British Rail

EASTERN REGION

(SOUTHERN AREA)

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 2 APRIL 1977, UNTIL FURTHER NOTICE

CONTENTS

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

YORK
2 APRIL, 1977

G.R.H. ORBELL
CHIEF OPERATING MANAGER

THIS SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET SUPERSEDES SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET DATED 2 OCTOBER 1976

AND INCLUDES MOST OF THE INFORMATION CONTAINED IN THE GENERAL INSTRUCTIONS AND NOTICES BOOKLETS UP TO AND INCLUDING No.SD 6 DATED 5 FEBRUARY 1977

MISCELLANEOUS NOTICES

SPENO RAIL GRINDING TRAIN R.555

GENERAL

1. The train will be driven by the firm's driver, who is not passed out in protection procedures.
2. A Motive Power Conductor must ride with the Speno train driver at the leading end of the train.
3. A Guard must ride in the rear vehicle of the train.

MOVEMENT TO AND FROM SITE OF WORK

4. Maximum speed : **45 m.p.h.**
5. The train (as composed of 5 vehicles) may be relied upon to operate track circuits. If for any reason the Speno locomotive wagon has to be detached, the locomotive wagon must not be relied upon to operate track circuits and Instruction A.11 on page 63 of the General Appendix must be complied with.

WORKING WITHIN AN ABSOLUTE POSSESSION

6. Grinding must only be carried out within an Engineer's Absolute Possession, taken in accordance with Section T III of the Rule Book.
7. The Conductor Driver and Guard must accompany the train at all times and will be responsible for carrying out protection in the event of mishap.
8. The train must be driven from the leading end in all circumstances.
9. The spark guards must be lowered at all times whilst grinding is taking place.

EQUIPMENT

10. Twelve detonators, 2 red flags and 2 sets of track circuit operating clips must be carried on both the locomotive and the control wagon.
11. A red banner flag and suitable lamp must be carried to protect the train when stabled.
12. 2 headlights, illuminated at all times, must be carried on the leading end of the train.
13. An oil tail lamp, illuminated as necessary, must be carried on the rear of the train.

DERAILMENT, MISHAP OR BREAKDOWN

14. In the event of derailment or mishap the appropriate instructions on page 118 of the General Appendix must be strictly complied with.
15. (a) In the event of mechanical breakdown the train must be hauled by a B.R. air braked locomotive if possible. The air brake train pipe must be coupled when possible.
    (b) If an air braked locomotive is not available a vacuum braked locomotive may be used to haul the train. In these circumstances the train must be run as an unfitted train. Handbrakes are available at both ends of the train and a B.R. brakevan is not required.
    (c) The coupling of the Speno train must be used to attach the locomotive and this must be fully tightened in accordance with the General Appendix Instructions.
    (d) The B.R. locomotive must not buffer up to the train until the permission of the Person in charge of the train has been obtained.

FOUR-DIGIT INDICATORS ON LOCOMOTIVES

The four-digit indication hitherto displayed on the front of locomotives is being progressively withdrawn and replaced by two white lights horizontally placed. In the meantime, indicators on some locomotives are being set to show four white zeros and such indication must not be regarded as an incorrect headcode

MISCELLANEOUS NOTICES – **continued**

15 FEET WHEELBASE OIL TANK WAGONS

Until further notice Oil Tank Wagons with a wheelbase of 15 feet in tare condition (i.e. empty or discharged) must not exceed a speed of 45m.p.h. on the Southern Region.

G.N. ELECTRIFICATION – HEADSPAN ERECTION JIB

1. Description

1.1 The equipment consists of a rail mounted Jib used to erect overhead line equipment. When raised and slued across the adjacent line it provides a working platform.

1.2 The Jib, when slued, is physically restricted to a minimum height of 15 feet above the line on which it is standing and trains on adjoining lines can pass beneath normally.

1.3 The Jib must not be used unless details are published in the printed Weekly Notice of Engineering Work.

2. Prohibitions of use

2.1 The use of the Jib is prohibited when any of the following conditions apply or develop

(a) Visibility less than 450 metres (500 yards)
(b) Darkness
(c) Wind above Force 7 (37 mph)
(d) Falling snow or freezing rain
(e) Inability, due to difference in levels, to maintain a minimum height of 15 feet above any line affected.

3. Conveyance to and from site or work

3.1 The Jib will be conveyed in a train which will normally consist of the following:–

Brake Van
Headspan Jib
Runner Wagon
Two Headspan Assembly storage vehicles
Mess Coach
Workshop Coach
Brake Van

3.2 Before the Jib train commences its journey to or from site of work the C.M.E.E. Department Supervisor in charge must carry out a safety check in accordance with C.M.E.E. instructions. The Guard must obtain the assurance of the C.M.E.E. Department Supervisor that this has been done.

3.3 The Jib Operator or other qualified person must accompany the train at all times.

4. At site of work

4.1 A C.M.E.E. Department Supervisor and an Operating Department Supervisor must be present.

4.2 The line on which the Jib train is to stand must be within an Engineer's Absolute Possession in accordance with Rule Book, Section T Part III.

4.3 The locomotive must remain attached to the train whilst the Jib is in use.

4.4 The C.M.E.E. Department must obtain permission from the Operating Department Supervisor on each occasion before the Jib is slued across the adjacent lines.

4.5 If, in the opinion of the Operating Department Supervisor, the sluing of the Jib would reduce the sighting distance of signals to an unacceptable degree, the Operating Department Supervisor must not give permission for the Jib to be slued.

4.6 Train movements must be supervised by the Guard who must obtain the permission of the C.M.E.E. Department Supervisor before such movements commence.

4.7 Before moving between electrification structures, the C.M.E.E. Department Supervisor must ensure that the Jib cannot move from a position in line with the train and the speed of the train must not exceed 5 mph.

4.8 Under no circumstances must the vehicles carrying the Jib be left unattended unless the Jib is in the travelling position.

4.9 Should an emergency arise which is likely to affect the safety of any adjacent line(s) the Operating Department Supervisor will be responsible for protection arrangements being made and implemented.

MISCELLANEOUS NOTICES – continued

MANCHESTER/SHEFFIELD/WATH ELECTRIFIED LINES
WORKING INSTRUCTIONS–ISSUE OF PERMITS TO WORK

In connection with Instruction No.48, attention is drawn to the responsibilities shown below:–

It is the duty of the member of the overhead line equipment staff issuing the permit to work on Form C, to satisfy himself that the person in charge of the work fully understands the extent of the isolation and, where live equipment is adjacent to or crosses over the isolated equipment, which equipment is live and which is isolated. The person in charge of the work must in turn satisfy himself that each man for whom he is responsible fully understands these conditions before the man commences any of the work for which the isolation is necessary. If the man in charge of the work is relieved he must similarly inform his relief. (TM/EG/W/3/3/YE)

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

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

Cottam
Drax
Eggborough
Ferrybridge
High Marnham
Thorpe Marsh
West Burton

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

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

Exceptions

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

Trains from Didcot must be made up at Toton North.

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

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

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

APCM BULK CEMENT WAGONS

45 tonnes APCM Bulk Cement Wagons Nos.APCM 9020 – 9075 when empty **must not exceed a speed of 45 m.p.h. on the Southern Region.**

MISCELLANEOUS NOTICES – continued

CHIEF CIVIL ENGINEER TRACK RECORDING COACH DB.999550

1. The C.C.E. Track Recording Coach is a standard passenger coach (Mark 2f) design, painted in "Inter-City" livery with a wide yellow band along the coach below window level. The weight of the coach is 45 tonnes.
2. The coach must only be attached to locomotive-hauled trains, and to High Speed Trains (except when conveying passengers), and may be run at speeds up to 125 m.p.h.
3. The coach must be dealt with in the same way as other passenger-carrying coaching stock.
4. The coach is fitted with air brakes and through electric heating connections, and is also vacuum piped. There are no facilities for steam heating connection.
5. The coach must be marshalled outside the normal passenger train formation, but in the case of High Speed Trains it must be marshalled within the train formation next to a power car; in the case of vacuum-braked passenger trains it must be marshalled next to the locomotive. Passengers must not be allowed to enter the coach and the end doors must be kept locked.
6. Exhaust fumes from the diesel generators mounted underneath the coach can give the impression of the presence of fire, also, inspection lights shining downwards are mounted on the bogies and, under certain conditions, the reflections from these lights can give the impression of sparks coming from the bogies. Staff should bear these points in mind in any assessment of whether the vehicle condition is such that the train should be stopped.
7. When stabled, the coach will have the doors secured and locked. It must not be entered nor moved (except in an extreme emergency) without a representative of the C.C.E. (B.R. H.Q.) track recording section being in attendance.

AUTOMATIC HALF BARRIER LEVEL CROSSINGS

During the next few months, the inner of the two whistle boards on each approach to automatic half barrier level crossings will be progressively removed.

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 60 m.p.h., the distributors may all be either fixed or set in the "P" or "G" position with one in four vehicles, up to a maximum of ten, set in the opposite position to the majority of the vehicles in the train, marshalled as required to meet traffic requirements.
2. Section C5 of Part 6 Working Manual for Rail Staff is modified to allow heavy axle weight vehicles, loaded to "H" or "M" category, to be conveyed on air-braked services upon the authority of Regional H.Q. (Operations) under B.R.29973 procedures setting out route to be taken and restrictions applicable over the route, together with instructions that such vehicles must not be "loose or hump shunted".
3. Air-braked system services authorised to convey loaded air-braked 45t. and 100t. G.L.W. steel carrying wagons with unchained steel, must be formed with all vehicles fitted with screw couplings.
4. Special dispensation is given for the following trains to run under **single pipe** operation **at all times**:–

6S72 14 25 SX Parkeston Quay – Bathgate
6S74 14 55 SX Parkeston Quay – Glasgow Sighthill
6E87 14 27 SX Glasgow Sighthill – Parkeston Quay
6M62 00 06 MX March Down Yard – Garston
6E65 18 05 SX Trafford Park – Parkeston Quay
6M86 20 15 SX Parkeston Quay – Bescot
6E67 19 54 SX Bescot – Whitemoor
6E88 21 00 SX Llandeilo Junction – Whitemoor
6V85 20 20 SX March Down Yard – Severn Tunnel Junction

(MO.11.091)

MISCELLANEOUS NOTICES – continued

MAXIMUM SPEEDS OF COACHING STOCK

Locomotive Hauled Coaching Stock

Certain locomotive hauled coaching vehicles have been marked "**100 m.p.h.**" or "**100 m.p.h. S.M.**" and Guards working trains timed in excess of **90 m.p.h.**, which will be indicated in the working time tables by a + sign, must, if the train is not entirely formed of vehicles marked "**100 m.p.h.**" or "**100 m.p.h. S.M.**", instruct the Driver NOT to exceed **90 m.p.h.**

Trains not indicated by a + 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. S.M.**" 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 **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	Maximum Speed	
	Loaded m.p.h.	Empty m.p.h.
Certain A.P.C.M. bulk cement wagons	35	50
Fly Ash	55	55
Merry-go-round Wagons	45	55
45 ton two axle Oil tanks	60	60
45 ton two axle steel AB } H	60	
cov AB } M or L	75	75
open AB }		
Carflats and Cartics	75	75

When any of these vehicles are marshalled in a train and are of 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.

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.

12 ton Insulated Fish Vans	The maximum speed has been reduced to 60 m.p.h. in all conditions of loading.
12 ton pipe fitted. 24 ton strip coil.	The maximum speed of these wagons has been reduced to 50 m.p.h. in all conditions of loading.
22 ton timber, conflat, coil, plate fitted only and fitted with roller bearings.	
22 ton and 24 ton plate – fitted only.	
20 ton and 22 ton tube vacuum fitted – with plain bearings and roller bearings.	
22 ton conflat – fitted with plain bearings only.	
12 ton container, flat conflat 'B'.	
24 ton 'D' coil.	
22 ton Ale pallet.	

MISCELLANEOUS NOTICES – continued

MAXIMUM SPEED OF FREIGHT ROLLING STOCK – continued

Amended Wagon Panels – continued

12 ton Palvans Nos. B782274 – B782523	The maximum speed has been reduced to 45 m.p.h. in all conditions of loading.
25½ ton Sand/Ironstone Hoppers with a wheelbase of less that 10 ft.	The maximum speed has been reduced to 35 m.p.h. in all conditions of loading.
27 ton Iron Ore Tipplers Nos. LW25000 – LW25099	The brake force of these wagons in the Heavy and Medium conditions of loading has been reduced from 21 tons to 15 tons.
Salmon Wagons	The maximum speed has been reduced to 45 m.p.h. in the Heavy, Medium and Light conditions of loading.
100 ton GLW Hopper (LS17601 – 17612)	The maximum speed has been reduced to 45 m.p.h. in the Heavy, Medium and Light conditions of loading.

16.5 Tonne Mineral and 16.5 Tonne Minfit Wagons

Until further notice, 16.5 Tonne Mineral and 16.5 Tonne Minfit Wagons (whether loaded or empty) **must not exceed a maximum speed of 35 m.p.h. on the Southern Region.**

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.

Bocars B889101 – B889142 inclusive	The maximum speed has been reduced to 60 m.p.h. in all conditions of loading. (MS12/85/2) (49)

LOCOMOTIVE HEADLIGHTS

Certain locomotives and multiple units are being fitted with an electric headlight to improve the sighting of approaching trains by staff working on running lines and also to provide forward lighting for drivers. The headlights will in no way modify the requirements of the Rule Book, Section H, clause 7.

Drivers are instructed that unless weather conditions do not allow their use, the headlights should be left switched on when the locomotives/multiple units are in motion. (M.A.)

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

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

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

Diversion of Coal Trains formed of 26-32 ton Coal Hopper Wagons for C.E.G.B. – In the event of a train being diverted from one power station to another the Guard must amend the copies of the train weigh bills carried on the train accordingly.

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 in 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

PREPARATION OF FREIGHT TRAINS

A man rostered to fully prepare a freight train must:–

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

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

MS.12/85/7

CONVEYANCE OF "DEAD" ELECTRIC MULTIPLE UNIT STOCK TO SOUTHERN REGION

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

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

CLASS 40 DIESEL LOCOMOTIVES

These locomotives must each carry two wooden scotches and when the locomotives are left stabled Drivers must in addition to applying the handbrake place a wooden scotch on each side of one wheel.

Before the locomotive is moved the scotches must be removed and placed in the locomotive cab.

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

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

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

Southern Region locomotives are numbered in the series :–

Electric	Class 71	71001 – 71014
Diesel Electric	Class 33	33001 – 33212
Electro-Diesel	Class 73	73001 – 73142
Electro-Diesel	Class 74	74001 – 74010

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.**

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; Alternatively, 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 Engineers' Trains Working on a running line not in the Absolute Possession of the Engineer) may be applied.

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

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

2.3.1 Before work is commenced, the C.M. & E.E. Supervisor must:–

(a) supervise the slewing of the eccentric to the working side of the vehicle,

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

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

2.3.2 When the excavator bucket/grab is, or is about to be, manipulated above the height of an adjacent vehicle on the same line and a warning of the approach of a train on the adjacent line is given by the Lookoutman, work must cease immediately with the bucket/grab grounded in 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 signalman and Handsignalman.

2.5 If, when operating in the 180° slewing limitation, the indicator lights (referred to in clause 2.3.1 above) cease to be illuminated, all work must stop until the C.M. & E.E. Supervisor has made a thorough check and either has 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.

MISCELLANEOUS NOTICES – continued

TINSLEY MARSHALLING YARD
EMERGENCY MOVEMENT OF LOCOMOTIVES OVER MAIN HUMP

The following types of Main line Diesel locomotives are authorised to run over the Main Hump in an emergency :-

Class 20 Type 1 1000 hp English Electric locomotive.
Class 24 and 25 Type 2 1160/1250 hp B.R. Sulzer locomotive.
Class 30 and 31 Type 2 1250 and 1470 hp Brush locomotive.
Class 37 Type 3 1750 hp English Electric locomotive.
Class 47 Type 4 2750 hp Brush Sulzer locomotive.
Class 55 Type 5 3300 hp English Electric locomotive.

The following conditions are laid down to cover these emergemcy movements :-

1. The only persons authorised to introduce this work are the Yard Manager, or the Assistant Yard Manager, on duty.

2. When the permitted locomotives move over the Main Hump with or without wagons attached they must not exceed a maximum speed of **4 m.p.h.**
   The Driver should be reminded of this in each case of this emergency working.

3. No load should be taken over the Main Hump liable to cause the locomotive to slip.

4. Authorised locomotives will be permitted to run over the Main Hump with or without a raft of wagons in either direction through the main sorting sidings.

5. The maximum speed limit of **4 m.p.h.** must never be exceeded.

6. The Dowty Booster/Retarders should not require their pressure reducing.

7. Diesel Electric Main line locomotives must not be worked at any time over the Mechanical feed roads to the secondary hump.

WATH MARSHALLING YARD
MOVEMENT OF LOCOMOTIVES OVER WATH "A" AND "B" HUMPS

The following conditions apply to the working of Main line Diesel locomotives over Wath "A" and "B" Humps:–

Classes Permitted : 20, 24, 25, 31, 37, 47.

Classes Prohibited : 40, 44, 45, 46. (MP.4/5)

BERTHING OF INCOMING LOCOMOTIVES AT STRATFORD RUNNING AND MAINTAINING DEPOT

All locomotives arriving on the Depot must pass through the washing machine to be washed and then left at the fuelling point.

The fuelling point must be regarded as the finishing point for incoming locomotives.

In the event of any undue delay the Running Foreman's attention must be called.

WHITWELL TUNNEL

There is reduced clearance in the tunnel due to warping of the tunnel walls. A moveable gantry is permanently situated in the tunnel for use during repairs.

MISCELLANEOUS NOTICES – continued

WESTERN REGION HIGH SPEED TRAIN

Until further notice, certain runs with the High Speed Train will take place between 12m.p. and 32m.p. (Hayes and Twyford) and 43m.p. and 63m.p. (Pangbourne and Challow) at Speeds exceeding 100m.p.h. Times are published in a special notice.

Staff must be particularly alert for the approach of this train.

CRESWELL COLLIERY

A temporary level crossing with barriers has been installed over the Empty Wagon line and will be used by Contractors heavy vehicles.

SPENO RAIL GRINDING TRAIN R.555

This train is programmed to work at various locations within the Liverpool Street Division, details of which are to be advised in Section 'B' of the Weekly Permanent Way Notices in due course. The undermentioned special conditions must apply, as appropriate:–

GENERAL

1. The train will be driven by the firm's driver, who is not passed out in protection procedures.
2. A Motive Power Conductor must ride with the Speno train driver at the leading end of the train.
3. A Guard must ride in the rear vehicle of the train.

MOVEMENT TO AND FROM SITE OF WORK

4. Maximum speed: 45 m.p.h.
5. The train (as composed of 5 vehicles) may be relied upon to operate track circuits. If for any reason, the Speno locomotive wagon has to be detached, the locomotive wagon must not be relied upon to operate track circuits and Instruction A.11 on page 63 of the General Appendix must be complied with.

WORKING WITHIN AN ABSOLUTE POSSESSION

6. Grinding must only be carried out within an Engineers' Absolute Possession, taken in accordance with Section T. III of the Rule Book.
7. The Conductor Driver and Guard must accompany the train at all times and will be responsible for carrying out protection in the event of mishap.
8. The train must be driven from the leading end in all circumstances.
9. The spark guards must be lowered at all times whilst grinding is taking place.

EQUIPMENT

10. Twelve detonators, 2 red flags and 2 sets of track circuit operating clips must be carried on both the locomotive and the control wagon.
11. A red banner flag and suitable lamp must be carried to protect the train when stabled.
12. 2 headlights, illuminated at all times, must be carried on the leading end of the train.
13. An oil tail lamp, illuminated as necessary, must be carried on the rear of the train.

DERAILMENT, MISHAP OR BREAKDOWN

14. In the event of derailment or mishap the appropriate instructions on page 118 of the General Appendix must be strictly complied with.
15. (a) In the event of mechanical breakdown the train must be hauled by a B.R. air braked locomotive if possible. The air brake train pipe must be coupled when possible.

