



EASTERN REGION

NORTHERN AREA

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 1 AUGUST 1981 UNTIL FURTHER NOTICE

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

**THIS SUPPLEMENTARY OPERATING INSTRUCTIONS
BOOKLET SUPERSEDES THE SUPPLEMENTARY
OPERATING INSTRUCTIONS BOOKLET DATED
2 AUGUST 1980 AND INCLUDES MOST OF THE
INFORMATION CONTAINED IN THE PERIODICAL
OPERATING GENERAL INSTRUCTIONS AND
NOTICES BOOKLETS UP TO AND INCLUDING
No. 23D DATED 6 JUNE 1981**

RULE BOOK B.R.87109

Section B

Page B.8

Clause 5.3.13 – Delete and substitute :–

5.3.13 Employees must exercise care when working at places where there is a limited clearance between a running line or siding and an adjacent structure, or between running lines and/or sidings. When moving clear of approaching traffic they must avoid standing where there is a limited clearance, and when walking past structures they must ensure that their exit is clear. The limited clearance may be indicated by a red and white chequered board, bearing the words WARNING – LIMITED CLEARANCE. On lines where permissible speeds exceed 100m.p.h. blue and white chequered boards bearing the words WARNING – NO REFUGES are erected to indicate places where there is a limited clearance at the lineside and no refuges are provided. In such cases there is adequate clearance at the opposite side of the line.

Section C

Page C.18

Clause 6

Amend :– clause 6.1(ii) to read :–

“When a train has to enter an obstructed line or section to render assistance (Track Circuit Block Regulation 10; Absolute, Electric Token and Tokenless Block Regulation 14, and Section M, clause 5.2.1.)”.

Section M

Page M.11

Clause 5

Delete :– sub-clause 5.2.3.

Renumber sub-clauses 5.2.4, 5.2.5 and 5.2.6 to; 5.2.3, 5.2.4 and 5.2.5.

Section N

Page N.26

Clause 9.1

Amend :– references to “T.C.B. Regulation 18” to read “T.C.B. Regulation 12”.

Page N.32

Clause 10.5(b) (previously 10.6(b))

Amend :– reference to “T.C.B. Regulation 25(e)” to read “T.C.B. Regulation 11.7.1.”.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (B.R.29987)

Page 31

Clause 10 second paragraph 7th line

Amend reference to clause ‘3.2 and 3.3’ to ‘clause 3.3’.

Pages 117 and 118

Clause 76 Page 118 Section M Clause 3.2

Amend sub-heading to read :– “Section M clause 3.3”.

Last line of first paragraph **Amend** reference to :–

‘Clause 3.2.1’ to ‘clause 3.3’.

EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES BR 29988

Page 13

Clause 10 second paragraph 7th line

Amend reference to 'Section M clauses 3.2 and 3.3' to 'Section M clause 3.3'.

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

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

Page 21 – Regulation 14

Clause 14(a) (ii)

Amend:– first sentence

"It will not be necessary for the Signaller in rear of the obstruction....."

Delete:– second paragraph

Pages 33 to 35 – Regulation 24

Page 34, clause (b) (iii) – Amend reference to "Regulation 26" to:
Signalmen's General Instructions, clause 11.3.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS BR.30062

SIGNALMEN'S GENERAL INSTRUCTIONS

Page 30 – Clause 38.1.9 (c)

Delete first paragraph and substitute:–

Unless attendance has been pre-arranged, whenever local control of the barriers is necessary the Signaller must send for the person who is to act as Crossing Keeper, and attendance must be provided as soon as possible.

GENERAL APPENDIX (BR.29944)

PART I

SECTION 1 – GENERAL OPERATING INSTRUCTIONS

Page 1.14 SINGLE LINES WORKED BY ELECTRIC TOKEN – INSTRUCTIONS TO TRAINMEN

Clause 6.3

Delete:– second sentence.

GENERAL APPENDIX (BR.29944) – continued

PART I – continued

SECTION 1 – GENERAL OPERATING INSTRUCTIONS – continued

Pages 1.17 to 1.19 REGULATIONS FOR ONE TRAIN WORKING ON SINGLE LINES

Page 1.17 – Clause 4

Amend:– reference to “Regulations 2, 11 and 12” in first line to “Regulations 2, 12 and 13”.

Page 1.21 SINGLE LINES WORKED BY THE TOKENLESS BLOCK SYSTEM –
INSTRUCTIONS TO TRAINMEN

Clause 3.3

Delete:– the words “the Rule Book, Section M Clause 5.2.3 will not apply”

Page 1.23 SINGLE LINES WORKED BY THE TRACK CIRCUIT BLOCK SYSTEM –
INSTRUCTIONS TO TRAINMEN

Clause 4.3

Delete: – second sentence.

Pages 1.46 to 1.48 COUPLING AND UNCOUPLING OF VEHICLES

Page 1.46

Delete clause 1 and substitute:–

1. Coupling Locomotive to Train

- 1.1 Except as shown in 1.2 and 1.3, the locomotive coupling must always be used when coupling the locomotive to a train.
- 1.2 The vehicle coupling must be used if the locomotive is to be coupled to the following types of vehicle:–
 - (a) An unfitted vehicle.
 - (b) A vehicle fitted with a Continental screw-coupling.
 - (c) Where laid down by Regional Instructions, a vehicle equipped with specially strengthened couplings which is formed in a block train.
- 1.3 The vehicle coupling must be used if the locomotive is fitted with Buck-eye couplings. If the vehicle is equipped with an Instanter coupling, the coupling must be in the long position. The buffers of the locomotive must also be in the long position.

Page 1.47

Delete the second sentence of clause 2.5 and substitute:–

“This instruction does not apply to Class 9 trains on which any coupling may be used”.

Page 1.58

Add:– as new item:–

SAFETY OF STAFF CALLED BY SIGNALMAN TO WORK ON THE LINE

When the Signalman calls for the services of staff to work on the line, a clear understanding must be reached between them as to whether or not trains will continue to run or, if stopped, when they can recommence running.

GENERAL APPENDIX (BR29944) – continued

PART I – continued

SECTION 2 – TRACTION

Page 2.7 MOVEMENT OF TRACTION UNITS WITH WHEELS MOUNTED ON WHEELSKATES

Delete complete item and substitute :–

MOVEMENT OF DISABLED LOCOMOTIVES, MULTIPLE UNITS AND OTHER ROLLING STOCK USING WHEELSKATES

1. The purpose of the wheelskate is to enable locomotives, multiple units and rolling stock, with serious wheel or axle defects to be moved to an appropriate location for repair.
2. The wheelskate will be assembled and placed in position by M. & E.E. staff, who will, before any movement is made upon the running line advise the Operating Department that a wheelskate is about to be used, confirm that it has been correctly fitted under the defective wheels and indicate the maximum speed at which the movement is to be made.
3. All movements must be accompanied by a member of the M. & E.E. staff.
4. **Traction Units**
A locomotive or multiple unit, must be attached to enable the movement to be made if the use of the wheelskate would result in :–
 - (a) the brake power on any single vehicle being reduced to below 50% of normal,
 - or
 - (b) the handbrake on any single vehicle being rendered completely ineffective,
 - or
 - (c) insufficient traction power being available to allow the defective traction unit to be self propelled.

Other vehicles

The defective vehicle must be coupled to the hauling locomotive, or multiple unit, and where fitted with the continuous brake, this must be coupled. Where the use of wheelskates results in the available brake power on the defective vehicle being reduced below 50% a brake van in which the Guard must ride, must be provided at the rear.

5. Vehicles with wheels mounted on wheelskates must not be conveyed in passenger or freight trains, but must always be moved in accordance with the instructions contained in clause 4.

SECTION 3 – WORKING OF PASSENGER AND PARCELS TRAINS

Page 3.5 PARCELS TRAINS AND EMPTY COACHING STOCK TRAINS COMPOSED OF VEHICLES WITH DIFFERENT BRAKING SYSTEMS

Clause 8.1 –

Amend reference to "clause 12" in third line to "clause 5".

Pages 3.10 to 3.12

FIRE FIGHTING EQUIPMENT IN PASSENGER ROLLING STOCK

Delete table under heading Electric Multiple Units and substitute:–

Electric Multiple Units
(including Southern Region Trailer Units)

Type of Vehicle	Location of Extinguisher	Type of Extinguisher	Quantity per Vehicle
Vehicle with driving cab	Driving cab	1.5 Kg BCF (3lb. BCF)	1
Vehicle with brake compartment (except Southern Region)	Brake compartment	(5.4 Kg BCF (12lb. BCF) (except Class 313 trains (which have 2 x 1.5 Kg. (BCF (3lb. BCF)) (2-gall.water (gas pressure)	1 1

GENERAL APPENDIX (BR29944) – continued**PART I – continued****SECTION 3 – WORKING OF PASSENGER AND PARCELS TRAINS – continued****Pages 3.10 to 3.12 – FIRE FIGHTING EQUIPMENT IN PASSENGER ROLLING STOCK – substitute – continued****Electric Multiple Units – continued**

Type of Vehicle	Location of Extinguisher	Type of Extinguisher	Quantity per Vehicle
Southern Region – Vehicle with brake compartment	Brake compartment	1.5 Kg BCF (3lb. BCF) 2-gall. water (gas pressure)	1 1
Together with supplementary provision for gangwayed vehicles (except Class 309 (Clacton), Class 310 (L.M.R. semi-fast) Units):–			
All types	Vestibule or lobby end (one end only)	2-gall. water (gas pressure)	1
Catering Vehicles		(as for locomotive-hauled stock)	

Pages 3.14 and 3.15**BROKEN WINDOWS (SINGLE OR DOUBLE GLAZED)
ON PASSENGER COACHING STOCK****Page 3.14**

Amend the heading of Clause 2 to:–

**Open Type Stock – Centre Gangway
(Including DMU, EMU, HST and APT)****SECTION 4 – WORKING OF DEPARTMENTAL TRAINS****Pages 4.2 to 4.20****ENGINEER'S SELF-PROPELLED "ON-TRACK" MACHINES****Page 4.11 – Section "C"
Clause 38.1**

Machine Type	In train formation m.p.h.	Running under own power – maximum permissible speed of route			
		70 m.p.h. and above		Below 70 m.p.h.	
		Plain Line	Over Switches and crossings	Plain Line	Over Switches and crossings
		m.p.h.	m.p.h.	m.p.h.	m.p.h.
Amend :–					
Lining/Recording machines					
24.21 (Robel)	N/A	25	15	25	15
24.24 (Robel)	N/A	25	15	25	15

Pages 4.28 to 4.30**FISONS VACUUM BRAKED PUSH/PULL WEEDKILLING TRAIN****Page 4.28****Add as Clause 2.5**

- 2.5 The Guard must travel in the rear cab of the locomotive when the train is being driven from that end and spraying is taking place.

Page 4.29

Clause 6.1 – Reference to "Regulation 3 (b)" in second line, to be amended to "clauses 3.5 to 3.10"

GENERAL APPENDIX (BR29944) – continued

PART I – continued

SECTION 6 – ACCIDENTS, FIRES AND BAD WEATHER

Page 6.16

Add as new item:–

MINIATURE SNOW PLOUGHS

These are three-piece ploughs, fitted to the buffer beam on certain Main Line Diesel Locomotives and intended for patrol work to deal with snow up to a depth of 1ft. 6 inches.

The centre blade only must be removed from locomotives during the period April 1st. to November 30th., unless the Regional Chief Operating Manager considers otherwise owing to exceptional weather.

PART II

SECTION 11 – BATTERY ELECTRIC TAIL LAMPS

Page 11.2 – Index. Amend Sub Section 6 to:

Use of Lamps on highly flammable liquid and flammable gas trains.

Page 11.3

Delete paragraph (and paragraph number) following Description and substitute:–

Except where specially authorised by the Regional Chief Operating Manager, battery electric tail lamps will be used on highly flammable liquid and flammable gas trains (clause 6), on Freightliners Ltd. trains (clause 7) and on selected Passenger trains (clause 8).

Page 11.5

Delete clause 4.3 and substitute:–

- 4.3 In the case of total failure, an oil lamp/Bardic handlamp may be used on vehicles other than those designed specifically for the conveyance of highly flammable liquids (low flash point, i.e. below 21° C), or flammable gasses.

Page 11.6

Amend heading and Delete clauses 6.1, 6.2 and 6.4 and substitute:–

6. Use of Lamps on highly flammable liquid and flammable gas trains.

- 6.1 Lamp brackets on tank vehicles designed for the conveyance of highly flammable liquids (low flash point) or flammable gasses will receive an electric tail lamp only, whereas tanks designed for flammable liquids (high flash point) will take an oil lamp, an electric tail lamp or a Bardic handlamp.
- 6.2 Where lamp brackets are not fitted or no electric tail lamp is available, trains conveying either highly flammable liquids or flammable gases must have a suitable wagon marshalled on the train to ensure a 30ft. space between the tail lamp and the rearmost tank car.
- 6.4 Battery electric tail lamps must not be allowed to enter terminals which deal with flammable or highly flammable liquids or flammable gases. Local instructions will provide for security of lamps removed from tanks outside these terminals.

Clause 6.5 – Word “empty” in first line to read: “discharged”.

GENERAL APPENDIX (BR29944) – continued

PART II – continued

SECTION 12 – BR. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL (A.W.S.)

Page 12.7

Clause 8.2.2 – Delete From end of first sentence (lines 5 and 6) :

“or a Handsignalman appointed as provided for in clause 10”

Page 12.8

Clause 10.2 – Amend first two lines to:

Trains need not be stopped if work on track equipment does not affect the permanent magnet, (thence as printed).

SECTION 14 – INSTRUCTIONS FOR WORKING THE AUTOMATIC VACUUM BRAKE

Page 14.9

Delete the words “on freight vehicles” in the continuation heading at the top of the page.

Pages 14.17 and 14.18

Delete clauses 15.2 to 15.8 inclusive and **substitute:–**

- 15.2 A passenger requiring to communicate with the Guard and Driver will pull down the chain provided for the purpose. This will cause an application of the brake, which will be indicated by the gauges on the locomotive and in the Guard’s van.
- 15.3 When the Driver observes the brake is being applied, he must assume that the apparatus is being operated.
- 15.4 If the Guard has reason to think the apparatus has been used but due to faults or isolation it is not effective he must stop the train by application of the brake.
- 15.5 The Guard must ascertain from which position in the vehicle the alarm has been given, by examining the equipment.
- 15.6 The Guard must take steps to ascertain why, and by whom, the communication apparatus has been used, and in case of improper use of the apparatus, the names and addresses of those concerned must be taken. The Guard must also submit a written report.
- 15.7 The Guard must reset the indicator at the end of the vehicle before the train can proceed.
- 15.8 In the case of any failure of the passenger communication apparatus, the Guard must inform the person in charge at the first opportunity, who must arrange for the apparatus to be examined. The Guard must also submit a written report.

SECTION 16 – REGULATIONS FOR WORKING THE AUTOMATIC AIR BRAKE ON LOCOMOTIVE OPERATED TRAINS

Page 16.9 **Delete** Clause 3.9 and **substitute:–**

Whenever Continental vehicles or the Chief Civil Engineer’s Marlin or Manta vehicles are marshalled in the fitted portion of the train, the Guard must advise the Driver of the number of such vehicles on the train. The braking technique for trains which contain these wagons must be strictly in accordance with the instructions, published in the Train Crew Manual BR.33056/3 under the heading “Braking Instructions”, concerning vehicles fitted with triple valves.

TRAIN CREW MANUAL B.R.33056

Class 20 Locomotives

Drivers Static Duties – BR33056/76

Page 17 – Under heading 'DISPOSAL DUTIES FOR MULTIPLE CLASS 20 LOCOMOTIVES WITH VACUUM, E.O. OR DUAL BRAKES'

Item 1....; **Amend** to read:

"In the leading locomotive, proceed as for a single unit but do not stop the engine".

Page 28 (Clause 9.1.)

Amend reference to "10m.p.h." to "15m.p.h.".

(MO/45/1315)

Drivers Fault Finding Data BR33056/75

Page 17 – E(i) and E(ii)

Amend 'rear' to read 'front'

Page 18 – F(i) and F(ii)

Amend 'rear' to read 'front'.

WORKING MANUAL FOR RAIL STAFF (B.R.30054)

(GREEN PAGES) PART II

Loading and Conveyance

A. Loading and Sheeting

1. Loading : General

Clause A1/8

Add new sentence to end of Clause:—

"Stanchions and any loose equipment must be so positioned that out of gauge conditions are not created."

Section A Loading and Sheeting

A1. Loading : General

Amend Clause A1/19 to read Clause A1/20

Add new Clause A1/19, reading as follows:—

"The satisfactory mechanical condition and correct functioning of door locking mechanisms are of critical importance and vary with the type of wagon concerned. Staff should be made aware of the Salient features involved as failure can seriously jeopardise line safety".

MO.11.420.6

A3. Labelling and Marshalling

Clause A 3/6

Delete:— "YVD Girder Set (Conger)"

(MO 11.420.6)

D. Exceptional Loads.

I. Acceptance and Conveyance.

WORKING MANUAL FOR RAIL STAFF (B.R.30054) – continued**GREEN PAGES PART II – continued****D. Exceptional Loads****1. Acceptance and Conveyance****(ii) "Exceptional Load"****Clause D1/5 (b)****Amend to read:–**

"Loads in excess of 18.5 metres (or equivalent) in length, and not contained within the length or width of the wagon, which do not conform to the requirements of Section D3, Table D1 and/or Section D4 and merit the imposition of conditions of travel; also loads that conform to Section D3 Table D2.

Note: In dealing with these large wagons it is imperative that the requirements of Clauses A1/14 and 15, D2/4 and D3/7 (Green Pages) are observed".

Clause D1/7**Delete** section (iii) and renumber section (iv) as (iii).

(MO.11/420.6)

Clause D1/20. Scottish Region**Delete:–**

Auchmuty Branch – Markinch to Auchmuty

Benhar Junction – Polkemmet

(MO.11.420.6.)

(PINK PAGES) PART III**Section C Marking of Dangerous Goods****1. Package and Freight container labels****Amend clause C/1 page 7 Note (b) to read:–**

- (b) "On certain freightliner containers conveying groupage traffics, the above labels may appear. In these cases the word "Groupage" will be shown against the relevant U.N. number 8989 inserted on the Train Preparation Certificates BR30059/1 and BR30059/3 (where applicable). In all such cases the segregation requirements shown on the bottom line of Diagram E.1. for groupage traffic applies".

(MO11.420.6)

Clause D1/1**Amend to read –**

All vehicles used to carry dangerous goods must be equipped with the power brake, unless authorised otherwise by the Chief Operations Manager (B.R. HQ). The vehicles must be of sound construction, in good condition and, with the exception to tank wagons, must be swept clean before and after use.

Instruction E4/4 makes reference in certain instances to the prohibition on the use of oil lamps or Bardic handlamps at the rear of trains unless a barrier distance of 30 feet is provided. Incidents have been reported that brake vans have been used for such purposes and an oil lamp attached. This is an unsafe practice and is **prohibited forthwith**.

The following entry should be added as the final sentence of **clause E4/2**.

"A brake van must not be counted as a barrier wagon"

Section F Fires and Accidents involving Dangerous Goods**3. Special Instructions**

Clause F3/5 NAIR STAGE II establishments.

Amend:–**16.** BNFL Windscale telephone number to read:– SEASCALE (09402) 8333**Note:** Whitehaven unaltered.

Clause F3/12, Page 8 BNFL Windscale telephone number to read:– SEASCALE (09402) 8333

(MO.11.420.6)

WORKING MANUAL FOR RAIL STAFF (BR.30054) – continued**(WHITE PAGES) PART VI****Clause C1/5**

Add:– "Austrian Federal Railways – P.O. Wagons, Type IMB – Series (43) 8126–901000

These wagons are formed in pairs by a "second" coupling which is held by a pin and split-pin at each end. This is the only fact which distinguishes them from being single wagons and it is not the intention that this link should be removed when the wagons are in transit.

The wagons are permitted to run on Speedlink services but, at any location or marshalling yard, when the wagons are placed in sidings it must be done with extreme care. (MO.34)

Clause C.5/2

Amend:–

Vehicles with axle loading in excess of 17.75 tonnes must not be loose or hump shunted unless Authority of the Regional C.O.M. is given in respect of a specific yard. (MO34/63) (Until 2.10.81)

GREY PAGES

Would all concerned please note that (Part 8) Grey Pages of B.R.30054, Working Manual for Rail Staff Volume 2 are no longer in existence and any staff still carrying them in their Working Manual should remove the same completely, forthwith.

Section G relative to Golden Rail was declared obsolete in October, 1978 and Section H Instructions for Sleeping Car Attendants was revised and re-issued as a separate publication B.R.29209 dated January, 1979. (MO.11.420.6.)

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

GENERAL AND LOCAL INSTRUCTIONS – INDEX

	Page
Page 8	
Amend:–	
Allens West	405
Delete:–	
Askern Colliery Branch	340
Amend:–	
Billingham	393
Amend:–	
Blyth	420
Add:–	
Butterwell Jn. to Butterwell Bunker	419
Page 9	
Amend:–	
Darlington	334
Add:–	
Dunston Staiths	417

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

GENERAL AND LOCAL INSTRUCTIONS – INDEX – continued

Page

Page 10

Amend:— Hartlepool	394
Amend:— Hickleton Colliery Empty Wagon Branch	372
Delete:— Kirkstall	377

Page 11

Add:— Leeds Signal Box controlled Area – Propelled Movements	376
Delete:— Movements to Running Lines already occupied	278

Page 12

Delete:— Pesspoole Lane	400
Delete:— Pontefract	368
Add:— North Tyneside lines – Restricted clearance	351
Restricted clearance – North Tyneside lines	351

Page 13

Add:— Shildon	343
Train Crews working other than DC Electric trains and other staff concerned working over or in the vicinity of DC Electrified lines	305

Page 14

Add:— Working of Traffic of a Double line over a Single line of Rails During Repairs of Obstruction	275
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LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK

Page in Table A

Page 15

Add:— Askern Colliery Branch	57
Amend:— Shaftholme Jn. to Ferrybridge North Jn.	56–57
Delete:— Bishop Auckland East to Goods Yard	70
Consett Fell to Carr House	78
Delete:— Heaton South Jn. to West Monkseaton	80–81

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK – continued

Page in Table A

Page 15 – continued

Add:–

Benton North Jn. to Morpeth North Jn. via Earsdon	(amended 7.6.80)	81
Hepscott to Morpeth Jn.		81
Earsdon to Esso Sidings G.F.		81

Page 16

Amend:– Wakefield Turners Lane Jn. to Calder Bridge Jn.	109
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Page 17

Amend:–

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. AND BRANCHES

Aldwarke North Jn. (Mid) to Leeds North Jn.	109–115
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Amend

Methley Jn. to Castleford, Whitwood	121
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Add:–

Castleford West Jn. to Pontefract West Jn.	121
--	-----

Delete:–

Castleford Cutsyke Jn. to Castleford West Jn.	121
---	-----

Delete:–

Methley North Jn. to Pontefract West Jn.	129
--	-----

Charlesworth's to Lofthouse Jn.	130
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Amend:–

ALDWARKE NORTH JN. (MID) TO BURTON SALMON AND BRANCHES

Aldwarke North Jn. (Mid) to Burton Salmon	131–132
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Page 18

Amend heading:–

Hull Paragon to Seamer West	159 – 164
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Page 19

Delete:–

Billingham-on-Tees to Philips Sidings and Monsanto Chemical Works	179
---	-----

Add:–

Billingham-on-Tees to Seal Sands Storage	179
--	-----

Delete:–

Hartlepool Cemetery North to Hawthorne Combined Mine and Coke Plant	181 – 182
---	-----------

Add:–

Cliff House Branch	181
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Delete:–

Pelaw to South Shields	186–187
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Add:–

Tyne Docks Goods Branch	186
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Amend:–

Gateshead Park Lane Jn. to Greensfield Jn.	188
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EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK – continued

	Page in Table A
Page 20	
Delete :—	
Normanby Branch	200
Amend :—	
Wilton/Lackenby (West Coatham Sidings) Branch	200
PERCY MAIN JN TO MORPETH AND BRANCHES	
Amend to read	
BLYTH AND TYNE BRANCHES	
Delete:—	
Percy Mains Jn. to Morpeth	211 – 212
Percy Main North to Northumberland/Albert & Edward Dock Port Authority	213
Percy Main to Esso Sidings Ground Frame	213

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 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 ALNMOUTH (NORTH OF) 37m. 0ch.				100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST 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		
BLACK CARR JN. AND MARSHGATE JN.				40	40	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES EXCEPT (see below)		
					70	DOWN LOCO UP EAST SLOW BETWEEN DONCASTER (155m. 65ch.) AND LOVERSALL CARR JN. (151m. 79ch.)		
				70	70	DOWN/UP WEST SLOW NO.1 BETWEEN DECOY NORTH JN. (153m. 74ch.) AND SOUTH YORKSHIRE JN. (155m. 61ch.)		
				50		DOWN SLOW NO.2 BETWEEN POTTERIC CARR JN. (154m. 10ch.) AND SANDBANK JN. (155m. 23ch.)		
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		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>DONCASTER BLACK</p> <p>Pages 25 to 28</p> <p>Delete all details Black Carr Jn.</p>	CARR JN. TO	BERWICK – cont'd.					
		inclusive to Hayworth Black Carr Jn. (See pages 52 and 73 of Southern Area Sectional Appendix)	153.18				
		Signals 1420/1422/1424 and D238		70		Down Fast to Down/Up West Slow No.1 at 153m. 74ch. (Down) Up, West Slow No.1 line speed.	
		Potteric Carr Jn. (See page 196)	154.02	60		Down Loco/Up East Slow to Gainsborough line 116m. 44ch. and 116m. 24ch.	
				15		Up Decoy Sidings to Low Ellers Curve line.	
				25	25	To over and from Transfer line. 154m. 3ch. and 154m. 50ch.	
				25	25	Down/Up West Slow No.1 to Down Slow No.2 at 154m. 13ch.	
				50	50	Down Slow No.2 to Down/Up West Slow No.1 at 154m. 20ch.	
				50		Down/Up West Slow No.1 to Down Fast at 154m. 28ch.	

