 45 tonne".

6.3

Amend first line to read:–
"When placing train loads of 10 x 100 tonne or 22 x 45 tonne GLW tank wagons".

Amend in second line:–
"or equivalent 45 tonne tanks" to read "11 x 45 tonne tanks".

Amend in seventh line:–
"equivalent 45 tonne tanks" to read "11 x 45 tonne tanks".

DARLINGTON SOUTH JN. TO SALTBURN

Page 409

GRANGETOWN

Tees Dock Lines

Add:–
A maximum speed limit of 5 m.p.h. applies to all movements entering and travelling over the lines belonging to the Tees and Hartlepool Port Authority.

Page 417

DUNSTON STAITHS

Add:–
Instructions for the working and shipment of mineral traffic at this location are issued on a local basis.

Page 420

CAMBOIS BRANCH

Add:–

BLYTH STAITHS

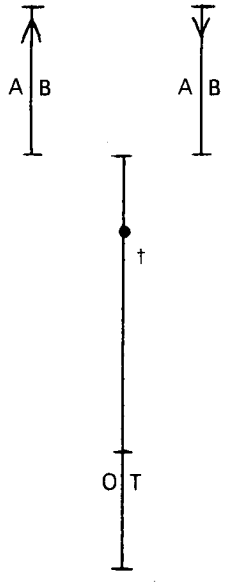
Instructions for the working and shipment of mineral traffic at this location are issued on a local basis.

Pages 422 to 430

INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

Until the Tyne and Wear Metro is brought into use, the instructions under the above heading on pages 422 to 430 will not apply. Until then, the following Tables 'A' and 'F', and local instructions must be observed.

TABLE A – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions Down m.p.h.	Permanent Speed Restrictions Up m.p.h.	Permanent Speed Restrictions At or Between	Catch, Spring and Unworked trailing points	Remarks
BENTON TO CALLERTON I.C.I. SIDINGS								
BENTON SOUTH JN. AND SOUTH GOSFORTH EAST JN.				**25**	**25**	MAXIMUM PERMISSIBLE SPEED		
SOUTH GOSFORTH EAST JN. AND CALLERTON I.C.I. SIDINGS				**10**	**10**	MAXIMUM PERMISSIBLE SPEED		
		Benton South Jn.	0.00				CW. Down line at 0m. 4ch. 280 yards before reaching signal B35.	
			0.28 / 4.32					
		South Gosforth East Jn.	2.70 / 0.00					
		South Gosforth	0.04					† See local instructions on next page.
		South Gosforth West Jn.	0.37 / 0.29					
		Coxlodge Station L.C.	1.54					
		Bells L.C. (T.M.O.)	2.40					
		Kenton Bank L.C. (T.M.O.)	3.06					
		Callerton L.C. (T.M.O.)	4.20					
		Callerton I.C.I. Sidings	5.58					

INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO–continued

TABLE F – PROPELLING OF TRAINS OR VEHICLES

Between		Line	Number of vehicles and special conditions
BENTON TO CALLERTON I.C.I. SIDINGS			
Benton	South Gosforth	Up	16 Air braked. Clear weather only.
Coxlodge Station	Rowntrees Down Sidings	Single	20 S.L.U without brakevan.
Callerton	I.C.I. Sidings	Single	6 S.L.U.

LOCAL INSTRUCTIONS

BENTON TO CALLERTON I.C.I. SIDINGS

SOUTH GOSFORTH

EMPTY COACHING STOCK TRAINS FROM GOSFORTH CAR SHEDS, ETC., FOR NEWCASTLE CENTRAL AND BEYOND. Drivers of E,C.S. trains must advise the signalman at South Gosforth by telephone what trains the sets are going to work from Newcastle Central or from their destination if beyond Newcastle. The signalman at South Gosforth must immediately transmit the information to the signalman at Newcastle.

COXLODGE

KENTON BANK FOOT AND CALLERTON I.C.I. SIDINGS

1. The line between Kenton Bank Foot and Callerton I.C.I. Sidings is worked under the Regulations for One Train Working; the staff being handed to the Driver at Coxlodge Crossing by the Operating Supervisor who will accompany the train.

2. A Driver of a train from Callerton must not pass the "End of One Train Working" board at Kenton Bank Foot until he has received permission from the Signalman at Coxlodge Crossing. If the telephone at Kenton Bank Foot should be out of order the Driver must obtain permission to proceed by the most expeditious means available.

WORKING OF SINGLE LINE SIDING BETWEEN SOUTH GOSFORTH WEST JUNCTION AND "START OF ONE TRAIN WORKING" AT KENTON BANK FOOT

1. **Method**

1.1 The line between South Gosforth West Junction and Kenton Bank Foot is worked as a siding under the control of the Signalman at Coxlodge Crossing and his permission must be obtained before:–

(a) Any movement is allowed to enter the Single line siding **or**

(b) Any work is commenced which affects safety of the line **or**

(c) Any obstruction is placed on the line.

1.2 Only one train must be allowed on the siding line at any one time and the Signalman at Coxlodge must be advised when movements leave the sidings line.

1.3 To contact the Signalman at Coxlodge Crossing, telephone Newcastle 851509.

ALTERATIONS TO INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO – continued

LOCAL INSTRUCTIONS – continued

2. **Rule Book**

2.1 Section H
Drivers must not exceed a speed of 10m.p.h. when working over the siding line and all trains must exhibit head, tail and, when necessary, side lamps in accordance with Clause 7. Trains must not be propelled except as provided for in Clause 8.

2.2 Section M
The provisions of this section must be applied when a train is stopped by accident, failure, obstruction or other exceptional cause, except that when carrying out protection it will only be necessary to place 3 detonators 10 yards apart, 200 yards from the obstruction on both sides. The Operating Supervisor at Coxlodge Crossing must then be advised of the circumstances.

2.3 Section Q
The provisions of this Section must be applied, except that protection by Handsignalman will not be necessary.

2.4 Section S
The provisions of this Section must be applied except that the Handsignalman need only be stationed 200 yards from the trolley with the 3 detonators placed 10 yards apart.

2.5 Section T
The provisions of this Section must be applied except when carrying out protection, it will only be necessary to place 3 detonators 10 yards apart 200 yards on both sides of the point where the line is unsafe.

SOUTH GOSFORTH EAST JN. TO SOUTH GOSFORTH WEST JN.

WORKING OF TEMPORARY AVOIDING LINE

1. Trains must not exceed a speed of **10m.p.h.**

2. Trains from Benton direction for the Coxlodge line must be accompanied by the South Gosforth Shunter from shunting signal SG.8 to shunting signal SG.24.

3. Trains from the Coxlodge line for the Benton direction must be accompanied by the South Gosforth Shunter, from the "Stop, Await Instructions" board at the entrance to the avoiding line to shunting signal SG10.