    (b) If an air braked locomotive is not available a vacuum braked locomotive may be used to haul the train. In these circumstances the train must be run as an unfitted train. Handbrakes are available at both ends of the train and a B.R. brakevan is not required.

    (c) The coupling of the Speno train must be used to attach the locomotive and this must be fully tightened in accordance with the General Appendix Instructions.

    (d) The B.R. locomotive must not buffer up to the train until the permission of the Person in charge of the train has been obtained.

MISCELLANEOUS NOTICES—continued

BRADWAY TUNNEL

There is reduced clearance in the tunnel due to warping of the tunnel walls.

ULCEBY STATION

Until further notice, a restriction is imposed upon the working of B.R. Standard Coaching Stock stencilled "C.1" at Ulceby Station. If a train conveying these vehicles is allowed into the staion on the Up Main, the Down Main line through the Station must be kept clear and vice versa. MO.24/2

CLAPHAM JUNCTION

In Clapham Junction Yard, as an added protection, carriage and wagon staff are experimentally using a flashing red light to indicate they are working on a train or vehicle.

If this flashing light is observed, no movement up to, or of, the train or vehicle must be made until the carriage and wagon person concerned has indicated he is clear and has removed the light.

The flashing light will be mounted on the buffer of the last vehicle (together with red flag during the day time) in accordance with Clause 6 of the instructions shown on page 75 of the General Appendix.

BETWEEN VICTORIA PARK BOX AND POPLAR

The Departure line is out of use and trains in both directions are worked over the Single line (former Arrival line) in accordance with the Train Staff and Ticket Block Regulations.

The end of the Single line at Poplar in the Up direction is the "Stop For Orders" board on the approach side of Poplar station. The commencement of the Single line at Poplar in the Down direction is the "Limit of Shunt" board at the Victoria Park end of Poplar Up Platform.

All signals applicable to the former Arrival and Departure lines continue to apply to the new Single line.

The Chargeman at Poplar is the person authorised to receive or deliver the Train Staff and tickets at that end of the Single line.

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

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

Location	Nature of Work	Duration	Commencing date
Ilford ETE Depot All lines	Remedial work to combat oil pollution	Continuous	
Barking (Ripple Lane) (Carriage and Wagon Depot)	Earthwork.	Continuous	
Southend Victoria Washer Road	Construction of concrete apron	Continuous	
Hertford East No.1 Carriage Siding **BLOCKED**	Demolition of Up Side Wall at Back of Wall and rebuilding at new level	Continuous	
Welwyn Garden City Carriage Sidings	Building and Earthwork	Continuous	
Ferme Park Reception Sidings (All Lines)	Building work. Off track machines in use.	07 00 to 18 00 (Daily)	

RULE BOOK

Section B, Clause 5.3.11 –

Amplify to:

Employees must not ride on any steps of a locomotive or vehicle, except that persons engaged in shunting operations may ride on the platform specially provided on shunting locomotives.

When on the ground alongside vehicles, or when riding on the platform specially provided on shunting locomotives, at converging points in sidings, employees must take special care that there is sufficient clearance for their personal safety.

Section E – Add new Clause 4.4A

4.4A Defective position light shunting signal

Should a Signalman become aware that any light in a position light shunting signal has failed, no shunting movement must be permitted towards or be brought within the control of such signal to stand unless this is unavoidable and the movement cannot be signalled by an alternative route.

Before authorising a movement in such circumstances the Signalman must advise the Person in charge of the movement that the signal has failed and not permit any conflicting movement which would be protected by the defective signal until he has obtained an assurance from the Person in charge that the shunting movement has come to a stand and that no further movement will be made until authorised.

Section H Clause 3.2 Equipment

Amend first paragraph:–

Each locomotive cab is equipped with a track circuit operating clip, not less than 10 detonators and 2 red flags. Multiple-unit cabs are each provided with a track circuit operating clip not less than 10 detonators and 1 red flag.

Clause 3.8.2.

Amend end of first sentence to read :–

.....at least one mile (at least 1¼ miles where permissible speed is 100m.p.h. or above) from the obstruction.

Clause 5.1.

Delete complete clause and **substitute**:

5.1. **Equipment – additional**

The Guard must have in his possession a carriage key, gangway door key, padlock and key and, where required, electric light key.

Amend Clause 4.4.2 to :–

When a brakevan is not provided, or in the case of a parcels train or empty coaching stock train where the brakevan in the train cannot for any reason be heated, the Guard must ride in the trailing cab of the locomotive or leading locomotive when the train is double-headed in multiple. If double-headed in tandem the Guard must travel in the trailing cab of the rear locomotive.

Clause 4.6.3

Amend to:–

The Guard must note the circumstances in his note book (or journal where required) and, before leaving duty, make a full written report.

Clause 6.4

Amend to:–

6.4 **Alteration to Classification of train**

If the classification of the train either at the commencement or during the journey is altered from that shown in the Working Timetable, the Guard must advise the Driver, and also record the fact in his note book.

RULE BOOK – continued

Section J, Clause 3.14. –

Amplify to:

3.14. **Safety of Staff at Converging Points**

Employees must not ride on any step of a locomotive or vehicle, except that Shunters may ride on the platform specially provided on shunting locomotives.

When on the ground alongside vehicles, or when riding on the platform specially provided on shunting locomotives, at converging points in sidings, Shunters must take special care that there is sufficient clearance for their personal safety

Section M

Clause 3.2.3 – **Add** – as final paragraph :–

If the Signalman instructs the Guard that it is unnecessary for him to proceed to the full protection distance, but the telephone from which the Guard contacts the Signalman is less than 300 yards from the disabled train, the detonators must be placed 300 yards from the train.

Clause 3.3 – **Add** – as final paragraph :–

If the Signalman instructs the Guard that it is unnecessary for him to proceed to the full protection distance, but the telephone from which the Guard contacts the Signalman is less than 300 yards from the disabled train, the detonators must be placed 300 yards from the train.

Clause 3.4.2 – **Add** – as final paragraph :–

If the Signalman instructs the Guard that it is unnecessary for him to proceed to the full protection distance, but the telephone from which the Guard contacts the Signalman is less than 300 yards from the disabled train the detonators must be placed 300 yards from the train.

Clause 4.4.2 – **Add** as new third sentence :-

If the movement requires to pass over a level crossing supervised by closed circuit television, a member of the train crew must use the telephone at the level crossing and arrange for the barriers to be lowered.

Clause 5.2.5 – **Delete** first sentence of this clause and **substitute** :–

The Driver of the assisting train must stop his train on exploding the first detonator(s) protecting the disabled train and then proceed cautiously to the rear of the disabled train.

Section N. Clause 3.1.

Delete item (g) and **substitute** :–

(g) Arrange for the following action to be taken in respect of level crossings affected by the single line working :–

(i) Automatic half-barrier level crossings – A crossing keeper must be appointed and have taken duty to operate the crossing in accordance with the special instructions for emergency working applicable to the crossing.

(ii) Closed circuit television supervised level crossings – a Handsignalman to be stationed on the single line at a point opposite the signal protecting the crossing on the obstructed line, to work under the instructions of the Signalman/Crossing Keeper.

(iii) Level crossings equipped with miniature red/green warning lights – to be manned.

Delete last sentence of Clause 7.2

Delete Clause 10.5. – **Headcodes**

Section O Clause 1.1

Amend the Note to: –

Note: On continuously track circuited sections of line, the Patrolman must also carry a track circuit operating clip.

Section P, Clause 1.6.2

Add new sentence:–

If necessary, in order to reduce the speed of trains travelling on adjoining line(s), an emergency speed restriction may be imposed on that line(s) subject to the prior agreement of the Operating Department.

RULE BOOK – continued

Section T, Clause 6.2.1 (Page T.9 re-issued October, 1975)

Item (c) – **Amend** fourth line to read:–

..... stationed one mile (1¼ miles where permissible speed is 100m.p.h. or above in rear of the work and a Handsignalman.....

Clause 9.3

Add as additional paragraph

If in exceptional circumstances, the person appointed is unable to take up duty and a substitute has to be appointed, this alteration must be advised to the Operating Department as early as possible to enable authoritative advice to be given to the Signalman.

Part III

Add as second paragraph of clause 10.1.1 (b):–

When it is necessary to use a trailing connection or through crossing situated between the site of work and the signal ahead, the detonators must be placed ¼ mile, or as far as circumstances permit, on the approach side of the connection. If the Engineer requires to make movements with trains or on- track equipment on the blocked line, a Handsignalman must be stationed at the detonators.

Clause 10.2.3. – second paragraph:–

Delete "ahead of" in second line and **substitute** "from".

Delete "wrong direction" from fifth line.

Clause 10.2.3

Add at the end of third paragraph :–

If the movement requires to pass over a level crossing supervised by closed circuit television, the Person in charge of the Possession must arrange for the barriers to be lowered.

In addition, the Person in charge of the Possession must remind the Driver of any catch points, spring or unworked trailing points, on the portion of line concerned over which the movement will pass.

Clause 10.4 **Change of Person in Charge of the Possession**

Add as final sentence:–

If, however, the signal box is closed in accordance with the provisions of clause 12.3.9, the person relieving the Person in charge of the Possession must advise the Signalman as soon as the signal box re-opens.

Clause 12.1.1

Delete sub clause (b).

Re-letter sub-clauses (c), (d) and (e) to: (b), (c) and (d) respectively.

Clause 12.3.4

Delete "ahead of" in fifth line and **substitute** "from".

Delete "wrong direction" from seventh line.

Clause 12.3.7 **Change of Signalmen**

Delete the words "in the presence of the Signalman going off duty" from the second line.

Clause 12.3.8 **Change of Person in Charge of the Possession**

Add new sentence:-

If, however, the signal box is closed in accordance with the provisions of clause 12.3.9, the Signalman will be advised of the change of Person in charge of the Possession as soon as the signal box re-opens.

Add new clause 12.3.9

12.3.9 **Closing of Signal boxes**

When the Engineer has taken possession of a line on a route which is normally closed, any signal box, which is open, need not remain open continuously for the purpose of such possession, provided no movement of trains or other "on-track" equipment is required on the blocked line outside the limits of the protecting detonators and red banner flags/lights. The Person in charge of the Possession must be advised that the signal box will be closed.

The signal box must, however, be open at the time the possession is terminated.

RULE BOOK – continued

Part V

Clause 21.1 **Warning Board**

Amend second sentence of first paragraph to :–

Two yellow * lights must be placed as shown and the speed indication must always be illuminated.

Clause 24.4 **Warning Boards and Speed Indicators – failure of lights**

Amend first and second sentences to :–

When advised that any light at a Warning Board or Speed Indicator is out, the Signalman must arrange for it to be re-lit. Until he has been informed that the lights are again in order, he must, after sunset or during fog or falling snow, arrange for all approaching trains to be stopped and Drivers told of the circumstances.

Clause 25.5 **Warning Boards and Speed Indicators – failure of lights**

Amend first sentence to :–

If a Driver notices that any light at a Warning Board or Speed Indicator is out, he must stop and advise the Signalman.

GENERAL APPENDIX

Page 2 (Page 4 Supp. No.2) **WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION**

Add new clause (g) :–

(g) When a train has taken a wrong route at a junction and it is essential that it should be set back in order to gain its correct route. In such circumstances the requirements of the Rule Book, Section M, Clauses 6 and 8.4. must be observed.

Page 4 **TRANSMISSION OF VERBAL MESSAGES**

Add as new Clause 5;

(5) A Signalman or Crossing Keeper, answering an inquiry from a member of the public as to whether or not it is safe to cross the line at an unmanned level crossing, should avoid the use of railway terminology. The reply should be e.g. that "A train is approaching the crossing" rather than "A train is approaching on the Down (or Up, etc.) line".

Pages 4 to 13 (Pages 6 to 9 Supplement No.2)

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

Pages 5 to 10 – **Amend** reference to "70 p.s.i. "in Clauses 2,4,5,7 and 11 to: "72.5 p.s.i. or 5.0 BAR".

Page 5 – **Amend** "76 p.s.i. "in Clause 2.1 to: "78.5 p.s.i. or 5.4 BAR".
– **Amend** "48 p.s.i. "in Clause 2.2 to: "50 p.s.i. or 3.35 BAR".

Pages 5 and 6 – **Add** at end of Clause 2.4 and 2.5(a) : .... or 5.9 and 7.3 BAR.

Page 6 – **Amend** "95 p.s.i. "in Clause 3.1(d) to: "95 p.s.i. or 6.5 BAR".

Page 8 – **Amend** "60 p.s.i. "in second paragraph of Clause 4.3.1 to: "60 p.s.i. or 4 BAR".

Page 9 – **Amend** "55 p.s.i. "in Clause 7.2 to: "55 p.s.i. – 3.8 BAR".

Page 12 – **Delete** ".... corresponding to 70 p.s.i. should be between 4.8 and 5.0" in Clause 12.7 and 13.4 and **substitute** in each case: ".... corresponding to 72.5 p.s.i. should be 5.0 BAR".

GENERAL APPENDIX – continued

Page 11 (Page 9 Supplement No.2)

Amend Clause 11.4.3 (a) to:–

(a) if the brake is isolated on:–
the rear vehicle, which is not a brakevan, of a Class 1, 2, 3 or 5 train or Class 4 Parcels or Freightliner train or Class 6 Parcels or Milk train,
or
either of the last two vehicles, not a brakevan, of a fully fitted freight train,
or
if more than one of the three distributors is isolated on a Cartic articulated unit formed at the rear of the train,
the train may proceed if . . . . . (then as printed).

Amplify penultimate paragraph of Clause 11.4.3 (a) to:–
If, however, these conditions cannot be complied with, then a locomotive fully fitted or partly fitted air or vacuum braked train must be attached to the rear of the train, having regard to the brake force available.

Delete last paragraph of Clause 11.5.3 and **substitute**:–
If the rear vehicle is not a brake van – the train may proceed at reduced speed having regard to the brake force available providing the line ahead is level or on a falling gradient and the conditions in Clause 11.4 are complied with where appropriate. If the Driver considers it necessary, vehicle hand brakes must be applied where possible.

Where the line ahead is on a rising gradient the train must not proceed until either a locomotive, fully fitted or partly fitted air or vacuum braked train is attached to the rear of the train. The train may then proceed at reduced speed having regard to the brake power available.

Page 62 (Page 22 Supplement No. 2)

COAL TRAINS FORMED OF 26.5 OR 32.5 TONNE CAPACITY WAGONS – WORKING INSTRUCTIONS (Merry-Go-Round Trains)

Add new paragraph 5:–
If the train is stopped because of coal spillage during loading or discharging, the train brake must be applied and sufficient wagon brakes pinned down to prevent movement taking place before clearance of the obstruction commences. If the coal spillage is sufficiently large to require removal by staff working between the wagons, the train should be uncoupled and one portion drawn clear, brakes being pinned down on both portions.

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

Page 63

Amend third sentence of Clause 6 (i) to:-
This man must also have vouched in writing no more than twelve months previously for his knowledge of the road, his signature having been witnessed by the Permanent Way Supervisor.

Section 'B'

Page 65 – Amend Clause 17 (b) to:-

(b) When the machine is required to work in section the Engineer must take Absolute Possession of the line concerned. At the time that the Absolute Possession is taken, the Person in charge of the Possession must advise the Signalman that a Ballast cleaner is to work on the line.

Section 'C'

Page 69 – Special Instructions relating to particular machines
Ballast Regulating Machines

Add new paragraph to Clause 36 (a):-
When the machine is to be worked with the side plough (s) extended, the Signalman must be advised:-

(i) When the Engineer takes Absolute Possession of the line concerned – by the Person in charge of the Possession of the time the Absolute Possession is taken.

(ii) When the Engineer does not take Absolute Possession of the line concerned – by the Person in charge of the machine at the time the machine enters the section concerned.

GENERAL APPENDIX – continued

Page 70 (Page 26 Supplement No. 2)

Special Instructions Relating to Particular Machines, Plasser type USP 5000C.

Delete Heading and instruction 39A

Tamping/Lining machines types 07 – 16, 07 – 16 Special and 07 – 275 (S & C).

Delete heading and item 41A.

Page 83 – EQUIPMENT FOR GUARDS AND BRAKE VANS

Amend first item in list of articles to :–
Journal Forms (where required).

Page 90 (Pages 39 to 52, Supplement No. 2)

PROVISION OF ELECTRIC POWER SUPPLY TO LOCOMOTIVE-HAULED TRAINS FOR HEATING, AIR CONDITIONING, ETC.

Clause 25.4 Prohibitions

Delete third and fourth entries and **substitute** :–

Mark 1 (except SR 675 volt stock) 2, 2a, 2b and 2c.	All locomotives except 71
Mark 1 SR675 volt stock	33, 73, 74.

Page 102 **BROKEN WINDOWS ON PASSENGER CARRYING COACHING STOCK**

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

When bodyside lights are broken on vehicles in service the following procedure should be adopted :-

1. Broken pieces of glass must be removed. Extreme caution should be exercised in this respect in order to avoid personal injury and the risk to nearby passengers from flying splinters. Damaged vehicles must be reported to C & W Department and withdrawn for repair at destination, at an intermediate stopping point, or on termination of the day's working, whichever is the more appropriate.

2. **Open Type Stock-Centre Gangway**

   (Including DMU, EMU and HST)

   (a) outer pane of double glazing broken – No further action

   (b) inner pane or both panes, or) – 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 broken)

3. **Corridor Stock (Including Corridor DMU and EMU) but excluding Sleeping Cars, for which see Working Manual Section H1/19**

   (i) **Corridor Side Windows Broken**

   (a) outer pane of double glazing broken – No further action

   (b) inner pane or both panes, or) – Remove passengers from the vehicle and lock corridor, gangway and vehicle access doors.
   (c) single glazed pane broken)

   (ii) **Compartment Windows Broken**

   (a) outer pane of double glazing broken – No further action

   (b) inner pane or both panes, or) – Remove passengers from compartment. Lock compartment (where possible) and label "out of use".
   (c) single glazed pane broken)

GENERAL APPENDIX – continued

Page 102 – continued

4.	**Non-Gangwayed Stock (Including DMU and EMU)**	
	(a) outer pane of double glazing broken	– No further action
	(b) inner pane or both panes, or (c) single glazed pane broken	– Remove passengers from damaged section/coach. Lock damaged section or complete coach, as necessary.
5.	**Compartment Stock (Non Corridor)**	
	(a) outer pane of double glazing broken	– No further action
	(b) inner pane or both panes, or (c) single glazed pane broken	– Remove passengers from compartment. Lock compartment and label "out of use" on both sides.
6.	(i) **Door drop lights**	– All glass and unsecured portions of the frame must be removed and window frame put in dropped position.
	(ii) **Bodyside sliding vent lights** (iii) **Vent quarter lights**	– No further action

Page 107 – Add:– **APPLICATION OF HAND BRAKES ON TANK WAGONS**

If a wagon hand brake is applied whilst the wagon is being held by the automatic train brake, excessive strain can be caused to the hand brake rigging when the train brake is released, with risk of injury to the staff subsequently trying to release the hand brake. To avoid this risk the following procedure must be used to secure wagon(s) before the locomotive is uncoupled.

The driver must apply the straight air brake, then release the train brake. After checking that the brake blocks have disengaged from the wagon wheels, the guard must apply the hand brake on sufficient wagons to hold the train. The locomotive may then be uncoupled in accordance with the regulations for working the air/vacuum brake contained in this Appendix.

(MO 11/325)

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

Page 109 – PART 1 – Locomotives

Delete Clause 1 (e) and **substitute**:–

(e) Except as stated below, "dead" locomotives must not be hauled at a speed exceeding 25 m.p.h., and all instructions, including the use of spacing wagons, adequate clearances and speed restrictions (permanent way and particular classes of locomotives) more severe than 25 m.p.h. must be observed.

Note – "Dead" electric and diesel main line locomotives with individual axle drive may be hauled at speeds above 25 m.p.h. up to a speed limited by the maximum permitted speed of the "dead" locomotive provided the automatic brake on the locomotive is available and also that other speed limits are observed.