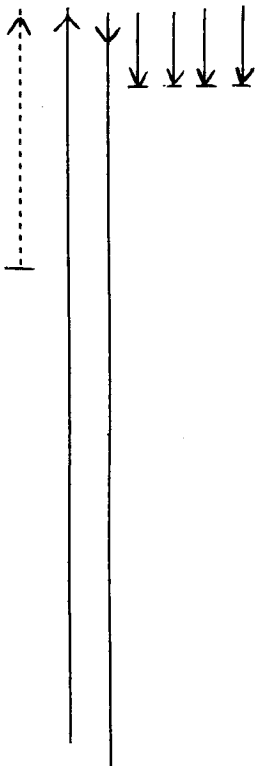
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
DONCASTER TO BLACK CARR JN. TO BERWICK – cont'd								
Pages 24 to 28 – substitute – cont'd								
		Decoy North Jn. (See page 157)	154.12	25		Down Reception 154m. 39ch. and 155m. 17ch.		† Permissive working authorised for trains not conveying Passengers between signals D250/D252/1446 and 1420 in the Up direction and signals 1405 and 1439 in the Down direction.
				110		Fast line 154m. 36ch. and 155m. 23ch.		
				15	15	Transfer line 154m. 50ch. and 155m. 30ch.		
					25	To, over and from Up Goods No.1 154m. 50ch. and 154m. 3ch.		
					25	To, over and from Up Goods Nos.2 and 3. 154m. 46ch. and 154m. 3ch.		
		Signals 1446/D250 and D252		100		Fast/Main 155m. 23ch. and 156m. 53ch.		
		Belmont Down Yard			25	Up Goods 155m. 30ch. and 154m. 50ch.		
		Sand Bank Jn.	155.34					
		Balby Bridge Tunnel (95 yds)	155.34 to 155.39					

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
DONCASTER BLACK CARR JN. TO BERWICK - cont'd							
Pages 24 to 28 - substitute - cont'd							
 Plat.No.1 UPL Plat.No.3 US UF OF Plat.No.4 DS Plat.No.8 DPL		Bridge Jn.	155.38	25	25	Down/Up West Slow No.2 155m. 40ch. and 155m. 59ch.	
				10		Down/Up West Slow No.2 to Hexthorpe Goods line.	
					110	Fast line, 155m. 55ch. and 154m. 36ch.	
		South Yorkshire Jn.	155.58	15		Down/Up West Slow No.2 to Mexborough line 22m. 57ch. and 22m. 36ch.	
				25		Down Loco/Up East Slow to Up Fast at 155m. 59ch.	
				15	15	Two Way Goods 155m. 58ch. and 156m. 10ch.	
		Doncaster	155.65		25	Up Fast to Down Loco/Up East Slow at 155m. 65ch.	
					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.	
				15	15	DPL 155m. 66ch. and 156m. 11ch.	Station Yard Working is authorised over the following Platform Lines:- No.1 (Up direction only), Nos.3, 4 and 8.

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.		
<p>DONCASTER BLACK CARR JN. TO BERWICK – cont'd</p> <p>Pages 24 to 28 – Substitute – cont'd</p>							
		Doncaster North Jn.	156.09	25		2 way Thorne Slow 156m. 5ch. and 0m. 11ch. (Marshgate Jn. to Wrawby Jn. mileage).	
		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.	
				100		Main/Fast 156m. 53ch. and 155m. 55ch.	
				80	80	156m. 53ch. and 157m. 0ch.	
		Moat Hills LC (CCTV)	156.66	100	100	157m. 0ch. and 160m. 60ch.	
DPL85		Bentley Lane LC	157.22				
		No.263 LC (R/G)	157.46				
		Arksey LC (CCTV)	158 02				

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	At or Between		
<p>DONCASTER BLACK</p> <p>Pages 24 to 28 – substitute –</p> <p>↑ ↓</p> <p>Page 29</p> <p>Amend:–</p> <p>Delete:– DPL25 † and note in Remarks column:– † Station Yard Working etc.</p> <p>Delete:–</p>	<p>CARR JN. TO BERWICK – cont'd</p> <p>cont'd</p>	Daw Lane L.C. (C.C.T.V.)	159.10					
		Shaftholme Jn.	160.16	20		To Knottingley line.		Controlled by Doncaster box.
				30		Up Main to Down Main at 160m. 45ch.		
		Joan Croft Jn. L.C. (See page 57)	160.48		25	To Applehurst Jn. line.		Controlled by Doncaster box.
				40	40	Down Main to Up Main at 160m. 53ch.		
		Dormer Green L.C.	161.23					
		Noblethorpe L.C.	161.35					
		Barcroft L.C.	162.14					
		Heyworth L.C.	162.35					
		Selby South Jn.					C.W. UGL at 174m. 5ch., 576 yards before reaching signal S1932.	
	UPL35							

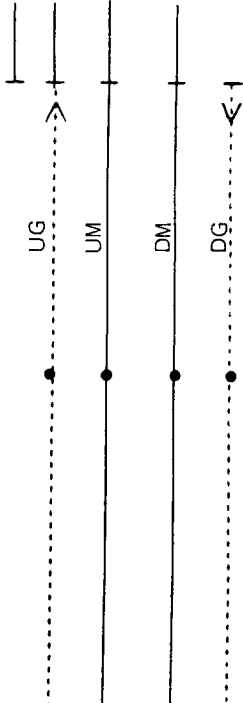
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 30	DONCASTER BLACK	CARR JN. TO BERWICK — cont'd						
	Amend Remarks column:—	Selby						† Permissive Working for connecting trains authorised.
Page 31	Amend:—			45		Down Fast to Down Hull at 174m. 74ch. (30m. 29ch. Hull to Selby mileage).		
	Between York Road LC and Chalchons Whin Jn. Amend:—			55	55	185m. 45ch. and 185m. 65ch.		
	Add:—			40	40	185m. 65ch. and 186m. 0ch.		
				55	55	186m. 0ch. and 186m. 20ch.		
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		York (Y)						
	Add arrows to DM, No.9 Plat. and No.14 Plat. to signify 2 way working over these lines.							
	No.8 Platform line — Delete middle arrow (line is 2 way working throughout)							
	Delete from first column Clifton loop line							

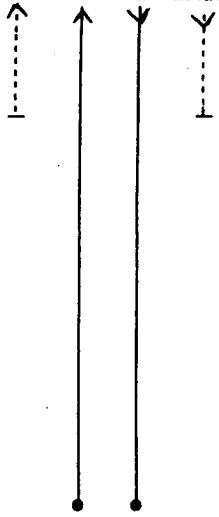
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 33 DONCASTER BLACK CARR JN. Delete all details from Clifton inclusive to end of page and substitute:— 	UPL PF 16	Clifton (See page 59)	1.05	45	10 50 15 50	Up Main to Down Main via 551B and 551A points at 0m. 31ch. Main lines 0m. 42ch. and 1m. 9ch. Over connection and along Up Goods 1m. 5ch. and 0m. 42ch. 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			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 34		DONCASTER BLACK CARR JN. TO BERWICK -- cont'd						
		Add between Clifton and Skelton :-		50	50	Down Main to Up Slow at 1m. 37ch.		
Page 35		Between Skelton Bridge and Tollerton						
		Add :-	7.00					
		Beningbrough LC (R/G) (Pedestrian only)						
Page 36		Amend :-					S. Up Slow at 23m. 54ch. 950 yards before reaching signal TK. 5	
		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		Castle Hills Jn.		100		32m. 20ch. and 33m. 0ch.		
		Delete :-					U. DPL connection from Down Main at 32m. 17ch.	
		Delete :-						
		Amend :-		90	90	43m. 55ch. and 45m. 0ch.		
Page 39		Between Darlington (D) and Darlington						
		Delete :-		20		Over No. 4 Platform line and to Down Main 44m. 4ch. and 44m. 37ch.		
		Add :-		20	20	No. 4 Platform line 44m. 4ch. and 44m. 25ch.		
		At Darlington						
		Delete :-			20	No. 4 Platform line 44m. 23ch. and 44m. 4ch.		

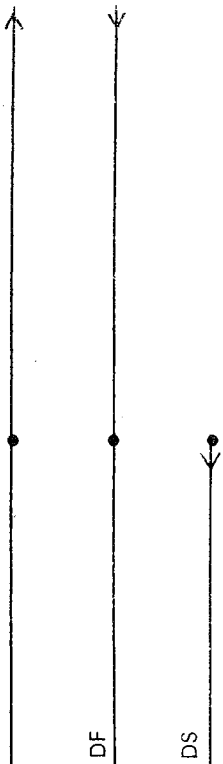
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 39	DONCASTER BLACK CARR JN. TO BERWICK – cont'd							
		Darlington			10	Goods line 44m. 22ch. and 43m. 68ch.		
		Between Darlington and Darlington North Jn.						
		Add :—		10		No.4 Platform line 44m. 25ch. and 44m. 30ch.		
				20		Over No.4 Platform line and to Down Main 44m. 30ch. and 44m. 37ch.		
Page 40		Between Parkgate Jn. and Ferryhill						
		Amend :—		105	105	49m. 30ch. and 54m. 35ch.		
		Add :—		95	95	54m. 35ch. and 56m. 15ch.		
Page 42		Amend :— third set of catch points :—						
		Add :—		25		Fast to Slow at 66m. 5ch.		
Pages 42/43		Between Durham and TY358			25	Slow to Fast at 66m. 28ch.		
		Add :—		25	25	Trailing crossover Down Fast to Up Fast at 66m. 30ch.		
				25		Slow to Fast at 66m. 73ch.		
					40	Fast to Slow at 66m. 76ch.		
							C. Down Main at 63m. 10ch. 528 yards before reaching signal TY403.	

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 43		DONCASTER BLACK CARR JN. TO BERWICK – cont'd						
		Between Chester-le-Street and Ouston Jn. Amend:—		110	110	72m. 26ch. and 75m. 0ch.		
		Between Ouston Jn. and Tyne Add:—		100		75m. 0ch. and 78m. 40ch.		
Page 44		Between Low Fell and Askew Road Tunnel Delete:—		105		78m. 0ch. and 78m. 40ch.		
		Add:—			105	78m. 62ch. and 78m. 0ch.		
					100	78m. 62ch. and 75m. 0ch.		
Page 46		Newcastle East Jn. Amend:—		15		To Gateshead line 101m. 59ch. and 100m. 75ch.		
		Delete the first downward pointing arrow on the D. North line just after Newcastle East Jn. and Add an upwards pointing arrow.						
Page 47		Between Manors and Red Barns Tunnel Add:—		40		North line 0m. 51ch. and 1m. 0ch.		
		Between Red Barns Tunnel and Riverside Jn. Add:—			70	North line 1m. 0ch. and 0m. 51ch.		
				30	30	North lines 1m. 0ch. and 1m. 20ch.		
				20	20	Tynemouth lines 1m. 0ch. and 1m. 20ch.		
				45		North/Main 1m. 20ch. and 2m. 7ch.		
		Riverside Jn. Amend:—		20		To Riverside Branch.		

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 47 – cont'd DONCASTER BLACK CARR JN. TO BERWICK – cont'd Delete: – location and mileage Delete all details Heaton South Jn. to end of this page and substitute: –		Heaton	1.51					
				20	20	Tynemouth to North lines at 1m. 73ch.		
				15	15	North lines to and from Corporation Siding line and DMU Depot at 1m. 73ch.		
		Heaton South Jn. (See page 80)	1.74		70	1m. 76ch. and 1m. 20ch.		
				45	45	Up Main/North 2m. 7ch. and 1m. 76ch.		
				80	80	2m. 7ch. and 3m.p.		
		Heaton	2.16					
							CW. Down Goods at 2m. 2ch. 475 yards before reaching signal H.71. CW. Up Goods at 2m. 55ch. 370 yards before reaching signal H.68.	

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		
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.	
				35	35	Through mains crossovers at 4m. 5ch. and 4m. 15ch.	
		Benton South Jn.	4.20	25		To Callerton I.C.I. Sidings line.	S. Down main at 3m. 7ch. 730 yards before reaching Signal D3.
		Benton North Jn.	4.24	25		To Earsdon Jn. line 0m. 0ch. and 0m. 68ch.	C. Down main at 3m. 48ch. 560 yards before reaching Signal B34.
		Benton	4.26				
Between Benton and Killingworth LC Add:—				80		5m. 60ch. and 6m. 10ch.	
Delete:— signal post dots, location and mileage		Dudley LC	7.74				
Add:— (CCTV) to these two level crossings.		Killingworth LC, Dam Dykes LC					

S. Down main at 3m. 7ch. 730 yards before reaching Signal D3.
C. Down main at 3m. 48ch. 560 yards before reaching Signal B34.

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	At or Between		
Page 49 Delete all details on this page and substitute:- 		DONCASTER BLACK CARR JN. TO BERWICK – cont'd						
		Clifton L.C. (C.C.T.V.)	14.59					
		Morpeth	16.50	50	50	16m. 14ch. and 16m. 50ch.		
				70		16m. 50ch. and 17m. 57ch.		
				25	25	Down Main to Up Main at 16m. 53ch.		
					15	Up Main over trailing connection towards Bedlington at 20m. 47ch. (Manors Jn. to Morpeth via Backworth mileage).		
				25		Down Main to Down Slow at 16m. 62ch.		
	UPL67	Morpeth (M) (See page 81)	16.63					
		Morpeth North L.C. (R.C.)	16.78	15		Down Slow to Down Main at 16m. 75ch.		
					25	Up Loop to Up Main at 17m. 0ch.		

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	At or Between		
Page 49 DONCASTER BLACK <div style="display: flex; justify-content: space-around; width: 100px;"> <div style="border-left: 1px solid black; height: 100px; margin: 0 auto;"></div> <div style="border-left: 1px solid black; height: 100px; margin: 0 auto;"></div> <div style="border-left: 1px solid black; height: 100px; margin: 0 auto;"></div> </div>		CARR JN. TO BERWICK – substitute	– cont'd					
		Signal M141		30		Down Slow to Down Main at 17m. 29ch.		
					30	Up Main to Up Loop at 17m. 29ch.		
					25	Up Loop to Hepscott Jn. 20m. 46ch. and 20m. 29ch.	(Earsdon Jn. to Morpeth North Jn. mileage)	
				30	30	Over trailing connection Down Main to Up Main at 17m. 41ch.		
		Morpeth North Jn.	17.26					
		Pegswood	18.44	90		17m. 57ch. and 18m. 16ch.		
					70	17m. 28ch. and 16m. 50ch.	CW Up Main at 19m. 25ch. 560 yards before reaching signal M144.	
	DRS 61	Longhirst L.C.	20.18		80	17m. 61ch. and 17m. 28ch.		
		Ulgham Lane L.C.	20.52					
		Butterwell Jn. (See Page 214)	20.63	25		To Butterwell Colliery North Branch.		
		Ulgham Grange L.C.	22.24					
		Widdrington L.C. (CCTV)	23.23	90	90	23m. 15ch. and 25m. 20ch.		
		Stobswood L.C.	23.75					
	URS 15							
	Delete catch points entry :-							
		Widdrington North	24.63				CW Up Main at 24m. 47ch. 1050 yards before reaching signal W.15.	
Page 50 Delete :- Delete :- Signal box dots, location and mileage								

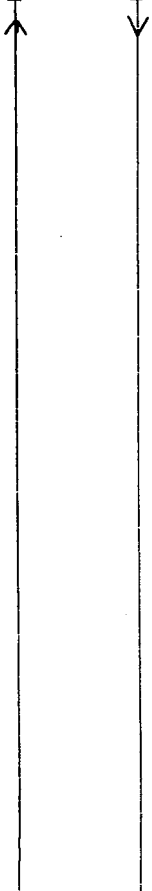
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 50 -- DONCASTER BLACK CARR JN. TO BERWICK -- cont'd cont'd		Fenton Lane L.C.	25 15					
					90	25m. 20ch. and 23m. 15ch.		
		Chevington LC						
		Amend:-- "DGL159" to read "DPL 159"						
		Delete:--		80	80	29m. 40ch. and 30m. 0ch.		
				80	80	30m. 40ch. and 34m. 65ch.		
				70	70	34m. 65ch. and 35m. 43ch.		
		Add:-- Between Ackington and Alnmouth		80		30m. 40ch. and 31m. 67ch.		
					80	31m. 67ch. and 30m. 40ch.		
					60	32m. 67ch. and 31m. 67ch.		
					80	33m. 0ch. and 32m. 67ch.		
				90		34m. 28ch. and 34m. 62ch.		
				80		34m. 62ch. and 37m. 0ch.		
					90	34m. 70ch. and 33m. 0ch.		
		Chevington L.C.	33.71					
		Amend:-- "UGL 159" to read "UPL 131"						
		Amend:--						
		Wooden Gate L.C. (RC)						
		Add:--						
							CW. Up Main at 24m. 47ch. 1050 yards before reaching signal W.15.	

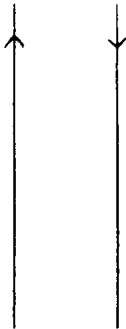
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 51	DONCASTER BLACK CARR JN.	TO BERWICK – cont'd						
Amend:–	+DPL 134	Alnmouth						
Amend:–								
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.		
					85	44m. 75ch. and 43m. 45ch.		
							C. Down Main at 35m. 73ch. 600 yards before reaching signal A.147.	

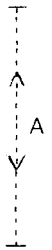
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 51 – DONCASTER BLACK Delete – cont'd	CARR JN. TO BERWICK – cont'd			90		46m. 77ch. and 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.		
Add:-				100		42m. 35ch. and 43m. 45ch.		
Between Fallodon LC and Chathill LC	URS 15	Chathill			100	44m. 45ch. and 42m. 35ch.	CW. Up Main at 43m. 38ch. 560 yards before reaching signal CL6.	
Add:-								
Add:-								
Delete:-								
Between Newham LC and Lucker LC							C. Up Main at 48m. 38ch. 560 yards before reaching signal C5.	
Add:-				80	80	47m. 40ch. and 48m. 20ch.		

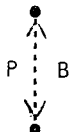
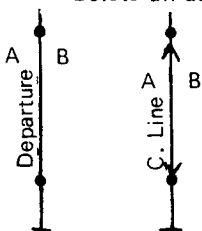
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 52	DONCASTER BLACK CARR JN. TO BERWICK – cont'd							
	Amend third and fourth columns	only between Crag Mill L.C. and Beal L.C. :—						
		Crag Mill L.C. (C.C.T.V.)	52.48					
		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.)						
	Amend first Catch points entry on this page:—							
	Delete all other Catch points entries on this page.							
	Add:—	Scremerston L.C. (C.C.T.V.)	63.46					
Page 54	Amend:—							
							CW. Down Main at 61m. 67ch. 960 yards before reaching signal T93.	
							CW. Down Main at 67m. 12ch. (490 yards before reaching signal T12).	

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	At or Between		
Page 54 – DONCASTER BLACK Delete :-	CARR JN. TO BERWICK – cont'd			80		51½m.p. and 50m. 12ch.	C. Down Main at 68m. 39ch. 800 yards before reaching Signal D68. C. Down Main at 69m. 23ch. 560 yards before reaching signal D69.	
Page 55 Delete all Catch points entries on this page. Add between Boundary and Reston Crossovers								
					80	51m.p. and 51½m.p.		

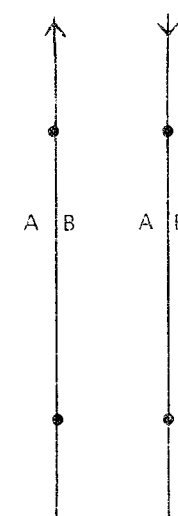
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 56 	SHAFTHOLME TO FERRYBRIDGE NORTH JN. Delete all details on this page and substitute:— SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.			60	60	MAXIMUM PERMISSIBLE SPEED		Controlled by Doncaster box
		Shaftholme Jn.	68 75		20	68m. 69ch. and 68m. 75ch.		
		Thorpe L.C. Open (Type B.1)	68.43	25	40	Over level crossing – Passenger trains (loaded or empty) Postal and News – paper trains only.		
				20	25	Over level crossing – Freight trains only.		
		Haywood L.C. (C.C.T.V.)	67 56					
		Askern L.C. (C.C.T.V.)	66 23					
		Selby Road L.C. (A.H.B.)	65.72					
		Norton L.C. (See page 57)	65 13					
		Stubbs Walden South L.C. (C C T.V.)	64.27					

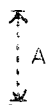
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 56 – SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN. – substitute – cont'd 		Stubbs Walden North LC (C.C.T.V.)	64.07					
		Womersby LC (A.H.B.)	62.50					
		Post Office Lane LC (A.H.B.)	62.09					
		Spring Lodge LC (A.H.B.)	61.20					
Page 57 Between Knottingley South Jn. and Knottingley West Jn. Amend:– Delete 'AB' from Up and Down lines between Knottingley South Jn. and Knottingley West Jn. in "Running Lines and Signalling System" column.				25	25	58m. 48ch. and 58m. 20ch.		

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 57 APPLEHURST LOOP Delete signal box dots Add in 'Remarks' column:— "Controlled by Doncaster box" Amend:— Joan Croft Jn. Add in 'Remarks' column:— "Controlled by Doncaster box" Add new table:— ASKERN COLLIERY BRANCH 		Applehurst Jn.					C W Up Main at 0m 3ch., 584 yards before reaching signal D732.	
		Joan Croft Jn.						
		Norton L.C. (See page 56)	0.00	10	10	MAXIMUM PERMISSIBLE SPEED		
		End of single line, signals 1510, 1509/ 1511	0.32					

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 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 Add in first column to the right of the Down Leeds line, between York Yard North and Skelton :— 								
Page 60 YORK TO SCARBOROUGH Amend :—		Strensall No.2 LC(RC)	6.11					
Page 61 Amend :—				40	40	20m. 76ch. and 21m. 15ch.		
Page 62 Delete :—		Seamer LC	39.14					
Amend :—		Seamer East LC	39.17					
Delete all details Falsgrave to Scarborough inclusive and substitute :— 		Falsgrave	41.63					
		Scarborough	41.77					
		Scarborough	42.06					Working in both directions is authorised on the Departure line for trains not conveying passengers.

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		
Page 64 YORK SKELTON TO HARROGATE Amend :- Pages 64 and 65 Delete :- all details Cattal LC and Knaresborough LC and Substitute:- (Note – there have been no alterations in this area – the following is to clarify the existing entries)	DRS35	Hessay WD GF					
		Cattal LC	10.20		20	Single to Double.	
		Whixley LC	11.08				
		Oakwood Farm LC (R/G)	14.46				
			16.24		25	Double to Single	
				45		16m. 36ch. and 16m. 42ch.	
		Knaresborough Tunnel (178 yards)	16.40 to 16.48		40	16m. 42ch. and 16m. 27ch.	
		Knaresborough LC	16.54				

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	At or Between		
Page 65 YORK SKELTON TO HARROGATE Delete:- item from Remarks column. Add:- Delete:-		Belmont LC	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. 123 yards before reaching Harrogate North first home signal.	
		Harrogate North	20.30	20	20	20m. 21ch. and 20m. 38ch.	C. Down Main at 19m. 72ch. 575 yards before reaching Harrogate North first home signal.	
		Harrogate (See page 145)	20.38 17.24					

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			At or Between
Page 69	DARLINGTON NORTH JN. TO EASTGATE A.P.C.M.	Bishop Auckland East (See page 70) Witton-le-Wear L.C.			15	To Goods Yard.	
	Delete:--						
	Add:--			20	20	1m. 15ch. and 1m. 30ch.	
	Delete:--	Broadway Quarry Sidings	9.64				
	Add:--	Broadwood L.C. Open (Type B.I.)	9.77				
	Delete:--	'ET' in first column between Wolsingham and Broadway Quarry Sidings.					
Page 70	BISHOP AUCKLAND EAST TO GOODS YARD						
	Delete:--	heading and table.					
Page 71	KELLOE BANK FOOT BRANCH						
	Amend:--			15	15	MAXIMUM PERMISSIBLE SPEED	
	Amend:--	Running Lines and Signalling System column between Kelloe Bank Foot Branch Jn. and Kelloe Bank Foot Staff Instrument:--					
							
	Delete:--	't No Staff' from Remarks column.					
Page 71	FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH						
	Between Ferryhill South Jn. and Bishop Middleham						
	Add:--			10	10	10m. 35ch. and 9m. 60ch.	
	Between Bishop Middleham and Stillington						
	Delete:--			40	40	5m. 20ch. and 3m. 40ch.	
	Add:--			20		5m. 20ch. and 4m. 60ch.	
				40		4m. 60ch. and 3m. 40ch.	

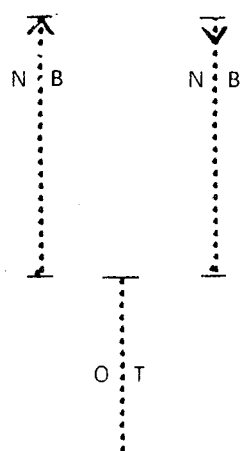
Running Lines and Signalling System	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
			Down m.p.h.	Up m.p.h.	At or Between		
Page 71 FERRYHILL SOUTH JN. TO NORTON-ON-TEES SOUTH – cont'd Between Stillington and Norton-on-Tees West L.C. Add:–				40	3m. 40ch. and 5m. 20ch.		
Page 73 FERRYHILL TURSDALE JN. TO PELAW Add:–	Tursdale Jn.						
Between Tursdale Jn. and Whitwell L.C. Amend:–			40		3m. 0ch. and 3m. 30ch.		
Delete:–			20		3m. 60ch. and 3m. 75ch.		
Add:–	Whitwell L.C.			20	3m. 70ch. and 3m. 60ch.		
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.		
						C. Down line at 3m. 50ch. 800 yards before reaching signal WL417.	

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	At or Between		
Page 74		FERRYHILL TURSDALE JN. TO PELAW – cont'd						
		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:—			40	Double to Single line at 16m. 5ch.		
		Add:—						
		Between Wardley and Pelaw						
		Add:—						
		Between Wardley and Pelaw						
		Amend:—		25	25	20m. 50ch. and 20m. 64ch.		
		Add:—		15		20m. 64ch. and 20m. 68ch.		
		Delete:— 'AB' from Down and Up lines between Wardley and Pelaw in 'Running Lines and Signalling System' column.						
							S. Up line at 20m. 62ch. (584 yards before reaching Signal W3)	


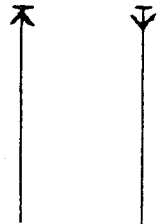
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 75	BLACKHILL STATION TO OUSTON JN. Amend catch points entries between Consett North Jn. and Consett East:—						C. Down line at 13m. 52ch. 1m. 384 yards before reaching Carr House Home signal. C. Down line at 13m. 41ch. 1m. 142 yards before reaching Carr House Home Signal.	
	Delete signal dots, location and	Consett East mileage.	13.22					
Page 76	Delete:—						C. Down line at 12m. 8ch. (230 yards before reaching Carr House Home Signal).	
	Delete:—	Carr House Jn. (see Page 78)						
	Between Carr House and Annfield Delete:—			35	35	11m. 53ch. and 10m. 54ch.		
	Add:—			35		11m. 53ch. and 11m. 41ch.		
				20		11m. 41ch. and 10m. 54ch.		
					35	10m. 54ch. and 11m. 53ch.		

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	At or Between		
Page 77		BLACKHILL STATION TO OUSTON JN. — cont'd						
Amend:—							C. Up line at 7m. 63ch. (3m. 1232 yards before reaching Carr House Distant Signal).	
Between Annfield and Beamish Tunnel								
Amend:—				30		6m. 36ch. and 5m. 53ch.		
Add:—					30	6m. 0ch. and 6m. 36ch.		
					20	5m. 50ch. and 6m. 0ch.		
					20	4m. 40ch. and 4m. 67ch.		
				15		4m. 18ch. and 3m. 64ch.		
		Beamish Station	3.65					
Delete:— Signal box dots, location and mileage.								
Between Beamish Station and South Pelaw								
Add:—					20	2m. 50ch. and 2m. 70ch.		
Delete the last 2 catch point entries on page 77 and Add:—							C. Up line at 3m. 39ch. 3m. 1678 yards before reaching Annfield Home signal.	
							C. Up line at 2m. 5ch. 5m. 662 yards before reaching Annfield 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			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 78		BLACKHILL STATION TO OUSTON JN. — cont'd						
		South Pelaw		20		0m. 70ch. and 0m. 58ch.		
		Add:—			20	0m. 58ch. and 1m. 27ch.		
		Delete 1st catch point entry and Add:—						
		South Pelaw						
		Delete:—		15	15	All connections between Consett North to Ouston Jn. etc.		
		Add:—		5		Over connection towards Washington at 0m. 65ch.		
					15	Over connection towards Washington to South Pelaw line at 0m. 61ch.		
		CONSETT FELL TO CARR HOUSE						
		Delete heading and table.						

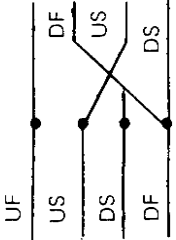
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 79 RIVERSIDE BRANCH Delete existing table and substitute:- RIVERSIDE BRANCH  Amend heading:- Pages 80 and 81 HEATON SOUTH JN. TO TYNEMOUTH STATION/WEST MONKSEATON Delete heading and table		Riverside Jn. (See page 47) Byker Tunnel (150 yards) St. Peters G.F.A. Walker Tunnel (182 yards) Carville LC	0.00 0.13 to 0.20 1.08 2.48 to 2.56 4.29	20 10	20 10	MAXIMUM PERMISSIBLE SPEED 1m. 70ch. and 2m. 3ch.	C. Up line at 0m. 43ch. (456 yards before reaching signal N1).	

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	At or Between		
Page 81 -- cont'd Add new table-- BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON BENTON NORTH JN. AND HEPSCOTT JN. HEPSCOTT JN. AND MORPETH NORTH JN.								
		Benton North Jn. (See page 48)	0.00	45	45	MAXIMUM PERMISSIBLE SPEED		
				40	40	MAXIMUM PERMISSIBLE SPEED		
			0.68		25	0m. 68ch. and 0m. 0ch.	C W. Down Main at 0m. 9ch. 781 yards before reaching signal B17.	
				30		2m. 19ch. and 2m. 43ch.	C. Down Main at 0m. 62ch. 1320 yards before reaching signal B 7.	
				20		2m. 43ch. and 2m. 53ch.		
			2.34		30	2m. 34ch. and 2m. 19ch.		
		Earsdon (See below)	<u>2.53</u> 7.08		20	2m. 53ch. and 2m. 34ch.		
					30	7m. 40ch. and 7m. 8ch.		
				30		7m. 40ch. and 7m. 47ch.		
		Holywell L.C.	7.41	15		8m. 63ch. and 9m. 30ch.		
		Seghill North L.C. (A.H.B.)	9.06		15	9m. 30ch. and 9m. 3ch.		
				30		10m. 10ch. and 9m. 30ch.		
				30	30	10m. 49ch. and 11m. 53ch.		
		Hartley L.C. (A.H.B.)	11.12					
		Newsham South L.C.	12.44					
		Newsham North Jn. (See page 216)	12.74	15		To Isabella Colliery line.		
		Plessey Road L.C. (C.C.T.V.)	13.16		20	13m. 18ch. and 14m. 60ch.		
		Bebside L.C.	14.67		30	15m. 46ch. and 15m. 76ch.		
		Bedlington South L.C.	15.60		30			

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		
Page 81 Add new table – EARSDON TO ESSO SIDINGS G.F. 		Earsdon (See above) Blue Bell L.C. Bettys Lannon L.C. Open (Type B1) Ezzo Sidings G.F.	0.00 0.20 1.57 3.37	30 20 15 20	30 20 10 20	MAXIMUM PERMISSIBLE SPEED 0m. 4ch. and 0m. 9ch. Over level crossing 1m. 25ch. and 1m. 29ch.	The direction of the line between Earsdon and 3m. 06ch. (site of former Percy Main North box) is UP. *See local instructions page 418.
Pages 82/3 DONCASTER MARSHATE 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) Dock Hills LC (CCTV) Bentley LC (CCTV)	156.29 156.63 157.53	20 20 20	60 60 70 70 65	156m. 72ch. and 156m. 29ch. 157m. 68ch. and 158m. 2ch. 157m. 20ch. and 156m. 72ch. 162m. 77ch. and 163m. 27ch. 166m. 0ch. and 164m. 60ch.	
Page 83 Delete:— Between Bentley LC and Castle Hills South Jn. Amend:— Delete:— Delete:—		South Elmsall					

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 84	DONCASTER MARSHGATE JN. TO LEEDS WEST JN. – cont'd							
Amend:–	UGL 106							
Delete:–		Hare Park Jn.						
Page 85	Delete:–				80	174m. 58ch. and 172m. 60ch.	C. Up Main at 173m. 30ch. 1034 yards before reaching signal L. 258	
Page 86	BRODSWORTH COLLIERY BRANCH Add:– 'A' in the Running Lines and Signalling System column between Castle Hills North Jn. and Brodsworth Colliery							
Page 87	CARCROFT JN. TO SKELLOW JN. Amend first catch points entry:–						C. Down line at 160m. 19ch. 404 yards before reaching Signal S742	
Pages 87/88	STAINFORTH JN. TO SKELLOW ADWICK JN. Delete:–			30	30	MAXIMUM PERMISSIBLE SPEED		
	Add:– STAINFORTH JN. AND APPLEHURST JN. (163m. 27ch.)			50	50	MAXIMUM PERMISSIBLE SPEED		
	APPLEHURST JN. (163m. 27ch.) AND ADWICK JN. Stainforth Jn.			30	30	MAXIMUM PERMISSIBLE SPEED		
	Amend mileage:– Delete:– signal box dots		166.70					
	Add in Remarks column – Controlled by Doncaster box Amend:–				25	166m. 66ch. and 166m. 70ch.		

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	At or Between		
Pages 87/88 STAINFORTH JN. TO SKELLOW		ADWICK JN – cont'd						
		Bramwith Station L.C.	164.73					
		Delete:— signal box dots, location and mileage						
		Add:—						
		Bramwith L.C. (A.H.B.)	164.73					
		Thorpe Road L.C.	164.46					
		Add:— “(A.H.B.)”						
		Between Thorpe Road L.C. and Thorpe Marsh C.E.G.B.						
		Add:—		30		164m. 20ch. and 164m. 08ch.		
		Applehurst Jn.	163.27					
Page 88		Delete:— signal box dots						
		Add in Remarks column — “Controlled by Doncaster box”						
		Delete all ‘AB’ references between Stainforth Jn. and Adwick Jn. on both Down and Up lines (T.C.B. regulations now apply)						
		Add:—						
							C. Up line at 162m. 30½ch. 1200 yards before reaching D734 signal	
		HARE PARK JN. TO CROFTON WEST JN.						
		Amend first catch points entry:—						
							CW. Up Main at 172m. 58ch. 690 yards before reaching signal 0.302	
		Amend:—						
				20		171m. 76ch. and 171m. 73ch.		

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		
Page 91	EASTWOOD LMR TO	NORMANTON GOOSE HILL JN. Elland Tunnel					Rule Book, Section S, clause 3.3 and Block Regulation 9 apply.
	Delete from 'Remarks' column:—						
Page 92	Amend:— The U.F. and D.F. lines which terminate at Heaton Lodge East Jn. to continue to Heaton Lodge Jn. on page 91. Amend first column from Midland Jn. to end of page:—						
		Healey Mills					
	Between Healey Mills (HM) and Horbury Station Jn. Add:—			40		Slow line 43m. 40ch. and 43m. 60ch.	
Page 93	Amend Horbury Station Jn. GF to be between Healey Mills (HM) and Horbury Station Jn. Amend description of lines at top of page to:— UF, US, DS, DF Delete:—				30	Slow line 45m. 5ch. and 45m. 38ch.	
	Amend:—	At Horbury Jn.		20	20	Slow lines 45m. 38ch. and 46m. 25ch.	

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		
Page 93 EASTWOOD LMR TO NORMANTON GOOSE HILL JN. ~ cont'd							
Delete all details in the 'Running Lines and Signalling System' column between Wakefield (K) West and Wakefield (K) East Jn. and substitute:--							
<p>Diagram showing running lines and refuge sidings between Wakefield (K) West and Wakefield (K) East Jn. The lines are labeled PB, UPL, US, Up Through, DS, and DF. Refuge sidings are labeled A, B, and P.</p>		Wakefield (K) West	47.38				
		Wakefield Kirkgate	47.62				
		Wakefield (K) East Jn.	47.68				
	Delete :--				20	Fast to Slow at 47m. 47ch.	
Page 94 Delete all existing 20m.p.h. P.S.R.'s between Turners Lane Jn. and Lockes Siding and substitute:--							
				20	48m. 67ch. and 49m. 6ch.		



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	At or Between		
Page 96 SOWERBY BRIDGE M	LNER ROYD	JN. TO BRADFORD MILL Bowling Jn. (See page 138)	LANE JN.					
Delete:— signal box dots								
Delete:—				20		To Laisterdyke line.		
Page 98 DIGGLE JN. LMR TO HEALEY MILLS		HEATON LODGE JN.						
Delete:—				65	65	MAXIMUM PERMISSIBLE SPEED		
Add:—				65	65	MAXIMUM PERMISSIBLE SPEED		
DIGGLE JN. LMR AND HUDDERSFIELD 26m. 6ch.				70	70	MAXIMUM PERMISSIBLE SPEED		
HUDDERSFIELD 26m. 6ch. AND HEATON LODGE JN.								
Delete:—							C. Up Main at 22m. 55ch. 3m. 580 yards before reaching Distant signal.	
							C. Up Main at 23m. 69ch. 900 yards before reaching signal HU195.	

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 99 DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN. – conf'd Delete: – Amend: – Delete: – Amend: – Add: –	DGL20	Huddersfield (HU)		15	15	All lines 25m. 49ch. and 25m. 75ch.	CW. Up Main at 24m. 63ch. 520 yards before reaching Signal HU191. C. Up Main at 25m. 14ch. 428 yards before reaching Signal HU189. CW. Up Slow at 25m. 16ch. 382 yards before reaching Signal HU191.	

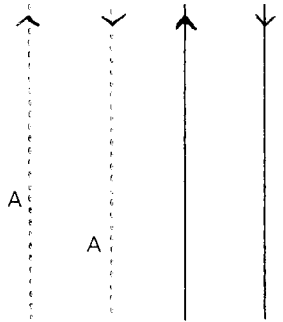
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down	Up	At or Between		
				m.p.h.				
Page 100	DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN. — cont'd							
	Delete:- portion of table from Signals HU77/73 to Bradley Jn. inclusive and substitute:-							
	↑			55	55	25m. 75ch. and 26m. 6ch.		
	↑							
		Bradley Jn. (See page 97)	28 39	15		To Bradley Wood Jn. line.		
Page 101	PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.							
		Huddersfield Jn. (See Southern Appendix page 186)						
	Amend:-							
	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			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 102	PENISTONE HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN. – cont'd							
	Between Brockholes and Honley Add:–			20		3m. 50ch. and 3m. 46ch.		
	Between Robin Hood Tunnel and Lockwood Delete:–			20		2m. 50ch. and 2m. 10ch.		
Page 104	THORNHILL LNW JN. TO LEEDS HOLBECK EAST JN. Amend last catch points entry –						C. Up Main at 38m. 74ch. 560 yards before reaching Morley signal No. 20.	
Page 107	LOW MOOR TO THORNHILL JN.							
	Between Low Moor Jn. and Oakenshaw Tunnel Add:–			30	30	0m. 37ch. and 4m. 73ch.		
	Between Oakenshaw Tunnel and Liversedge Tunnel Delete:–			35	35	2m. 34ch. and 2m. 43ch.		

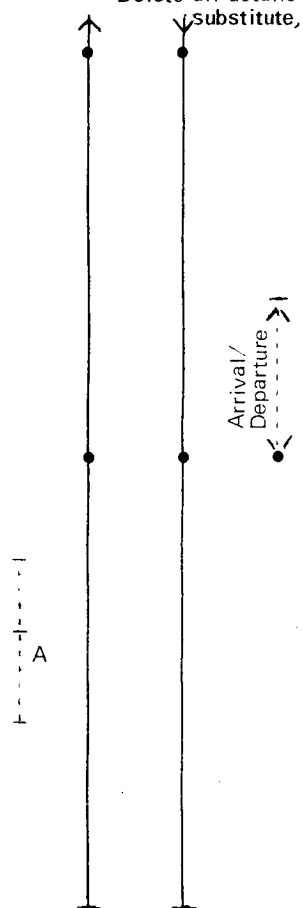
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 108		BARNSELEY STATION JN. TO HORBURY JN.						
		Barnsley Station Jn.						
		Delete:—						C. Up Main at 51m. 68ch. 700 yards before reaching Signal BY 46.
		Add:—		35	35	52m. 58ch. and 52m. 53ch.		
		Between Barnsley Station Jn. and Darton						
		Delete:—		30	30	51m. 34ch. and 50m. 63ch.		
		Add:—		20	20	52m. 24ch. and 50m. 23ch.		
					20	49m. 78ch. and 50m. 10ch.		
		Between Darton and Woolley Coal Siding						
		Add:—		30		49m. 20ch. and 48m. 52ch.		
		Woolley Coal Siding						
Add:—				30	48m. 55ch. and 49m. 20ch.			
Amend last Catch points entry on this page							CW. Up Main at 45m. 57ch. (1170 yards before reaching starting signal)	

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 109		WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE						
		Delete existing table and substitute: – WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE JN. Turners Lane Jn. (See page 94)	0.50	15	15	MAXIMUM PERMISSIBLE SPEED		
		Calder Bridge Jn. (See page 123)	0.00					
		WATH ROAD JN. TO LEEDS NORTH JN. Delete heading and all details on this page and substitute: – ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. ALDWARKE NORTH JN. (MID) AND 174¼m.p. 174¼m.p. AND GOOSEHILL JN.(184m. 60ch.) 175m.p. AND ALDWARKE GOOSEHILL JN. (184m. 60ch.) AND 175m.p. GOOSEHILL JN. (184m. 60ch.) AND LEEDS NORTH JN. ALDWARKE NORTH JN. (MID) AND SWINTON JN. GOOSEHILL JN. (184m. 60ch.) AND ALTOFTS JN.		80		MAXIMUM PERMISSIBLE SPEED ON MAIN/FAST LINES		
				70		MAXIMUM PERMISSIBLE SPEED ON MAIN/FAST LINES		
					80	MAXIMUM PERMISSIBLE SPEED ON MAIN/FAST LINES		
					70	MAXIMUM PERMISSIBLE SPEED ON MAIN/FAST LINES		
				75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN/FAST LINES		
				70	70	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		
				60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		
Pages 110, 112 and 114		Amend headings: – ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.						

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up			
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. — cont'd								
Page 110								
Delete all details on this page and substitute :—								
		Aldwarke North Jn. (Mid) (See page 131 and Southern Appendix page 199)	164.48		25	Slow line to Aldwarke South Jn. (G.C. line).		
				25	25	All connections between Fasts and Slows.		
		Swinton Jn.	166.59	40	40	All connections between Slows and Fasts 166m. 54ch. and 166m. 71ch.		
		Dearne Valley Colliery Sidings	172.04		20	Goods line 172m. 14ch. and 172m. 4ch.		
		Dearne Valley North Jn. (See page 116)	172.68	20		Goods line 172m. 65ch. and 173m. 60ch.	S. Down Goods connection from Dearne Valley North Branch at 172m. 67ch. 1487 yards before reaching signal DG 173.	

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	At or Between		
Page 110 — ALDWARKE NORTH 		JN. (MID) TO LEEDS NORTH JN. — substitute		cont'd				
					15	Goods line to Grimethorpe line 0m. 0ch. and 0m. 30ch.		
				50		Main line 173m. 64ch. and 175m. 45ch.		
				20	20	Goods lines 174m. 71ch. and 175m. 5ch.		
					20	Goods line 173m. 10ch. and 172m. 64ch.		
		Cudworth Station Jn. (See page 116)	174.76		15	To Stairfoot Jn. line.		
				10	10	To and from Goods lines at 175m. 0ch.		
		Cudworth South Jn.			50	Main line 175m. 45ch. and 174m. 70ch.		
		Between Cudworth North Jn. and Royston Jn.			20	Goods line 176m. 60ch. and 177m. 60ch.		
		Royston Jn.			20	Goods line 178m. 15ch. and 178m. 38ch.		
					50	Main line 178m. 25ch. and 178m. 45ch.		
					20	Goods line 179m. 25ch. and 179m. 40ch.		
Page 111 Add: — Between Cudworth North Jn. and Royston Jn. Add: — Add: — Amend: —								

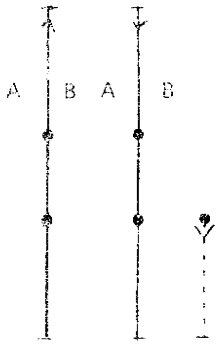
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. — cont'd								
Page 111 — cont'd								
Add:—		Between Royston Jn. and Oakenshaw South		50	50	181m. 70ch. and 182m. 5ch.		
Between Oakenshaw and Goosehill Jn.								
Add:—				60		183½ m.p. and 184m. 50ch.		
				50	50	184m. 50ch. and 184m. 61ch.		
Page 112								
Between Goosehill Jn. and Normanton								
Delete:—				60		183m. 40ch. and 184m. 60ch.		
Add:—					60	184m. 50ch. and 184m. 23ch.		
Amend:—					60	184m. 70ch. and 184m. 61ch.		
Amend:—					30	185m. 30ch. and 184m. 70ch.		

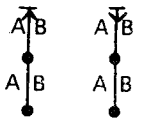
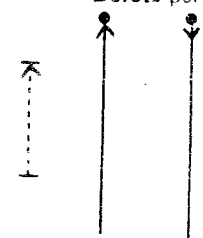
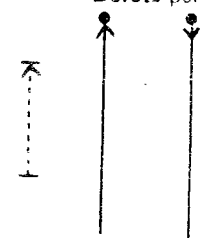
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Pages 113 to 115 Delete all details (substitute, 	ALDWARKE NORTH JN. (MID) TO Methley North Jn. inclusive to Leeds North Jn. inclusive and	Methley Jn. (See page 121)	187.37		10 60	To Whitwood line. 187m. 40ch. and 187m. 35ch.		
		Woodlesford	190.02	60 25	60	190m. 40ch. and 190m. 45ch. Trailing Crossover Down Main to Up Main at 192m. 40ch.		
		Stourton Jn.	192.42	60 20	60 20	192m. 40ch. and 193m. 33ch. Arrival/Departure line 192m. 42ch. and 193m. 17ch.		
		Stourton	193.17	20 60	20 60	193m. 33ch. and 193m. 39ch. 193m. 39ch. and 194m. 37ch.		
		Hunslet South Jn.	193.40					
		Signal L901						
		Hunslet Goods Jn. (See page 115)	194.37	40	40	Main lines 194m. 37ch. and 195m. 18ch.		
		Engine Shed Jn. (See page 145)	195.20		20	Goods line 195m. 20ch. and 193m. 40ch.		
				20 30	30	To Whitehall Jn. 195m. 18ch. and 195m. 47ch.		
				15		195m. 47ch. and 195m. 52ch.		
		Leeds North Jn. (See page 139)	195.53					

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	At or Between		
Page 115 GRIMETHORPE COLLIERY TO CUDWORTH DEARNE VALLEY NORTH JN.		Grimethorpe Shunters Cabin						
Amend :—					10	58m. 0ch. and 57m. 43ch.		
Pages 115 and 116								
Delete 'NB' from Up line between Grimethorpe Shunters Cabin and Dearne Valley North Jn.								
Delete 'NB' from Down line between Grimethorpe Shunters Cabin and Dearne Valley North Jn. and Add 'A'								
Page 116 STAIRFOOT JN. TO CUDWORTH STN. JN. Between Stairfoot Jn. and Cudworth Stn. Jn. Amend :—				15		1m. 22ch. and 2m. 8ch.		
Page 117 OAKENSHAW SOUTH JN. TO CROFTON EAST JN. Between Oakenshaw South Jn. and Oakenshaw Delete :—				25		182m. 33ch. and 182m. 37ch.		
				20		182m. 79ch. and 183m. 4ch.		
Add :—				20		182m. 33ch. and 183m. 4ch.		
NORMANTON ALTOFTS TO YORK CHALONERS WHIN Add after first maximum line speed entry :— BURTON SALMON AND MILFORD				40	40	MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES.		

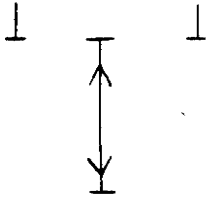
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 118		NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. — cont'd					
Between Altofts Jn. and Whitwood Delete from "Remarks" column:—							1S2L to detach at Castleford
Amend:—		Castleford East Jn.		20		To Ledston line.	
Delete:—				10		19m. 55ch. and 19m. 40ch.	
					10	19m. 48ch. and 19m. 60ch.	
Page 119		Delete all details Burton Salmon to Milford inclusive and substitute:—					
		Burton Salmon (See page 133)	16.70		20	Pontefract line towards Ferrybridge line 16m. 70ch. and 16m. 75ch.	
		Hillam Gates LC	15.67		40	Main to Ferrybridge line 0m.p. and 0m. 15ch.	
		Milford Jn.	15.07		40	Down Pontefract to Up Pontefract at 15m. 8ch.	
				40	40	Down Pontefract to Up Normanton at 15m. 0ch.	
				40		Over trailing connection Up Normanton to Down Normanton at 14m. 74ch.	
		Milford (See page 123)	14.71	30		Pontefract line to Gascoigne Wood line.	