However, one "dead" diesel main line locomotive may be conveyed in a Class 6 train where the maximum permitted speed is 60 m.p.h. The "dead" locomotive must be marshalled next to the hauling locomotive, the automatic brake on the "dead" locomotive must be available and the parking brake in working order. If the "dead" locomotive has defective running gear, authority for its movement within a Class 6 train must be sought from the Regional Chief Mechanical & Electrical Engineer. Account must be taken of the total train weight in accordance with the existing instructions for the class of train.

Amend Clause (f) to :

(f) Except as provided for in the final paragraph of Clause (e) or when specially authorised by the Chief Mechanical & Electrical Engineer . . . . . (then as printed).

Amend Clause (h) to :

(h) Except as provided for in the final paragraph of Clause (e) when a locomotive is hauling one or more "dead" locomotives (up to the authorised maximum) it must be signalled as an unfitted freight train (Class 9).

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS.

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

Page 4 – Bell Signals –

Amend entry in "Description" column in respect of the "3–1–1" code to Parcels train, Company or express freight train composed of vehicles permitted to run at **70** m.p.h. or over.

Page 4 (as amended by Supplement No. 1) –

Amend second entry in respect of Class 7 trains in "Descripton" and "Code" columns to :–

Parcels train or empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brakevan as the last vehicle.... 1–2–5.

Page 34 – Regulation 24

Add new sentences to Clause (b) (i) :–

In the circumstances outlined in the Rule Book, Section T, Part III, Clause 12.3.9., the block indicator for the line concerned must be maintained at **Train on line.** The Signalman must send the **Closing of signal box** signal to the box on each side but he must not switch out of circuit and the fixed signals must not be cleared.

Page 35

Add new second paragraph to Clause (d):–

In the circumstances outlined in the Rule Book, Section T, Part III, Clause 12.3.9., the block indicator for the line concerned must be maintained at **Train on line,** and the **Closing of signal box** signal sent to the box on each side.

Page 40 – Regulation 32 – WORKING IN WRONG DIRECTION (2–3–3)

Amend preamble to:–

(This Regulation will only apply where authorised by the Regional Chief Operating Manager, also as provided for in the General Appendix instruction "Light locomotive going to assist disabled train – Movements in wrong direction", and then only when Regulation 25 is not in operation between the boxes concerned on the line over which the wrong direction movement is required to travel).

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

Page 60 – Bell Signals

Amend entry in "Description" column in respect of the "3–1–1" code to Parcels train, Company or express freight train composed of vehicles permitted to run at **70** m.p.h. or over.

Page 61 (as amended by Supplement No. 1) –

Amend second entry in respect of Class 7 trains in "Descripton" and "Code" columns to :–

Parcels train or empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brakevan as the last vehicle.... 1–2–5.

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

Page 79 – Bell Signals

Amend entry in "Description" column in respect of the "3–1–1" code to:-

Parcels train, Company or express freight train composed of vehicles permitted to run at 70m.p.h. or over.

Page 80 (as amended by Supplement No. 1) –

Amend second entry in respect of Class 7 trains in "Descripton" and "Code" columns to :–

Parcels train or empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brakevan as the last vehicle.... 1–2–5.

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – continued

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

Page 102 – Regulation 25. Failure of Token Apparatus – Clause (c) –

Combine the third and fourth paragraphs.

Add a new fourth paragraph :–

Where, however, the Pilotman is not in possession of the token and the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed the Pilotman need not first proceed to the opposite end to deliver the form(s). In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (g). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

Page 103

Amend first line of clause (g) to :–

(g) After all the forms have been signed/dictated as laid down in clause (c), trains may .....

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

Page 112 – Bell Signals

Amend entry in "Description" column in respect of the "3–1–1" code to :–

Parcels train. Company or express freight train composed of vehicles permitted to run at 70m.p.h. or over.

Page 112 (as amended by Supplement No. 1) –

Amend second entry in respect of Class 7 trains in "Description" and "Code" columns to :–

Parcels train or empty coaching stock train not fully fitted but with the automatic brake connected up and in use on not less than half the vehicles and conveying a freight brakevan as the last vehicle.... 1–2–5.

REGULATIONS FOR TRAIN SIGNALLING ON SINGLE LINES BY THE TOKENLESS BLOCK SYSTEM

Page 140

Regulation 14. Line Obstructed by Accident, by Disabled train, or by Portion of Train

Amend clause (a) (i) to :–

(i) The Signalman at the signal box at which the second train is to enter the section must inform the Driver of the circumstances, the position of the disabled train and the arrangements which have been made. The Signalman must also instruct the Driver to pass the section signal at Danger in accordance with the Rule Book, Section C, Clause 6, and proceed cautiously keeping a lookout for the trainman, and, where applicable, state to which end of the section the disabled train is to be taken.

Page 146 – Regulation 25. Failure of Signalling equipment and/or Telephones – Clause (b) (ii)

Add new third paragraph :–

Where, however, the first train requiring to pass over the section of line will start from the end at which the Pilotman is appointed, the Pilotman need not first proceed to the opposite end to deliver the Form. In these circumstances, the person arranging working by Pilotman must reach a clear understanding with the Signalmen concerning the arrangements which are to apply and the Signalman at the opposite end must then complete a Pilotman's form at the dictation of the person arranging working by Pilotman. The person arranging working by Pilotman must obtain the name of the Signalman with whom he is speaking and enter this on the Pilotman's form together with the time at which the message is passed. The Signalman may then allow the train to proceed in accordance with the provisions of clause (b) (iii). The Pilotman on arrival at the other end of the section must countersign the Signalman's form and obtain the Signalman's signature on his form.

Amend first line of clause (b) (iii) to :–

(iii) After the Pilotman's form has been signed/dictated as laid down in clause (ii), ...

REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS – continued

Page 149– Add –

TESTING INDICATORS, ALARMS, ETC.

Where means exist to enable them to be tested, Signalmen must test indicators and alarms and, where provided, emergency bells between 10 00 and 11 00 hours daily.

Add:–

TRAIN REGISTER ENTRIES

When circumstances which require a signed entry in the train register involve more than one Signalman in the Signal box, one Signalman must write and sign the entry and the other(s) must countersign it.

When a Signalman receives a telephone advice that a line(s) is obstructed, the entry in the train register must include the identity of the telephone from which the person is speaking.

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 maintainance 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 37.

Amend eighth paragraph to read:–

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

Page 47

Instruction 60.

Add:–

It is permissible to use two locomotives in multiple to assist an unfitted or partly fitted train hauled by a single locomotive on the down gradient from Barnsley Junction to Wath, with all six pantographs raised. Speed must not exceed 20 m.p.h. The control of the train by regenerative braking should be in the normal manner. All possible air and vacuum connections must be coupled between the multiple locomotives and the train locomotive, with the train locomotive exhauster isolated. Electrical jumpers between the multiple locomotives and the train locomotive (if fitted) must not be coupled.

MANCHESTER–SHEFFIELD–WATH ELECTRIFIED LINES BOOKLET – continued

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.

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.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES (BR 29987) DATED 3 MAY 1975

Page 41 – Instruction 16

Add new Clause (J):–

(j) Trimming or felling of trees or undergrowth where debris is liable to fall or to be projected upon the overhead line equipment or connections.

Pages 46 and 47 – Instruction 32

Add at end:-

Should the electrical continuity of the running rails be interrupted as a result of a defect, this fact must immediately be reported to the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

A temporary bond must be placed across the break as soon as possible to the satisfaction of the representatives of the Chief Mechanical and Electrical Engineer and the Chief Signal and Telecommunications Engineer.

In the case of a running rail which has broken and parted so as to form a complete gap, the bond must be applied with care, since current may flow as soon as it is applied and some arcing may occur. There is, however, no danger of electric shock.

Pages 74 – 76 – Instruction 49 – testing and applying local earths to overhead line equipment.

Page 76

Add as footnote to Instruction 49(a):

Note: The term "adjacent Electricity Board overhead line" is defined as an Electricity Board line which operates at a nominal phase to phase voltage exceeding 33 kV and which, at any point between successive earths applied to an isolated section of overhead line equipment, is not more than 110 yards (100metres) away from that equipment.

Page 119

Amend Instruction No.78(c)

(c) during shunting operations, unless proceeding on to another train or into a shed, or approaching buffer stops.

WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – continued

Pages 127 and 128 – Instruction 100 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 157 – Instruction No.120

Amend reference to Notice "BR.32709/33" in second paragraph to "BR.32709/45".

APPENDIX "B"

NEUTRAL SECTIONS : EASTERN REGION

Name of Installation	Structure Number	Location Miles	Feet	Lines
Add:–				
Kings Cross to Hitchin				
Wood Green	E/8/19, E/8/18, E/8/17	5	+ 978	Down Fast, Down Slow and Up lines.
Potters Bar	E/21/06	13	+ 1324	Down and Up lines.
Welwyn	E/31/09, E/31/10	19	+ 1830	Down and Up lines.
Hitchin to Royston				
Hitchin	EC/52/05	32	+ 1757	Down line.
	EC/52/10	32	+ 2066	Up line.
Finsbury Park to Drayton Park				
Drayton Park	EM/4/01	2	+ 4073	Up line.
Wood Green to Langley via Hertford				
Bowes Park	EH/9/26	5	+ 5143	Down line.
	EH/9/31	6	+ 321	Up line.
Langley	EH/44/15	27	+ 3028	Down line.
	EH/44/32	27	+ 4491	Up line.

Page 185 – Appendix 'B' NEUTRAL SECTIONS EASTERN REGION

LIVERPOOL STREET TO COLCHESTER

Delete : Brook Street entry.

EXTRACTS FROM WORKING INSTRUCTIONS FOR A.C. ELECTRIFIED LINES

Page 22 – Instruction 20

Add new clause (j) :–

(j) Trimming or felling of trees or undergrowth where debris is liable to fall or to be projected upon the overhead line equipment or connections.

WORKING INSTRUCTIONS FOR THE D.C. ELECTRIFIED LINES BETWEEN MOORGATE AND DRAYTON PARK (BR 29987/9)

Section E

Page 31, paragraph 1.4

Amend 5th line – "is issued, see specimen on pages 41/42 or an".

Section F. Page 48.

Add:–

1.3.4 When owing to failure of No.2057 or 2058 points at Moorgate it is necessary for men to enter the tunnels from Moorgate the following additional instructions apply:

The Station Supervisor at Moorgate before permitting anyone to enter the tunnels must:–

(a) Advise the Signal Box Supervisor of what is required, obtain his permission and also obtain an assurance that the signals controlling movements over the points will be maintained at Danger.

(b) Arrange for the tunnel lighting to be switched on.

(c) Advise the Driver of each train in the station of what is to be done and obtain his Controller Key, and also an assurance that he has secured his train.

(d) When an Up train is detained at Signal No.342 arrange for the Driver to walk forward to Moorgate and obtain his Controller Key.

(e) When an Up train is detained at Signal No.344 arrange through the Signal Box Supervisor for the Guard to take possession of his Driver's Controller Key and receive an assurance when this has been done and also that the Driver has secured his train.

(f) Position himself at the forward end of the platform.

(g) Permission may then be given for the men to enter the tunnels.

(h) When all men are again clear of the tunnels the Controller Key must be returned to the Driver of any train detained at Signal No342 and when this man has returned to his train the Controller Key must be returned to the Driver of each train in the station and the Signal Box Supervisor advised accordingly.

(i) Keep a record of the number of men entering and leaving the tunnels.

1.3.5 The man in charge of the men requiring to enter the tunnels must:–

(a) Obtain permission to enter the tunnels from the Station Supervisor and advise him of the number of men entering the tunnels.

(b) After he has dealt with the failure, or secured the points in order to release trains, ensure that all men have left the tunnels and advise the Station Supervisor of the number of men leaving the tunnels.

1.3.6 The Driver of a train detained at Signal No.342 when instructed by the Signal Box Supervisor must:–

(a) Arrange for the Guard to proceed to and remain in the leading cab.

(b) Walk to Moorgate and hand his Controller Key to the Station Supervisor.

(c) Remain with the Station Supervisor until his Controller Key is returned to him or he receives instructions to return to his train to assist in the detrainment of passengers.

1.3.7 The Driver of a train detained at Signal No.344 when instructed by the Signal Box Supervisor must arrange for the Guard to take possession of his Controller Key and secure his train.

WORKING MANUAL FOR RAIL STAFF B.R. 30054

BLUE PAGES

Instruction A3/4 – Short Screw Couplings

Delete words "may also" in fourth line and **substitute** the word "must" (MO11/036/G)

Instruction A3/11

Add as final sentence:– These details should be advised to control immediately (MO11/036/E)

WHITE PAGES

Section C Notes on Special Circumstances

1. Absence of Information

C1/10 Maximum Speeds for Continental Ferry Wagons.

Delete item and **Substitute** :-

1. **When empty or loaded to L or M Load Categories**

Vehicle Identification Marks	Maximum Speed (m.p.h.)
SS	60 or 75 according to type (see paragraph 3) .
S	60 with the exception of the following vehicles **which must not exceed 45 m.p.h.** 21 83 214 8 500–603 and 610 21 83 214 8 620–720 21 83 214 8 750–885 and 899 21 83 214 8 900–973 and 999 21 83 804 5 000–076 21 83 804 5 100–550 21 83 804 5 600–673 21 83 804 5 698–699 21 83 804 6 200–496 21 83 804 6 500–503 21 83 804 6 900–913
Unmarked	45

2. **When loaded to H Load Category**

Vehicle Indentification Marks	Maximum Speed (m.p.h.)
SS	50, 60 or 75 according to type (see para. 3)
S	45, 50 or 60 according to type (see para. 3)
Unmarked	45

3. **Conveyance on trains with a Maximum Speed in Excess of 45m.p.h.**

Before any continental ferry wagon is attached to a train the permitted maximum speed of which is in excess of 45m.p.h. the TOPS output for that wagon for the journey in question must be examined or reference made to the booklet "Labelling of Continental Ferry Wagons – Wagon Panel Details" (BR.20105/238) to confirm that the vehicle is permitted to run at the maximum speed of the train concerned.

WORKING MANUAL FOR RAIL STAFF BR.30054 – continued

WHITE PAGES – continued

Page 48

Delete : From **C1/8 (page1)** up to but excluding **Table H.**

Section C Notes on special circumstances

1. Absence of information

C. 1/9 Maximum speed

Final paragraph–:– **delete**

Item C4/2 **amend** to read as follows:–
"With fully-fitted trains, except where there is a requirement to provide a brake van at the rear, which must be fully-fitted or piped only (complete with gauge and guards valve) in which the Guard must ride, the last two vehicles of the train must have the automatic brake fully operative except in the case of an air braked train formed with a Cartic 4 unit marshalled at the rear, when the train must not start if more than one of the three distributors on the unit is isolated."

Table H

Add:– H1/8 Inter-Regional Class 9 loads to L.M. Region. Speed restrictions.

Except where the speed of the line is lower, which MUST be strictly observed, Drivers when descending falling gradients on the L.M. Region should regulate their trains so as to avoid exceeding the speeds shown below:–

Falling gradients	**Maximum speed permitted**
1 in 150 to 1 in 100	20
Steeper than 1 in 100	15

The loads quoted in these cases are conditional on these instructions being carried out. (MS12/85/6)

Section 6

Table H

Insert H1/9 Instructions for the Conveyance of Heavily Loaded Strip Coil Wagons

Authority for all movement of 'H' loaded 81, 82, 83, 84 tonne Strip Coil Wagons MUST be obtained from Regional Headquarters (Operations).

Form of Authority BR.29973 MUST then be issued to train crews concerned showing route and condition of travel applicable. (MS.12/86/28)

YELLOW PAGES

Section 1 Labelling of Wagons

Clause A13. List of wagon types where, when the loading is half or more capacity, a TOPS A9–1 enquiry must be made to ascertain the maximum weight permissible under each load category (H and M), the load category letter applicable to the load to be indicated on the label.

add ..... Continental wagons.

PINK PAGES

D1/19 **Amend** to read:–
When loading is carried out by B.R. staff, a careful check must be kept on the number of transport indexes. The packages loaded in any one wagon at any one time may be all of the same category or a combination of any of the categories, but the total number of transport indexes marked on the yellow-label packages must not exceed 50.

Some C.E.G.B. or S.S.E.B. irradiated fuel flasks require to have sun canopies fitted. The instruction as to whether they are required to be fitted or not is shown on the consignment note accompanying the flask.

These canopies when not in use must remain with the vehicle.

WORKING MANUAL FOR RAIL STAFF BR 30054 – continued

GREEN PAGES

Section A

1. Loading : General

A.1/3 – Reference table A.1 – Specially constructed wagons

Amend Transformer MC

Maximum loading width to read 2743m.m. not 2564m.m.

2. Sheets and Sheeting

Amend Clause A.2/1 to read:–

"All loads of goods and empties liable to damage by wet or fire, when conveyed on open wagons, must be sheeted. This applies also to loads of sheets and ropes".

Add the following new clauses:–

A2/14 – All wagons sheets bear a Yellow date indicating date due to be returned to Sheet Shops.

A2/15 – When sheeted wagons have been discharged the sheets must be examined for condition.

A2/16 – All sheets found to be defective, and any on which the Yellow date has been exceeded, must be sent to the Sheet Shops at Horwich or Worcester for attention.

A2/17 – Sound Sheets and those on which the Yellow date has not been exceeded must be recorded and declared through Freight Rolling Stock Returns. Folding and stacking in accordance with Diagram A1. (MT 9/1.2(3))

Section D

1. Acceptance and Conveyance

Clause D1/20

Amend Reference to Clauses D1/14 and D1/15 to read D1/15 and D1/16 respectively.

Add:–

Section E – Instructions Relating to Particular Traffics

1. Steel

(vii) Plates – continued

Wide Steel Plates loaded flat.

E1/37A The term ''wide plate'' is interpreted as a plate which cannot be loaded within the width of a plate or boplate wagon. Such plates should be loaded on trestle or trestrol wagons or flat on borail or bogie bolster wagons, with the stanchions removed.

E1/37B When loaded flat, the plates should whenever possible, be retained by suitable cleats and, provided the over all dimensions are within gauge, conveyance can be by normal services.

Plates not contained by cleats should be dealt with under the Exceptional Loads procedure (Section D1). travel only by special train and be accompanied by an Inspector.

E1/37C When wide plates are being conveyed by special train, the following conditions apply :–

(i) A speed restriction should be imposed, dependent on the width of the plate, of not more than 40m.p.h.

(ii) The train must be fully fitted and close coupled throughout ; and

(iii) The loads must **not** be sheeted. (MT.9/1.2(3))

2. Wheeled vehicles

E.2/3 – Cars, vans, lorries, four wheeled tractors etc. and chassis exceeding 1700m.m. in height in all cases.

Add:–

The undermentioned dispensations has been granted to the loading of cars from Knowle and Dorridge and Tyseley to Harwich.

1. Range Rovers up to and including 1753m.m. in height and

2. Land Rovers up to and including 1931m.m. in height

May be loaded and secured without their front ends being secured by ropes or straps.

No other exception to Instruction E.2/3 is permitted.

WORKING MANUAL FOR RAIL STAFF BR.30054 – continued

GREEN PAGES – continued

Section E – continued

3. Miscellaneous (iv) Scrap Metal

Amend Item E.3/12 to read as follows :

Scrap metal to be conveyed loose should be loaded where possible in steel sided wagons. If this is not possible, high sided wagons of 5 planks and upwards must be used. When it is necessary to load individual pieces of scrap above the rave of the wagon, such pieces must be placed round the sides and ends and must have at least two thirds of their bulk below the raves. Loose scrap must not be loaded above the rave of the wagon. (M045/1315–NT.9/1.2(3))

Section F

3. 45t. G.L.W. Steel AB and ABB wagons

Diagram F.3 – first drawing – reference to 15.0t. **Amend** to read 15.5t.

Section H

2. General

Clause H.2/11, last dimension in second line **Amend** to read 2591m.m.

(Part 7) BUFF PAGES

INSTRUCTIONS FOR OPERATING CRANES, MECHANICAL APPLIANCES, LIFTING TACKLE etc.

SECTION B MECHANICAL APPLIANCES

1 General Instructions

Add to Section B1/22

"Authorised Persons" may include Trainees when working under the direct supervision of an authorised person.

C5/6(a) (Page 68 Supp. Optg. Instns.)

Amend to read:–

Those weighing 20 tons or less may be marshalled in any position of the train. (MO11/002)

C Power-Driven Rail Cranes.

5. Rail Movement.

Movement by Train

Delete all details Paragraphs C5/3 to C5/7 inclusive and **substitute**:–

C5/3 All power-driven rail cranes complying with C5/1 and 2 are permitted to travel by train with the jib leading or trailing.

C5/4 The crane must not exceed its maximum permitted speed. It may travel as appropriate, by:–

(a) Breakdown train.

(b) Civil Engineer's departmental train.

(c) Electrification Steel Erection train.

(d) Freight train.

C5/5 Cranes travelling in "Works" trains as defined in C5/4(a), (b) and (C), may be marshalled in any position in the train provided:–

(a) That there are no wagons with a wheel base of 10 feet or less between the crane and locomotive.

NOTE: Match Wagons, Runner Wagons and Relieving Bogies are regarded as being an integral part of the crane and, provided that they are in their correct laden condition, are not to be included when making an assessment of short wheel base wagons between crane and locomotive.

(b) In the case of C5/4(b), the distance between the crane and locomotive, or fitted head, should not exceed 15 standard length units.

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

Part 7 – BUFF PAGES –continued

C5/6 Cranes travelling in "Freight" trains as defined in C5/4(d) must be dealt with as follows:–

(a) Those weighing less than 20 tons may be marshalled in any position of the train.

(b) Cranes in excess of 20 tons, but not exceeding 50 tons must be marshalled next to the locomotive or immediately behind the fitted head.

(c) Cranes weighing in excess of 50 tons must always be marshalled next to the locomotive.

NOTE: Match Wagons, Runner Wagons and Relieving Bogies are regarded as being an integral part of the crane, provided that they are in their correct laden condition, with regard to their position in the train relative to the locomotive or fitted head.

C5/6(a)

Amend to read:–

Those weighing 20 tons or less may be marshalled in any position of the train. (MO11/002)

C5/7 Special arrangements may have to be made for cranes having a maximum permitted speed less than 35m.p.h.

C5/8 Steam cranes and other cranes not fitted with roller bearings must be accompanied by the driver or other man appointed by the supervisor. This man must satisfy himself before the journey starts and again at each stopping-place, by examining the crane and match wagons, that everything is on order and the crane is fit to travel. He must travel on the train, as near the crane as possible; when the fire is alight on a steam crane he must travel in the crane cab. (MO.11.002)

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES, TRAVELLING CRANES & PLANT BOOKLET BR 29993 DATED SEPTEMBER 1969

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

Page 6 **Delete** all reference to Class 14 locomotives.

Page 7 **Amend** R.A. Group of Class 50 locomotives to read R.A.6.

Amend R.A. Group of HS.4000 'Kestrel' locomotives to R.A.7.

Add:-

BATTERY ELECTRIC LOCOMOTIVES LDB 975407 – 410 incl.RA2 (G.N. Electrification)

Permitted to work in G.N. Electrified Area and between Doncaster and Hornsey only. Prohibited on all other lines except by C.C.E. authority.

Page 8 **Amend:** –

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

Page 10 **BREAKDOWN CRANES**

Amend Maximum speed of Crane 103, Immingham to read 60m.p.h.

Crane No.1075 now re-numbered 330115.

Page 16 **HALIFAX GOODS YARD**

Amend to read:–RA6

Delete existing remarks

Add locomotives prohibited on coal drops

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

Page 17 ARDSLEY – TINGLEY GAS – Delete entry.

BARNSLEY EXCHANGE TO HORBURY STATION

Amend R.A. group to '7'.

Page 18 **BARTON-ON-HUMBER TO NEW HOLLAND**

Amend R.A. group to '8'.

Page 19 **BILLINGHAM–ON–TEES TO PORT CLARENCE**

Amend section of line to read:–
Billingham-on-Tees to Port Clarence (Philips Sidings Ground Frame)

Page 21 **CASTLEFORD EAST BRANCH**

Add Class 08 as additional type permitted.

Page 23 **CRIGGLESTONE WEST TO HORBURY JN.**

Amend to read:–

–	7*	–	Yes	5	5	*Locomotives in Groups R.A.6 and R.A.7 not to exceed **20m.p.h.** when passing over Bridge No. 3 (River Calder Viaduct).

Page 30 **HEATON TO TYNEMOUTH VIA WALLSEND**

Delete Ref. to classes 44, 45, 46 & 47 in 'remarks' column

Page 34 **IMMINGHAM**

Delete: Admiralty Platform to Immingham Station

Insert: Killingholme (End of Branch) to Immingham Station.

R.A. Group 8	–	Yes	2.2	–

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

Insert: Marsh Jn. to West Marsh and Immingham .
East Marsh Jn. (Grimsby District Light Railway)

R.A. Group 8	–	Yes	5.5	–

Add:–

MINERAL QUAY WEIGHBRIDGE (B.T.D.C.) RA5* (Diesel Shunting Locomotives only) Addl. type permitted: Class 20.

Page 37 **Insert** New entry:–

LINCOLN, CHURCH DOCK

5*	*Diesel Shunting Locomotives only

LEEDS CITY HOLBECK JUNCTION TO BRADFORD MILL LANE JN.

Delete entry under 'Remarks'

Page 39 **MIDDLESBROUGH**

West Marsh Branch Jn. to end of B.R. Maint on West Marsh Branch.

Add:– C1.31 & 08 as Addl. types permitted.

Page 43 **Delete** Entry:– **PORT CLARENCE TO OIL REFINERY JN.**

Insert New Entry:– **PORT CLARENCE (PHILLIPS SIDINGS GROUND FRAME) TO MONSANTO CHEMICAL SIDINGS**

R.A.8	–	Yes	5	5	–

Page 44 **RETFORD, WHISKER HILL TO RETFORD (NORTH CURVE)**

Amend to read RA Group 8 and permitted No. of locomotives coupled to read 5 (Live or Dead)

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

Page 46 **SHEFFIELD VICTORIA TO RETFORD AND CLEETHORPES**

Delete:–Reference to blocking of adjoining line at bridge 213

Page 48 **SOWERBY BRIDGE, MILNER ROYD JN. TO BRADFORD EXCHANGE**

Delete entry under 'Remarks'

Page 49 **STARBECK NORTH TO RIPON – Delete** entry

Page 52 **ULCEBY NORTH TO IMMINGHAM**

Amend entry to read:–
Ulceby North to Immingham West/East Jns.

Amend R.A. Group to '8'.

Page 57 **ELY DOCK JUNCTION TO HAUGHLEY JUNCTION**

Amend RA Group to '8'

Delete existing remarks and insert:
RA6 locomotives and above restricted to 30 m.p.h. over Bridge 2235 at 11 miles 36 chains between Soham and Ely (River Ouse Viaduct).

Page 59 **KINGS LYNN : HARBOUR BRANCH**

Amend entry to read:–

RA5*	–	No	–	–	*Diesel Shunting Locomotives only.

KINGS LYNN TO MIDDLETON TOWERS

Amend entry to read:–

R.A.8	–	Yes	5	5	B.R. Locomotives prohibited in quarries at end of line.

Page 60 **MARCH TO PETERBOROUGH EAST**

Amend R.A. Group to '7'.

Delete reference to Group 8 Locomotives under 'Remarks' column.

Page 61 **OULTON BROAD SOUTH TO LOWESTOFT SOUTH SIDE**

Amend to read R.A. Group 2*

Insert in remarks column *Diesel Shunting Locomotives only.

Page 63 **WYMONDHAM TO FAKENHAM**

Amend R.A. Group to read R.A.5

Page 65 **BOW (EX L.M.R. DEPOT)**

Insert Class 47†ø as additional type permitted.

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

Page 66 **BROAD ST. TO CAMDEN JN. (L.M.R.)**

Amend entry to read :–

R.A.7.	–	Yes	5	5	–

Amend
BROAD STREET TO DALSTON WESTERN JN. – RA7

Page 68 **DALSTON EASTERN JN. TO DALSTON WESTERN JN.**

Amend RA to Group 8.

Add:-
DALSTON WESTERN JN. TO CAMDEN ROAD JN. – RA8

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES & PLANT BOOKLET B.R. 29993 DATED SEPTEMBER 1969 – continued

Page 70 **FINSBURY PARK: EAST GOODS YARD**

Amend entry to read :

R.A.5*	Addl. Types permitted:– 15,31,33/1 33/3,40,44 45,46,55	Yes	2	2	*Diesel Shunting Locomotives only speed not to exceed **10 m.p.h.** Main line Locomotives not to pass over No.2 long road and No.4 old road except in cases of emergency.

FINSBURY PARK TO KINGS CROSS GOODS

Delete :– Existing entries

Insert :– Finsbury Park to Kings Cross Goods via Flyover Line, Up Carriage Line and Up Goods Line – RA Group 9

Page 71 **ISLIP STREET JN. (KENTISH TOWN) TO KINGS CROSS JN. (L.T.B.) (L.M.R.)**

Delete entry under 'Remarks'.

JUNCTION ROAD JN. TO ENGINE SHED JN. (KENTISH TOWN) (LMR)

Delete entry under 'Remarks'

Page 72 **KINGS CROSS GOODS & MINERAL JN. TO ST. PANCRAS JN. SIDINGS**

Amend to read: R.A.10.

Page 74 **MITRE BRIDGE JN. TO NORTH POLE JN. (L.M.R.)**

Insert R.A.8 – **Delete** Ref. to additional classes permitted.

Page 75 **NORTH POLE JN. TO LATCHMERE JN. (L.M.R.)**

Amend entry to read :–

R.A.8	–	Yes	5	5	Classes 40,44,45 & 46 prohibited from passing over scissors crossing between up lines in station. Prohibited from passing over three-way connection in North End Up Side Bay lines. Prohibited over connection Down Main to to L.T.E. line. Classes 47 & 48 not to exceed **10 m.p.h.** when passing over Chelsea River Bridge.

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

Amend R.A. group to read:– R.A.8.

Page 76 **POPLAR CENTRAL**

Delete existing entries and insert

Nos.1 & 3 Arrival Line in Field Sidings	5*	20,24/1,25, 34,37,47	Yes	5	5	*Diesel Shunting Locomotives only.
All other Field Sidings except entry connections to Nos. 11 & 12 Sidings at Poplar Central end of Yard.	5*	20,37,47	Yes	5	5	*Diesel Shunting Locomotives only.
Entry connections Nos. 11 & 12 Field Sidings at Poplar Central end of Yard	2*	–	Yes	5	5	*Diesel Shunting Locomotives only. Speed not to exceed **5 m.p.h.**

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES & PLANT BOOKLET B.R. 29993 DATED SEPTEMBER 1969 – continued

Page 76 – Delete – continued

Loop Line Junction Sidings	4*	08,09	Yes	5	5	*Diesel Shunting Locomotives only.
Blackwall Spur	3	08,09	Yes	5	5	–
Stepney Spur	3	08,09	Yes	5	5	–

Delete POPLAR CENTRAL TO POPLAR DOCKS and insert:–

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

Page 77 POPLAR CENTRAL TO VICTORIA PARK

Insert 47* as additional type permitted.

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

Amend RA Group to 7

Delete list of addl. types permitted.

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

Amend 'Remarks' to read:–

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

Page 79 VICTORIA PARK TO DALSTON WESTERN JN.

Delete :- entry under "Remarks".

Page 81 ALLERTON BYWATER

Insert in 'Remarks' column:

B.R. Locomotives not to proceed over Down N.C.B. Loop Line between Down Sidings and Loaded Sidings and must not pass B.R. locomotives prohibited board.

Page 82 BRITISH OAK OPENCAST

Add Class 47 as addl. type permitted.

Page 83 BULLCROFT EMPTY SIDINGS – Delete entries.

DEARNE VALLEY

Add Class 37 as additional type permitted.

Page 84 FRYSTON COLLIERY

Insert in 'Remarks' Column
B.R. Locomotives not permitted to pass beyond prohibition board on Weigh Road.

FRICKLEY COLLIERY

Insert in remarks column:–
B.R. locomotives not to pass notice prohibiting entry to empty bank siding.

ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES TRAVELLING CRANES & PLANT BOOKLET B.R. 29993 DATED SEPTEMBER 1969 – continued

Page 85 GLASS HOUGHTON COLLIERY

Add:- in "Remarks" Col.

B.R. Locomotives not to pass prohibition boards in sidings 1 to 18.

GLASS HOUGHTON (YORKSHIRE COKE WORKS CO. SIDINGS)

Add:- in "Remarks" Col.

B.R. Locomotives not to pass notices prohibiting entry into Nos.5 and 6 sidings.

GRIMETHORPE COLLIERY

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

NEWMARKET COLLIERY BRANCH

(Methley, Lofthouse Junction to Newmarket Colly)

4, 5, 6 and 7 Loaded Sidings

Add – Class 31 as additional class permitted.

NEWMARKET COLLIERY

Existing entries relating to Loaded Sidings to read R.A.5.

Delete reference to Diesel Shunting Locomotives only.

Amend remarks to read :–

B.R. Locomotives not to pass Prohibition Boards in Loaded Sidings 1 & 2 and 3 to 7 inclusive.

Page 86 PECKFIELD

Add to 'Remarks' B.R. Locomotives not to pass notice boards on Spoil Stack Road.

PRINCE OF WALES COLLIERY

Insert in remarks column :–

B.R. locomotives not to pass prohibition board in sidings 1 to 6 (incl) and notice prohibiting entry into sidings 7 to 16 (incl)

Add:– Royston – Wintersett Drift – R.A.6

Page 89 DEAN ROAD SIDINGS

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

Page 95 BOLSOVER COLLIERY BRANCH

Amend entry to read :–

Section of Line	R.A. Group	Additional types of locomotives permitted	Multiple Working Double Heading of trains	Locomotives Coupled Live	Dead	Remarks
BOLSOVER LOADED SDGS.						
	4	06, 08, 09, 20 25, 31, 33, 37	Yes	3	3	–
EMPTY SDGS.	4	06, 08, 09, 20 33, 37	Yes	3	3	–

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

Page 100 **Insert** New Entry:–

Darlington Forge	R.A.5*	–	–	–	–	*Diesel Shunting Locomotives only.

Insert new entry: **PORT CLARENCE, PHILLIPS IMPERIAL PETROLEUM LTD. SIDINGS**

R.A.8	–	Yes	5	5	–

Locomotives not to pass entrance to gantry area except under the conditions set out in the Sectional Appendix.

Insert new entry:

DEWSBURY A.P.C.M. PRIVATE SIDINGS

R.A. Group: 5* Addl. types permitted: 40, 45, 46, 47.

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

Add:–

Rye House, Costain Private Siding – RA6.

Page 101 Insert new entry : **UPWELL STREET WHARFE, SHEFFIELD BRIGHTSIDE**

RA5* *Diesel Shunting Locomotives only.

TILBURY DOCKS P.L.A.

Amend to read :-

TILBURY RAIL CONTAINER TERMINAL AND EXCHANGE SIDINGS (P.L.A. SIDINGS)

R.A. Group

Addl. types permitted: 20, 31, 37, 47*

Remarks to read :-

*Class 47 permitted in Nos.1 & 2 Crane Roads and No.1 Exchange Siding and up to clearance point only in No.2 Exchange Siding.

Prohibited in Nos. 3 and 4 Exchange Sidings.

Insert New Entry:-

Carlin How, Skinningrove Iron Works	R.A.8.	–	Yes	5	5	Brake Tenders not permitted.

Insert New Entry :-

TILBURY C.E.G.B. SIDINGS

R.A. Group 5*	Additional types permitted	Double Heading	Locos, coupled Live	Locos, coupled Dead	Remarks
	31 & 37	–	–	–	*Diesel Shunting Locomotives Only

Page 102 **GAINSBOROUGH LEA ROAD (HIGH AND LOW YARDS)**

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

Page 103 **GRIMSBY (G.N. GOODS) YARD**

Amend R.A. Group to '7'

Page 112 **BRADFORD EXCHANGE CARRIAGE SIDINGS**
Delete entry.

Page 114 **Insert** New entry:–
DEWSBURY GAS WORKS

R.A.5. Additional permitted 40†, 45†, 46†, 47 Yes 5.5.
†Remarks to read † Classes 40, 45 and 46 not to pass gateway on No.2 Siding.

DRAX POWER STATION
Amend RA Group to '8'

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

Page 115 DUDLEY HILL, BARRET'S SIDINGS

Delete existing entry and remarks.

Insert new entry:

R.A.5*	–	Yes	5	5	*Diesel Shunting Locomotives only.

Page 116 HALIFAX NORTH BRIDGE – **Delete** entry

HALIFAX SHAW SYKE GOODS

Add Classes 45 and 46 as addl. types permitted.

Delete Remarks re-prohibition of main line locomotives in Passenger Dock and Fruit Shed Sidings.

Page 117 HARROGATE GOODS YARD

Amend – Remarks to read:–

Main line diesel locomotives **PROHIBITED** from Loading Dock on No.10 (Back) Siding and on Coal Drops.

Page 119 HUDDERSFIELD

Delete entry: Passenger/Horse Dock Sidings, etc.

Insert: Fish Dock, Horse Dock, Short Dock and Turntable Siding RA Group 5*

Additional types of locomotive permitted: Class 20.

Remarks: *Diesel Shunting Locomotives only.

KEIGHLEY UP SIDINGS

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

Page 120 KNOTTINGLEY, BAGLEY'S SIDINGS

Insert Class 08* as additional type permitted.

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

KNAPTON : ASSOCIATED MALTSTERS SIDING

Add:- Asterisk to RA Group and insert in Remarks column:-

"*Classes 47, 46, 45, 44 and 40 **Prohibited** from passing loading dock."

Page 121 LAISTERDYKE EAST TO ENGLISH ELECTRIC COY. SIDINGS

Amend to read:–

RA.5*	–	Yes	5	5	*Diesel shunting locomotives only. Locomotives not to pass beyond boundary gate leading to private sidings.

HUNSLET EAST

Delete Existing entry and **insert:**–

HUNSLET EAST:	Shell Mex & B.P. Ltd.	RA8	–	Yes	5	5	–
	White Spirit Sidings	RA8	–	"	5	5	–
	Oil Rail Terminals	RA8	–	"	5	5	–
	B.R. Lines throughout	RA8	–	"	5	5	–

HUNSLET LANE GOODS YARD

Amend remarks column to read:–

Main Line Diesel Locomotives to work beyond Hunslet Goods Yard signal box on the following lines only:-

Front Field Road No.8

Back Field Road No.9

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

Page 122 BALM ROAD/UP SIDINGS

Insert Class 40 as additional type permitted.

HUNSLET UP AND DOWN YARDS

Insert Classes 45 & 46 as additional types permitted.

Page 123 PONTERACT BAGHILL

Delete all remarks concerning lines 35 and 37

Page 124 MONK BRETTON : REDFEARNS SIDINGS

Amend 'Remarks' to read :–

Locomotives not to go beyond notice board into Redfearn's Sidings except on No. 1 Siding.

Page 126 RIPON GOODS

Delete entry

Page 127 SELBY

Add New Entry

Selby Down Yard	RA.9	–	Yes	5	5	–

Insert New Entry:–

TILBURY C.E.G.B. SIDINGS

R.A. Group	Additional Types Permitted	Double Heading	Locos. coupled Live	Locos. coupled Dead	Remarks
5*	31 & 37	–	–	–	*Diesel Shunting Locomotives Only.

Page 129 CASE TRACTOR CO's SIDINGS & COHENS SIDINGS

Delete entries.

SOWERBY BRIDGE

Delete:–Existing remarks

Add:– Only Class 03 locomotives permitted on the Coal Drop line.

Page 132 YORK C.C.E. CONCRETE DEPOT RA5*

Add (Remarks to read *Diesel Shunting Locomotives Only)

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

Addl. Types of locomotive permitted

Add 24 and 25

Amend 'Remarks' to read:–

Class 24 & 25 not to exceed 5 M.P.H. and locomotives prohibited from passing over River Skerne Bridge.