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	At or Between		
Pages 119 and 120 NORMANTON ALTOFTS TO YORK Delete two way line in first column between Church Fenton South Jn. and Church Fenton		CHALONERS WHIN JN. — cont'd						
Page 120 Delete 2 way 'AB' line in first column (to right of Down and Up lines) Add:—	UPL* 45	Church Fenton	10.58					* Available for Down trains also (24 SLU).
Page 121 Amend heading METHLEY JN. TO CASTLEFORD WHITWOOD Amend Methley North Jn. in location column to Methley Jn. Amend note		Methley Jn. (See page 113)						

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 121 CASTLEFORD CUTSYKE JN. TO CASTLEFORD WEST JN. Delete heading and table Add:— CASTLEFORD WEST JN. TO PONTEFRACT WEST JN. CASTLEFORD WEST JN. AND CUTSYKE JN. CUTSYKE JN. AND PONTEFRACT WEST JN.								
		Castleford West Jn. (See page 118)	0.00	25 30 20	25 30	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED 0m. 5ch. and 0m. 0ch.		Note the direction is UP between Castleford West Jn. and Cutsyke Jn. C. Up Main at 0m. 11ch. 36 yards after passing Castleford Station Up Branch Starting Signal. C. Down Main at 57m. 34ch. 756 yards before reaching signal 35.
		Cutsyke Jn. L.C.	0.61 59.01					
		Prince of Wales LC	56.65					
		Pontefract West Jn. (See page 125)	56.42					
Page 122 CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST Amend:— Delete:—				20	20	MAXIMUM PERMISSIBLE SPEED 6m. 17ch. and 5m. 75ch.		
		Castleford East Jn.			20			

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	At or Between		
Page 123 Amend heading and table:— MILFORD JN. TO GASCOIGNE WOOD  SHERBURN-IN-ELMET SOUTH TO GASCOIGNE WOOD Delete:— CW points entry. WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Delete portion of table Wakefield (K) East to Oakenshaw Jn. inclusive and substitute:— 		Milford Jn. Milford Gascoigne Wood (See page 152)	7.65 7.49 6.26	30 	30 	MAXIMUM PERMISSIBLE SPEED 		
Pages 123/4 Delete portion of table Wakefield (K) East to Oakenshaw Jn. inclusive and substitute:— 		Wakefield (K) East Calder Bridge Jn. (See page 109) Oakenshaw Jn. (See page 117)	47.74 48.32 48.76	 40 15	 15 40 	 To Turners Lane Curve line 48m. 56ch. and 49m. 0ch. To Oakenshaw South line		
Page 125 Between Signal C330 and Signal C341 Delete:— Amend:— Amend:—	UGL90 URS57	C341 Pontefract West Jn. (See page 121) Pontefract Monkhill	 56.36	 30	 To Castleford West Jn. line	S. Up Main at 53m. 25ch. (connection from U.G.L.).		

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	At or Between		
Page 125 – WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. – cont'd Between Pontefract Monkhill and Pontefract Goods Jn. Delete :- Add :- Amend :- Between Pontefract Goods Jn. and Knottingley West Jn. Amend :-							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. C. Up Main at 57m. 3ch. 1056 yards before reaching signal P.O.W. 360. C. Up Main at 57m. 32ch. 550 yards before reaching signal P.O.W. 374.	
Page 126 Amend :-		Knottingley West Jn.		20		57m. 42ch. and 57m. 60ch.		
				25	20	To Ferrybridge line 2m. 71ch. and 2m. 31ch. To Up Shaftholme line 58m. 20ch. and 58m. 48ch.		
Page 127 Delete all details		Snaith East LC	68.30					

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.		
Page 128	WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. — cont'd						
Delete 'AB' from Down and Up lines between Rawcliffe and Goole Engine Shed Jn. in 'Running lines and Signalling System' column							
Between Rawcliffe and Goole Engine Shed Jn.							
Add:—					15	Single to Double at 73m. 49ch.	
Delete all details Goole Engine Shed Jn. to Potters Grange Jn. and substitute:—							
		Goole Engine Shed Jn.	73.52 0.64				
		Potters Grange Jn.	0.00				
DRAX POWER STATION BRANCH Between Hensall Jn. and West Bank Hall							
Delete:—					25	0m. 27ch. and 0m. 0ch.	
Add:—					30	0m. 7ch. and 0m. 0ch.	
					35	0m. 27ch. and 0m. 7ch.	
Add in first column the Abbreviation "A" to each line.							
Page 129	METHLY NORTH JN. TO PONTEFRAC T WEST JN.						
Delete heading and table.							
Page 130	CHARLESWORTH'S TO LOFTHOUSE JN.						
Delete heading and table.							

Controlled by
Goole signal box.

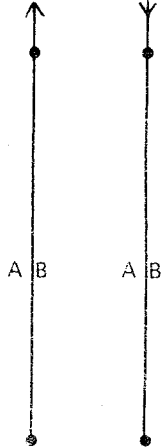
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.			
Pages 131 and 132 WATH ROAD JN TO BURTON SALMON Delete heading, sub-headings and all details Wath Road Colliery Sidings and substitute:-								
ALDWARKE NORTH JN. (MID) TO BURTON SALMON								
ALDWARKE NORTH JN. (MID) AND DEARNE JN								
DEARNE JN. AND BURTON SALMON								
<div><div>US</div><div>DS</div><div>UF</div><div>DF</div><div>A</div><div>B</div><div>A</div><div>B</div></div>		Aldwarke North Jn. (Mid) (See page 110 and Southern Appendix page 199)	164 48	70	70	MAXIMUM PERMISSIBLE SPEED		
		Swinton Jn.	166 59	60	60	MAXIMUM PERMISSIBLE SPEED		
		Dearne Jn. (See Southern Appendix page 204)	168 52	25	25	Slow line to Aldwarke South Jn. (G.C. line)		
				25	25	All connections between Mains and Slows.		
				40		Slow to Fast 166m. 54ch. and 166m. 71ch.		
				15		To Deame Curve line		
				<u>168.64</u> 17.15				
			Bolton-on-Dearne	16.56				C. Down Main at 16m. 39ch. 1408 yards before reaching Hickleton Signal H19
			Goldthorpe Colliery Branch Jn. (See Page 133)	15 17	20	20	To Goldthorpe Colliery line	C. Down Main at 15m. 60ch. 920 yards before reaching Hickleton Home Signal.
			Hickleton (See page 134)	15.05				

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	At or Between		
Page 132		ALDWARKE NORTH JN. (MID) TO BURTON SALMON – cont'd						
Between Hickleton and Moorthorpe South				20		13m. 0ch. and 12m. 26ch.		
Delete:–				20		12m. 8ch. and 11m. 20ch.		
Add:–					20	11m. 40ch. and 12m. 8ch.		
Between Moorthorpe South and Moorthorpe					35	11m. 20ch. and 11m. 60ch.		
Add:–								
Delete:–								
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:–								
Page 133								
		Pontefract Baghill South						
Delete:– All details (including URS and DRS)								
Between Pontefract Baghill and Ferrybridge South Jn.				20	20	2m. 45ch. and 2m. 5ch.		
Add:–				45	45	2m. 5ch. and 1m. 18ch.		
Amend:–								
		Ferrybridge North Jn.			20	To Knottingley line 2m. 31ch. and 2m. 71ch.		
Amend:–								
		Burton Salmon		20		To Down Pontefract line.		
Add:–								

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		
Page 134 HICKLETON COLLIERY EMPTY WAGON BRANCH Amend:–		Hickleton (See page 132)	0 00				
Page 134 MOORTHORPE STATION JN. TO SOUTH KIRKBY JN. Amend mileage –		Moorthorpe Station Jn.	0 56				
Amend mileage –		South Kirkby Jn	0 01				
Page 136 LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE Delete all details Delete:– Delete:– all catch point entries on this page		Stanningley GF Laisterdyke GF					
Page 137 Delete signal box dots Add between Wakefield Road Tunnel and Mill Lane Jn. –		Hammerton Street	191 18				
Page 138 DUDLEY HILL TO BOWLING JN. Delete table and substitute:– O T + | –		Dudley Hill Yard Laisterdyke Yard Hall Lane LC (TMO) Bowling Jn (See page 96)	188.74 190.24 191.57 192.25	20 15	20 191m. 57ch. and 191m. 59ch.	C. Up Main at 191m 48ch. (360 yards before reaching signal M1584).	+ No staff – See page 375

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	At or Between		
Page 139 LEEDS TO SKIPTON	STATION SOUTH	L.M.R. Leeds West Jn		15		To Gelderd Road Jn. line 185m. 44ch. and 185m. 16ch.		
Amend :—								
Page 140				35		Fast line 195m. 43ch. and 195m. 54ch.		
Delete :—				55		200m. 24ch. and 199m 27ch.		
Pages 141 and 142								
Delete all details	Thackley Jn	to Shipley Bingley Jn. inclusive and				Substitute —		
		Thackley Jn	204 66	25		To Down loop.		
		Guiseley Jn (See page 147)	205 45	25		Down Loop to Down Main		
				25		To Guiseley line 3m. 41ch. and 3m. 34ch.		
				40	40	Down Main to Up Main at 205m. 48ch.		
		Leeds Jn (See page 148)	205 58	20	20	205m. 61ch. and 206m. 1ch.		
				40		To Bradford line 205m. 58ch. and 205m. 71ch.		
		Shipley Bingley Jn (See page 149)	205 76	20		To Bradford Jn. line.		
								*When Guiseley Jn box is closed trains will only be routed over this line in the Down direction under A B working. The Rule Book, Section M, Clause 3 2 1 does not apply on this Two way line between Guiseley Jn and Shipley Bingley Jn. Trainmen must regard this line as worked by Absolute Block at all times for the purposes of the Rule Book, Section M.

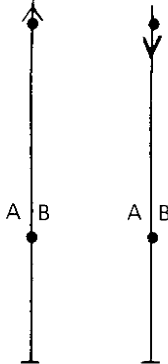
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up			
Page 142	LEEDS TO SKIPTON	STATION SOUTH LMR – cont'd						
	Between Shipley Tunnel and Bingley Tunnel				50	Up Main 206m. 27ch. and 206m. 01ch.		
	Add:--				40	Up Main to Down Main at 206m. 24ch.		
	Delete horn code from Remarks column							
	Between Keighley Station Jn. and Steeton Station L C			30	30	215m. 0ch. and 215m. 8ch.		
	Delete:--							
Page 143	LEEDS WORTLEY JN. TO HARROGATE							
	Between Wortley Jn. and Headingley Tunnel			30		0m. 75ch. and 1m. 25ch.		
	Delete:--							
	Between Headingley Tunnel and Headingley				40	2m. 8ch. and 1m. 51ch.		
	Delete:--							
	Between Headingley and Horsforth				40	2m. 60ch. and 2m. 40ch.		
	Add:--							
							C. Down Main at 1m. 25ch. 580 yards before reaching signal D 1.	


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		
Page 144	LEEDS WORTLEY JNL. TO HARROGATE – cont'd						
	Delete all details Horsforth to Rigton L.C. and substitute:–						
		Horsforth	4.70				
		Bramhope Tunnel (2m. 241 yds)	5.65 to 7.76				
				40		9m. 56ch. and 9m. 60ch.	
		Wescoe Hill Tunnel (100 yds.)	10.41 to 10.18				
		Weeton	10.62	40		10m. 63ch. and 11m. 50ch.	
		Rigton L.C.	12.15				
	Between Pannel and Harrogate South		14.49				
	Delete:–		0.01				
	Amend:–			20	20	15m. 9ch. and 15m. 28ch.	
Page 145	Between Pannel and Harrogate South						
	Delete:–		0.60				
			16.42				
	Amend:–			45	45	16m. 29ch. and 16m. 41ch.	

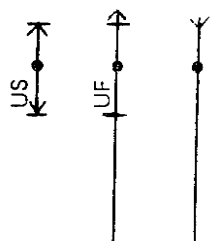
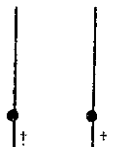
Rule Book section S Clause 3.3 and Block Regulation 9 apply.

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.		
Page 145 LEEDS WORTLEY JN. TO HARROGATE		~ cont'd					
Amend:—		Harrogate South	17.16	20	20	17m. 16ch. and 17m. 24ch.	P. Working authorised on Up Main. P. Working authorised on Down Main in Down direction. PF. Working authorised on Through line in Down direction.
Amend 'Remarks' column entry to read:—							
Amend:—		Harrogate	17.24 20.38				
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.	
GUISELEY JN. TO ESHOLT JN.							
Amend:—		Guiseley Jn.			25	3m. 34ch. and 3m. 41ch.	
Between Baildon No.2 Tunnel and Esholt Tunnel							
Delete:—					30	1m. 4ch. and 1m. 69ch.	

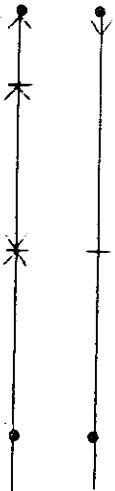
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 147	GUISELEY JN. TO ESHOLT JN.	cont'd Esholt Tunnel						
	Add:--				30	0m. 22ch. and 1m. 69ch.		
Page 148	SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE	Leeds Jn.	205.58					
	Amend:--				40	205m. 67ch. and 205m. 58ch.		
	Between Leeds Jn. and Shipley Bradford Jn.				25	Double to Single 205m. 71ch. and 205m. 67ch.		
	Add:--			20	20	205m. 71ch. and 206m. 30ch.		
	Amend:--	Shipley Bradford Jn.			20	To Bingley Jn. line.		
	Between Shipley Bradford Jn. and Manningham Station Jn.				20	206m. 30ch. and 205m. 71ch.		
	Delete:--							
	Add:--			20		Over trailing connections Up Main to Down Main at 206m. 7ch.		
					20	207m. 55ch. and 207m. 48ch.		
				35	35	207m. 60ch. and 207m. 72ch.		



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.			
Page 148 SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE – cont'd								
Delete all details between Manningham Station Jn. and Bradford Forster Square and substitute:-								
		Manningham Station Jn.	207.67	40	40	208m. 20ch. and 208m. 34ch.	C. Down Main at 207m. 40ch. 580 yards before reaching Home signal.	
		Bradford Forster Square	208.40	10	10	208m. 34ch. and station.		
		Bradford Forster Square	208.56					

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 149 SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN. Amend:— Amend Running lines and Signalling System column:— 		Bradford Jn. (See page 148) Shipley Bingley Jn. (See page 142)		20	20	MAXIMUM PERMISSIBLE SPEED		
Page 151 LEEDS TO HULL PARAGON Between Garforth and Peckfield Delete:—							C. Up Main at 12m. 12ch. 600 yards before reaching signal U.11). C. Up Main at 11m. 38ch. (600 yards before reaching signal U.11)	
Page 152 Delete:— Amend mileage:— Delete:— location and mileage Amend:— (RC)		Hagg Lane LC (R/G) Hambleton LC(R/G/) Thorpe Hall LC	5.36 4 06	20	20	8m. 32ch. and 8m. 2ch.		
Page 153 Amend:— 'Remarks' column:—		Selby						† Permissive Working for connecting trains authorised.
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			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
LEEDS TO HULL PARAGON – cont'd								
Pages 155/156								
Delete all details Melton Halt to Hessle inclusive and substitute:—								
		Melton Halt	8.46		40	Slow to Main at 8m. 58ch.		
		Melton Lane LC	8.41					
		Ferriby	7.41		30	Main to Slow at 7m. 35ch.		
				30		Up Main to Down Main at 7m. 32ch.		
		Hessle	4.64					
Delete :— "AB" from all lines between Melton Lane LC and Hessle Road (TCB regulations now apply).								
Page 156								
Delete all details Anlaby Road Jn. inclusive to Hull Paragon inclusive and substitute . -								
		Anlaby Road Jn. (See page 164)	0.73	20		To Cottingham Branch.		
				20	20	0m. 48ch. and 0m. 40ch.		
		Hull Paragon (See page 159)	0.18	15	15	All lines 0m. 18ch. and 0m. 0ch.		
		Hull Paragon	0.00					
+ Up Main = E and Down Main = D line in Station area.								

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 157 MICKLEFIELD STATION JN. TO CHURCH FENTON NORTH JN.								
Delete 2 way "AB" line in first column between Church Fenton and Church Fenton (CF)								
Add :—	UPL* 45	Church Fenton	10.58					* Available for Down trains also (24 SLU).
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 CF.714.	
Page 158 THORNE JN. TO GILBERDYKE JN.								
Between Thorne Jn. and Thorne North								
Delete :—					30	9m. 29ch. (14m. 14ch. Hull to Thorne North mileage) and 8m. 0ch.		
Add :—					30	9m. 9ch. and 8m. 0ch.		
Delete the abbreviations "AB" for both lines between Thorne Jn. and Goole in first column (Note : T.C.B. now applies).								
Delete signal box dot and Add in location column :— "(A.H.B.)"		Thorne Moor L.C.						
Add :—		Creykes L.C. (R/G)	10.00					

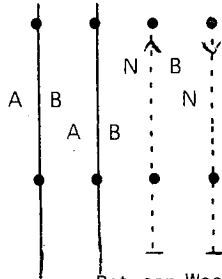
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Pages 159/160							
HULL WEST PARADE TO SEAMER WEST							
Amend heading and table to Cottingham North inclusive and substitute :-							
HULL PARAGON TO SEAMER WEST							
HULL PARAGON AND HUNMANBY							
HUNMANBY AND SEAMER WEST							
		Hull Paragon (See page 156)	0.18	70	70	MAXIMUM PERMISSIBLE SPEED.	
		Signal HR.13		60	60	MAXIMUM PERMISSIBLE SPEED.	
		West Parade North Jn. (See page 164)	0.72	20	20	0m. 40ch. and 0m. 48ch.	
				25	20	To Cottingham Branch.	
						Over trailing crossover Down to Up at 1m. 21ch.	
		Walton Street L.C. (See page 164)	1.29	25		To Springbank North Jn.	
				55	55	1m. 55ch. and 2m. 17ch.	
	Thwaite Gates L.C.	3.63					
	Cottingham	3.72					
	Cottingham North L.C.	4.17					
Page 160							
Between Cottingham North and Beverley Parks L.C.							
Add :-							
				50		6m. 20ch. and 7m. 20ch.	

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 161 HULL PARAGON TO SEAMER WEST – cont d								
Delete :—		Harpham LC	25.10					
Between Burton Agnes LC and Lawthorpe LC								
Add :—					30	25m. 10ch. and 24m. 40ch		
Page 163 Amend :—					20	Double to Single line at 41m. 49ch.		
Delete :—								
		Muston LC						
Amend :—			45.40					
Between Muston LC and Gristhorpe LC								
Amend :—				50	50	45m. 35ch. and 45m. 50ch.		
Delete :—				30		45m. 50ch. and 46m. 42ch.		
Page 164 SPRINGBANK NORTH JN. TO WALTON STREET								
Delete existing table and substitute :—								
		Springbank North Jn. (See page 166)	1.54					Controlled by Hessle Road.
		Walton Street (See page 160)	1.29					Controlled by Hessle Road.
Page 166 HESSLE ROAD JN. TO ALEXANDRA DOCK								
Amend mileage :—		Springbank North Jn.	4.20					

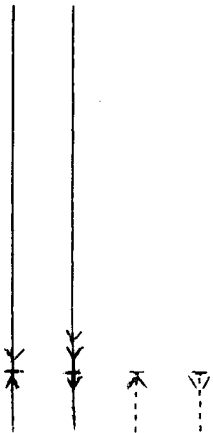
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 167		NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN					
Add (C.C.T.V.)		Boroughbridge Road LC					
Delete signal box dots							
Amend:—				50		42m. 30ch. and 42m. 66ch.	
Page 168		Romanby Gates LC					
Amend to read:—		Romanby Road LC (C.C.T.V.)					
Add:—				30		42m. 38ch. and 42m. 22ch.	
Between Romanby Road LC and Northallerton East Jn.				50		42m. 66ch. and 42m. 38ch.	
Add:—							
Delete:—	URS 39	Picton (P) LC					
Page 169		Eaglescliffe South Jn. (for Middlesbrough)		25	25	To and from Middlesbrough Goods lines 56m. 64ch. and 56m. 77ch.	
Amend:—							
Add:—	DGL 45	Eaglescliffe North Jn.					
Amend:—		Hartburn Jn.		15		To Bowesfield Jn. line Passenger (loaded or empty), postal and newspaper trains not conveying four wheeled vehicles may exceed this speed by 10m.p.h.	

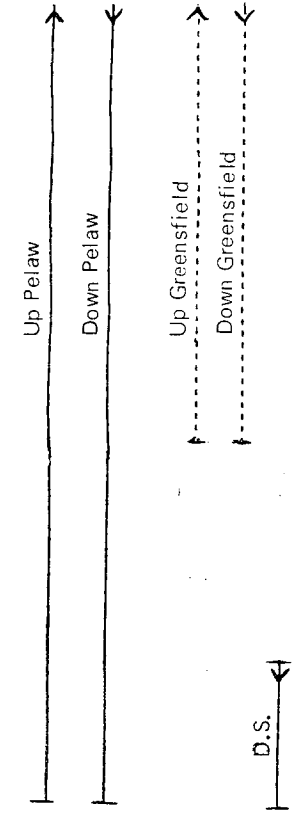
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 170		NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – cont'd					
		Between North Shore Jn. and Norton-on-Tees South:–			10	61m. 18ch. and 61m. 8ch.	
		Add:–					
		Add:– 'AB' to Down and Up lines in Running lines and Signalling System Column between Norton-on-Tees East and Norton-on-Tees LC					
Page 171		Delete:– UG line between Billingham-on-Tees and Norton-on-Tees and DG line between Norton-on-Tees and Billingham-on-Tees					
		Add:– DGL64 Norton-on-Tees					
		Between Norton-on-Tees LC and Billingham-on-Tees LC		30	30	63m. 50ch. and 63m. 70ch.	
		Amend:–					
		Cowpen Lane LC	65.44				
		Amend mileage:–					
		Between Cowpen Lane LC and Greatham LC		20	20	66m. 48ch. and 66m. 52ch.	
		Delete:–					
		Between Greatham and Seaton Spook Jn.		30	30	68m. 55ch. and 69m. 5ch.	
Page 172		Cliff House		15		To Cliff House Branch.	
		Add:–					
		Amend Down line between Hartlepool and Signal No.35:–					
		Hartlepool					
		Clarence Road					
		Signal No.35					

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		
Page 172 — cont'd.		NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN — cont'd.					
Delete:—		Cemetery North (See Page 181)		20		To Castle Eden line.	
Delete:—		Blackhall Rocks					
		Signal box dots, location and mileage.					
Page 173							
Add:—				30	30	80m. 3ch. and 80m. 44ch.	
Between Easington and Dawdon Jn.							
Add:—				10	10	80m. 76ch. and 81m. 22ch.	
Delete:—				30	30	82m. 45ch. and 83m. 10ch.	
		Easington					
Delete:—	URS52						
Between Dawdon and Seaham				35		84m. 65ch. and 85m. 52ch.	
Add:—				35	35	85m. 20ch. and 86m. 16ch.	
Delete:—							
Between Hall Dene and Ryhope Grange					35	85m. 52ch. and 85m. 20ch.	
Add:—				50	50	85m. 52ch. and 86m. 16ch.	
Add:—							
		Ryhope Grange Jn.					
Delete:—				45	45	88m. 9ch. and 88m. 13ch.	
Add:—					15	To Hawthorne Mine Line 21m. 33ch. and 19m. 60ch.	
Delete:—					20	Down to South Hetton Colliery.	

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	At or Between		
Page 174 NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN – cont'd Add:— Amend:— Amend:— Amend lines in 'Running Lines and Signalling System' column between Monkwearmouth and Wearmouth Jn.  Monkwearmouth (See page 185) Wearmouth Wearmouth Jn. Between Wearmouth Jn. and Seaburn Delete:— Add:—	DGL 24							
Page 175 Between Seaburn and East Boldon Add:— Delete:— Amend:— Amend in first column abbreviation for Up Goods line between Tile Shed LC and East Boldon LC to read "A.B." Between Boldon LC (AHB) and Boldon Colliery Add:—								
				20	30	89m. 5ch. and 89m. 45ch.		
				20	20	89m. 45ch. and 89m. 76ch.		
				65	65	91m. 31ch. and 91m. 71ch.		
				30		91m. 30ch. and 91m. 40ch.		
					65	91m. 71ch. and 91m. 31ch.		
				30	30	92m. 52ch. and 93m. 18ch.		
				50		Approaching and over Boldon crossing 93m. 18ch. and 94m. 0ch.		
				30		94m. 30ch. and 94m. 43ch.		

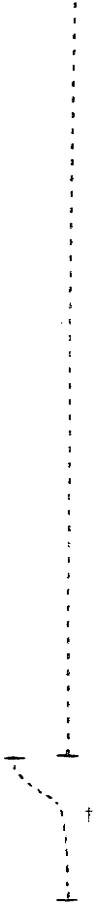
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 175 to 177 (Page 70 Supp. Optg. Insts.)							
NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN -- cont'd							
Delete all details Bordon Colliery to Newcastle East Jr. and substitute:--							
		Boldon Colliery (See page 188)	95.18		25	To Tyne Dock Bottom line.	
		Pelaw (See pages 75 and 186)	98.06	30	30	95m. 20ch. and 95m. 45ch.	
				20		Main line 98m. 0ch. and 98m. 60ch.	
				20	20	Pelaw lines 98m. 6ch. and 98m. 60ch.	
					15	To Leamside line .	
					20	To Tyne Dock Branch.	
				60		98m. 60ch. and 100m.p.	
				30		Over Up line in Down direction 98m. 60ch. and 100m. 15ch.	
					20	98m. 60ch. and 98m. 53ch.	
			98.55				

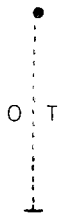
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Pages 175 and 176 NORTHALLERTON (BOROUGHBRIDGE RD.) TO NEWCASTLE EAST JN. VIA HORDEN – substitute – cont'd 		Heworth	99.00	40	15	Main line 98m. 53ch. and 98m. 45ch.		
					20	Main line 98m. 45ch. and 98m. 0ch.		
					60	100m. 15ch. and 98m. 60ch.		
					40	Pelaw lines 100m. 15ch. and 100m. 75ch.		
		St. James Bridge Jn.	100.23		30	Over Down line in Up direction 100m. 15ch. and 98m. 55ch.		

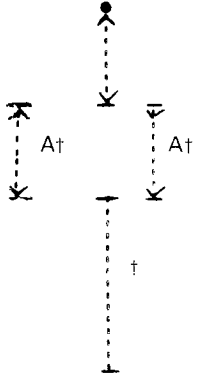
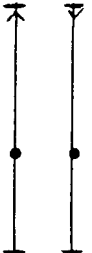
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Pages 176 and 177 NORTHALLERTON (BOROUGHBRIDGE RD.) TO NEWCASTLE EAST JN. VIA HORDEN – substitute – cont'd							
				25		Greensfield line 100m. 27ch. and 100m. 63ch.	
				25		Up Pelaw to T.C.F.D at 100m. 28ch.	
					20	Pelaw line to T.C.F.D. at 100m. 60ch.	
				25	25	Pelaw lines to Greensfield lines and Greensfield lines to Pelaw lines 100m. 61ch. and 100m. 75ch.	
				20		To Greensfield Jn. line at 100m. 63ch.	
		Park Lane Jn. (see page 188)	100.68		25	Greensfield line 100m. 68ch. and 100m. 27ch.	
		Gateshead East	101.27	15	15	100m. 75ch. and 101m. 59ch.	
	High Level Bridge Jn. (see page 208)	101.33		10	To Gateshead West lines 0m. 0ch. and 0m. 16ch.		
	Newcastle East Jn. (see page 46)	101.59	15		Over Slow line		

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 177 LONGLANDS LOOP Delete spring points entry LONGLANDS LOOP LONGLANDS LOOP Add: - (CCTV) Delete Signal Box dot	DOWN DOWN UP	Boroughbridge Road LC						
Page 178 HARTBURN CURVE Amend: - Delete: -				25	25	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY), POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.		
				15	15	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY), POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES.		
				15	15	0m. 0ch. and 0m. 38ch.		

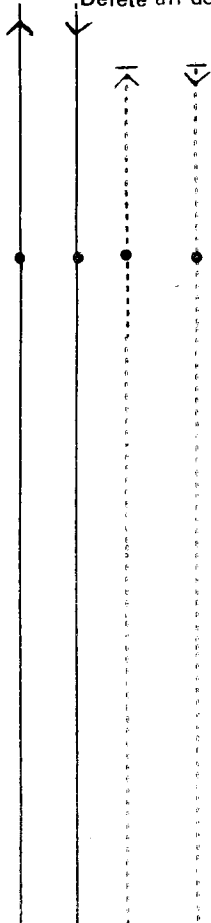
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 179/180							
BILLINGHAM-ON-TEES TO PHILIPS SIDINGS AND MONSANTO CHEMICAL WORKS							
Delete heading and table and substitute:—							
BILLINGHAM-ON-TEES AND PHILIPS SIDING JN.							
35 35 MAXIMUM PERMISSIBLE SPEED							
PHILIPS SIDING JN. AND SEAL SANDS BRANCH JN.							
25 25 MAXIMUM PERMISSIBLE SPEED							
SEAL SANDS BRANCH JN. AND SEAL SANDS STORAGE							
15 15 MAXIMUM PERMISSIBLE SPEED							
		Billingham-on-Tees (See page 171)	0.00	20	0m. 4ch. and 0m. 0ch.		
		Belasis Lane	1.04	15	Single to Double at 1m. 10ch.		
		Belasis Lane Jn. (See page 180)	1.13				
		Port Clarence G.F.	3.15	15	15	3m. 15ch. and 3m. 51ch.	
		Philips Siding Jn. G.F.	3.25				
		North Tees L.C. Open (Type B.1)	4.19				
		Seal Sands L.C. Open (Type B.1)	4.71				
		Seal Sands Branch Jn.	5.01				
			0.00				
							The direction of travel from Seal Sands Branch Jn. to the end of B.R. maintenance is "UP".

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.		
Pages 179/180 – substitute – cont'd 	cont'd	I.C.I. Brinefield LC Open (Type A.2) *	0.12				
		T.H.P.A. LC Open (Type A.2) *	0.28				
		N.E.E.B. LC Open (Type A.2) *	0.39				
		Philips LC Open (Type A.2) *	0.62				
		Rohm Haas LC Open (Type A.1) *	1.42				
		Monsanto Siding Jn.	1.43				
		Monsanto LC Open (Type A.1)	1.46				
		Rohm Haas No.2 LC Open (Type A.2) *	1.49				* Notice Boards not provided.
		Rohm Haas No.3 LC Open (Type A.2) *	1.70				
		S.S. Chemicals LC Open (Type A.1)*	2.11				
		Philips No.2 LC Open (Type A.1)*	2.16				
		Philips No.3 LC Open (Type A.1)*	2.22				
		End of B.R. maintenance	2.42 0.00				
		Seal Sands Road LC Open (Type A.1)*	0.05				
		Seal Sands Storage LC	0.06				† Sidings Area

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	At or Between		
Page 181 Add new table:— CLIFF HOUSE BRANCH 		Cliff House (See below and page 172) End of Branch	0.00 0.67	15 15	15 15	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED		
Page 181 HARTLEPOOL GOODS AND DOCK LINES Delete:— Signal box dots Delete:— NB between Clarence Road and Central Marine GF and substitute 'Shunting Area'		Central Marine GF						
Pages 181/182 HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT Delete heading and table.								
Page 183 HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE Amend:— Add Between Coke Plant and Murton Between Murton LC and Seaton Bank Head LC Add:— Between Seaton LC and Ryhope Grange Add:—				40 10 25 15	40 10 25 15	MAXIMUM PERMISSIBLE SPEED Colliery cabin and 15m. 50ch. 17m. 40ch. and 18m. 33ch. 19m. 0ch. and 21m. 33ch.		
Pages 186 and 187 PELAW TO SOUTH SHIELDS Delete heading and table.								

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 186 Add new table:— TYNE DOCK BRANCH PELAW AND SIGNALS G686/P684 SIGNALS G686/P684 TO END OF BRANCH 		Pelaw (See pages 74 and 175) Signals Shell Mex Jn. Tyne Dock Tunnel (185 yards) Harton (See below)	0.00 G686 P684 3.35 4.79 to 5.07 5.25	20 15 15 20 20	20 15 15 20 20	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED Single to Double MAXIMUM PERMISSIBLE SPEED To Blaydon line.		See local instructions— page 402. † Sidings area— See local instructions — page 405.
Page 188 GATESHEAD HIGH STREET JN. TO GREENSFIELD JN. Delete heading and table and substitute:— GATESHEAD PARK LANE JN. TO GREENSFIELD JN. 		Park Lane Jn. (See page 176) Gateshead Greensfield Jn. (See page 208)	100.68 101.15 0.00 0.05 0.21	20 20 20	20 20 20	MAXIMUM PERMISSIBLE SPEED MAXIMUM PERMISSIBLE SPEED To Blaydon line.		

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	At or Between		
Page 189 SOUTH PELAW TO WASHINGTON		South Pelaw		15	15	All connections at 11m. 59ch.		
Delete:—								
Add:—					15	Over connections towards Consett at 11m. 60ch.		
				15		Over connection towards Ouston Jn. at 11m. 55ch.		
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 189 DARLINGTON SOUTH JN. TO SALT BURN		Between Darlington South Jn. and Dinsdale						
Add:—					20	1m. 30ch. and 1m. 3ch.		
Page 190		Oak Tree Jn.						
Amend:—					10	To Fighting Cocks Branch		
Between Oak Tree Jn. and Teeside Airport				25		5m. 20ch. and 5m. 66ch.		
Add:—								
Between Teeside Airport and Urray Nook L.C.					40	5m. 66ch. and 4m. 28ch.		
Add:—								


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 192 DARLINGTON SOUTH JN. TO SALT BURN								
Delete all details on this page and substitute:—								
	UGL 77 DGL 76	Stockton Cut Jn.	10.34	15	15	To and from Goods lines.		
		Bowesfield (See page 178)	10.76	10	10	Goods lines 10m. 38ch. and 10m. 47ch.		
				45		Main line 10m. 72ch. and 10m. 76ch.		
					25	To Hartburn Jn. line. Passenger, loaded or empty, postal and Newspaper trains not conveying four wheeled vehicles may exceed this speed by 10 m.p.h.		
				20		Main line 10m. 76ch. and 11m. 20ch.		
					45	Main line 11m. 4ch. and 10m. 72ch.		
				30		Main line 11m. 24ch. and 11m. 77ch.		
					30	Main line 11m. 56ch. and 11m. 24ch.		
					15	Main line 11m. 68ch. and 11m. 56ch.		
		Thornaby	11.63					
							C. Up Main at 11m. 55ch. (700 yards before reaching signal B.129)	


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		
Page 192 DARLINGTON SOUTH JN. TO SALT BURN -- substitute -- cont'd 		Thornaby East Jn.	11.69	50		Main line 11m. 77ch. and 12m. 36ch.	
					30	Main line 11m. 77ch. and 11m. 68ch.	
					50	Main line 12m. 36ch. and 11m. 77ch.	
				10		Down Goods No.1 13m. 0ch. and 13m. 73ch.	
				55	55	Main lines 13m. 29ch. and 13m. 53ch.	
				45	45	Main lines 13m. 55ch. and 13m. 70ch.	

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		
DARLINGTON SOUTH JN. TO SALT BURN - cont'd							
Pages 193-195							
Delete all details on these pages and substitute :-							
		Tees	13.59				
		Newport East Jn.	14.03	20	20	To and from Goods lines at 13m. 78ch.	
				45	45	Main lines 14m. 17ch. and 14m. 59ch.	
				25	25	Main lines 14m. 64ch. and 15m. 20ch.	
		Middlesbrough LC (Sussex Street)	14.71				
		Middlesbrough	15.00	35	35	Main lines 15m. 25ch. and 15m. 48ch.	
		Guisborough Jn. (See page 197)	15.23	20		To Nunthorpe line.	
		Guisborough Jn	15.30	20	20	Main lines 15m. 71ch. and 15m. 79ch.	

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.		
Pages 193/195 DARLINGTON	SOUTH JN.	TO SALT BURN -- substitute -- cont'd					
		Whitehouse L C	15 76	35		Main line 15m. 79ch. and 16m. 4ch.	
		Cargo Fleet	16 06		35	Main line 16m. 18ch. and 15m. 79ch.	
				40	40	Main line 16m. 29ch. and 16m. 53ch.	
		Cargo Fleet Old Station L C	16 34		40	Main line 17m. 0ch. and 17m. 16ch.	
		South Bank	17 06				
		South Bank	17 15	15	15	To and from Clay line at 17m. 17ch.	
				30		Main line 17m. 20ch. and 17m. 54ch.	
				30	30	Main line 17m. 65ch. and 18m. 10ch.	
				20	20	To and from Goods lines at 17m. 74ch.	
		Beam Mill Jn	18 04	20	20	To and from Beam Mill lines.	
				45		Main line 18m. 29ch. and 18m. 58 ch.	
						S. Up Main at 18m. 5ch.	

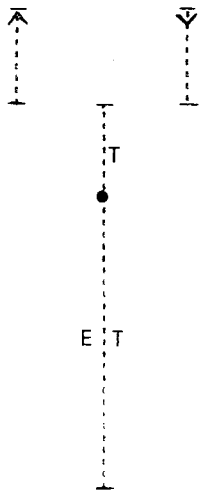
Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Pages 193-195 DARLINGTON	SOUTH JN.	TO SALT BURN - substitute - cont'd						
↑		Grangetown	18.41		20	Down Goods to Up Goods at 18m. 44ch.		
↓					55	Main line 18m. 58ch. and 18m. 34ch.		
↑		Grangetown	18.65	20		Down Goods to Up Goods at 18m. 73ch.		
↓		Grangetown Jn. (See page 200)	18.76	20	20	Down Goods to and from Tees Dock at 18m. 76ch.		
				20	20	Down Main to Up Goods at 18m. 79ch.		
					25	Up Main to Down Main at 19m. 3ch.		
					25	Down Main to Up Main at 19m. 30ch.		
		Shell Jn. (See pages 200 and 201)	19.32	20		Down Goods to Up Goods at 19m. 32ch.		
				25	25	Down Main to Up Goods at 19m. 34ch.		

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		
Pages 193 – 195 – DARLINGTON SOUTH JN. TO SALT BURN – substitute – cont'd.  Page 196 Add :– Between Redcar East and Longbeck Add :–				20		Up Goods to Wilton works line at 19m. 36ch.		
				20		Up Goods to Shell Refinery line at 19m. 36ch.		
		Redcar Ore Terminal Jn.	20.05	40		Down Main to Up Main at 20m. 5ch.		
				40		To Tod Point Arrival line at 20m. 5ch.		
				35		20m. 9ch. and 20m. 22ch.		
					25	Tod Point Departure line to Down Main at 20m. 14ch.		
				20		20m. 20ch. and 20m. 13ch.		
		Steelworks Halt	20.56	20	20	Down Main to Up Main at 22m. 45ch.		
		Redcar Central	22.64	30		22m. 67ch. and 22m. 72ch.		
		Redcar L.C.	22.71		30	22m. 77ch. and 22m. 67ch.		
				50		22m. 72ch. and 23m. 18ch.		
		Church Lane LC (CCTV)						
				30		25m. 20ch. and 25m. 60ch.		

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 197 FIGHTING COCKS BRANCH Delete existing table and substitute :- FIGHTING COCKS BRANCH  MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY Delete all existing line speeds and substitute :- GUISBOROUGH JN. AND BATTERSBY BATTERSBY AND GROSMONT (29m. 62ch.) GROSMONT (29m. 62ch.) AND WHITBY GUISBOROUGH JN. AND WHITBY		Oak Tree Jn. (See page 190)	4.21	10	10	MAXIMUM PERMISSIBLE SPEED		+ See page 413
		Notice Board	3.71					
		Fighting Cocks L.C. (T.M.O.)	3.35					* Shunting area
		End of Branch	3.13					
				35	35	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES		
				45	45	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES		
				30	30	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES		
				20	20	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS EXCEPT PASSENGER (LOADED OR EMPTY) POSTAL AND NEWSPAPER TRAINS NOT CONVEYING FOUR WHEELED VEHICLES		

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 198		MIDDLESBROUGH GUISBOROUGH JN. TO WHITBY – cont'd						
Add :—		between North Ormesby LC and Ormesby		20	20	1m. 50ch. and 2m. 60ch.		
Amend :—								
							C. Down Main at 2m 33ch. 1m. 1420 yards before reaching Home signal.	
							C. Down Main at 3m. 5ch. 1m. 220 yards before reaching Home signal.	
Add :—		Morton Carr LC Open (Type B.1.)						
Add :—				10		Over Level Crossing (Passenger Trains loaded or empty may proceed at 35m.p.h.)		
					10	Over Level Crossing (Passenger Trains loaded or empty may proceed at 30m.p.h.).		
Delete :—				35	35	5m. 36ch. and 5m. 61ch.		
				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		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 199 MIDDLESBROUGH	GUISBOROUGH JN. TO WHITBY -- cont'd						
Amend :—		Guisborough Road LC Open (Type B.1.)	14.56		10	Over level crossing (Passenger trains, loaded or empty may proceed at 30m.p.h.	
				10		Over level crossing (Passenger trains, loaded or empty may proceed at 35m.p.h.	
Page 200 NORMANBY BRANCH							
Delete Heading and table							
WILTON WORKS BRANCH							
Delete heading and table and substitute:—							
WILTON/LACKENBY (WEST COATHAM SIDINGS) BRANCH				20	20	MAXIMUM PERMISSIBLE SPEED	
		Grangetown (See pages 194 and 201)	0 00				
		Signals G747/G734/G736					
		Wilton/Lackenby West Coatham Sidings					
							+ Lackenby West Coatham Sidings Branch * Wilton Works Branch (No staff)
Page 201 GRANGETOWN TO SHELL REFINERY							
Amend :—				20	20	MAXIMUM PERMISSIBLE SPEED	

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	At or Between		
Page 201 – cont'd								
LONGBECK SALT BURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS			Delete existing table and substitute :-					
SALT BURN WEST JN. END OF BRANCH			30	30	MAXIMUM PERMISSIBLE SPEED			
	Saltburn West Jn. (See page 196)	27.05	20	27m. 8ch. and 27m. 5ch.	CW. Down direction at 27m. 10ch. (1400 yards before reaching signal L209)			
		27.79	20	Double to Single line.				
	Crag Hall	33.69						
	B.R. Boundary	34.29						
	Grinkle Tunnel (992 yards)	36.77 to 37.42						
	Potash Sidings	38.50						
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			

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	At or Between		
Page 202 – NEWCASTLE TO CARLISLE PETTERIL BRIDGE JN. EXC.			cont'd					
		Forth Jn.	0.57					
Amend:–								
Page 203		Gas House L.C.	3.77					
Amend to be between Blaydon 3.73 and Blaydon 4.03.								
		Perth Lane L.C.	5.58					
Delete all details								
Page 204								
Delete from Remarks column:–								
Between Dilston Crossing and Hexham								
Delete:–				50	50	20m. 48ch. and 20m. 62ch.		3S1L requiring to stop at Naworth to A.W.B.
Add:–				30	30	20m. 48ch. and 21m. 0ch.		
Delete:–		Hexham		30	30	20m. 62ch. and 21m. 0ch.		
Add:–				30		23m. 60ch. and 24m. 45ch.		
Delete:–	URS 60	Haydon Bridge LC						
Between Haydon Bridge LC and Bardon Mill LC (R/G)								
Add:–				20		28m. 70ch. and 29m. 30ch.		
Page 206								
Add:–	URS 70 DRS 70*	Brampton Fell LC						*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 206 – NEWCASTLE TO CARLISLE		PETTERIL BRIDGE JN. EXC.	cont'd					
Amend:–		How Mill L.C.					C. Up Main at 53m. 23ch. (735 yards before reaching Home signal.)	
Between How Mill L.C. and Broad Wath L.C.								
Add:–				30		54m. 8ch. and 54m. 30ch.		
Amend last catch points entry on this page:–							C. Up Main at 56m. 49ch. 1020 yards before reaching Signal CG.26.	
Page 207		Petteril Bridge Jn. LMR	59.26					
Amend mileage:–								
Page 208		GATESHEAD HIGH LEVEL BRIDGE JN. TO BLAYDON						
Amend:–		Greensfield Jn.		20		To Park Lane Jn. line		
Amend:–				10		0m. 16ch. and 0m. 0ch. Gateshead West lines.		
Between Bensham Curve Jn. and Norwood Jn.				10	10	1m. 60ch. and 2m. 44ch.		
Delete:–								
Page 209								
Add "A" in Running lines and Signalling System column.								
Between Norwood Jn. and Blaydon LC signal box for both Down and Up Goods lines.								

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	At or Between		
Page 210 LOW FELL SIDINGS	JN. TO BENSHAM CURVE JN.			15	15	MAXIMUM PERMISSIBLE SPEED		
Amend:–								
LOW FELL JN. TO MORWOOD JN.								
Between Low Fell Jn. and Low Fell Sidings Jn.								
Amend:–				10	10	0m. 60ch. and 1m. 0ch.		
Pages 211 and 212								
PERCY MAIN JN. TO MORPETH								
Delete heading and table								
Page 213 PERCY MAIN NORTH	TO NORTHUMBERLAND/ALBERT & EDWARD DOCKS PORT OF TYNE AUTHORITY							
Delete heading and table. (Note the line between Esso Sidings G.F. and Northumberland. Edward Docks is now worked as Sidings)								
PERCY MAIN NORTH	TO ESSO SIDINGS GROUND FRAME							
Delete heading and table								
Page 214 BUTTERWELL COLLIERY SOUTH BRANCH N.C.B.								
Add:– 'OPEN (Type B.1)' below each of the following crossings together with mileage								
	N.C.B L.C.	0.66						
	New Moor L.C.	0.68						
	Potland L.C.	1.47						
	Linton Lane L.C.	2.47						
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			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 215		BEDLINGTON TO LYNEMOUTH COLLIERY N.C.B. Between Bedlington North LC and West Sleekburn Jn. Add:— Amend:— Add at Ashington Delete:—		20		0m. 60ch. and 1m. 0ch.		
				25	25	2m. 70ch. and 3m. 2ch.		
				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.		
				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		Hirst Lane LC	3.21	10	10	3m. 17ch. and 3m. 75ch.		
				15	15	Approaching and over Level Crossing and to and from N.C.B. lines.		
Page 217		CAMBOIS BRANCH		15	15	1m. 30ch. and 1m. 40ch.		
		Freemans L.C.		15	15	Over Jn. and B.E.A. Power Station lines.		

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE D – SINGLE LINES – DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Section of Line	Token or Staff Station	Authorised Person
Page 218		
CHARLESWORTH'S TO LOFTHOUSE JN.		
Delete heading and item.		
Add :—		
PALLION YARD TO HENDON		
Pallion Yard to Hendon	Hendon Yard Supervisors Cabin	Yard Supervisor
DUDLEY HILL TO BOWLING JN.		
Delete heading and item		
Amend heading and item:—		
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE		
Philips Sidings to Seal Sands Storage Sidings	Port Clarence Yard	Person in charge
Add :—		
RIVERSIDE BRANCH		
Riverside Branch (Single Line Section)	St. Peters Ground Frame	Branch foreman.
Page 219		
FIGHTING COCKS BRANCH		
Delete heading and item.		
Amend heading and item:—		
EARSDON TO ESSO SIDINGS GF		
Earsdon to Esso Sidings GF	Esso Sidings	Sidings Supervisor

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.
Doncaster South	Bridge Jn.	Up Goods No.1	10 SLU.

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:—			
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.
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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – continued

Between		Line	Number of vehicles and special conditions
PAGE 222			
DONCASTER BLACK CARR JN. TO BERWICK – continued			
Delete:–			
Tyne Yard Down Departure B or C or Sidings 1 to 6	Rear of GPL TY 147	Down Departure Down Slow	Freight Vehicles.
Add:–			
Tursdale Jn.	Ferryhill Yard	Up Leamside (Up Slow)	10 SLU.
ASKERN COLLIERY BRANCH			
Norton	Askern Colliery (Coalite Sidings)	Single	52 S.L.U. without brakevan.
PAGE 223			
YORK YARD SOUTH TO YORK CLIFTON			
Amend:–			
York Yard South	Clifton	Down and Up Clifton Goods	ECS 20 SLU clear weather only.
YORK TO SCARBOROUGH			
Amend:–			
Falsgrave	Scarborough Station	C and Departure	ECS. 20 SLU without brakevan.
PAGE 224			
HEATON SOUTH JN. TO WEST MONKSEATON			
Delete heading and entry.			
CONSETT FELL TO CARR HOUSE			
Delete :– Heading and item.			
Add:–			
STAINFORTH JN. TO SKELLOW ADWICK JN.			
Thorpe Marsh Power Station	Limit of Shunt Board	Up Skellow	50 S.L.U. fitted without brakevan Daylight and clear weather only.
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.			
Delete:–			
Wakefield East	West	Down and Up Goods	54 fitted SLU without brakevan. Up direction only.
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.			
Amend second entry :–			
Huddersfield GPL Signal 164	Huddersfield Signal 73	Platform 4 Down Main	E.C.S.
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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) — continued

TABLE F — continued

	Between	Line	Number of vehicles and special conditions
Page 225 FARNLEY BRANCH			
Delete heading and item.			
WAKEFIELD, TURNERS LANE JN. TO CALDER BRIDGE			
Delete heading and items			
BARNSELY STATION JN. TO HORBURY JN.			
Add :—			
Horbury Jn.	Crigglestone Jn.	Up	12 SLU for Engineers siding with or without brakevan
Amend heading :—			
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.			
Delete:—			
Hunslet South Jn.	Wakefield Road	Up Goods	16 SLU clear weather only.
HUNSLET LANE GOODS BRANCH			
Delete:— heading and item.			
Page 226 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.			
Delete :—			
Calder Bridge	Wakefield Kirkgate East	Up Main	20 SLU or 54 fitted SLU without brakevan.
Wakefield Kirkgate East	Calder Bridge	Down Main	10 SLU without brakevan.
Amend :—			
Wakefield C.E.G.B.	Wakefield Kirkgate East	Up Goole	2 Freight brakevans.
Delete:—			
Crofton East Jn.	Pontefract West Jn.	Down/Up Goole	1 freight brakevan
Oakenshaw Signals 330 and 345	—	Down Goods line (Acton Hall)	2 freight brakevans
METHLEY NORTH JN. TO PONTEFRACT WEST JN.			
Delete:— heading and item.			
CHARLESWORTH TO LOFTHOUSE JN.			
Delete:— heading and item.			
DUDLEY HILL TO BOWLING JN.			
Amend :—			
Laisterdyke Yard	MacIntyres Sidings	Single	12 SLU.
Add:—			
Laisterdyke Yard	Bowling Jn.	Single	6 S.L.U.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – continued

Between		Lines	Number of vehicles and special conditions
Page 227 SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE			
Amend :—			
Manningham Station Jn.	Bradford Forster Square	Down Main	1 freight brakevan.
LEEDS TO HULL PARAGON			
Delete:—			
Melton Lane	Ferriby Station	Down/ Up Slow	1 Freight brakevan
Ferriby Station	Hessle Haven	Down/Up	1 Freight brakevan
Add:—			
Melton Lane	Hessle Haven	Down/ Up Slow	1 Freight brakevan
Delete:—			
West Parade	Hull Paragon	B & D	11 E.C.S.
Hull Paragon	West Parade	C, E & G	1 E.C.S. vehicle with brake compartment or 2 E.C.S. including one with brake van.
Amend:—			
West Parade North Jn.	Hessle Road (Anlaby Road Jn.)	Up Cottingham	ECS
NEVILLE HILL WEST JN. TO HUNSLET EAST			
Delete heading and item.			
Amend heading :—			
HULL PARAGON TO SEAMER WEST			
Add:—			
Botanic Depot (HR12 Signal)	Hull Paragon	B	11 ECS
Delete:—			
Beverley Station	Cherry Tree	Down	Freight vehicles without brakevan.
Page 228			
Delete:—			
Bridlington South	Quay Crossing	Down/Up	ECS Freight vehicles without brakevan.
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN			
Amend:—			
Pelaw	High Street Jn.	Down Pelaw	2 freight brakevans.
Amend heading :—			
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE			
Amend:—			
Billingham-on-Tees	Port Clarence G.F.	Down/Up/ Single	2 freight brakevans.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE F – continued

	Between	Line	Number of vehicles and special conditions.
Page 229 HARTLEPOOL GOODS AND DOCK LINES			
	Delete heading and entry.		
	PELAW TO SOUTH SHIELDS		
	Delete :– heading and item		
	GATESHEAD HIGH STREET JN. TO GREENSFIELD JN.		
	Delete :– Heading and item.		
Page 230			
	FIGHTING COCKS BRANCH		
	Delete:– heading and item.		
Page 231			
	PERCY MAIN JN. TO MORPETH		
	Amend heading :–		
	BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON		
	Amend:–		
Earsdon	Hepscott Jn.	Down/Up/ Single	2 freight brakevans
	Delete :–		
Percy Main North	Earsdon	Down/Up	2 freight brakevans
	PERCY MAIN JN. TO PERCY MAIN NORTH		
	Delete:– heading and item		
	Add:–		
	EARSDON TO ESSO SIDINGS G.F.		
Earsdon	Esso Sidings G.F.	Down/Up	2 freight brakevans
	Add:–		
	HEPSCOTT JN. TO MORPETH JN.		
Hepscott Jn.	Morpeth Jn.	Single	2 freight brakevans
Page 232			
	PERCY MAIN TO ESSO SIDINGS GROUND FRAME		
	Delete:– heading and item.		