Page 135 CARVILLE, NEPTUNE SIDINGS

Amend entry to read:–

	RA8 Addl. permitted		Yes	5	5	–

Page 137 DARLINGTON

Insert New Entry:–

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

Page 141 GRANGETOWN

Insert New Entry:–

Shell Mex B.P. Ltd. Teesport Refinery	RA.8	–	Yes	5	5	–

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

Page 143 HEBBURN STATION SIDINGS

Amend RA. Group to read 7 and **delete** existing entry under "Additional Classes Permitted":

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

Add Class 08 to additional types of Locomotives permitted.

Page 144 HEIGHINGTON

Insert sub entry:-

Old Town Quarry	R.A.5.	*Additional types permitted 24, 25, 37	*Diesel Shunting Locomotives only

HEXHAM

Shell-Mex Sidings (Line No.77 Hexham East), lines Nos. 18 and 19 Hexham West (W.P997).

Add:- Class 17†, 25* and 31* as additional types permitted.

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

Page 145 JARROW STATION SIDINGS

Amend to read R.A.8, Double Heading and up to 5 locomotives (live or dead) permitted.

HYLTON QUARRY SIDINGS

Amend remarks to read:-

Locomotives not to proceed beyond entrance gates.

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

ESSO SIDINGS (ESSO DEPOT FROM ENGINE SHED JUNCTION)

Amend entry to read R.A.5.

Delete reference to Diesel Shunting Locomotives only.

Page 157 WEST BLYTH STAITHES

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

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

WHITBURN JUNCTION HANN & NEWBY'S COAL DEPOT

Insert:-

R.A.5. † Additional permitted Class 37. Yes 5.5.

Remarks to read † Diesel Shunting Locomotives only.

Page 158

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

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

Amend items:-

4. **Add** Normanton – Leeds.
5. **Add** Rotherham (Masborough).

Add new items:-

6. Liverpool St. – Norwich via Ipswich, Thorpe Jn. – Wensum Yard.
   Wensum Yard – Swing Bridge Jn. Manningtree – Parkeston.
   Stratford Station – Thornton Fields Carriage Sidings.
7. Wath Road Jn. – Moorthorpe – South Kirkby – Wakefield Westgate – Leeds.
8. Leeds – Apperley Jn. – Shipley – Keighley.
9. Wath Road Jn. or Normanton to York (Clifton Carr. Sidings)
10. Diggle or Hebden Bridge to Leeds via Batley or via Wakefield and Normanton.
11. Wakefield – Pontefract (Monkhill) – Goole – Brough – Hull.
12. Leeds – Selby – Hull.

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

Page 158 – Add – continued

13. Selby – York.
14. Leeds – York – Newcastle – Heaton Carriage Sidings.
15. Northallerton – Eaglescliffe – Stockton – Hartlepool – Newcastle.
16. Norton South Jn. – Ferryhill – Leamside – Newcastle (including Follingsby Freightliner Terminal).
17. Eaglescliffe – Tees Yard.
18. Billingham-on-Tees to Port Clarence (Phillips Sidings Ground Frame) including Billingham Beck Branch and Haverton Hill Loop and Port Clarence (Phillips Sidings Ground Frame) to Monsantos Chemicals Sidings.

Page 162 ST. BOTOLPHS BRANCH

Amend R.A. Group to 7.

Amend number of locos coupled to 5.

Delete entry under "Remarks".

†Classes 08 and 09 permitted in Hay Road, Cattle Dock Siding, No.18 Siding, over connections at East Quay end of Nos.1 to 6 sidings and in Nos.1 to 6 sidings as far as fouling points at Poplar Central end of yard. (M.P. 150)

ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK BOOKLET (BR 29197)

Page 1 – Note A **Amend** to read: –
British Railways Standard Coaching Stock stencilled "C.1" at the end of the vehicles.

Page 2

Churnet Valley Line, platform lines at Uttoxeter Station Loop Line Etruria to Kidsgrove. Buckley and Connahs Quay Branch. Dalston Station – Poplar Branch	**Delete** all reference
St. Pancras, Kings Cross Tunnel	**Delete** "*prohibited" and **substitute:**– "The adjoining line to be clear between the limit with L.M.R. maintenance and York Road Tunnel Mouth".

Page 3

Add:–

Newcastle High Level Bridge	If over Down Gateshead Main, the Down Gateshead Slow to be clear between signals N.69 and N.75. If over Down Gateshead Slow, the Down Gateshead Main to be clear between signals N.73 and N.77.
B.R. C1 Standard Coaching Stock. Between: St. Peters S.B. and Carville S.B. (Riverside Branch)	If on Up Main, Down Main to be clear and vice versa.

Page 6 –

London Transport Executive.

Add:–

St. Pancras, Kings Cross Tunnel	The adjoining line to be clear between the limit with LMR maintenance and York Road Tunnel Mouth.

WORKING INSTRUCTIONS FOR CLASS 313 TRAINS BR.33070 DATED NOVEMBER 1976

The above instructions supersede the Temporary Instructions relating to these trains B.R.33069/2 dated August, 1976.

Note:-

Until further notice, emergency adaptor couplers will not be provided in Class 313 trains and therefore Clause 8.8. of the Instructions is not applicable.

Emergency adaptor couplers are available at Hornsey EMU Depot for use when necessary.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)

Page 4

CONTENTS

Table	**Page**
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E Local Horn Codes	208-215

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Conveyance of 'Dead' Diesel Multiple Unit Stock	293
'Dead' Diesel Multiple Unit Stock Conveyance of.	293
Delete:–	
Carlton Road Level Crossing, Worksop	399

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Add:–	
Drayton Park and Moorgate Station – Local Instructions	356
High Marnham – Tail Lamp advice	386
Elsecar Junction – horn codes	417
Freight Terminal Junction	347
Delete:-	
Goods and Mineral Junction	347

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Add:–	
March Motive Power Depot.	383
Moorgate Station and Drayton Park – Local Instructions	356
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Instructions Regarding Steam and/or Electric Heating of Train Sets and the Temperature Control of Air Conditioned Coaches	293
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EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

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Page 7 (page 2 Supp No.1)

Delete:–

Page 8

Add:–

Add:–

Add :-

Delete:–

Page 9

Add:–

Delete:–

Page 10

Delete:–

Add:–

Page 11

Add:–

Amend:–

Delete :–

Amend:–

Amend:–

Page 12

Amend :–

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

GENERAL, LOCAL INSTRUCTIONS – INDEX – continued

Page 13

	Page
Amend : –	
Thrybergh Junction to Silverwood Colliery	184
Delete:–	
Silverwood Colliery Branch	184
Wombwell Main Junction to New Oaks Junction	183

Page 15 (Page 5 Supp. No.1)

SPEED RESTRICTIONS

Delete existing restrictions and **substitute:–**

	m.p.h.
Woodhouse Jn. to Trent Jn.	45
Trent Jn. to Wrawby Jn.	45
Newark to Wrawby Jn. via Lincoln	45

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6–17 Supp. No.1) **KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)** **Delete** table Kings Cross Passenger to Stoke Tunnel inclusive and **substitute:–**											
	KINGS CROSS AND DONCASTER (MARSHGATE JUNCTION)							100	100	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.	
	KINGS CROSS AND WOOD GREEN (5m. 40chs.)							60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES. TRAINS OTHER THAN PASSENGER AND EMPTY COACHING STOCK TRAINS MUST NOT EXCEED A SPEED OF 35m.p.h.	
TCB	Kings Cross Passenger (See page 37 for Kings Cross Passenger to Kings Cross L.T.E.)	–	–							C. Up Slow in Gasworks Tunnel 368 yards before reaching up L.T.E disc showing red light.	105 (falling)
								8	8	All lines. 0m. 0chs. to 0m. 22chs. unless otherwise shown.	
								5	5	Kings Cross Loco Yard and Milk Dock locomotives using connection to and from Down Slow 0m. 6chs. to 0m. 18chs.	
	York Road Junctions (See page 37 for Kings Cross (L.T.E.) to Kings Cross Passenger)							–	15	Up Slow, over junction towards L.T.E. lines (Branch speed limit).	
								45	45	Fast line 0m. 22chs. to 0m. 67chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) ‡ in
Pages 18–30 (Pages 6–17 Supp. No.1) — **substitute** — continued											
T.C.B.	Gasworks Tunnel (528 yards)							45	–	Slow line 0m. 22chs. to 1m. 40chs.	
								60	60	Fast lines 0m. 67chs. to 2m. 67chs.	
	Belle Isle Junction (Controlled by Kings Cross Passenger Signal box)							–	25	Over connection Up Slow No.1..Up Slow No.2 and over Up Slow No.2 0m. 56chs. to 0m. 22chs.	
T.C.B.										CW Down Slow, 442 yards before reaching K321 signal.	55
T.C.B.								35	–	Over connection Down Fast No.1 to Down Fast No.2 0m. 46chs. to 0m. 54chs.	
T.C.B.											

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6–17 Supp. No.1) — substitute — continued											
	Copenhagen Tunnel (594 yards)									C.W. Up Goods, 260 yards before reaching KC87 signal.	90
										C.W. Down Slow 408 yards before reaching Kings Cross K315 signal.	110
										C.W. Down Goods 359 yards before reaching Kings Cross K319 signal.	110
								–	45	Slow line 1m. 12chs. to 0m. 22chs.	
								–	15	Slow line 1m. 40chs. to 1m. 12chs.	
								–	15	Goods line 1m. 28chs. to 0m. 65chs.	
								15	–	Goods line 1m. 50chs. to 2m. 56chs.	
								–	30	Over connection Up Slow to Up Fast 1m. 44chs. to 1m. 39chs.	
								55	–	Slow line 1m. 40chs. to 3m. 5chs.	
								45	–	Over connection Down Fast to Down Slow 1m. 34chs. to 1m. 42chs.	
	+ Down Canonbury from Dalston Western Jn.							–	15	Up Avoiding 2m. 4chs. to 1m. 64chs.	
	* Down Moorgate from Dalston Western Jn.										

Up: TCB (G) — Signal K50 — Signal K324 — TCB — Signal KC43 — Signal KC87

Down: + — * — TCB — Signal K315/317 — Stop Board

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18/30 (Pages 6 – 17 Supp. No.1) – substitute – continued											
				Signal K326	Signal K325			–	40	Over connection Up Fast to Up Slow 1m. 51chs. to 1m. 45chs.	
								40	–	Over connection Down Slow to Down Fast 1m. 57chs. to 1m. 64chs.	
	Finsbury Park Ground Frame 'A							–	40	Over connection Up Slow to Up Fast 1m. 76chs. to 1m. 69chs.	
								–	25	Over connection Up Goods to Up Slow 1m. 76chs. to 1m. 70chs.	
								–	25	Over connection Up Goods to Up Canonbury 2m. 33chs. to 2m. 29chs.	
								–	30	Slow line over Junction towards Canonbury Junction (Branch Speed Limit).	
	Finsbury Park Station	1	1414		T.C.B. T.C.B. T.C.B. Signal K393 Signal K391			–	25	Goods 2m. 37chs. to 1m. 76chs.	
								–	15	Goods line 2m. 55chs. to 2m. 37chs.	
								–	25	Goods 3m. 5chs. to 2m. 55chs.	
								40	–	Slow line No.2, 2m. 56chs. to 4m. 70chs.	
								30	–	Over connection Down Slow No.1 to Down Fast 2m. 58chs. to 2m. 64chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp. No.1) – substitute – continued.											
								–	30	Over connection Up Fast to Up Slow 2m. 64chs. to 2m. 59chs.	
								–	55	Slow line 2m. 67chs. to 1m. 40chs.	
								–	25	Over connection Up Goods to Up Slow 2m. 65chs. to 2m. 61chs.	
								–	60	Fast line 2m. 67chs. to 1m. 25chs.	
								80	80	Fast line 2m. 67chs. to 4m. 40chs.	
								–	30	Slow line over Junction towards Moorgate 3m. 35chs. (2m. 36chs. Kings Cross to York Mileage) to 3m. 29chs.	
								95	95	Fast line 4m. 40chs. to 5m. 75chs.	
T.C.B.	*Harringay West Jn.* (Controlled by Wood Green Signal box.) (See page 39 for Harringay Park Jn. to Harringay West Jn.)	0	635	Signal K424 T.C.B. T.C.B. T.C.B.	T.C.B. Signal K411/413 T.C.B. (Single lines) Signals K81/419/421 T.C.B. (Single lines)						
	Harringay West Station	0	802					20	20	EMU Inlet/Outlet line No.1 and Viaduct line over connection to and from Up Slow. Up Goods and Reversing siding, 3m. 34chs. to 3m. 20chs.	
								–	20	Over connection Up Goods to EMU Inlet/Outlet line No.1 3m. 34chs. to 3m. 30chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp. No.1) — **substitute** — **continued**											
T.C.B.				T.C.B.	T.C.B.			10	–	**Slow No.2 over connection to and through Ferme Park Down Yard 3m. 38chs. to 3m. 77chs.**	
				T.C.B.	T.C.B.			10 (Both directions)		**Viaduct line 3m. 34chs. to 3m. 61chs.**	
				T.C.B.	T.C.B. (Single lines)					C. Up Slow 620 yards before reaching Kings Cross K414 signal.	250
								15	–	**Carriage line 3m. 77chs. to 4m. 62chs.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6–17 Supp. No.1) — substitute — continued											
T.C.B.	Hornsey Station	0	1255	Signal K438 / Signal K99 — T.C.B. (Single lines) — T.C.B.	T.C.B. — Signal K440 / Signals K434/436/440 — T.C.B.			—	15	Carriage line and through Hornsey Carriage Sdgs. Hornsey EMU Depot and EMU Inlet/Outlet lines No.1 and 2, 4m. 60chs. to 3m. 34chs.	
										C. Down Slow No.1, 550 yards before reaching Kings Cross K465 signal.	208
										C. Down Slow No.2, 600 yards before reaching Kings Cross K831 signal.	70
								30	—	Over connection Down Fast to Down Slow No.1, 4m. 58chs. to 4m. 63chs.	
								30	—	Over connection Down Slow No.1 to Down Slow No.2, 4m. 58chs. to 4m. 62chs.	
								—	25	Over connection Up Goods to Up Slow 4m. 63chs. to 4m. 58chs.	
								30	—	Over connection Down Slow No.1 to Down Slow No.2, 4m. 63chs. to 4m. 67chs.	
								—	30	Over connection Up Slow to Up Fast 4m. 67chs. to 4m. 63chs.	
								—	35	Goods 4m. 65chs. to 3m. 5chs.	
								—	25	Over connection Up Slow to Up Goods 4m. 69chs. to 4m. 65chs.	
								25	—	Over connection Down Slow No.2 to Down Slow No.1, 4m. 68chs. to 4m. 73chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6–17 Supp. No.1) — **substitute — continued**								30	–	Slow No.2 over junction towards Bowes Park 4m. 68chs. to 5m. 2chs.	
								–	15	Slow line 4m. 78chs. to 4m. 70chs.	
T.C.B.	*Wood Green Junction* (Controlled by Kings Cross signal box) (See Page 38 for Wood Green Jn. to Langley Jn.)	0	1541	Signal K454/6	Signal K453						
	WOOD GREEN (5m. 40chs.) AND STOKE (99m. 61chs.)							75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.	
	Wood Green Station			T.C.B.	T.C.B.			–	20	Up Carriage line 5m. 36chs. to 4m. 60chs.	
								50	–	Slow line 5m. 75chs. to 6m. 50chs.	
									20	Over connecting line Up Carriage to Up Goods 4m. 75chs. to 4m. 45chs. C.Down Slow 650 yards before reaching K475 signal.	194
	Wood Green Tunnel (705 yards)										
	New Southgate Station	1	699					–	40	Over connection Up Fast to Up Slow 6m. 53chs. to 6m. 46chs.	
								40	–	Over connection Down Slow to Down Fast 5m. 23chs. to 5m. 31chs.	
								–	70	Slow line 7m. 40chs. to 5m. 40chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18 — 30 (Pages 6 — 17 Supp No. 1) **— substitute — continued**											
T.C.B.	Barnet Tunnel (605 yards)			T.C.B.	T.C.B.					C. Down Slow, 1085 yards before reaching K.485 signal.	200
	Oakleigh Park Station	1	650							C. Down Slow, 724 yards before reaching K.489 signal.	200
	New Barnet Station	—	1364					—	**25**	**Over connections Slow to Fast and Fast to Slow 8m. 79chs. to 8m. 69chs.**	
								20	—	**Over connections Slow to Fast 9m. 15chs. to 9m. 21chs.**	
								—	**50**	**Slow line 9m. 30chs. to 9m. 0chs.**	
								—	**20**	**Slow line 9m. 60chs. to 9m. 30chs.**	
										C. Down Slow 700 yards before reaching K.493 signal.	200
										C. Down Slow 740 yards before reaching K.501 signal.	200
	Hadley Wood South Tunnel (384 yards)									C. Down Slow 740 yards before reaching K.505 signal.	200
	Hadley Wood Station	1	748							C. Down Slow 715 yards before reaching K.509 signal.	200
										C. Down Slow 691 yards before reaching K.513 signal.	200

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6–17 Supp. No.1) – **substitute – continued**											
	Hadley Wood North Tunnel (232 yards)									C. Down Slow 773 yards before reaching K.517 signal	200
										C. Down Slow 700 yards before reaching K.525 signal	200
	Potters Bar Tunnel (1214 yards)									C. Down Slow 1444 yards before reaching K.529 signal	200
										C. Down Slow 740 yards before reaching K.537 signal	200
	Potters Bar Station	3	999					30	30	**Over connections Fast to Slow line and Slow to Fast line 12m. 47chs. to 12m. 53chs.**	
								–	40	**Over connection Fast to Slow 12m. 44chs. to 12m. 36chs.**	
T.C.B.				T.C.B.	T.C.B.			–	55	**Slow line 12m. 72chs. to 12m. 40chs.**	
								40	–	**Over connection Slow to Fast 13m. 0chs. to 13m. 7chs.**	
								55	–	**Slow line 13m. 10chs. to 13m. 60chs.**	
								55	55	**Slow line 14m. 25chs. to 14m. 47chs.**	
										C. Up Slow 878 yards before reaching K.536 signal.	250
										C. Up Slow 700 yards before reaching K.560 signal.	200
								–	55	**Slow line 17m. 15chs. to 15m. 20chs.**	
								50	–	**Slow line 17m. 20chs. to 17m. 42chs.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp. No.1)—**substitute**—continued											
T.C.B.	Brookmans Park Station	1	1166	T.C.B.	T.C.B.						
	Marshmoor G.F.							35	–	Over connection Down Fast to Down Slow 17m. 17chs. to 17m. 23chs.	
								–	50	Over connection Up Slow to Up Fast 17m. 23chs. to 17m. 15chs.	
	Hatfield Station	3	392					–	40	Over connection Up Fast to Up Slow 17m. 73chs. to 17m. 67chs.	
								25	–	Over connection Down Slow to Down Fast 17m. 75chs. to 17m. 79chs.	
										C. Up Slow 959 yards before reaching K.582 signal.	200
								–	40	Over connection Flyover line to Up Slow 19m. 63chs. to 19m. 57chs.	
								35	35	Flyover line 19m. 63chs. to 19m. 75chs.	
								25	25	Flyover line and over connections to and from Down Slow and Down Back Platform line 19m. 75chs. to 20m. 19chs.	
								25	25	Reversing line and over connections to and from Flyover line and Up Back Platform line 19m. 68chs. to 20m. 17chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18/30 (Pages 6/17 Supp. No.1) **– substitute – continued**											
T.C.B.	Welwyn Garden City Station			Signal K.598 T.C.B. Signal K.603 T.C.B.	T.C.B.			40	–	Over connection Down Fast to Down Slow 20m. 11chs. to 20m. 17chs.	
								25	–	Down Slow, over connection to and over Back Platform line 20m. 12chs. to 20m. 36chs.	
								–	25	Over connection Up Slow to Up Fast 20m. 17chs. to 20m. 14chs.	
								–	25	Up Slow over connection to and over Back Platform line 20m. 36chs. to 20m. 14chs.	
								25	–	Over connection Down Slow to E.M.U. Depot 20m. 38chs. to 20m. 43chs.	
								30	–	Over connection Down Slow to Down Fast 20m. 40chs. to 20m. 45chs.	
								–	30	Over connection Up Fast to Up Slow 20m. 45chs. to 20m. 40chs.	
								25	–	Over connection Up Fast to Down Fast 20m. 45chs. to 20m. 49chs.	
								25	–	Over connection Down Fast to Down Slow 20m. 45chs. to 20m. 49chs.	
										C. Down Slow 672 yards before reaching K.595 signal.	180
										C. Down Slow 738 yards before reaching K.605 signal.	180
										C. UpFast 705 yards before reaching K.638 signal.	220
										C. Up Fast 700 yards before reaching K.650 signal.	220