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE 'G' – WORKING IN WRONG DIRECTION

From	To	Down	Line	Up	Remarks
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					
Delete:—					
Decoy No.2 Up	Carr	—		Engine	60 SLU etc.
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)
Doncaster South	Doncaster North	—		Slow No.1)
Doncaster South	Doncaster North	—		Slow No.2	) Vehicles and ECS etc.
Doncaster North	Doncaster 'C'	SY Goods	—)	
Doncaster North	Doncaster 'C'	GN Goods	—)	
Doncaster North	Doncaster 'C'	Shunt No.1	—)	
Decoy No.2 Up	Carr	—		Engine	60 SLU etc.
Page 235					
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.					
Delete heading and both items.					
BARNSELY STATION JN. TO HORBURY JN.					
Amend:—					
Horbury Jn.	Flockton Sidings G.F.	Main	—		50 SLU without brakevan.
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.					
Delete:— heading and item.					
SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.					
Delete heading and item.					
LEEDS TO HULL PARAGON					
Add:—					
Anlaby Road Jn. (HR.6 Signal)	Hull Paragon (HP225 Signal)	—		Main and E line	E.C.S. Drawn only without brakevan.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

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
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 YORK YARD SOUTH TO YORK CLIFTON			
Amend:—			
Clifton	York Yard South	Up Clifton Goods	—
York Yard South	Clifton	Down Clifton Goods	—
Add:—			
YORK TO SCARBOROUGH			
Scarborough Station	Falsgrave	C and Departure	20
FERRYHILL TURSDALE JN. TO PELAW			
Delete:—			
Penshaw North	Washington	Down	—
Washington	Penshaw North	Up	—
Add:—			
Wardley	Pelaw	Down	40
Pelaw	Wardley	Up	40
CONSETT FELL TO CARR HOUSE			
Delete heading and items			
Page 240 HEATON SOUTH JN. TO WEST MONKSEATON			
Delete heading and entries			
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.			
Amend:—			
Healey Mills	Horbury Jn.	Down Slow and Down Fast	55

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE H1 – continued

From	To	Line	Maximum number of vehicles SLU's and special conditions
Page 240 EASTWOOD LMR TO NORMANTON GOOSE HILL JN. – continued			
Add:–			
Horbury Jn.	Healey Mills	Up Slow and Up Fast	55
Delete:–			
Horbury Jn.	Wakefield Kirkgate East	Down Fast and Slow	40
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.			
Amend:–			
Huddersfield GPL Signal 164	Huddersfield Signal 73	Platform 4 Down Main	–
WAKEFIELD TURNERS LANE JN. TO CALDER BRIDGE			
Delete:– heading and items.			
WATH ROAD JN. TO LEEDS NORTH JN.			
Delete heading and all items			
Page 241 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.			
Delete:–			
Wakefield Calder Bridge	Wakefield Kirkgate East	Up Main	) 40 loaded or) 50 empty
Wakefield Kirkgate East	Calder Bridge	Down Main	
SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE			
Amend:–			
Bradford Forster Square Station	Manningham Station	Up Main	12
SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.			
Delete heading and item			
Amend heading:–			
HULL PARAGON TO SEAMER WEST			
Delete:–			
Beverley	Cherry Tree	Down	–
Page 242			
NORTHALLERTON BOROUGHBRIDGE ROAD TO NEWCASTLE EAST JN. VIA HORDEN			
Add:–			
Billingham-on-Tees	Norton-on-Tees	Down and Up	–
Delete:–			
Gateshead High Street Jn.	Pelaw	Up Pelaw Goods	–
Amend heading:–			
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE			
Page 243			
HARTLEPOOL GOODS AND DOCK LINES			
Delete heading and entries			
PELAW TO SOUTH SHIELDS			
Delete:– heading and item.			

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE H1 – continued

From	To	Line	Maximum No. of vehicles (SLU's) and special conditions
Page 244			
NORMANBY BRANCH			
Delete heading and table			
Page 245			
Amend heading:—			
BENTON NORTH JN. TO MORPETH NORTH JN. VIA EARSDON			
Amend:—			
Hepscott Jn.	Newsham South	Up	—
Add:—			
HEPSCOTT JN. TO MORPETH JN.			
Morpeth Jn.	Hepscott Jn.	Up	—

TABLE "H2" – WORKING OF PASSENGER VEHICLES WITHOUT A BRAKE VAN

From	To	Line	Number of vehicles and special conditions
Page 246 YORK YARD SOUTH TO YORK CLIFTON			
Amend:—			
Clifton	York Yard South	Up Clifton Goods	—
York Yard South	Clifton	Down Clifton Goods	—
YORK TO SCARBOROUGH			
Amend:—			
Falsgrave	Scarborough Station	C and Departure	—
Scarborough Station	Falsgrave	C and Departure	—
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.			
Amend:—			
Huddersfield GPL signal 164	Huddersfield signal 73	Platform 4 Down Main	—
Page 247 LEEDS TO HULL PARAGON			
Delete:—			
West Parade	Hull Paragon	All Down	—
Hull Paragon	West Parade	All Up	—
Add:—			
HULL PARAGON TO SEAMER WEST			
Botanic Depot (M.R.12 Signal)	Hull Paragon	B	—

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

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.
BLACKHILL STATION TO OUSTON JN.				
Amend:—				
Consett North	Carr House	F	D	—
Page 250				
CONSETT FELL TO CARR HOUSE				
Delete heading and item.				
EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.				
Delete heading and item.				
SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD MILL LANE JN.				
Delete:—				
Greetland	Halifax	F	—	—
Bradford Exchange Stn.	Bowling Jn.	P, E.C.S.	N	—
CLAYTON WEST BRANCH				
Delete heading and entry.				
Amend heading:—				
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.				
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.				
Amend:—				
Wakefield (K) East (Calder Bridge Jn.)	Oakenshaw South Jn.	F	N	—
LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE				
Delete heading and item.				
LEEDS TO HULL PARAGON				
Delete:—				
Neville Hill East Jn.	Garforth	F	—	—
Page 251 HARTLEPOOL GOODS AND DOCK LINES				
Delete heading and entry.				
HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT				
Delete heading and item.				
RIVERSIDE BRANCH				
Delete heading and entry.				
Page 252 PERCY MAIN JN. TO MORPETH				
Delete heading and items.				

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

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

Page 253

Delete all headings and items in the table.

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	Points at which train must stop for A.W.B.	Points at which train must stop for brakes to be released
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Page 255

Amend heading and entry:–
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.

Askern Main Colliery	Norton	Colliery Sidings	Norton Gate Box
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Page 256 SOWERBY BRIDGE MILNER ROYD JN. TO BRADFORD MILL LANE JN.

Amend:–			
Low Moor	Bradford Exchange	Bowling Jn. No.2673 facing points.	On arrival at Bradford Exchange.
Low Moor	Springmill Street	Bowling Jn. No.2673 facing points.	On arrival at Springmill Street.

CLAYTON WEST BRANCH

Amend:–			
Clayton West Jn.	Huddersfield	Overbridge No. 32 Stocksmoor Station	HU73 signal

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE O – continued

From direction of	Proceeding towards	Points at which train must stop for A.W.B.	Points at which train must stop for brakes to be released
-------------------	--------------------	--	---

Page 257 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Amend:—			
Oakenshaw South Jn.	Wakefield (K) East (Calder Bridge Jn.)	Viaduct No.205	Wakefield East Nos.1192/1194 Signals.
		Oakenshaw South Jn. No.39B Branch facing points.	Wakefield East Nos.1192/1194 Signals.

FERRYBRIDGE BRANCH

Amend:—			
Pontefract Monkhill Goods Jn.	Ferrybridge South Jn.	57 m.p.	Ferrybridge F.33 Signal.

Page 258 LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE

Amend first column for first entry to read "Leeds"

Amend first column for remaining entries to read "Bradford"

DUDLEY HILL TO BOWLING JN.

Amend:—			
Dudley Hill	Laisterdyke	Underbridge No.25	Laisterdyke Yard

Page 259 HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT

Delete heading and item.

Amend:—

HAWTHORNE COMBINED MINE AND COKE PLANT NORTH JN. TO RYHOPE GRANGE

South Hetton Colliery	Ryhope	Seaton Bank Head	Ryhope Grange No.13 signal.
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Page 260

DARLINGTON SOUTH JN. TO SALTBURN

Delete:—			
Skippers Lane	Cargo Fleet Old Station level crossing	No.2 underbridge	No.1 footbridge.

Page 261

PERCY MAIN NORTH TO NORTHUMBERLAND/ALBERT AND EDWARD DOCKS—PORT OF TYNE
AUTHORITY

Delete heading and item.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

Page 266 TABLE U – TOWING OF VEHICLES – THE RULE BOOK, SECTION J, CLAUSE 3.6

Delete :– heading, preamble and table and substitute :–

TABLE U – TOWING AND PROPPING OF VEHICLES – THE RULE BOOK, SECTION J, CLAUSE 3.6

The tow rope or chain must be attached to :–

- (i) the tow loop, where provided, or
- (ii) the drawbar hook.

Where, however, more than one vehicle is to be towed the rope or chain must always be fixed to the drawbar hook but whenever the drawbar hook is used care must be exercised to prevent the rope or chain becoming entangled in the wheels. When towing by means of a shunting tractor, the hook on the draw chain or rope must be attached to the "V" of the wagon axle guard or hole specially provided therein, unless otherwise authorised by the Regional Chief Operating Manager.

In no circumstances must the tow rope or chain be attached to the buffer sleeves or spindles or to the hornstays of the vehicle.

Loads must be started very gradually and, if possible, without any jerk.

The number of vehicles to be towed at one time must be regulated by the weight of the load they contain, the gradient and other circumstances; care must be taken that no greater number of vehicles than can be towed with safety are moved at one time.

The towing of vehicles must be confined to adjacent lines.

When towing by means of locomotive, the locomotive must not proceed through a crossover road during the movement but must remain on the line from which the movement is commenced until the operation is complete and the rope or chain has been detached.

The following is a list of places where towing/propping of vehicles is authorised :–

Place	Line	Remarks
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.		
Stourton B.S.C. Sidings	Loaded Siding to Empty Road	To move shunts of 2 vehicles only : from Loaded to Empty Sidings.
HULL PARAGON TO SEAMER WEST		
Beverley Station	"A" and "B" Dock	The moveable stop block on "A" Dock line must be positioned across the rails before any movement takes place.
HULL AREA		
Docks and Yards – Tractors and Tow Motors	All	–

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

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 JN. TO FERRYBRIDGE NORTH JN.		
Knottingley	Up Askern (Signal 433 or 406) to Knottingley Sidings	339
Add:—		
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.		
Leeds	South Kirkby Colliery Marshalling Loop Signals L650 and L652 to approach side of Signal L654 on Up Moorthorpe Branch	—
Amend heading:—		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.		
Add:—		
Cudworth Station Signal No. 95	Up Goods to Houghton Colliery Bunker line	—
Amend:—		
Stourton Jn.	Up Main to Arrival/Departure or Down Main	—
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.		
Add:—		
Wakefield (K) East	Down Goole (Signal 1190) to Cobra Siding (Calder Bridge Jn.)	—
Add:—		
LEEDS WHITEHALL JN. TO BRADFORD EXCHANGE		
Mill Lane Jn.	Arrival/Departure (Hammerton St.) Line to Loco Depot	375
LEEDS TO SKIPTON STATION SOUTH LMR		
Delete:— '376' in last column.		
Add:—		
LEEDS TO HULL PARAGON		
Gascoigne Wood Signal 5931	Up Main to Arrival line (Hambleton)	—
Gascoigne Wood Signal 1848	Departure line (Hambleton) to Up Main or Down Main	—

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

TABLE "Z" – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 269			
Add:–			
SHAFTHOLME JN. TO FERRYBRIDGE NORTH JN.			
Shaftholme Jn.	Ferrybridge North Jn.	Down and Up	–
Page 270			
EASTWOOD LMR TO NORMANTON GOOSE HILL JN.			
Amend:–			
Hebden Bridge	Normanton Goose Hill Jn.	All Passenger lines	–
NORMANTON ALTOFTS TO YORK CHALONERS WHIN JN.			
Delete existing entries and substitute:–			
Castleford Gates	Chaloners Whin Jn.	All Passenger lines	–
Page 271			
Amend headings:–			
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.			
Delete all existing entries and substitute:–			
Cudworth Station	Leeds North Jn.	All Passenger lines	–
Add:–			
ALDWARKE NORTH JN. (MID) TO BURTON SALMON			
Moorthorpe	Burton Salmon	Down and Up	
Add:–			
LEEDS TO SKIPTON STATION SOUTH L.M.R.			
Leeds North Jn.	Apperley Jn. incl.	All passenger lines.	
LEEDS WORTLEY JN. TO HARROGATE			
Add in remarks column:–			Portable magnets not provided for Temporary Speed restrictions between Signals H.13 and R.2 exclusive and L.3 and A.1 exclusive.
LEEDS TO HULL PARAGON			
Delete all existing entries and substitute:–			
Leeds East Jn.	Hull Paragon	All Passenger lines	

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE RULE BOOK (dated 1st. October, 1972)

Page 272

SECTION C – FIXED SIGNALS

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

Signal Box	Signal	Remarks
Delete:– Cottingham North	Down First Home Up Home	Applies to trains booked to stop at Cottingham
Wakefield Kirkgate East	Up Home to Up Platform	–
Amend:– Urray Nook	Down Main to Down Loop	As printed.

Page 273

SECTION F – DETONATORS

Amend:–

Clause 1.8 – Failure to explode, or injury from explosion

SECTION H – CLAUSES 3.6 AND 11.2 STATION YARD WORKING

Delete:– paragraph 4

Page 274

STATION LIMITS – T.C.B. LINES

Delete first paragraph and substitute:– “Referring to the Rule Book Section B, Clause 4.7 (b), station limits will apply on the following portions of line.”

SECTION H. CLAUSE 4.4.1

Add:–

The Guard must travel in the T.G.S. (Trailer Guard Second) when such vehicle is included in the formation of a Class 253 or 254 train.

SECTION J – SHUNTING

Delete:–

Clause 3.6 – Towing and Propping of Vehicles, preamble and items.

Page 275

Add :–

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

The Rule Book, Section N, amended as follows, applies in respect of working over the emergency crossovers and power operated points situated at:–

Joan Croft

Each end of the points is installed as Facing points and for the purpose of Section N they are not to be regarded as points that have become facing, but, as facing points equipped with facing point locks worked from a signal box.

It will not be necessary in accordance with the Rule Book, Section N.4.8 for the Guard to be informed of the operation of Single Line Working if the arrangements are as published in the Weekly Operating Notice.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 276

WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

Amend:—

The instruction contained in clause 7 under the above heading, etc.

Add:—**LINESIDE HOT AXLE BOX DETECTORS**

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

Clause 2.2

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 2.2, 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 2.2, 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.

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued

Page 276/277—Add—continued

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 230h.p. (or 200h.p.) engines may be coupled to a 4-car high density diesel unit and the train so formed will run in D4. timings.

D5. Trans-Pennine sets composed of:—

Motor Coach	Trailer	Total No. of Vehicles
4	2	6

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

Page 278

MOVEMENTS TO RUNNING LINES ALREADY OCCUPIED

Delete heading and item.

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

Amend first paragraph:—

Under the heading 'Equipment for Guards Vans', the following additional instructions apply:—

Page 280

FOUR CHARACTER TRAIN IDENTIFICATION SYSTEM

Add to list of Depots:— 0D06 Goole.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

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 Signaller 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.
- 1.2.5 The person contacting the Electrical Control Operator must state:—
 - (a) that this is an 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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

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

- 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 Appendix, should be observed as applicable. The local instructions regarding procedure in case of fire, embodied in the Local Information Card, should be carried out.
- 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.

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued -

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

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 distance 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.

Pages 305/307

WORKING OF WEEDKILLING TRAIN

Clause 8 Control of Train and Spraying Operations

Amend :— first paragraph to read :—

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

BREAKDOWN ARRANGEMENTS

Running and Maintenance Depot	Covers line		Prohibitions	Restrictions
	From	To		

Amend Numbering and max speeds of breakdown cranes as follows:—

Page 308— Gateshead ADB 967160 to read ADRC 96700 and max speed 45m.p.h.

Amend:— remarks in Restriction column:— Earsdon to Tyne Commission Quay. Permitted to end of B.R. maintenance only.

Page 309— Thornaby ADE 331156 to read ADRC 95217.

Page 311 Healey Mills

Delete:— 45 ton steam crane ADE 330107

Add:— 45 ton steam crane No. ADRC95218.
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

OTHER GENERAL INSTRUCTIONS – continued

BREAKDOWN ARRANGEMENTS – continued

Running and Maintenance Depot	Covers line		Prohibitions	Restrictions
	From	To		

Page 311 – continued

Healey Mills

Amend :—

Wakefield	Wakefield (K)
Turners Lane	East
Jn.	(Calder Bridge
	Jn.)

Page 313—Doncaster ADB 967159 to read ARDC 96709.

CRANES FROM OTHER DIVISIONS

Page 314

RESTRICTIONS

Amend third entry
Wortley West Jn. and Laisterdyke Yard 75 ton cranes restricted to 30m.p.h.

Delete:—

Selby and Hull)	
Knottingley and Goole	)	Crane 330107, Healey Mills etc.
Thorne North and Gilberdyke)	

Pages 316 to 318

SNOW CLEARANCE ARRANGEMENTS

Delete existing instructions and **substitute:—**

Referring to the instructions appearing under the above heading in the General Appendix, the following is a list of the equipment available for use in the Eastern Region.

INDEPENDENT SNOW PLOUGHS

Independent snow ploughs of the type shown are allocated to the following places on the Eastern Region:—

Snow Plough No.	Allocation	Description
ADE.965	York	Tender mounted large plough.
ADE.979	Norwich	Tender mounted large plough.
ADB.981	Tyne Yard	Large plough with Guards compartment – Hand brake only fitted.
ADB.982	Tyne Yard	Large plough with Guards compartment – Hand brake only fitted.
ADB.983	Tyne Yard	Large plough with Guards compartment – Hand brake only fitted.
ADB.984	Tyne Yard	Large plough with Guards compartment – Hand brake only fitted.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) -- continued

OTHER GENERAL INSTRUCTIONS -- continued

Pages 316 to 318 -- substitute -- continued

Snow Plough No.	Allocation	Description
ADB.985	Gateshead TMD	Large plough with Guards compartment -- Hand brake only fitted.
ADB.986	Gateshead TMD	Large plough with Guards compartment -- Hand brake only fitted.
ADB.987	Thornaby TMD	Large plough with Guards compartment -- Hand brake only fitted.
ADB.988	Thornaby TMD	Large plough with Guards compartment -- Hand brake only fitted.
ADB.990	Thornaby TMD	Large plough with Guards compartment -- Hand brake only fitted.
ADB.991	Healey Mills TMD	Large plough with Guards compartment -- Hand brake only fitted.
ADB.992	Healey Mills TMD	Large plough with Guards compartment -- Hand brake only fitted.
ADE.330983	York	Tender mounted large plough.
ADB.965203	Peterborough	B.R. Standard Independent.
ADB.965204	Immingham	B.R. Standard Independent.
ADB.965205	Norwich	B.R. Standard Independent.
ADB.965206	Doncaster	B.R. Standard Independent.
ADB.965207	Immingham	B.R. Standard Independent.
ADB.965208	Tinsley	B.R. Standard Independent.
ADB.965209	Peterborough	B.R. Standard Independent.
ADB.965210	Doncaster	B.R. Standard Independent.
ADB.965211	Tinsley	B.R. Standard Independent.
ADE.330635	Worksop	Tender mounted large plough.
ADE.330917	Worksop	Tender mounted medium plough.
ADE.330964	Lincoln	Tender mounted medium plough.
ADE.330966	Shirebrook	Tender mounted large plough.
ADE.330968	Colchester	Tender mounted medium plough.
ADE.330970	Stratford	Tender mounted medium plough.
ADE.330974	Cambridge	Tender mounted medium plough.
ADE.330975	Cambridge	Tender mounted medium plough.
ADE.330976	Stratford	Tender mounted medium plough.
ADE.330977	Colchester	Tender mounted medium plough.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

Pages 316 to 318 – substitute– continued

Snow Plough No.	Allocation	Description
ADE.330978	Lincoln	Tender mounted medium plough.
ADE.330982	Shirebrook	Tender mounted large plough.

Operating Instructions

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

Snow ploughs not fitted with an automatic brake (i.e. ADB981–ADB992) must at all times be accompanied by a Guard. When ploughing, two locomotives, other than these in Classes 40, 44, 45 or 46, should be marshalled with a plough each end, crewed by a Driver and Assistant and accompanied by a Traction Supervisor or other competent person and a representative of the Divisional Civil Engineer. When travelling to site the maximum speed of these ploughs will be 25m.p.h. but when actually ploughing this may be varied at the discretion of the Traction Supervisor or other competent person.

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

Emergency Equipment

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

Restrictions

Tyne Dock, Harton, Bridge No. 11 – Passage of independent ploughs prohibited.

When travelling from Tyne Dock, Bank Top to Up Sunderland line at Harton Jn., via the Down Pontop line, the independent snow ploughs must be stopped short of Bridge No. 11, cross through No. 14 points, and back on to the Up Pontop line. Great care must be exercised in these movements and the speed must not exceed 2m.p.h.

BR Standard Miniature Snowploughs

Sets of 3 part miniature snowploughs (2 centre sections, 2 left hand blades and 2 right hand blades comprising one set) will be held at the following Traction Maintenance Depots and the Chief Operating Manager will allocate suitable locomotives to which they will be fitted, as required during the period 1 November to 1 May.

Gateshead	2 sets	Healey Mills	5 sets
Thornaby	6 sets	York	5 sets
Tinsley	5 sets	Norwich Division	4 sets

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

Operating Instructions

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

The BR Standard Miniature Snowplough is designed not to protrude beyond a fully compressed locomotive buffer but care must be exercised when coupling such a locomotive to a train and especially when coupling two so fitted locomotives to each other in order that personal injury is avoided.

When locomotives fitted with snowploughs are taken into sidings or depots Drivers must prevent damage to the plough blades by stopping short of any buffer stops, scotches or wheel stops.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 325

TAIL OIL LAMPS REPAIRS

Amend disposal details to read:–

DEFECTIVE TAIL LAMPS

All lamps

Address Lamps to:–Works Manager
Works Supplies Officer
B.R.E.L.
Doncaster**DEFECTIVE SIDE LAMPS**

South of York

Address Lamps to:–Works Manager
Works Supplies Officer
B.R.E.L.
Doncaster

York and North thereof

Address Lamps to:–Works Manager
Works Supplies Officer
B.R.E.L.
Shildon

(MO12/14/4)

LOCAL INSTRUCTIONS

DONCASTER BLACK CARR JN. TO BERWICK

Page 328

DONCASTER

TAIL LAMPS

Amend Rule Book reference in heading to read Clause 7.3.1.

Page 329

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS

Delete item.

Propelling Movements : Doncaster North to Marshgate Goods

Amend:–

Propelling Movements. A propelling movement must not be made until the Signaller has been advised that a propelling movement is intended.**DONCASTER DIESEL DEPOT**

Paragraph 2

Delete reference to Carr signal box

Paragraph 4

Delete "Decoy No.1 box" and substitute "the signal box".

GAPS IN TRACK CIRCUITS

Delete item.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS—continued****Page 330****BENTLEY COLLIERY****DOWN MAIN SECTION SIGNAL 827****Delete** :— sub heading and item**Add:— Working of Colliery Branch During Failure of Signalling Equipment**

In the event of a failure of a track circuit or signal controlling movements to or from the branch, traffic must be worked by Pilotman in accordance with the General Appendix – “Regulations for One Train Working on Single Lines” – Regulation 12.

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 332**YORK****YORK STATION****Amend** :—

Train arrivals, Platform 8B.

Train arrivals, Platform 8A.

Add Train Arrivals Platform 14

Drivers of North bound locomotives hauled trains and H.S.T. trains must stop their trains with the locomotive or leading power car outside the station roof (North end).

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK**Amend** first paragraph:—

Trainmen from other depots who work into York Station or Yards except York Yard South and are relieved on arrival, or who travel passenger to York for return working must report as quickly as possible direct by telephone to the Resources Controller at York District Control, Extension 2700.

Page 334**DARLINGTON****PROPELLING OF DIESEL MULTIPLE UNIT TRAINS****Amend** heading:—**Propelling Movements****Page 336****NEWCASTLE****NEWCASTLE SIGNAL BOX****Delete** sub heading and item.**Page 337****NEWCASTLE****Propelling Movements**

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

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 338

HEATON**Add:– WORKING OF TRAINS BETWEEN HEATON AND CORPORATION SIDING**

1. All trains working between Heaton and Corporation Siding must be accompanied by the Shunter, Heaton North Yard.
2. Before any movement commences, the Shunter must ensure no conflicting movement is being or about to be made from Parsons private siding.