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp. No.1) – **substitute – continued**											
	Welwyn North Stn.	1	994	Signal K.624	Signal K.617			70	–	**Over connection Down Slow to Down Main 21m. 07chs. to 21m. 18chs.**	
	Welwyn South Tunnel (446 yards)							–	70	**Over connection Up Main to Up Slow 21m. 36chs. to 21m. 24chs.**	
										C. Down Main 1109 yards before reaching K.627 signal.	200
	Welwyn North Tunnel (1046 yards)			Signal K.632	Signal K.629			70	–	**Over connection Down Main to Down Slow 23m. 67chs. to 23m. 79chs.**	
T.C.B.				T.C.B.	T.C.B.			–	70	**Over connection Up Slow to Up Main 23m. 79chs. to 23m. 67chs.**	
										CW Up Slow 514 yards before reaching K.652 signal.	220
										C. Up Slow 706 yards before reaching K.640 signal.	220
	Knebworth Station Langley Jn. (Controlled by Hitchin S.B) (See page 40 for Wood Green to Langley)	3 1	248 1026					–	50	**Up Slow over Junction towards Hertford 28m. 1ch. (26m. 45chs Kings Cross to York mileage) to 27m. 75chs.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6 – 17 Supp. No.1) – **substitute** – **continued**											
	Langley 'B' G.F. Stevenage Station	1	1540					40	–	**Over connection Down Fast to Down Slow 27m. 30chs. to 27m. 38chs.**	
								–	40	**Over connection Up Slow to Up Fast 27m. 38chs. to 27m. 30chs.**	
								40	–	**Over connection Down Slow to Down Fast 27m. 54chs. to 27m. 63chs.**	
								–	40	**Over connection Up Fast to Up Slow 27m. 63chs. to 27m. 54chs.**	
T.C.B.				T.C.B.	T.C.B.			55	–	**Slow line 27m. 60chs. to 29m. 40chs.**	
										C. Up Fast 950 yards before reaching K676 signal.	200
										C. Up Slow 700 yards before reaching K668 signal.	200
										C. Up Slow 700 yards before reaching K674 signal.	200
										C. Up Slow 700 yards before reaching K678 signal.	200
										C. Up Slow 719 yards before reaching K686 signal.	200
								70	–	**Over connection Down Fast to Down Slow 31m. 17chs. to 31m. 28chs.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
	Hitchin 'A' Ground Frame							20	20	Up Slow over connection to and from Engineer's Stockyard.	
								40	40	Over connection Up Fast to Up Slow 31m. 47chs. to 31m. 41chs.	
								10	10	Over connection Up Fast to Down Fast 31m. 47chs. to 31m. 51chs.	
								–	40	Over connection Up Slow to Up Fast 31m. 58chs. to 31m. 51chs.	
	Hitchin Station	4	677					25	–	Over connection Down Slow to Down Fast 31m. 78chs. to 32m. 2chs.	
								50	–	Slow line 32m. 11chs. to 43m. 63chs.	
+	Cambridge Junction (Controlled by Kings Cross signal box) (See page 41 for Cambridge Junction to Shepreth Branch Junction)	0	550	+	+			40	–	Over connection Down Fast to Down Cambridge 32m. 3chs. to 32m. 37chs. (Kings Cross to Cambridge Mileage).	
								25	–	Over connection Down Fast to Down Slow 32m. 7chs. to 32m. 11chs.	
								–	30	Over connection Up Fast to Up Slow 32m. 11chs. to 32m. 6chs.	
								–	40	Over connection Up Slow to Up Fast 33m. 47chs. to 33m. 40chs.	
										C.Up Fast 740 yards before reaching K712 signal.	200
										C. Up Slow 740 yards before reaching K714 signal.	200
										C. Up Slow 1165 yards before reaching K710 signal.	200
	East Road (LC) (P3)										
	Holme Green (LC) (P3)										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp. No.1.) – substitute – continued											
								40	40	Over connection Up Fast to Up Slow 40m. 49chs. to 40m. 41chs.	
								25	25	Over connection Up Fast to Down Fast 40m. 49chs. to 40m. 52chs.	
								40	40	Over connection Down Fast to Down Slow 40m. 52chs. to 40m. 64chs.	
T.C.B.	Biggleswade	8	1282			DRS	50	–	50	Slow line 43m. 65chs. to 32m. 11chs.	
	Sandy Station	2	1603			URS	42	50	–	Slow line 44m. 20chs. to 58m. 48chs.	
	Everton (LC)	2	880								
	Tempsford Station (LC)	1	171								
	Little Barford Power Station G.F.							40	40	Over connection Down Slow to Down Fast 51m. 24chs. to 51m. 31chs.	
								40	–	Over connection Down Fast to Down Slow 51m. 37chs. to 51m. 44chs.	
								25	25	Over connection Down Fast to Up Fast 51m. 35chs. to 51m. 40chs.	
								35	35	Over connection Up Slow to Up Fast 51m. 48chs. to 51m. 40chs.	
T.C.B.	St. Neots Station	4	0	T.C.B.	T.C.B.	DRS URS	51 56			C. Up Slow 876 yards before reaching signal SN314	
								–	40	Over connection Up Fast to Up Slow 52m. 27chs. to 52m. 20chs.	
								40	40	Over connection Down Fast to Down Slow 58m. 33chs. to 58m. 38chs.	
								–	40	Over connection Up Slow to Up Fast 58m. 40chs. to 58m. 35chs.	
	Offord and Buckden (LC)	4	760								
T.C.B.	Huntingdon No.1	2	1447			DRS	38	–	50	Slow line 58m. 48chs. to 44m. 25chs.	
	Huntingdon Station										
T.C.B.	Huntingdon No.2	0	545					60	–	Slow line 58m. 48chs. to68m. 79chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp. No.1) – substitute – continued								40	40	Over connection Down Slow to Down Fast 59m. 13chs. to 59m. 19chs.	
								40	40	Over connection Up Fast to Up Slow 59m. 19chs. to 59m. 13chs.	
								25	25	Over connection Up Fast to Down Fast 59m. 19chs. to 59m. 23chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp No. 1 – substitute – continued											
				T.C.B.				–	60	Slow line 64m. 65chs. to 58m. 48chs.	
								–	40	Slow line 64m. 65chs. to 64m. 75chs.	
								–	60	Slow line 66m. 40chs. to 64m. 75chs.	
								40	40	Over connection Down Fast to Down Slow 67m. 31chs. to 67m. 38chs.	
								–	70	Over connection Up Main to Up Slow 67m. 21chs. to 67m. 8chs.	
								40	40	Over connection Up Main to Down Fast 67m. 21chs. to 67m. 27chs.	
										C. Down Slow, 680 yards before reaching HU2.355 signal.	200
										C. Down Slow, 650 yards before reaching HU2.359 signal.	200
										C. Up Fast, 690 yards before reaching P.384 signal.	200
										C. Up Slow, 1,300 yards before reaching P.378 signal.	200
										C. Up Slow, 700 yards before reaching P.374 signal.	200
										C. Up Slow, 715 yards before reaching HU2.370 signal.	200
										C. Up Slow, 710 yards before reaching HU2.366 signal.	200
				Signal P.390							
T.C.B.	Connington North (LC)				T.C.B.			60	–	Over connection Down Slow to Down Main 68m. 79chs. to 69m. 12chs.	
	Holme Station (LC)										
	Holme Lode (LC)							50	50	Slow lines 72m. 63chs. to 76m. 60chs.	
					Signal P.393						

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6–17 Supp. No.1) — substitute — continued					P403			40	—	Over connection Down Fast to Down Slow 72m. 56chs. to 72m. 63chs.	
T.C.B.				P416	T.C.B. P56/415			—	40	Over connection Up Slow to Up Fast 72m. 63chs. to 72m. 56chs.	
— *Fletton Junction* (Controlled by Peterborough signal box) (See page 42 for Fletton Jn. to Fly Ash Disposal Sidings and Fletton Jn. to Botolph Bridge Sidings)		15	1608	T.C.B.	T.C.B.			30	—	Over connection Down Fast to Up Fast 76m. 4chs. to 76m. 9chs.	
								25	—	Over connection Down Slow to Fly Ash Sidings 76m. 7chs. to 76m. 12chs.	
								30	—	Over connection Down Fast to Down Slow 76m. 8chs. to 76m. 13chs.	
— *Crescent Junction* (Controlled by Peterborough Signal Box) (See page 107 for Ely to Crescent Junction)		1	402	P436 P438 P442 ‡ ‡ ‡	P421 P444 ‡			30	30	Over connections Down Slow to Up Stamford 76m. 20chs. to 76m. 25chs. (22m. 27chs. to 22m. 22chs. Manton to Peterborough East mileage).	
								—	30	Over connections Down Stamford/Slow towards Peterborough East 76m 25chs. (22m. 22chs. Manton to Peterborough East mileage) to 99m. 56chs. (Liverpool St. to Peterborough East via Ely mileage)	
								40	40	Up Stamford 76m. 25chs. to 76m. 49chs. (22m. 22chs. to 21m. 78chs. Manton to Peterborough East mileage)	
								20	20	Over connection Down Stamford/Slow towards Down Fast 76m. 41chs. to 76m. 43chs. (22m. 6chs. to 22m. 4chs. Manton to Peterborough East mileage)	
	Peterborough Station							—	20	Over connection Up Stamford to Down Stamford/Slow 76m. 49chs. to 76m. 41chs. (21m. 78chs. to 22m. 6chs. Manton to Peterborough East mileage)	
								25	—	Over connection Up Stamford to Down Fast 76m. 43chs. to 76m. 49chs. (22m. 4chs. to 21m. 78chs. Manton to Peterborough East mileage)	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 18 — 30 (Pages 6 — 17 Supp. No.1) — substitute—continued											
T.C.B.								—	25	Over connection Down Fast towards Down Stamford/Slow 76m. 49chs. to 76m. 43chs. (21m. 78chs. to 22m. 4chs Manton to Peterborough East mileage)	
								30	30	Up Fast over connection to and over Up Slow No.2 76m. 45chs. to 76m. 16chs.	
								25	25	Over connection Up Slow No.2 to Up Slow No.1 76m. 44chs. to 76m. 39chs.	
	Peterborough	0	735	P437 P445 P449	P443			25	25	Over connection Up Slow No.2 to Up Fast 76m. 16chs. to 76m. 10chs.	
				P470				25	25	Over connection Up Slow No.1 to Up Slow No.2 76m. 16chs. to 76m. 12chs.	
								25	25	Over connection Platform No.1 to Up Slow No.1 76m. 19chs. to 76m. 16chs.	
								30	—	Over connection Up Stamford to Down Stamford/Slow 76m. 51chs. to 76m. 57chs. (21m. 76chs. to 21m. 70chs. Manton to Peterborough East mileage)	
								25	25	Over connection Down Fast to Up Fast 76m. 49chs. to 76m. 52chs.	
								25	25	Over connection Up Slow to Up Fast 76m. 52chs. to 76m. 57chs.	
T.C.B.								30	—	Over connection Up Fast to Down Fast 76m. 55chs. to 76m. 59chs.	
	Eastfield	—	704		†			15	15	Down South Arrival, Up Shunt, Up South Departure and over connections to and from Up Slow 76m. 57chs. to 77m. 0chs.	
								15	15	Down North Departure and Up North Arrival 77m. 75chs. to 77m. 0chs.	

N.B. T.C.B. (Up) — N.B. T.C.B. (Up) — N.B. (Down)

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
T.C.B.	*New England Ladder Crossing* (Controlled by Peterborough Signal box)	1	77	P.484/6/8	P.479			25	25	Over connection Up Fast to Up Slow 78m. 1chs. to 77m. 75chs.	
								25	25	Over connection Down Fast to Up Fast 78m. 5chs. to 78m. 1chs.	
								25	25	Over connection Down Fast to Up Stamford 78m. 5chs. to 78m. 12chs. (20m. 33chs. Manton to Peterborough East mileage)	
								25	–	Over connection Up Stamford to Down Stamford/Slow 78m. 12chs. to 78m. 17chs. (20m. 33chs. to 20m. 28chs. Manton to Peterborough East Mileage)	
T.C.B.	*Werrington Junction* (Controlled by Peterborough Signal box) (See page 42 for Spalding line)	1	1450	T.C.B.	T.C.B.			40	–	Over connection Down Fast to Down Spalding 79m. 29chs. to 79m. 56chs.	
								–	40	Over connection Up Slow to Up Fast 79m. 42chs. to 79m. 35chs.	
	† This line also forms the Down Stamford line between Peterborough and Helpston ‡ Station Yard Working – See page 279.										
	HELPSTON (81m. 56chs.) (16m. 71chs. Manton to Peterborough mileage) AND PETERBOROUGH (CRESCENT JUNCTION 76m. 25chs.) (22m. 22chs. Manton to Peterborough East mileage)							–	50	MAXIMUM PERMISSIBLE SPEED ON STAMFORD LINE	
	Helpston (LC) (See page 107 for Helpston to Luffenham)	2	677					25	–	Over connection Down Slow/ Stamford line to Down Slow 81m. 56chs. to 81m. 75chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
T.C.B.	Maxey (LC)			T.C.B.	T.C.B.						
	Lolham (LC)										
	Tallington Station (LC)	2	1216					40	–	Over connection Down Slow to Down Fast 84m. 67chs. to 84m. 74chs.	
								–	40	Over connection Up Fast to Up Slow 84m. 74chs. to 84m. 67chs.	
								25	25	Over connection Down Fast to Up Fast 84m. 74chs. to 84m. 78chs.	
								40	–	Over connection Down Fast to Down Slow 84m. 78chs. to 85m. 5chs.	
								40	40	Over connection Up Slow to Up Fast 85m. 5chs. to 84m. 78chs.	
	Greatford (LC)										
								60	–	Slow line 92m. 50chs. to 93m. 20chs.	
	Little Bytham Station	7	846								
										C.Down Slow 695 yards before reaching P581 signal.	200
										C.Down Slow 1005 yards before reaching P585 signal.	200
										C.Down Slow 1208 yards before reaching P589 signal.	200
										C.Down Slow 695 yards before reaching P593 signal.	200

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18–30 (Pages 6–17 Supp. No.1) – **substitute** – continued											
T.C.B.				T.C.B.	T.C.B.					C.Down Fast 700 yards before reaching P571 signal.	240
										C.Down Slow 700 yards before reaching P569 signal.	240
										C.Down Slow 715 yards before reaching P577 signal.	200
								40	–	Over connection Down Slow to Down Fast 91m. 61chs. to 91m. 68chs.	
								–	40	Over connection Up Fast to Up Slow 91m. 68chs. to 91m. 61chs.	
								25	25	Over connection Up Fast to Down Fast 91m. 68chs. to 91m. 72chs.	
								40	–	Over connection Down Fast to Down Slow 91m. 72chs. to 91m. 78chs.	
								–	40	Over connection Up Slow to Up Fast 91m. 78chs. to 91m. 72chs.	
								40	–	Slow line 96m. 70chs. to 99m. 48chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 18 – 30 (Pages 6 – 17 Supp. No. 1) – substitute – continued											
TCB	Stoke	7	1459	Signal P612	Signal P613			–	50	Slow line 95m. 40chs. to 93m. 50chs.	
								–	60	Slow line 97m. 0chs. to 95m. 40chs.	
								–	50	Slow line 97m. 35chs. to 97m. 0chs.	
								40	–	Over connection Down Slow to Down Main 99m. 48chs. to 99m. 61chs.	
								–	70	Over connection Up Main to Up Slow 99m. 61chs. to 99m. 48chs.	
								40	40	Over connection Up Main to Down Main 99m. 61chs. to 99m. 66chs.	
								40	40	Over connection Down Main to Up Main 99m. 66chs. to 99m. 72chs.	
	STOKE AND MARSHGATE JUNCTION							40	–	MAXIMUM PERMISSIBLE SPEED ON SLOW AND GOODS LINES	
										C. Down Slow 696 yards before reaching P597 signal.	200
										C. Down Slow 700 yards before reaching P605 signal.	178
										C. Down Slow 695 yards before reaching P609 signal.	178
										C. Down Slow 714 yards before reaching P613 signal.	178
										C. Up Main 665 yards before reaching P612 signal.	200
	Stoke Tunnel (880 yards)							90	90	100m. 39chs. to 102m. 40chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Page 32	Newark Station **Delete:–**					URS	45				
Pages 32 – 33 (Page 20 Supp. No.1)	**Delete** all details Cromwell (L.C.) to Black Carr Jn. and **substitute:-**										
	Cromwell (L.C.)										
	Carlton Station (L.C.)	3	601			DPL UPL	80 80				
	Eaves Lane (L.C.)										
	Grassthorpe Lane (L.C.)							**90**	**90**	**130m. 25chs. to 138m. 20chs.**	
	Egmanton (L.C.)										
	Lincoln Road (L.C.)										
	Askham Tunnel (57 yards)										
	Gamston Lane (L.C.)										
	Grove Road (L.C.)					UPL	82				
	Retford Station	12	528		Signal RD143			–	**90**	**138m. 20chs. to 130m. 25chs.**	
								80	**80**	**138m. 20chs. to 138m. 60chs.**	
								40	**40**	**Over trailing connection between Down and Up Main, 138m. 21chs. to 138m. 16chs.**	
								40	**40**	**Over connection Down Main to Down Slow and over Down Slow, 138m. 23chs. to 138m. 55chs.**	
					Signal RD151			**40**	–	**Slow line 138m. 55chs. to 139m. 46chs.**	
								10	–	**Slow line over Junction towards Thrumpton Crossing West Jn. 64m. 30chs. to 64m. 12chs. (Manchester Piccadilly to Retford Jn. mileage).**	
TCB					TCB					C. Up Main 1132 yards before reaching RD.138 signal.	178

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 33/34 (Page 20 Suppl. No. 1) — **continued**											
					T.C.B.			–	40	Over connections to and from Up Passr. Loop 138m. 67chs. to 138m. 23chs.	
								40	–	Over connection Down Slow to Down Fast 138m. 61chs. to 138m. 68chs.	
T.C.B.								25	–	Over connection Down Fast to Down Slow 138m. 71chs. to 138m. 75chs.	
								40	40	Over connection Down Main to Up Main 139m. 65chs. to 139m. 70chs.	
	Retford (See page 53 for Thrumpton Crossing West Jn. to Retford Jn.)	0	255			UPL	54			C. Up Main 720 yards before reaching RD 158 signal.	
T.C.B.	Botany Bay (L.C.) Sutton (L.C.) Torworth (L.C.)							95	–	138m. 60chs. to 140m. 60chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 33/34 (Page 20 Suppl. No. 1) — **continued**											
•	Ranskill (L.C.)	5	463			DPL	108	**80**	**80**	**147m. 0chs. to 148m. 40chs.**	
										C. Up Main 980 yards before reaching RL 188 signal.	198
										C. Up Main 1280 yards before reaching RL 186 signal.	198
•	Rossington (L.C.)	7	650					**80**	**80**	**Main lines 152m. 0chs. to 153m. 10chs.**	
								40	**40**	**Over all connections between Up and Down Mains 151m. 66chs. to 151m. 77chs.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 33/34 (Page 20 Supp.No.1) – **continued**											
	Loversall Carr Junction (Controlled by Rossington signal box) (see page 53 for Rossington Colliery Branch)	1	330	signal R.32 A	signal R.5 A			25	–	Goods line 152m. 28chs. to 155m. 54chs.	
										C. Up Goods line 940 yards before reaching R.29 Up signal.	198
	Black Carr Junction (see page 130 for Gainsborough to Black Carr Junction)	0	1398					–	15	Main and Goods lines over Junction towards Gainsborough 116m. 40chs. to 116m. 29chs. (Huntingdon to Black Carr Junction via March mileage).	
	Add:–							60	60	153m. 10chs. to 156m. 57chs.	
	Potteric Carr **Delete:–**							60	60	154m. 0chs. to 156m. 57chs.	
Pages 34/35	**Add** : – † alongside additional Up Goods line between Decoy No.2 and Rossington.										
	Add : – on page 35 **Footnote** † When Potteric Carr and Black Carr Junction signal boxes are closed the Absolute Block Regulations apply on the Up Goods No.1 Up Goods line between Decoy No.2 and Rossington signal boxes.										
Page 35	**Delete** daggers from Up Goods lines between Bridge Junction and Carr.										
Page 36	Marshgate Jn. **Amend:–**							25	–	Over junction towards Carcroft 156m. 29chs. to 156m. 42chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 37	**Add :–**										
	MOORGATE STATION TO FINSBURY PARK										
	Moorgate Station and Drayton Park (2m. 64chs.)							30	30	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
T.C.B.	Moorgate Station (Controlled by Kings Cross signal box)	–	–					15	10	0m. 0chs. to 0m. 13chs. and over all connections	
								–	20	0m. 15chs. to 0m. 13chs.	
	Old Street Station	0	946								
	Essex Road Station	1	286					25	–	1m. 49chs. to 1m. 61chs.	
	Highbury and Islington Station	0	968					10	10	Over connection Up Main to Down Main 2m. 50chs. to 2m. 53chs.	
	DRAYTON PARK (2m. 64chs.) AND FINSBURY PARK							35	40	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
	Drayton Park Station	0	726					10	10	Over connection Up Main to Down Main 2m. 59chs. to 2m. 64chs.	
								25	–	Over connection Down Moorgate to Down Slow 3m. 27chs. to 3m. 32chs.	
	Finsbury Park (Controlled by Kings Cross Signal box) (See page 20 for Kings Cross to Doncaster and page 38 for Canonbury Junction to Finsbury Park)	0	1462					30	–	Down Moorgate (No.8 Platform line) and over connections to Down Slow No.1 3m. 33chs. to 3m. 69chs. (2m. 69chs. Kings Cross to York mileage)	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 37 (Page 22 Supp. No.1.) – **continued**											
	FREIGHT TERMINAL JUNCTION TO ST. PANCRAS YARD SHUNTERS CABIN (LMR)										
	Delete heading and table and **substitute:–**										
	KINGS CROSS FREIGHT TERMINAL JUNCTION TO CAMDEN ROAD JUNCTION										
	KINGS CROSS FREIGHT TERMINAL JUNCTION AND CAMDEN ROAD JUNCTION							15 (both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
Local Instructions See page 347	Freight Terminal Jn. Ground Frame (Controlled by Kings Cross Passenger signal box)	–	–							C.W 745 yards before signal at Camden Rd. Jn.	73
	Camden Rd. Jn. (LMR)	–	1392								

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 37 and 38 (Pages 22/23 SuppNo.1	**CANONBURY JUNCTION (LMR) TO FINSBURY PARK** **Delete** existing table and **substitute** :– CANONBURY JUNCTION AND FINSBURY PARK							30	30	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
T.C.B.	*Canonbury Junction* (L.M.R.). Controlled by Dalston Western Junction)							25	25	**Over Junction. 3m. 12chs. to 3m. 20chs.** C. Down line 664 yards before reaching K375 signal.	Level
	Canonbury Tunnel (545 yards)							15 (Both directions)		**Down Canonbury 3m. 63chs. to 4m. 33chs. (2m. 29chs. Kings Cross to York mileage).**	
	K375 Signal										
	K377 Signal										
	Finsbury Park	1	619								
	(Controlled by Kings Cross Signal box) (See page 20 for Kings Cross to Doncaster (Marshgate Jn) and page 37 for Moorgate Station to Finsbury Park)										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 38/39	**HARRINGAY PARK JUNCTION TO HARRINGAY WEST JUNCTION**										
	Delete existing table and substitute:–										
T.C.B. (Single lines)	Harringay Park Junction (See page 118 for Upper Holloway (LMR) to Barking West Jn.)	—	—								
	Harringay West Junction (Controlled by Kings Cross signal box) (See page 21 for Kings Cross to Doncaster Marshgate Jn.)	0	840							C.W. 312 yards before reaching K411 signal	100

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 39	(Page 23 Supp. No. 1) **WOOD GREEN TO LANGLEY JUNCTION (VIA HERTFORD)** **Delete** Heading and table and **substitute:–** **WOOD GREEN JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)**										
	WOOD GREEN JUNCTION AND LANGLEY JN.							75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
T.C.B.	*Wood Green Junction* (Controlled by Kings Cross signal box) (See page 21 for Kings Cross to Doncaster (Marshgate Jn.))	–	–					15	–	**5m. 2chs. to 5m. 33chs.** C. Down line 600 yards before reaching K.831 signal.	70
								–	30	**Up Hertford to Up Slow 5m. 33chs. to 5m. 7chs.**	
	Bowes Park Station	0	725					70	–	**5m. 33chs. to 5m. 75chs.**	
								55	–	**5m. 75chs. to 6m. 08chs.**	
								70	–	**6m. 08chs. to 7m. 70chs.**	
	Palmers Green Station	0	1645					–	70	**7m. 70chs. to 5m. 33chs.**	
	Winchmoor Hill Station	1	286					55	30	**8m. 08chs. to 8m. 32chs.**	
	Grange Park Station	0	1134					55	–	**8m. 48chs. to 9m. 25chs.**	
	Grange Park G.F. Enfield Chase G.F.							–	Stop	**Signal K.864 for Freight Trains (See Local Instructions Page 356)**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 39 (Page 23 Supp No. 1) –**substitute** – **continued**											
Add:–	Enfield Chase Station	0	1196					20	–	9m. 25chs. to 9m. 55chs.	
								–	55	9m. 35chs. to 9m. 25chs.	
								35	–	Over connection Down Main to Up Main 9m. 49chs. to 9m. 54chs.	
								–	25	Over connection Down Main to Up Main 9m. 61chs. to 9m. 56chs.	
	Gordon Hill Station	0	1313					25	–	Over connection Down Main to Down Bay Platform at 9m. 61chs.	
								–	55	10m. 34chs. to 10m. 25chs.	
								55	–	11m. 0chs. to 11m. 10chs.	
								30	20	11m. 10chs. to 11m. 30chs.	
								55	–	11m. 30chs. to 11m. 60chs.	
T.C.B.										C. Down line 893 yards before reaching K875 signal.	220
										C. Down line 760 yards before reaching K879 signal.	220
										S. Down line 915 yards before reaching K881 signal.	180
	Crews Hill Station	1	1136								
								55	–	12m. 43chs. to 13m. 10chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 39 (Page 23 Supp. No.1) — substitute — continued											
T.C.S.	Cuffley Station	1	1247					—	55	13m. 10chs. to 12m. 48chs.	
								—	30	14m. 50chs. to 14m. 30chs.	
	Ponsbourne Tunnel (1m. 924 yards)										
	Bayford Station	3	847							C. Up line 872 yards before reaching K.894 signal.	160
										C. Up line 678 yards before reaching K.896 signal.	198
										C. Up line 697 yards before reaching K.900 signal.	198
										C. Up line 690 yards before reaching K.902 signal.	198
										C. Up line 628 yards before reaching K.904 signal.	198
	Hertford North Station	2	1591					50	50	19m. 30chs. to 19m. 60chs.	
	Molewood Tunnel (364 yards)							50	—	23m. 0chs. to 25m. 20chs.	
	Watton Ground Frame							50	—	26m. 20chs. to 27m. 25chs.	
								—	50	27m. 55chs. to 26m. 0chs.	
								60	—	27m. 58chs. to 28m. 7chs.	
										C. Down line 696 yards before reaching K.939 signal.	198
	Langley Junction (Controlled by Kings Cross signal Box) (See page 25 for Kings Cross to Doncaster) (Marshgate Junction)	8	867					40	—	Down Hertford to Down Slow 28m. 7chs. to 28m. 16chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 40	**GRANGE PARK JUNCTION TO ENFIELD GOODS**										
	Delete heading and table										
Page 41	Amend heading:–										
	KINGS CROSS, CAMBRIDGE JUNCTION TO SHEPRETH BRANCH JUNCTION										
	Delete table and **substitute:**–										
T.C.B.	Cambridge Junction (Controlled by Kings Cross signal box) (See page 25 for Kings Cross to Doncaster (Marshgate Jn.))	–	–					–	40	**Up Cambridge to Up Slow 32m. 37chs. to 32m. 11chs.**	
										C. Down line, 716 yards before reaching K.945 signal.	161
										C. Down line, 700 yards before reaching K.947 signal.	161
										C. Up line, 701 yards before reaching K.970 signal.	183
	Letchworth Station					DRS	70			C. Up line, 700 yards before reaching K.954 signal.	244
	Baldock Station									C. Up line, 700 yards before reaching K.952 signal.	244
	Ashwell Station									C. Up line, 1178 yards before reaching K.948 signal.	244
	Littlington (LC) (P2)									C. Down line, 2270 yards before reaching R.961 signal.	197
	Royston Station	12	1005			DRS URS	29 37			C. Down line 719 yards before reaching R.961 signal.	197
										C.W. Up line, 711 yards before reaching R.976 signal.	163
										C. Up line, 700 yards before reaching R.984 signal.	175
										C. Up line, 700 yards before reaching R.986 signal.	175

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
T.C.B.	Royston Station – continued							25	25	Over connection Up Main to Down Main 44m. 46chs. to 44m. 50chs.	
								30	–	Over connection Down Main to Up Main 44m. 56chs. to 44m. 60chs.	
								50	50	44m. 70chs. to 45m. 20chs.	
								30	–	Over connection Up Main to Down Main 45m. 20chs. to 45m. 24chs.	
	Meldreth Station							–	25	Over connection Up Main to Down Main 45m. 27chs. to 45m. 24chs.	
	Meldreth Road (LC)									C. Up line, 700 yards before reaching R.984 signal.	175
										C. Up line. 700 yards before reaching R.986 signal.	
	Shepreth Station (LC)	5	120					50	50	49m. 40chs. to 50m. 0chs.	
	Foxton Station (LC)	1	71								
	Harston (LC) (P2)										
	Hauxton (LC) (P2)										
	Shepreth Branch Junction (See page 93 for Bethnal Green to Kings Lynn)	4	720					40	40	54m. 72chs. to 55m. 18chs.	
								30	–	55m. 18chs. to 55m. 26chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 45	**GRANTHAM (NOTTINGHAM BRANCH JUNCTION) TO BINGHAM STATION (LMR)** Aslockton Station **Delete :–**					DGL	80				
Page 53 (Page 30 Supp. No.1)	**Amend** heading :– **THRUMPTON CROSSING WEST JUNCTION TO RETFORD WESTERN JUNCTION**										
	Retford North Junction **Amend** to read :– Retford Western Junction (Controlled by Retford signal box) (See page 33 for Kings Cross to Doncaster Marshgate Junction) **Amend :–**									S. Up line 809 yards before reaching RD152 signal.	220
Page 53	**ROSSINGTON COLLIERY BRANCH** *Loversall Carr Junction* **Amend :–** (Controlled by Rossington Station Signal box)										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Page 54	**LIVERPOOL STREET TO NORWICH (VIA IPSWICH)**										
	Amend :–										
	LIVERPOOL STREET AND SHENFIELD			(20m. 40chs.)				80	80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES (PASSENGER AND E.C.S. TRAINS ONLY)	
	Add :–										
	LIVERPOOL STREET AND SHENFIELD			(20m. 40chs.)				70	70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES (OTHER THAN PASSENGER AND E.C.S. TRAINS)	
	Stratford Western Jn.										
	Add :–							30	30	Goods lines 3m. 61chs. to 3m. 75chs.	
	Stratford Station										
	Delete :–			TRAINS OTHER THAN ELECTRIC MULTIPLE UNIT TRAINS MUST NOT EXCEED A SPEED OF 30 m.p.h. ON THE UP AND DOWN ELECTRIC LINES BETWEEN 4m. 17chs. (STRATFORD) AND 14m. 4chs. (GIDEA PARK)							
	Add :–			TRAINS MUST NOT EXCEED THE FOLLOWING SPEEDS ON THE DOWN AND UP ELECTRIC LINES BETWEEN 4m. 17chs. (STRATFORD) AND 14m. 4chs. (GIDEA PARK) – ELECTRIC AND DIESEL MULTIPLE UNITS, LINE SPEED LIMIT 60 m.p.h. HAULED PASSENGER AND E.C.S. TRAINS 50 m.p.h. ALL OTHER TRAINS 30m.p.h.							
Page 55											
	Bow Junction										
	Amend :–							40	40	Cambridge lines 2m. 72chs. to 4m. 14chs.	
	Stratford Western Jn.										
	Amend :–							30	30	Goods lines 3m. 61chs. to 3m. 74chs.	
	Stratford Station										
	Delete :–					UGL	40				
	Maryland Station										
	Amend :–							60	60	Main lines 4m. 20chs. to 11m. 0chs. (OTHER THAN PASSENGER AND E.C.S. TRAINS)	
								70	70	Main lines 4m. 20chs. to 7m. 36chs. (PASSENGER AND E.C.S. TRAINS)	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 56	Ilford Station **Delete:–**							60	60	Main lines 7m. 36chs. to 11m. 0chs.	
	Gidea Park Junction **Amend:–**							–	60	Main line 13m. 55chs. to 13m. 35chs. (OTHER THAN PASSENGER AND E.C.S. TRAINS)	
Page 57 (Page 31 Supplement No.1)	Brentwood Station **Add:–**							75	75	Main lines 19m. 63chs. to 20m. 40chs. (PASSENGER AND E.C S. TRAINS)	
Page 58	Shenfield Junction **Amend:–**							25	25	Over connections Electrics to Mains 19m. 72chs. to 19m. 77chs.	
	Add:–							15	15	Over connections Mains to Electrics 19m. 77chs. to 20m. 2chs.	
	Delete:– CHELMSFORD (29m. 0chs.) AND COLCHESTER COUNTRY SIDE (52m. 52chs.)							–	90	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
	CHELMSFORD (29m. 0chs.) AND CHELMSFORD COUNTRY SIDE (31m. 0chs.)							90	–	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
	Add:– CHELMSFORD (29m. 0chs.) AND CHELMSFORD COUNTRY SIDE (30m. 32chs.).							60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Page 59 (Pages 31,32 Supp. No.1) Delete all entries on this page and substitute :–											
	Chelmsford Station	6	504			DGL URS	45 60				
	New Hall (GF)					*UGL	55			C. Up line 550 yards before reaching auto signal U.32	224
	CHELMSFORD, COUNTRY SIDE (30m. 32chs.) AND KELVEDON HILL HOUSE (44m. 0chs.)							**100**	**100**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
T.C.B.								**75**	**75**	**30m. 32chs. to 30m. 50chs. (Electric Multiple Unit trains may travel at 10m.p.h. in excess of this restriction.**	
	Hatfield Peverel Station									C. Up line 600 yards before reaching auto signal U.37.	150
	Witham Station (See page 73 for Witham to Braintree)	8	1606			DPL UPL	55 45	**35**	–	**Over connection Down Main to Up Main 38m. 26chs. to 38m. 31chs.**	
								25	**25**	**Over all connections, Mains to Mains, Mains to Loops and Loops to Mains, 38m. 34chs. to 38m. 64chs.**	
								20	–	**Down Passenger Loop, over Junction towards Braintree, 24m. 16chs. to 23m. 75chs. (Bishops Stortford to Witham mileage)**	
								15	**15**	**Over trailing connection between Down and Up Mains, 38m. 64chs. to 38m. 67chs.**	
T.C.B.								**25**	**25**	**Over connections Down Passenger Loop to Down Main and Up Main to Up Passenger Loop 38m. 79chs. to 39m. 2chs.**	
										C. Up line 200 yards on London side of Witham Up Starting Signal W.8.	182

*Controlled from Chelmsford signal box.

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 59 (Pages 31,32 Supp. No.1) – continued											
	Motts Lane (L.C.)									C. Up line 550 yards before reaching Witham Up Starting signal W.8.	155
	Church Street (L.C.)							10	–	**Passenger Loop over junction towards Braintree 24m. 16chs. to 23m. 75chs. (Bishop Stortford to Witham mileage)**	
	KELVEDON, HILL HOUSE (44m. 0chs.) and COLCHESTER, COUNTRY SIDE (52m. 52chs.)							90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
T.C.B.	Kelvedon Station Hillhouse (GF)	3	1041							C. Down line 700 yards before reaching signal D.43.	244
	Long Green (LC)									C. Down line 850 yards before reaching signal D.43B	193
T.C.B.	Marks Tey Station Marks Tey Junction (See page 74 for Marks Tey to Sudbury)	4 0	1079 198			UGL DPL	64 61	–	20	**Over Junction towards Sudbury 46m. 56chs. to 46m. 60chs. (Shelford to Marks Tey junction mileage)**	
										C. Down line 750 yards before reaching signal D.47	150
	Stanway (GF)									C. Up line 500 yards before reaching signal U.49	123
	Chitts Hill (LC)									C. Up line 730 yards before reaching signal U.50B.	160
Page 60											
	Colchester Station **Delete:–**							15	–	**Down loop over junction towards Clacton Avoiding line, 51m. 35chs. to 51m. 40chs.**	
	Add:–					UPL	60	35	35	**Goods loops 50m. 72chs. to 51m. 39chs.**	
	Amend:–							20	20	**Over all connections Mains to Mains, Mains to Loops and Loops to Mains. (excluding connection to Down Back Platform No.1 line/Down Avoiding line) 51m. 0chs. to 51m. 52chs.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 60 –	Colchester Station – **continued**										
	Add:–							–	40	Up Passenger Loop 51m. 26chs. to 51m. 4chs.	
								50	–	Down Back Platform No.1 line/Down Avoiding line 51m 34chs to 52m 13chs.	
								40	–	Down Avoiding line over junction towards Clacton 52m. 13chs. to 52m. 65chs.	
								15	15	Goods Loops over connections to and from Down Back Platform No. 1 line 51m. 39chs. to 51m. 50chs.	
								30	30	Over all connections Mains to Mains, Mains to Loops, and Loops to Mains 51m. 63chs. to 52m. 18chs.	
	Amend:–							–	30	No. 4 Platform line 51m. 65chs. to 51m. 52chs.	
	Add:–							–	20	Over connection No. 4 Platform line to Up Main 51m. 52chs. to 51m. 48chs.	
	Parsons Heath					DRS	50				
	Delete:–					URS	50				
Pages 60/61	**Amend** description of Block Signalling between Manningtree South Jn. and Ipswich Station to 'TCB'.										
	Bentley Junction										
	Delete All details-										
	Ipswich Station										
	Amend:–	9	144					80	–	68m. 78chs. to 69m. 60chs.	
	Add:–							85	–	69m. 60chs. to 70m. 70chs.	
	Sproughton										
	Amend:–							–	80	70m. 60chs. to 69m. 50chs.	
	Add:–							90	–	70m. 70chs. to 71m. 20chs.	
	Amend:–							–	90	71m. 20chs. to 70m. 60chs.	
Page 62	Haughley Junction										
	Delete:–							80	–	88m. 25chs. to 90m. 20chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 64/65 (Page 36 Supp. No.1)	**STRATFORD CENTRAL JUNCTION EAST TO COPPER MILL NORTH JUNCTION**										
	Delete existing table and **substitute:–**										
	STRATFORD CENTRAL JUNCTION EAST AND COPPER MILL NORTH JUNCTION							**40**	**40**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
	STRATFORD CENTRAL JUNCTION EAST AND LEA BRIDGE (LONDON SIDE – 6m. 15chs.)							**30**	**30**	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
T.C.B.	*Stratford Central Jn. East* (Controlled by Stratford signal box) (See page 55 for Liverpool St. to Norwich)							–	15	Main line 4m. 2chs. to 3m. 75chs.	
								25	25	Goods lines 3m. 74chs. to 4m. 14chs.	
	Loughton Branch Jn. South (Controlled by Temple Mills East signal box) (See page 68 for Channelsea North Jn. to Loughton Branch Jn. South)			N B	N B			–	20	Goods line over Junction towards Channelsea North Jn. (Branch speed limit).	
	Temple Mills East	0	1209							C.W. Up Goods line, 220 yards before reaching signal TE23.	500 (falling)
								20	**20**	Main and Goods lines 4m. 47chs. to 4m. 52chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Pages 64/65 (Page 36 Supp. No 1) – continued				NB	NB NB			30	30	Main lines 4m. 52chs. to 5m.	21chs.
								20	20	Main lines 5m. 21chs. to 5m.	30chs.
								30	30	Main lines 5m. 30chs. to 6m.	15chs.
	Manor Yard	0	682	•	• •			–	20	Goods line 5m. 50chs. to 5m.	43chs.
								20	–	Goods line 5m. 48chs. to 5m.	53chs.
T.C.B.				NB	NB						
•	Temple Mills West	1	91	•	•						
	Lea Bridge Station	0	399								
	Copper Mill North Junction (Controlled by Temple Mills West) (See page 90 for Bethnal Green to Kings Lynn)	0	1481	—							
	VICTORIA PARK JUNCTION TO NORTH WOOLWICH										
	Victoria Park Junction										
	Delete :–										
										C.W. Down line, 184 yards before reaching home signal.	level
Page 67 (Page 37. Supp. No. 1)											
	Delete all details on this page and **substitute** :–										
	Canning Town Station	0	1122					30	30	**Main lines 5m. 45chs. to 5m. 64chs.**	
								25	25	**Main lines 6m. 9chs. to 6m. 36chs.**	
								15	15	**Arrival and Departure lines.**	
	CUSTOM HOUSE TO SILVERTOWN (GOODS LINE)							2 5 (both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 67	(Page 37 Supp. No.1) – continued										
One Train Working	Custom House (Station Jn.)	1	458	Electric Token							
	Silvertown Tunnel (600 yards)							30 (Both directions)		Passenger trains through Silvertown Tunnel 7m. 14chs. to 7m. 71chs.	
	Silvertown Station	0	1717								
	North Woolwich Station (See special instructions on page 368).	0	1202 (Distance to end of Branch)								
Page 68	**STRATFORD, CHANNELSEA NORTH JN. TO LOUGHTON BRANCH JN. SOUTH**										
	Loughton Branch Junction South **Delete:–**							15	–	0m. 56chs. to 0m. 59chs.	
Page 69	(Pages 38/39 Supp. No.1) **Amend** heading and sub heading :– **POPLAR TO DALSTON WESTERN JUNCTION (LMR)** POPLAR AND DALSTON WESTERN JUNCTION (LMR)							35	35	MAXIMUM PERMISSIBLE SPEED ON GOODS AND MAIN LINES.	
	Amend:– Dalston Western Junction (LMR)	2	219								