Page 339

MORPETH**Delete:– Down siding** and instruction.**Add:– RESTRICTION ON WORKING UNFITTED TRAINS BETWEEN BERWICK AND THE SCOTTISH REGION**

Except Engineers trains as shown below or a locomotive with not more than two brake vans, trains which are not fully fitted are not permitted to run between Berwick and the Scottish Region.

When an Engineers train which is not fully fitted is to work over the Down line ahead of Tweedmouth signal T12 (adjacent to the north end of Berwick Down Goods loops), it must have a locomotive at the Berwick end of the train. The locomotive at the rear of the train must only be used to assist the leading locomotive on a rising gradient.

This instruction will not apply in respect of a train worked by a single cab locomotive(s) which is classed as unfitted solely because the brake van is the only unfitted vehicle on an otherwise fully fitted formation. The guard of the train must advise the signalman at the box at which the train commences its journey accordingly. When such a train will proceed onto a line controlled from another signalbox, the signalman must inform the signalman at the box in advance of the circumstances.

Amend heading:–**SHAFTHOLME JN. 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.

Page 340

ASKERN COLLIERY BRANCH**Delete** heading and item.**YORK TO SCARBOROUGH****SCARBOROUGH****APPLETON OIL SIDINGS**

Amend reference in Working Manual for Rail Staff to pink pages Clause E3/1(a) – Paragraph 4 does not apply.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued****Page 340 – continued****FALSgrave TO GALLOWS CLOSE SIDINGS****Delete item and substitute :-****PROPELLING : CAWOODS SIDING TO FALSgrave**

1. The person in charge must obtain the permission of the Signaller at Falsgrave by telephone before authorising a train to propel from the siding towards the signal box.
2. Propelled movements from the siding must be formed with a brake van leading and not exceed 8 SLU.

Pages 341/342**FOSS ISLANDS BRANCH****Delete instructions headed "BURTON LANE SIGNAL BOX" and substitute:-**

1. Except as shown in the following paragraph, the method of working is by train staff and tickets. The object of this working is to prevent a Down train being on the single line between a point opposite Burton Lane Up Outer Home signal and Foss Islands Goods Station, at the same time as an Up train and an Up train occupying the single line at the same time as a Down train.
2. The person in charge at Foss Islands Goods Station is normally on duty between 07 30 and 16 30 hours and when he is not on duty the "Regulations for One Train Working on Single Lines" apply.
3. The train staff or a ticket indicating the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signaller at Burton Lane or the person in charge at Foss Islands Goods Station as the case may be, or if he leaves with a ticket but without having first seen the train staff.
4. On arrival of the train at the other end of the single line, the train staff or ticket must be surrendered to the appropriate person.
5. On arrival of a train at Burton Lane Up Second Home signal, the Guard must, provided the rear vehicle is clear of the fouling point, so advise the Driver, who must surrender the train staff or ticket to the Signaller.
6. Should the train staff be lost or so damaged that it will not open the ticket box, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out.
7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 13 of the "Regulations for One Train Working on Single Lines" must be carried out.

Page 342**ROWNTREE'S HALT****Delete 2nd and 3rd paragraphs****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.**

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 351

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.

**DONCASTER MARSHGATE JN. TO LEEDS WEST JN.
SOUTH ELMSALL STATION**

Amend:—

Drivers of all Down trains must stop their trains with the first vehicle at the appropriate “car length” notice board.

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 JUNCTION TO SKELLOW ADWICK JN.**THORPE MARSH POWER STATION****Working of Oil Trains into the Power Station**

Amend first paragraph to read:—

Oil trains must use the Down line trailing connection operated from the ground frame released by Doncaster signal box.

Amend reference to Bramwith signal box in first sentence of second paragraph to read :—
Doncaster signal box.

SKELLOW A.M.O.C.O. OIL DEPOT**TEMPORARY WORKING OF UP TRAINS**

Delete instruction.

Page 353

Working Manual for Rail Staff (BR.30054) pink pages clause E2/17 – Certificate of Readiness.

Amend reference to Working Manual for Rail Staff, Clause E3/1

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 353 – continued

EASTWOOD L.M.R. TO NORMANTON, GOOSE HILL JN.

GREETLAND O.R.T.

Working Manual for Rail Staff (BR.30054) pink pages clause E2/17 etc.

Amend:–

Working Manual for Rail Staff (BR.30054) pink pages clause E3/1 is amended as follows:–

Paragraph 4 does not apply

Paragraph 3, 7, 8, 12 and 14

When the depot is manned.....then as printed.

Page 354

ELLAND C.E.G.B.

Amend:–

Working Manual for Rail Staff B.R.30054, pink pages, clause E.3/1 is amended as follows:–

Paragraph 4 does not apply.

..... then as printed.

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.

Page 361

HEADFIELD BRANCH

LIVERSEDGE O.R.T.

Amend:–

Working Manual for Rail Staff (BR.30054) pink pages, clause E3/1 is amended as follows:–

Paragraph 4 does not apply.

Paragraphs 3, 7, 8, 12 and 14. When the terminal is unmanned then as printed.

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 Signaller at Batley has been advised that a propelling movement is intended.

DEWSBURY GAS

Amend:–

Working Manual for Rail Staff (BR.30054) pink pages, clause E3/1 –

Certificate of Readiness

..... then as printed.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued****Page 363**

Amend heading:–

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.**Page 364****STOURTON TRADING ESTATE**

Amend third paragraph:–

Trains entering the Trading Estate must not exceed 24 SLU and must be propelled.

Page 366**CUDWORTH NORTH JUNCTION TO MONK BRETTON****DISABLED TRAIN**

First line,

Amend "Up and Down "Through Siding" to read "Single line"

NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.**Page 367****CASTLEFORD****HICKSON AND WELCH LTD. SIDING**

Amend:–

Working Manual for Rail Staff (BR30054) pink pages clause E3/3 is amended as follows:–**Paragraph 2 does not apply.....then as printed.**

Delete:–

Paragraph 6 does not apply. The reach wagons are unfitted.**Page 368****WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.****PONTEFRACT**

Delete:– sub heading and item

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.

Amend:–

Working Manual for Rail Staff (BR30054) pink pages clause E3/1 is amended as follows:–**Paragraph 4 does not apply.....then as printed.****WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.****Pages 370/371****GOOLE ENGINE SHED JN. : TILCON LIMITED – DEPOT**

Delete instruction.

Add:–

PROPELLING MOVEMENTS must not be made until the Signaller has been advised that a propelling movement is intended.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 371

Amend heading:–

ALDWARKE NORTH JN. (MID) TO BURTON SALMON

Add:–

Kilnhurst North Ground Frame

The normal position of the signal reading from the Croda Chemical Works is “Off” and the Guard or Shunter must place the signal to the “On” position and satisfy himself that no conflicting movement is being made, before the train is shunted from the Up Pontefract line. Before entering the Croda Chemical Works Siding, trainmen must obtain the permission of the firm’s staff and an assurance that the Siding gates have been opened. When the work has been completed and the train has been drawn out on to the Up Pontefract line, the signal must be restored to the “Off” position.

PONTEFRACT BAGHILL

Delete heading and instruction.

FERRYBRIDGE C.E.G.B.

Amend:–

Working Manual for Rail Staff (BR.30054) pink pages clause E 3/1. is amended as follows:–
Paragraph 4 does not apply then as printed.

Page 372

HICKLETON COLLIERY EMPTY WAGON BRANCH**HICKLETON MAIN COLLIERY SIDINGS. Empty Wagon Sidings.**

Amend paragraph 1.

Access to the Colliery empty wagon sidings is via the Empty Wagon Branch line and all empty wagon trains, except M.G.R. trains, must be propelled over that line to the sidings.

Pages 373/374

GOLDTHORPE COLLIERY BRANCH**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.

HAMMERTON STREET

Page 375

DIESEL DEPOT

Delete existing instruction and substitute:–

A movement in either direction between the Depot and the Arrival/Departure line must be driven from the leading cab.

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.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 375 – continued

DUDLEY HILL TO BOWLING JN.

HALL LANE

Delete sub-heading and instruction.**Add :-**

When a train is worked by more than one locomotive, the additional locomotive must remain with the train until it leaves the branch.

Should a train stop on the branch, owing to failure and assistance is required the Guard or, in the case of a light locomotive, the Driver's Assistant, must place three detonators 20 yards apart not less than 300 yards on the Bowling Junction side of his train or at the facing trap points at termination of the Branch located at Bowling Junction. He must also inform the Signaller at Mill Lane Junction as soon as possible. The Driver's Assistant must conduct the assisting train to the disabled train.

LEEDS TO SKIPTON STATION SOUTH LMR

LEEDS

Page 376

Delete second paragraph of this instruction :-

The third paragraph of etc.

LEEDS TO SKIPTON STATION SOUTH L.M.R.

LEEDS

Page 376

Delete paragraph headed "Propelling Movements" and **substitute:-**

LEEDS SIGNAL BOX CONTROLLED AREA – PROPELLED MOVEMENTS

A propelling movement must not be made until the Signaller at Leeds has been advised that a propelling movement is intended.

Pages 377/378

KIRKSTALL

SERVICING OF C.E.G.B. SIDINGS – BATTERY ELECTRIC TAIL LAMPS

Delete all instructions.

Page 378

SHIPLEY

Delete all instructions except under the heading "GOODS YARD" and **substitute:-**

1. Up diesel multiple units at Shipley may be propelled from No.2 platform to the Down Main line at Bradford Junction signal box. The tail lamp of such a train must not be transferred to the opposite end until the crossing movement has been made and the train has stopped at No.3 platform.
2. During a failure of track circuit(s) and/or direction lever, the following conditions must also be observed:-
 - (a) Failure between Guiseley Jn. and Bingley Jn. The Down Main line must be used for Down trains only and a Pilotman need not be appointed. (See remarks column in Table A regarding protection).
 - (b) Failure between Bradford Jn. and Bingley Jn. Provided the weather is clear a Pilotman need not be appointed. Trainmen must carry out protection in accordance with the Rule Book Section M Clause 3.9(b).

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued****Page 378 – substitute – continued**

- (c) Failure of track circuits between Bingley Jn. Down Home signals and Down Main Starting signal/Up Main Home signal.

One of the following methods of working must be instituted:—

- (i) The lines from Guiseley Jn. and Bradford Jn. to Bingley Jn. Down Main Starting signal must be used in the Down direction only and a Pilotman need not be appointed.
- (ii) Working by Pilotman must be instituted from Bingley Jn. Down Main and Down Bradford Home signals to a point on the Down Main line opposite the facing end of the crossover connection on the Up Main line and from the Up Main Home signal to Platform No.2.

Add:—

GOODS YARD

The Guard or person in charge must not authorise a train to pass the "STOP FOR ORDERS" board on the Through Siding line until an assurance has been received from Crossley's Shunter that the private locomotive has ceased work and is clear of the movement about to be made. Before leaving the Yard, the Guard or person in charge must advise Crossley's Shunter that B.R. shunting operations in the Yard have terminated.

Trains being propelled from the Up Main along the Through Siding at Shipley Goods Yard must not exceed 15 S.L.U.

Acceptance of trains for Bradford direction under the Warning Arrangement

Delete heading and item.

LEEDS WORTLEY JN. TO HARROGATE**HORSFORTH AND RIGTON**

Amend heading:— **HORSFORTH AND ARTHINGTON**

Bramhope Tunnel General Instructions

Delete first paragraph.

Add new paragraph:—

When the token instruments and bells have failed and telephone communication between Arthington and Horsforth signal boxes is not available, the Pilotman must accompany every train passing over the Single line.

Page 379 SHIPLEY LEEDS JN. TO BRADFORD FORSTER SQUARE STATION**SHIPLEY**

Delete all instructions under this heading and substitute:—
For Working Instructions, see page 378.

BETWEEN MANNINGHAM STATION JN. AND BRADFORD FORSTER SQUARE

Delete heading and item.

Page 380**SHIPLEY BRADFORD JN. TO SHIPLEY BINGLEY JN.**

Delete instruction under this heading and Add "For Working Instructions, see page 378".

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

LEEDS TO HULL PARAGON

Page 381

NEVILLE HILL

Up Sidings

Add :-

2. When the person in charge is not on duty at the Sidings, the Guard, or in the case of a light locomotive, the Driver, must advise the Signaller at Leeds when the train or locomotive on the Up side arrival line has been cleared from that line.

Amend Paragraph "2" to read "3"

WORKING OF TRAINS BETWEEN NEVILLE HILL UP SIDINGS AND MARSH LANE YARD.

Delete instruction and substitute :-

Trains, except for one locomotive and brakevan, running between Neville Hill Up Sidings and Marsh Lane Yard must not be propelled.

Pages 382/383

SELBY

SELBY SIGNAL BOX

Delete instructions and substitute "For Working Instructions see page 330".

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 383

HULL

WEST PARADE SIGNAL BOX

Delete item.

BOTANIC GARDENS DIESEL DEPOT

Amend reference to West Parade signal box in third line to read Hessle Road signal box.

PARAGON SIGNAL BOX. Method of Cautioning.

Delete paragraph.

Pages 387/8/9

NEVILLE HILL WEST JN. TO HUNSLET EAST

HUNSLET

SHELL MARKETING LTD. PRIVATE SIDINGS

Delete instructions and substitute:-

1. Arrivals

- 1.1 The B.R. Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the Shell Marketing Ltd. Depot Supervisor.
- 1.2 The B.R. Shunter will authorise Drivers to pass the STOP Board on the arrival line when it is safe to do so.
- 1.3 The Working Manual Pink Pages E3/1.4 is modified to read:-B.R. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the Shell Marketing Ltd. STOP board, and can be obtained from the Shunter.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued****Pages 387/8/9 – substitute – continued****1. Arrivals – continued**

- 1.4 When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. The Working Manual Pink Pages E3/1.2 is modified to read:—If a brakevan is on the train, it must be detached to the reach wagon siding.
- 1.5 Any cripple tank wagons must be sorted by using either the cripple siding or the reach wagon siding. The discharge siding must not be used for this purpose.

2. Train Departures

- 2.1 B.R. and "Shell Marketing Ltd." staff will watch the train being drawn out of the sidings and give the recognised STOP signal if necessary.

Pages 389/390**LEEDS OIL RAIL TERMINAL**

Delete existing instructions and **substitute:—**

1. Train Arrivals

- 1.1. The Shunter must obtain information about the punctuality of trains in advance of their arrival and pass this information to the O.R.T. Depot Supervisor.
- 1.2. The Shunter must authorise Drivers of trains to pass the STOP board on the Arrival line when it is safe to do so.
- 1.3. The Working Manual Pink Pages E 3/1.4 is modified to read "BR. handlamps must not be taken beyond the boundary gates. An approved safety lamp is available for the Guard's use beyond the O.R.T. and Total Oil STOP boards and can be obtained from the Shunter.
- 1.4. When the train arrives, the Shunter must watch for any heat or ignition source on the wagons. The Working Manual Pink Pages E 3/1.2 is modified to read:— If a brakevan is on the train, it must be detached to the reach wagon sidings".
- 1.5. When bitumen tanks are included in the train these must be placed in the Total Oil siding after placing the O.R.T. train.
- 1.6. When it is necessary to shunt bitumen tanks or cripple tanks, the vehicles must be sorted by using the ORT cripple siding or the Arrival/Departure lines. The ORT siding must not be used.

2. Train Departures

B.R. and ORT staff must watch the trains being drawn out of the sidings and give the recognised STOP signal if necessary.

Page 390**HUNSLET EAST SIDINGS COMPLEX**

Delete item

Page 391**THORNE JUNCTION TO GILBERDYKE JUNCTION
THORNE JUNCTION SIDINGS**

Amend references to No.108 signal to 1108.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 391 – continued

THORNE JN. TO GILBERDYKE JN.

Add :—

GOOLE BRIDGE

All staff requiring to visit Goole Bridge box, or pass over the bridge, or undertake any inspection of the track or bridge mechanism, or inspect the navigation lights, must telephone the Signaller to ascertain whether any train (or trains) is approaching and if so, on which line and the length of time available before it will arrive at the bridge.

A telephone is provided at the east and west ends of the bridge.

Men working at rail level on Goole Bridge**Rule Book, Section P, Clauses 1.3 and 1.4**

When work is being carried out on the moveable section, or the fixed ends adjacent to the moveable section of Goole Bridge, the Lookoutman must be positioned on the signal box gantry provided he can maintain visual and audible contact with the men for whom he is acting as a lookout.

Should the weather conditions be such that the man in charge considers that sufficient warning cannot be given to men working on the line of the approach of trains and it is essential for the safety of the line or the working of the bridge for the work to be carried out the provisions of the Rule Book, Section T.II must be applied.

Page 393

HULL DOCKS

Delete heading:—

HESSLE ROAD BRIDGES JN. TO ALEXANDRA DOCK AND KING GEORGE DOCK and item

Add :—

KING GEORGE DOCK EASTERN ACCESS L.C.

This crossing, situated within the Docks Board Area between King George Dock and Saltend Depot, falls within the category B1 of Table P.4. No advance warning boards however, are provided. Speed of trains over the level crossing must not exceed 5 m.p.h.

NORTHALLERTON BOROUGH BRIDGE ROAD TO NEWCASTLE EAST JUNCTION VIA HORDEN

Page 394

HARTLEPOOL

Tail Lamp Advice

Delete item

Amend:—

HARTLEPOOL : B.S.C. WORKS

All movements must be at extreme caution and not exceed a speed of **5 m.p.h.**

Add – BETWEEN HORDEN AND CEMETERY NORTH

Rule Book, Section S. Hand trolleys placed on the Up Main line between Horden's Up semaphore starting signal and the Up I.B. home signal (H908) must be protected in accordance with the provisions of the Rule Book, Section S, Clause 3.1.

The movement of trolleys in the wrong direction between these signals is prohibited.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 396

Add line heading above HAVERTON HILL I.C.I. EAST GRID:–
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

BELASIS LANE TO PORT CLARENCE

Delete route heading and instruction

Page 397

SHIPYARD GROUND FRAME

Delete heading and instruction.

PORT CLARENCE

Delete first and second paragraphs

PORT CLARENCE TO PHILIPS SIDINGS JN.

Delete heading and instruction.

Page 398

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

CONVEYANCE OF TOXIC GASES

Delete item and substitute:–

CONVEYANCE OF TOXIC GASES AND H.C.N. TANKS
BETWEEN BALASIS LANE AND MONSANTO CHEMICAL
SIDINGS/SEAL SANDS STORAGE

1. Fully fitted trains conveying toxic gases full or discharged and fully fitted trains conveying H.C.N. tanks full or discharged are authorised to travel between Port Clarence and Montanto Sidings or Seal Sands Storage in both directions, without a brakevan in rear.
2. Should a train without a brakevan in rear, conveying toxic gases or H.C.N. tanks be stopped between Port Clarence and Montanto Sidings or Seal Sands Storage, other than as a result of locomotive failure, the Guard must report the circumstances by the most expeditious means available, but in the event of accident he must not pass the tanks unless it is obvious they have not been damaged.

PHILLIPS SIDINGS GROUND FRAME AND MONSANTO SIDINGS

Delete route heading and item headed "North Tees and Seal Sands Open Level Crossings."

Add:–

DORMAN LONG OCCUPATION LEVEL CROSSING

When this crossing, situated ¼ mile on the Philips Sidings Ground frame side of North Tees level Crossing is in use, trainmen will be informed by the Person in charge at Port Clarence and Drivers must stop their trains and ensure the crossing is clear before proceeding.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 398 -- continued

Add:—

SEAL SANDS CHEMICAL, PHILIPS NO.2, NO.3 AND SEAL SANDS ROAD LEVEL CROSSING

When a train clears each crossing, the red flashing road signals and the white flashing signal on the rail approach must be cancelled.

Add:—

WORKING OF TRAINS AT SEAL SANDS STORAGE SIDINGS**1. Arrivals**

1.1 All trains for the sidings must be propelled.

1.2 A train arriving at the branch end must be stopped with the locomotive cab on the approach side of the "R" indication.

1.3 The Guard must walk to Seal Sands Storage security block and advise the firm's staff of the arrival of the train.

1.4 The Guard must ensure Seal Sands Storage level crossing and the adjacent car park crossing within the firm's premises are closed against the roadway, the firm's security gates are open to rail and then obtain permission for the train to enter the sidings.

2. Departures

2.1 When a train is ready to leave the sidings, the Guard must advise the firms staff accordingly.

2.2 The 'Guard' must ensure arrangements are made to close both Seal Sands Storage level crossing and the adjacent car park crossing against the roadway and that the firms security gates are open to rail.

3. Crippled Wagons

When a wagon requires to be detached, the Guard must obtain the key for the padlock to the hand points from the firms security staff, place the points in the reverse position and clip and padlock them. On completion of operations, the hand points must be left in the normal position, clipped and padlocked and the key returned to the security staff.

4. Failure of Crossing Signalling Equipment

Should a failure of the road lights occur at Philips No.3 or Seal Sands Road crossings, the Guard must, before authorising a train to pass over the crossing, obtain the assistance of the firms staff to ensure road traffic is kept clear until the train has passed over the crossing.

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.

Page 400 **HARTLEPOOL CEMETERY NORTH TO HAWTHORNE COMBINED MINE AND COKE PLANT**

Delete.— heading, sub heading and instructions.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 402

PELAW TO SOUTH SHIELDS

Amend heading to:–

TYNE DOCKS GOODS BRANCH

Add as first item under the above heading:–

WORKING BETWEEN HEBBURN (SIGNAL 684) AND JARROW SHELL MEX JUNCTION

The Track Circuit Block Regulations apply, subject to the following modifications:–

1. All trains will proceed on the authority of subsidiary or shunt signals.
2. Only one line between Hebburn (signals 692/697) and Jarrow (signals 716/717/719) will be used at a time. During a failure of the direction switch and/or track circuits between these signals working by pilotman will be introduced.
3. The Rule Book, Section M, Clause 3.2.1 does not apply and detonator protection must be carried out at all times.

Page 403 PELAW TO SOUTH SHIELDS

JARROW OIL TERMINAL

Paragraph 1

Delete and substitute:–

Trains must be stopped at the signal controlling the entrance to the terminal from the Down Main irrespective of the aspect to enable the Guard to change to the leading cab of the locomotive. Trains must again be stopped before passing over the first set of hand points immediately beyond the bridge in the terminal, to enable the Guard to alight and examine the points.

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".

Page 405

Add:–

WORKING BETWEEN JARROW AND HARTON

1. The "Down and Up" Dean Road line between Jarrow signals P720/722 and Harton is worked as a siding under the control of the Signaller at Pelaw.
2. Authority to proceed along this siding will be the clearance of signal P720 or H736.
3. The Guard of an Up train along the siding must, on arrival at signal P.714, advise the signaller at Pelaw if his train is complete with tail lamp.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued**

Page 405 – Add – continued

4. The following provisions of the Rule Book apply, amended as follows:–

4.1 Section H

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.

4.2 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, 20 yards apart, 300 yards from the obstruction on both sides. The signalman at Pelaw must then be advised of the circumstances.

4.3 Section Q

The provisions of this section must be applied, except that protection by Handsignalman will not be necessary

4.4 Section S

The provisions of this Section must be applied, except that the Handsignalman need only be stationed 300 yards from the trolley with the 3 detonators placed 20 yards apart.

4.5 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.

DARLINGTON SOUTH JN. TO SALT BURN

Page 406

TEES YARD : YARD SAFETY

2. Primary Sorting Sidings (Train Crews)

3. Train Preparers

Delete above instructions and substitute:–

2. Primary Sorting Sidings

When a Guard/Train Preparer requires to enter the Primary Sidings at the East end of the Down Yard or the West end of the Up Yard in connection with train preparation, he must report to the Person in charge who must then request the Panel Operator to stop any further movements into the sidings concerned. The Panel Operator must then set the point switches away from the siding(s) and place and maintain a reminder appliance over the switch until advised by the Person in charge that movements into the siding(s) can be resumed.

The Person in charge will advise the Guard/Train Preparer when movement into the sidings has been suspended.

If there are vehicles in the sidings where preparation is to take place, a sufficient number of wagon brakes must be pinned down to form a buffer stop. These brakes must be unpinned after completion of train preparation and before advising the Person in charge that work has been completed.

Amend Paragraph "4" read "3"

Page 406

MIDDLESBROUGH

Add:–

STARTING OF UP H.S.T. SERVICES FROM DOWN PLATFORM

Authority is given for Up H.S.T. services to depart from the Down platform under the control of the Signalman on 300.

When about signal 232 has been cleared, the driver must take this as authority to proceed as far as signal 11001.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued****Page 409****Tees Dock Lines****GRANGETOWN****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.

FIGHTING COCKS BRANCH**Page 413****Delete item and substitute:—**

1. The single line between the Down and Up Main lines at Oak Tree Junction and the "Stop, proceed if line is clear" board is controlled by the Signaller at Darlington.
2. When the Driver or Guard of a train requires his train to proceed from the Long Welded Rail Depot Sidings or the line from Fighting Cocks level crossing along the single line towards Oak Tree Junction he must contact the Signaller by telephone from the "Stop, telephone" board for permission to proceed. He must advise the Signaller whether the movement will be drawn or propelled.
3. Propelling of trains from Oak Tree Junction signal D953 along the single line towards the Long Welded Rail Depot is restricted to two freight brake vans only.

Page 414 LONGBECK SALTBURN WEST JN. TO BOULBY CLEVELAND POTASH SIDINGS**Add:—****LONGBECK SALTBURN WEST JN. : TAIL LAMP ADVICE**

Guards of freight trains or the Driver in the case of a light locomotive, when stopped at Signal L214 on the Up Goods Branch, must advise the Signaller at Longbeck, by means of the telephone provided, that the train or light locomotive, as the case may be, has arrived, complete with tail lamp attached.

Page 417**DUNSTON STAITHS****Add:—**

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

Page 418**PERCY MAIN JN. TO MORPETH****Amend route heading to read:—****EARSDON TO NORTHUMBERLAND/ALBERT AND EDWARD
DOCKS – PORT OF TYNE AUTHORITY****Add:—****WORKING OF SINGLE LINE BETWEEN EARSDON SIGNAL BOX AND ESSO SIDINGS GROUND FRAME**

1. The method of working is by a train staff and metal tickets, and the object of the system is to prevent more than one train being on the single line at the same time.
2. The train staff or a ticket indicating that the train staff will follow must be carried with each train and a Driver will render himself liable to dismissal should he leave either end of the single line without the train staff or a ticket from the Signaller at Earsdon or the Esso Sidings Supervisor as the case may be, or if he leaves with a ticket but without bringing first class ticket back.
3. On arrival of the train at the end of the single line, the train staff or the ticket must be surrendered to the Esso Sidings Supervisor or the Signaller at Earsdon as the case may be.
4. All tickets must be kept attached to the train staff except when it is necessary to issue a ticket in accordance with the above instructions.
5. Should the telephone fail, each train must carry the train staff.

EASTERN REGION SECTIONAL APPENDIX (NORTHERN AREA) – continued**LOCAL INSTRUCTIONS – continued****Page 418 – Add – continued**

6. Should the train staff be lost, the provisions of Regulation 12 of the "Regulations for One Train Working on Single Lines" must be carried out. In the event of a ticket being at either end of the section when the staff is lost, the Pilotman must take possession of the ticket.
7. If a train becomes disabled on the single line and assistance is required, the provisions of Regulation 13 of the "Regulations for One Train Working on Single lines" must be carried out.

WORKING BETWEEN PERCY MAIN NORTH AND ESSO OIL INSTALLATION

Delete the heading :—

Working of the Single line between Percy Main North and Esso Sidings.

Amend second paragraph thereunder, third line:—

"returned to the Signalman at Earsdon to enable the second train to occupy the".

Add:—

BETWEEN EARSDON AND PORT OF TYNE AUTHORITY DOCKS

Unfitted and partially fitted trains proceeding towards the Northumberland/Albert and Edward Docks must stop for application of wagon brakes adjacent to the site of the former signal box at Percy Main North. The train must be stopped at Albert and Edward Docks for the brakes to be released.

Page 419

Add:— BUTTERWELL COLLIERY NORTH BRANCH

BUTTERWELL JUNCTION TO BUTTERWELL BUNKER

Only Class 1 to 6 trains, light locomotives and locomotives with not more than two brake vans are permitted to run between the above locations.

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.

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO

NOTE : Following the commissioning of the Metro Signalling between Regent Centre and Kenton Bank Foot, Tyne and Wear Metro rules apply between these locations.

The instructions in the Sectional Appendix, pages 422 to 430 now apply.

All instructions shown previously must be cancelled.

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.		
Page 425 BENTON QUARRY JN. TO CALLERTON I.C.I. SIDINGS							
Add in remarks column –		Fawdon Station L.C. Open (Type B.1)					Speed restriction signs not provided.
Add in remarks column –		Brunton Lane L.C Open (Type B.1.)					Speed restriction signs not provided.

INSTRUCTIONS AFFECTING E.R. TRAINMEN WORKING OVER THE LINES OF THE TYNE AND WEAR METRO - continued

Page 426

EASTERN REGION SECTIONAL APPENDIX - NORTHERN AREA

Pages 219-220

TABLE P.4 - OPEN LEVEL CROSSINGS

Delete:- both above headings and item.

GENERAL INSTRUCTIONS

METRO SIGNALLING SYSTEM

Delete third sentence i.e. "IN corresponds to UP and OUT corresponds to DOWN."

Page 427

PASSENGER ALARM SIGNALS

First paragraph

Second sentence

Amend "Figure 2" to read "Figure 1".

Third sentence

Amend "flashing red indication" to read "flashing lunar white indication".

Page 429

Delete:- Figure 1.

Amend:- "Figure 2" to read "Figure 1" and the words "red flashing" in the illustration to read "lunar white flashing".

Page 430

Delete:- Figure 5.

Amend:- "Figure 3" to read "Figure 2"

"Figure 4" to read "Figure 3"

"Figure 6" to read "Figure 4"

Note:- All signs and light indications on the rail approaches to open level crossings now conform to B.R. standard designs.

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

Item 1 Paragraph 5 - Add - Empty HAA wagons to run Class 9 with B.V. in rear between Ryhope and Wearmouth.

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

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

Page 4

Delete all items on this page

**Page 5
Terminals
Hickleton**

Index	Columns				
	1	2	3	4	5
Amend :-	18(A)	N372			5

Houghton Main

Delete from column 5 the figure "10"

Page D8

Delete items 6.10, 6.11 and 6.16

6-14 **Amend** to read the same as Page S8 6-14.

Page D9 6-17.3.1 **Add** "if hauled by a Class 47.

Add :-

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

Page L8 6-9 and 6-10 **Amend** to read the same as Page S8 6-10 Par. 1 and 2.

Page S8

Delete item 6.13

6-10. Woolley to Fidlers Ferry. **Amend** Para. 1 to read:-

Trains of 30 loaded M.G.R. wagons from Woolley to Wath Yd. via Barnsley Station Jn. must be hauled by a class 56 loco or 2 locos of no less than Class 37.

Amend Para. 2 to read:-

Trains of 30 loaded M.G.R. wagons from Woolley to Wath Yard via Horbury Jn. and Oakenshaw must be hauled by 2 locos of no less than Class 37 and the loco must be attached to the train by the wagon coupling.

Amend Para. 3 : to 6-11 with heading **Wath Yard to Fidlers Ferry.**

Amend 6-11 to 6-12 and 6-12 to 6-13.

6-14

Add :- Bolsover to the heading.

Amend to read:-

M.G.R trains from Bolsover, Markham Staveley and Seymour o/c to West Burton and Cottam will run loaded via Woodhouse Jn. and return via Elton & Creswell.

Should it be necessary to re-route this traffic via Elton & Creswell then the trains must be hauled by a Class 56 loco, otherwise an assisting loco must be provided between Seymour Jn. and Elton & Creswell.

Page S9

Delete item 6.16

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

Page 11

ACKTON HALL COLLIERY

Delete and substitute :-

1. Upon arrival of a train on the Up Goole line, the Guard must telephone the Signaller at Oakenshaw to obtain permission for the train to enter the colliery and ascertain into which siding the train requires to be routed.
2. The locomotive from the arriving train must then be worked via the Down Goods Loop to enable it to be attached to the loaded train.
3. The Guard must then proceed to the empty train and prepare it in accordance with N.C.B. requirements.
4. The Guard must collect the train documents for the loaded train and advise the N.C.B. weigh office staff when the train is ready to depart.

Page 11A

ASKERN COLLIERY : RAPID LOADING FACILITIES

Delete:- the heading "Method of working to apply during temporary screen loading of trains" and the instructions below.

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 17

FRICKLEY COLLIERY WORKING INSTRUCTIONS

Paragraph 2 : 1st sentence

Amend :-

Arriving trains will proceed through the bunker and be brought to a stand with the leading wagon at the clearance point between the bunker line and the run round line at the East end of the bunker.

Page 18 (A)

Add:-

HICKLETON COLLIERY

Empty M.G.R. trains must be placed in No.1 loaded siding.

Page 21 (1)

(i) South Kirkby. Item 2.2.1 Line 3 **Add:** at ½m.p.h. Line 2 "Special Unloading Signals" should read special loading signals.

Item 2 Trains for Discharge

2.1 **Delete** – drawn **Add** – moved

Delete – on a 'stop/start' basis unloading two wagons at a time

Add – whilst propelling

2.3 **Delete** – under the authority of the Special Loading Signals.

2.4 **Delete** – Signal L649 **Add** – the appropriate signal.

Item 3.1.

Amend speed to read "3m.p.h."

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

Page 21 (1) – continued

Item 3

3.5 Delete – Signal L649 Add – the appropriate signal.

Page 22

WINTERSETT OPENCAST SITE RAPID LOADING FACILITIES

Amend paragraph 5

The train will be propelled during the loading operations at a speed of ½m.p.h. and the Driver must work to the special loading signals until completion of loading and the train has been propelled clear on the Wakefield side of the weighbridge.

Page 24 Delete items 7 to 10.

Page 26 (1)

Thoresby Colliery – Rapid Loading Facilities

Paragraph 2

Amend:–

Loading and gross weighing of M.G.R. trains will be undertaken on the "Stop/Start" basis in rafts of four wagons under control of the special loading signals. Loading and gross weighing of trains of other than M.G.R. wagons which must be fully fitted (max 48 wagons) will be undertaken at an approximate speed of ½m.p.h. under the control of the special loading signals.

Add:–

6. The points to the cripple siding are kept clipped and padlocked normal and the Key kept in the Bunker Control Room. After any movement into this siding has been completed, the points must again be secured in the normal position and the Key returned to the Bunker Operator.

Pages 45/46

COTTAM POWER STATION

Page 46

Delete heading:– Working of Trains into the Oil Sidings – cont'd

Amend in clause 11, speed over remainder of power station lines to read 10m.p.h.

Page 53

SCUNTHORPE B.S.C. COAL DISCHARGE TERMINAL

SPEED LIMITS

Amend:–

Over the Track Hopper, light locomotives only – 5m.p.h.

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

Page 1

CONTENTS

Add:– Restrictions on Working over B.R. Rail Weighbridges – To follow P.88

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

Page 3

Locomotive Classification and Route Availability

Class	H.P.	Description	Number Range	Max Speed	R.A. Group
DIESEL TRAIN LOCOMOTIVES					
27/2	1,250	BRCW/Sulzer	27 201–27 212	90	Amend RA to read 6. (Applicable from 1.6.81)
31/4	1,470	Brush/E.E.	(31 401–31 417)	90)	Amend RA to read 6. (Applicable from 1.6.81)
			(31 419–31 424))	
			(31 418	80)	

Page 6

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

Page 7

BREAKDOWN CRANES

Amend list of Eastern Region Cranes to read:—

Crane Number	Former Number	Capacity Tons	Depot	R.A. Group	Max. Speed m.p.h.	Addl. R.A. in Emergency at 15m.p.h.	Minimum radius curve (Chains)
ADRR 95214	330102	45	Tinsley	5	45	4	5
ADRC 95217	331156	45	Thornaby	3	45	2	5
ADRC 95218	330110	45	Healey Mills	3	45	2	5
ADRC 95222	966103	45	Finsbury Park	4	45	3	5
ADRC 96700	967160	75	Gateshead	7	45	6	5
ADRC 96701	966111	75	Stratford	7	45	6	5
ADRC 96702	966112	75	March	7	45	6	5
ADRC 96709	967159	75	Doncaster	7	45	6	5

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 28 Route 107 PYEWIPE JN. TO SHIREBROOK EAST JN.

Amend:— Section of line from Pyewipe Jn. to Warsop Stn. R.A.7 to R.A.8

Amend:— Section of line from Warsop Stn. to Shirebrook So. from R.A.7 to R.A.8

Page 30 ROUTE NO.129. HABROUGH JN. TO NEW HOLLAND RA 8.

Add following in remarks column:

DMU's ONLY, are permitted to work on to New Holland Pier.

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

- 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
- 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 NO.341. HENDON BRANCH RA 8.
Amend R.A. Column to read RA 5.
Amend additional classes of locos permitted to show 40, 45, 46 and 47.

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

Page 46 — continued

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 61 GRIMSBY

Add:— EAST MARSH. Paul & Sanders Private Sdg.

R.A. Group — Addl Classes of Locomotive permitted:— 31

PYEWIPE INDUSTRIAL ESTATE. Ciba Ceigy Chemicals Pte. Sdg.

R.A.5* Remarks * Diesel Shunting Locomotives only

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

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

Remarks:— *Diesel shunting locomotives only.

**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.

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

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.

SHEFFIELD

Add:— West Tinsley, Hadfields Private Sidings
R.A. 5* Remarks *Diesel Shunting locomotives only

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 10m.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

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.

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

Page 80 — continued

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.

Add:- MONCKTON COKE WORKS — R.A.6

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.

SILVERWOOD

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

SHILBOTTLE 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

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

Page 85 – continued

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. 8

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.

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**

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

Page 88 – continued
WEST BURTON
Add R.A. 7

Add Following Page 88:—

RESTRICTIONS ON WORKING OVER B.R. RAIL WEIGHBRIDGES – EASTERN REGION

Max. speed of all vehicles = 4 m.p.h. over all weighbridges

1. B.R. Weighbridges subject to a total prohibition of all locomotives over the 'Live' (weighing) rails

E.R. No.	Location
11370	Peterborough North Engineers Yard
11935	Poplar Dock
13241	Wakefield C & W
13619 ø	West Hartlepool
13763	Peterborough C & W
14061	Beighton P Way
14242 ø	York, Wagon Works
14445 ø	Simonside, Tyne Dock C & W
14576 ø	Crofton East P Way
15884	Dagenham Dock

2. B.R. Weighbridges subject to some restrictions on the classes of locomotives allowed to pass over the 'Live' (weighing) rails

E.R. No.	Location	Class of Locomotive PROHIBITED
11429	Ipswich, Upper Yard	08, 09, 13, 24/0, 31/0, 31/1, 31/4, 37, 40, 44, 45, 46, 47, 50, 55, 56.
11546	Sheffield, Attercliffe	13.
12427	Boston Dock	06, 08, 09, 13, 24/0, 31/0, 31/1, 31/4, 37, 40, 44, 45, 46, 47, 50, 55, 56.
14470 ø	Hull West	13, 56.
14507 ø	Goole	13, 56.
15138	Chesterton Jn. CMD	06, 08, 09, 13, 24/0, 31/0, 31/1, 31/4, 37, 40, 44, 45, 46, 47, 50, 55, 56.
15657	Doncaster Engrs Yard	13, 56.

Note:— ø These weighbridges are type 1044 with 'Live' (weighing) and 'dead' rails.

All classes of B.R. locomotives (as at date) can pass over the 'dead' rails.

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 exhaust 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.

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 placeBetween Percy Main Junction and
Percy Main North Signal BoxAt Percy Main North Junction Signal
Box — between Signal Bridge North
of Percy Main North Junction Signal
Box and Up Esso Siding Home
signal No.64Ulceby Station, between Colour
signals UL.50 and UL.49**Nature of Restriction**If on Up Line, the Down line to be clear and
vice versa.If on Up Main and Down Dock line, Down Main
and Up Esso Siding single line to be clear and
vice versa.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/—)

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.

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 Drycough 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.

MISCELLANEOUS NOTICES – continued**WORKING INSTRUCTIONS FOR RAIL MOUNTED POCLAIN EXCAVATORS, TYPE TP.30 – continued****2. WORKING ON SITE – continued****2.3 When working on the cess side with the adjacent line open to traffic – continued**

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.

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 Signaller and Handsignaller.

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 159 of the General Appendix.

(MM/S/127/6)

MISCELLANEOUS NOTICES – continued**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 "100 m.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 70 m.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	)	The maximum speed has been reduced to 50 m.p.h. in all conditions of loading.
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)	
12.5t Palvans Nos. B782274 —)	
B782523)	
Salmon Wagons)	
102t. GLW Hopper MPHY 17701 —	)	The maximum speed has been reduced to 45 m.p.h. in all conditions of loading.
17712)	
102t. GLW Class A Tanks)	
Nos. LS 85000 — 85004)	
22.5t Pallet Vans)	
(Curtain Sided))	
51 tonne G.L.W.	)	The Maximum speed has been reduced to 45 m.p.h. in all conditions of loading.
Hopper Salt (PGA))	
(PR.8256 — 8300))	
(PR.8901 — 8918))	
26t Sand/Ironstone Hoppers with)	
a wheelbase of less than 10 feet	)	The maximum speed has been reduced to 35 m.p.h. in all conditions of loading.
46t GLW hydro-cyanic Acid tanks)	
Nos. LS 54600 — 54609 and)	
TRL 51435 — 51449)	
45t GLW Hopper mineral	)	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.
(HBA))	
27t Iron Ore Tipplers	)	The brake force of these wagons in the Heavy and Medium conditions of loading has been reduced from 21 tonnes to 15 tonnes.
Nos. LW 25000 — LW 25099	)	MS12/63/1
100/102t tank)	
B.O.C. 84601/8, 84610, 84612/17, 84620/1, 84630/5, 84640 —	)	the maximum speed has been reduced to 50m.p.h. in all conditions of loading.
	)	(MO34/63)

MISCELLANEOUS NOTICES – continued

EXPERIMENTAL "ADLAKE" ELECTRIC BATTERY TAIL LAMP

1. A prototype of an experimental "Adlake" electric battery tail lamp has been put into service for trial purposes.
2. One lamp has been allocated to this Region and will be used on D.M.U. trains from and to Leeds.
Note. These experimental tail lamps must **not** be used on services conveying Liquid Petroleum Gas (LPG) or Class "A" oil products unless barrier vehicles are employed.
3. **All staff on the routes concerned** are requested to observe specially these lamps and advise their Area Managers concerning the brightness and visibility of the light (including observation from oblique angles, e.g. as from signal boxes or on curves). Comments and suggestions concerning the handling, design and general working of the lamps will also be welcomed.
4. A description of the experimental lamp and working instructions are shown below:—
 - (a) The lamp is rectangular in shape and coloured white. The red lens is mounted in the upper half and the battery is housed in the lower half. (These lamps are easily distinguished from the existing battery tail lamps, which have two red lenses mounted vertically).

Note. The experimental lamp is heavier than existing types of lamps. If, however, the lamp is adopted for use, the casing will be made of a lighter material and the weight of the lamp will be less.

- (b) The battery has a very long life and is not re-chargeable. When expired, the battery is replaced by a new one.
- (c) The light cannot be manually switched on or off as this is done automatically by a light sensitive cell, situated on the front of the lamp housing. The lamp thus remains illuminated whenever the level of the ambient light is low, e.g. after dark or in a tunnel. A pivoted flap can be rotated to cover temporarily the sensitive cell if the latter is subjected to bright light, in order to test that the lamp becomes illuminated when little or no light enters the cell.
- (d) A red low battery warning light, positioned on the lens housing, will automatically become, and remain, illuminated when there is less than about 30 hours remaining battery life. A lamp must not be put into service when the warning light is illuminated.
- (e) The person placing the lamp on a train or vehicle or otherwise positioning it for use, must:—
 - (i) Check that the low battery warning light is not illuminated,
 - (ii) if the lamp is not illuminated, rotate the flap over the light sensitive cell and check that the lamp lights. Ensure that the flap is not left covering the sensitive cell.
- (f) When not in use and in order to save the batteries, the lamps should be laid on their backs or in any other suitable position to ensure that the maximum light enters the sensitive cell. Care must be taken, however, to ensure that the lamp is not positioned so as to exhibit an unintentional danger signal.

(MO/12/17/9)

(MO/45/1237) (12)

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.O. (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 :-

6/4S93 14 25 SX Parkeston Quay	— Bathgate
6S96 14 55 SX Parkeston Quay	— Mossend
6E86 21 35 SX Mossend	— Parkeston Quay
6E87 12 52 SX Glasgow Sighthill	— Parkeston Quay
6M62 20 53 SX Parkeston Quay	— Edge Hill
6E85 18 01 SX Trafford Park	— Parkeston Quay
6M88 20 15 SX Parkeston Quay	— Garston
6E83 14 17 SX Garston	— Whitemoor
6M86 16 20 SUN Parkeston Quay	— Bescot
6E88 21 00 SX Llandeilo Junction	— Whitemoor
6V85 19 57 SX Whitemoor	— Severn Tunnel Junction
6E53 16 17 SX Dover	— Tees
6O56 19 52 SX Leeds Hunslet	— Dover
6E92 02 10 MX Willesden Brent Sidings	— Peterborough
6E75 21 46 SX Willesden	— Leeds Hunslet
6M79 16 10 SX T.C.F.D.	— Toton
6O49 17 45 SX Tees	— Eastleigh (FX), Basingstoke (FO)
6E51 20 15 SX Bescot	— Tyne
6M66 21 00 SX Doncaster Belmont	— Willesden
6C83 16 05 SX Haverton Hill	— Parkeston Quay
6V88 22 11 SX Ripple Lane	— Severn Tunnel Junction
6E82 00 05 MX Severn Tunnel Junction	— Ripple Lane

(MO33/19—1)

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

The instructions contained in the General Appendix under the above heading must be interpreted as follows on the Eastern Region:—

- 2 (a) Outer pane of double glazing scored three inches or more or broken) – The appropriate full seating bay(s) of the vehicle must be taken out of passenger use. The Guard must advise the Driver of the circumstances and instruct him to proceed at a speed not exceeding 100 m.p.h. to the next place where C & W staff are available.
-) The C & W staff must remove all the glass from the defective outer pane and apply adhesive tape over the intact inner pane.
-) The train may then continue in service with the appropriate full seating bay(s) remaining out of passenger use. The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly.
- (b) inner pane or both panes, or) – Train must be stopped as soon as possible and all the defective glass removed. Remove passengers from coach and label "out of use". If access through coach is required the Guard or other competent member of the staff must be in attendance.
- (c) single glazed pane scored three inches or more or broken) The speed of the train must not exceed 100 m.p.h. and the Guard must advise the Driver accordingly.
- 6 (i) Door drop lights) – Train must be stopped as soon as possible and all defective glass removed. The window frame must be put in dropped position.

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

Note : A number of perspex replacement windows for H.S.T. Trailer Cars are allocated to principal intermediate and terminal stations on the East Coast Main Line. When C and W staff have fitted one of these perspex windows to replace a broken double glazed window, the above restrictions no longer apply i.e. the H.S.T. Set can revert to running at line speed with full use of the coach seating bays restored.

The perspex windows are each supplied within individual hardboard sheets for transportation purposes, together with a special spanner. Each hardboard sheet bears the name of the allocated station and when a perspex window has been fitted, the hardboard sheet and special spanner must be placed in one of the power car brake compartments to enable the Depot, replacing the window, to return it to the owning station suitably protected, together with the spanner.

46 TONNE GLW HOPPER MINERAL WAGONS (HBA)

It is necessary for the CM & EE to carry out a modification to the braking system of these wagons, and to facilitate this work, commencing forthwith and until further notice, block trains of these vehicles are to be worked on the single pipe system (see General Appendix page 16.6 Clause 2.5). (MO45/1420)

CLASS 253 AND CLASS 254 TRAINS : WORKING INSTRUCTIONS

Referring to Clause 7.4.3 of Booklet BR.33069/2; a train may enter service from a Maintenance Depot with the disc brake isolated on one Power Car wheelset per train. The tread brake on the affected wheelset must, however, be operative. The train concerned may remain in service and work at normal line speed. (MO/45/1314)

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 AND NON-PASSENGER CARRYING COACHING 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 14 and 16 of the General Appendix.

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.

ORMESBY STATION

Both platforms at Ormesby Station have been shortened to 2 car lengths.

Drivers of trains to Middlesbrough must stop with the leading 2 cars next to the Up Platform. Drivers of trains from Middlesbrough must stop with the rear 2 cars next to the Down Platform.

GASCOIGNE WOOD AND SELBY WEST JN.

Increased use is being made of Hambleton Level Crossing at 4m. 6chs. by Contractors vehicles.

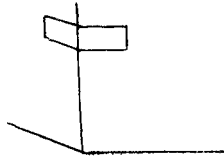
SHIPLEY – BINGLEY JN. TO BRADFORD JN.

The number 2 Platform line has been shortened by 50 yards at each end and Drivers must be prepared to stop their trains between the Notice Boards.

MISCELLANEOUS NOTICES – continued**IDENTIFICATION OF AIR BRAKE EQUIPMENT ON CONTINENTAL & BRITISH TRAIN FERRY VEHICLES**

Referring to the instructions contained in clause 13.5 of the Air Brake Regulations, three of the four white markings will gradually be withdrawn from use.

The only sign to be retained is that for "Piped-only" vehicles as shown below:—



Vehicles with "Goods", "Passenger" or "Goods/Passenger" braking rates can be identified by abbreviations in capital letters painted near the middle of the solebar on each side of the vehicle. The abbreviations are:—

G = fixed "Goods" braking rate.

P = fixed "Passenger" braking rate.

GP = "Goods" or "Passenger" braking rates with changeover levers.

NOTE : Any prefixes shown before the braking rate abbreviations, identify the type of brake distributor and must be ignored for traffic purposes.

Removal of the three redundant white markings is to be carried out by 31 December, 1980.

(MO45/1420)

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

In connection with the 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
Neville Hill Depot DMU Fuelling and Servicing Shed	Building work	08 00 to 18 00 daily	
Dairycoates West, Tilcon Private Sidings	Building work	07 00 to 17 00 daily	
York Clifton Carriage Sidings	Building work and earthwork	08 00 to 18 00 daily	
Heaton HST Reception Sidings Nos.1, 2, 3 and 4	Trackwork		
Gateshead MPD	Erecting washing shed. Excavations and alterations to track formation. Repairs to shed doors. Plant and machinery in use.	Until further notice.	
Darlington Diesel Depot	Trackwork 1, 2, 3 & 4 Departure Lines	08 00 to 16 00	

MISCELLANEOUS NOTICES -- continued

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSE -- continued

In connection with the 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
Carr TMD No.12 Road	Construction work, Restricted clearance.	08 00 to 16 00 daily	
Thornaby MPD	Pit improvements	07 30 to 17 00	

In connection with the under-mentioned work, the "Daily Shed" has been taken out of use.

DON'T TAKE

CHANCES,

YOU CAN'T

AFFORD IT