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 72	**SHENFIELD TO SOUTHEND VICTORIA** Wickford Junction (Station) **Amend:–**					DRS	22				
Page 73	**WICKFORD TO SOUTHMINSTER** **Amend:–**							5 (Both directions)	0	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE. (Except Up direction Freight Trains – See next item).	
	Add:–							–	25	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE. (Up direction Freight Trains only).	
	Wickford Junction (Station) **Add:–**							2 (Both directions)	0	29m. 58chs. to 29m. 63chs.	
	WITHAM TO BRAINTREE Witham Station **Amend:–**							–	10	23m. 75chs. to 24m. 16chs.	
	Delete:– Cherry Tree (LC)										
	Delete:– White Notley (LC)										
	Amend:– White Notley Station (LC)										
	Braintree Goods Junction **Delete:–**							25	–	18m. 25chs. to 17m. 71chs.	
	Add:–							35	35	18m. 12chs. to 18m. 26chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 74 and 75	**COLCHESTER TO CLACTON** Delete:– existing table and **Substitute:–** COLCHESTER AND THORPE-LE-SOKEN							60	60	MAXIMUM PERMISSIBLE SPEED (May be exceeded by 15m.p.h. by Electric Multiple Unit trains between 56m. 40chs. and 63m. 35chs.)	
T.C.B.	Colchester Station (See page 60 for Liverpool Street to Norwich)	—	—					4 (Both directions)	5	Clacton Single line 51m. 65chs. to 52m. 33chs.	
								2 (Both directions)	0	To and from No.5 Platform line 51m. 65chs. to 51m. 75chs.	
								—	30	Clacton Single line over connection towards Up Main 52m. 1ch. to 51m. 74chs.	
								35	35	52m. 33chs. to 52m. 55chs.	
								45	45	52m. 55chs. to 53m. 55chs.	
										C. Up line, 858 yards before reaching CO.16 signal.	145
	East Gate Junction (LC) (See page below for Hythe East Gate Junction to St. Botolphs).	1	1085					10	—	Over junction towards Colne Junction 53m. 14chs. to 53m. 30chs.	
	Hythe Junction (See page 76 for Colne Junction to Hythe Junction)	—	528					—	15	Over junction towards Colne Junction (Branch Speed Limit)	
	Hythe Station (LC)	—	264					50	50	55m. 25chs. to 55m. 67chs.	
								40	40	55m. 67chs. to 56m. 40chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 74 and 75 — substitute — continued											
	Wivenhoe Station	2	770					—	55	57m 30chs to 56m 40chs (Not applicable to Electric Multiple Unit trains)	
	Alresford Station (L.C.)	1	1320							C. Down line, 511 yards before reaching signal D.5	123
T.C.B.	Colchester Road (L.C.)										
	Thorington (L.C.)							55	—	59m 67chs to 60m 43chs (Not applicable to Electric Multiple Unit trains)	
	Frating (L.C.) (P2)										
	Great Bentley Station (L.C.)	3	44								
	Weeley Station	2	220								
	THORPE-LE-SOKEN AND CLACTON							50	50	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
•	Thorpe-le-Soken Junction (See page 76 for Thorpe-le-Soken to Walton-on-Naze)	2	264					20	20	Over all connections 64m 73chs to 65m 16chs	
T.C.B.								50	—	Down Platform line, over junction towards Walton-on-Naze at 65m. 12chs. (Branch Speed Limit).	
								20	—	Over connection Down Main to Walton-on-Naze Single line 65m. 17chs. to 65m. 20chs.	
	Burrs Road (L.C.)										
•	Clacton Station	4	745								
Page 75	**HYTHE EAST GATE JUNCTION TO ST.BOTOLPHS**										
	East Gate Juntion										
	Amend:—										
	Colne Junction							—	15	53m. 30chs. to 53m. 14chs	
	Amend:—							15	15	53m. 59chs. to 53m. 78chs	
Page 76	**THORPE-LE-SOKEN TO WALTON-ON-NAZE**										
	Thorpe-le-Soken Junction										
	Delete:—							—	20	13m. 44chs. to 13m. 41chs	
	Add:—							—	20	Over connection Single line to Down and Up Clacton lines, 65m 19chs to 65m 12chs	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 77 (Pages 40/41 — Supp. No.1)	**MANNINGTREE (SOUTH JUNCTION) TO HARWICH** **Amend:–** Description of Block Signalling in first column between Parkeston West and Harwich to read:– "T.C.B. (Single Lines)"										
Page 78	**IPSWICH (EAST SUFFOLK JUNCTION) TO OULTON BROAD NORTH JUNCTION** East Suffolk Junction **Delete:–** Down I.B.S. 1m. 1,012 yards from East Suffolk Junction									C. Down line 593 yards before reaching I.B.S. signal	100
Page 79	**Amend:–** Up I.B.S. 1m. 759 yards from Westerfield.										
Page 81	**WESTERFIELD TO FELIXSTOWE TOWN STATION** **Amend:–** Description of Block Signalling in first column between Trimley Station (LC), Felixstowe Beach Junction and Felixstowe Town Station to read:– "T.C.B. (Single Lines)"										
Pages 81/82	**TRIMLEY (FELIXSTOWE BEACH JUNCTION) TO FELIXSTOWE BEACH** **Amend:–** Description of Block Signalling in first column between Felixstowe Beach Junction and Felixstowe Beach (LC) to read:– "T.C.B. (Single Lines)"										
Page 84	**WHITLINGHAM JUNCTION TO YARMOUTH (VIA ACLE)** Whitlingham Jn. **Add:–**					URS	55				
	Amend:– Direction Lever working between Brundall Junction and Breydon Junction to read:– "T.C.B. (Single Lines)"										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 85	**NORWICH THORPE TO CROMER JUNCTION**										
	Amend the order of level crossings between Whitlingham Jn. and Salhouse station as follows:–										
	Norwich Road (LC) (P2)										
	Great Plumstead (LC) (P2)										
	Rackheath Road (LC) (P2)										
Page 89	**REEDHAM JUNCTION TO BREYDON JUNCTION**										
	Amend :– Description of Block Signalling in first column to read :– "Electric Token"										
	BETHNAL GREEN (COUNTRY END) TO KINGS LYNN										
	Bethnal Green Junction										
	Amend :–							30	30	Fast lines 1m. 18chs. to 1m. 72chs.	
								40	40	All lines 1m. 30chs. to 2m. 72chs.	
	Delete :–							40	40	Suburban lines 1m. 30chs. to 2m. 72chs.	
	Add :–							40	40	Fast lines 1m. 72chs. to 2m. 72chs.	
	Ponders End Station										
	Delete :–					URS	56				
	Delete :– Ponders End Up Sidings (GF)										
	Add between Enfield Lock Station (LC) and Waltham Cross Station :– Jones Sidings (GF)										
	Cheshunt Junction										
	Amend :–							–	30	Over junction towards Southbury 14m. 28chs. to 14m. 19chs. (Liverpool St. to Cheshunt Jn. via Seven Sisters mileage).	
Page 91											
	Slip Lane (LC)										
	Delete :–							70	70	13m. 60chs. to 13m. 78chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 93											
	Waterbeach Station (LC)										
	Delete :–					URS	50				
Page 95											
	Amend :–										
	Stow Bardolph (LC)										
	Add between Holme Road (LC) and Magdalen Road Junction (LC) :–										
	Magdalen Road Station										
Page 98	**BURY STREET JN. TO CHESHUNT**										
	Theobalds Grove Station										
	Delete :–							25	25	14m. 19chs. to 14m. 26chs.	
	Add :–							30	–	14m. 19chs. to 14m .28chs.	
	Cheshunt Junction										
	Delete :–							20	–	14m. 26chs. to 14m. 30chs.	
Page 100	**CAMBRIDGE (COLDHAM LANE JN.) TO HAUGHLEY**										
	Coldham Lane Jn.										
	Amend :–							10	10	0m. 22chs. to 0m. 32chs.	
Page 101											
	Kennett Station										
	Add :–									C. Down line 1084 yards before reaching signal K5.	149
	Thurston Station										
	Delete block post dot.										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 103	**NEWMARKET CHIPPENHAM JUNCTION TO ELY DOCK JUNCTION**										
	Soham Station										
	Delete :–					DRS	55				
						URS	60				
	Add :–					Downside Refuse Siding					
						Down Trains	55				
						Up Trains	47				
	Ely Dock Junction										
	Delete					DRS	50			S. In Single line 83 yards beyond Branch Single line Up Starting signal.	128
Page 105	**ELY NORTH JUNCTION TO PETERBOROUGH (CRESCENT JUNCTION 22m. 22chs.) etc.**										
	Horsemoor (LC)										
	Delete :–					URS	55				
	Delete all details on this page from March East (LC) and **substitute** :–										
	March East Junction (LC)	0	691					**40**	**40**	**85m. 76chs. to 86m. 26chs.**	
	(See page 108 for March East to Whitemoor Jn.)							**10**	–	**Over Junction towards Whitemoor Jn. (Branch Speed limit.**	
	March West Jn.	0	655			DRS	45			S. Up Main from Up Goods loop, 464 yards before reaching Whitemoor Jn. Up Home signal, 578 yards before reaching March East first Home signal.	626
	(See page 108 for March West Jn. to Whitemoor Jn.)					UGL	83				
						URS	35				
	Delete footnote and **substitute** :– † Permissive Block on Down Main line except when March West Junction is closed.										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 105	**– Substitute – continued**										
	Norwood Road (LC)							–	10	Over junction towards Whitemoor Junction (Branch Speed Limit)	
	Wisbech Road (LC)										
Page 106	**Delete :-**							–	10	Over junction towards Whitemoor Junction (Branch Speed Limit)	
	Whittlesea Station (LC)							20	20	95m. 74chs. to 95m. 78chs.	
	Delete :-										
	Delete existing URS (2) and DRS (2) and **substitute :-**					DRS DRS URS	60 60 55				
Page 107	Pingle										
	Delete all details										
	Kings Dyke							10	10	Over Bridge No.1838, 99m. 49chs. to 99m. 56chs. – D.M.U.'s may travel at 20m.p.h. in excess of this restriction.	
	Amend :-	2	410								

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 107	(Page 48 Supp. No.1) **HELPSTON TO LUFFENHAM (LMR)** Helpston (LC) **Delete** Block post dot										
	Amend description of Block signalling between Helpston (LC) and Uffington and Barnack (LC) to T.C.B.										
Page 108	**MARCH EAST JUNCTION TO WHITEMOOR JUNCTION** March North Junction **Delete** all details										
	Whitemoor Junction **Amend :-**	0	500								
Page 112	**ELY NORTH JUNCTION TO TROWSE LOWER JUNCTION** Padnall (LC) **Add :-**							20	20	Over underbridge No.1582 76m. 6chs. to 76m. 9chs.	
	Two Mile Bottom (LC) **Add :-**							–	30	91m. 68chs. to 90m. 66chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 114	**WYMONDHAM TO FAKENHAM EAST**										
	Kimberley Park Station (L.C.) (P.1)										
	Add:-							20 (Both directions)		4m. 39chs. to 5m. 8chs.	
Page 116	**FENCHURCH STREET TO SHOEBURYNESS**										
	Benfleet Station										
	Amend	2	1056								
Page 117											
	Leigh-on-Sea Station										
	Amend:-							50	–	32m. 72chs. to 35m. 16chs. (Loco-hauled only).	
	Southend-on-Sea Central Station										
	Delete:-							60	–	35m. 16chs. to 36m. 10chs. (Multiple Units only).	
	Add:-							–	50	35m. 16chs. to 33m. 77chs. (Loco-hauled only).	
								50	50	35m. 16chs. to 35m. 70chs.	
								50	–	35m. 70chs. to 36m. 38chs. (Loco-hauled only).	
								60	60	35m. 70chs. to 36m. 10chs. (Multiple Units only).	
								70	70	36m. 10chs. to 36m. 42chs. (Multiple Units only).	
	Southend East Station										
	Amend:-							–	50	36m. 42chs. to 35m. 70chs. (Loco-hauled only)	
	Delete:-							–	60	35m. 77chs. to 35m. 16chs. (Multiple Units only).	
								70	–	36m. 10chs. to 36m. 32chs. (Multiple Units only).	
								–	70	36m. 42chs. to 35m. 77chs. (Multiple Units only).	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 118	UPPER HOLLOWAY (L.M.R.) TO BARKING WEST JUNCTION										
	South Tottenham Jn. West										
	Delete:-							10	–	5m. 25chs. to 5m. 28chs.	
Page 119	(Page 52 Supp.No.1)										
	South Tottenham Jn. East										
	Add:-							15	–	Over Junction towards Tottenham South Junction 5m. 73chs to 5m. 78chs.	
	Woodgrange Park Jn.										
	Delete Block post dot and										
	Amend mileage:–	–	1386								
	Woodgrange Park Station										
	Add Block post dot and										
	Amend mileage:–	–	154								
	Barking West Jn.										
	Amend mileage:–	1	792								

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 121	**BARKING EAST JUNCTION (7m. 60chs.) TO TILBURY RIVERSIDE** West Thurrock Junction (LC) **Amend:—**							—	20	Over junction towards Ockendon 6m. 53chs. to 6m. 45 chs. (Upminster to West Thurrock Junction mileage)	
Page 123	(Page 53 Supp. No.1) **THAMES HAVEN JUNCTION TO THAMES HAVEN** **Delete** existing table and substitute:— THAMES HAVEN JUNCTION AND SHELL NO.1 GROUND FRAME							40 (both directions)		MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINES	
Special Instructions See page 383	*Thames Haven Junction* (Controlled by Low Street Signal box) (See page 122 for Tilbury Riverside to Pitsea)	—	—					25	25	26m. 41chs. to 27m. 5chs.	
Shunting Area	Shell No.1 Ground Frame	2	66								
	Shell Pump House (LC)										
	West End Gate (LC) (P4)							10 (both directions)		Approaching and over West End Gate level crossing at 29m. 30chs.	
	No.43 Gate Level Crossing (LC) (P4)							10 (both directions)		Approaching and over No.43 Gate level crossing at 29m. 78chs.	
	Thames Haven Terminus Ground Frame	1 (Distance to end of branch)	1320								
Page 123	**UPMINSTER TO WEST THURROCK JUNCTION** West Thurrock Jn. **Amend:—**							60 (both directions)		5m. 20chs. to 6m. 23chs.	
								40 (both directions)		6m. 23chs. to 6m. 33chs.	
								40	40	6m. 33chs. to 6m. 45chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 126	**WHITEMOOR JUNCTION TO GAINSBOROUGH (TRENT EAST JUNCTION)** Sleaford South Junction **Amend:–**							15	–	Over Junction towards Sleaford East Junction 0m. 0chs. to 0m. 2chs. (Sleaford South to East mileage).	
Page 127	Ruskington Station **Delete:–**					DRS URS	90 49				
	Branston & Heighington Station **Delete:–** all details										
	Greetwell Junction **Amend:–**	4	764								
Page 128	**Delete** one additional Down line between Pelham Street Junction (LC) and High Street (LC).										
Page 129	**GAINSBOROUGH (TRENT WEST JUNCTION) TO DONCASTER (BLACK CARR JUNCTION)** **Amend:–** *Trent West Junction* (Controlled by Trent East Junction signal box) (See page 146 for Cleethorpes to Woodhouse Junction).										
Page 130	**Delete :–** Down Goods line between Bessacarr Junction (LC) and Black Carr Junction										
	Bessacarr Junction (LC) **Delete:–**									CW Down Goods 736 yards before reaching Black Carr Junction Home signal.	440 (Falling)
	WHITEMOOR JUNCTION TO WISBECH GOODS YARD Whitemoor Junction **Amend** Note:– (See page 124 for Whitemoor Jn. to Gainsborough)										
Page 132	**GREETWELL JUNCTION TO PYEWIPE JUNCTION (LINCOLN AVOIDING LINE)** Pyewipe Junction **Delete :–**									CW Avoiding line, from Tuxford Branch etc.	400

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 133	**PYEWIPE JUNCTION TO SHIREBROOK EAST JUNCTION** Skellingthorpe Station (LC) **Amend:–**							–	20	Over connection from Single line 36m. 13chs. to 36m. 18chs.	
	Delete:– Locomotive horn codes 1L1S Lincoln and 1S1L Grimsby.										
Page 134	Welbeck Colliery Junction **Add:–**							20	20	13m. 10chs. to 11m. 53chs.	
Page 135	Warsop Station **Delete** all details (Do **not** delete speed restriction) Warsop Junction **Amend:–**	2	899								
Page 135	(Page 57 Supp. No.1) Warsop Junction **Delete** :–							15	15	Over Bridge No.37 at 10m. 3chs.	
	Shirebrook South Junction **Add:–**	–	804								
	Shirebrook East Junction **Add:–**	–	650								
	BEVERCOATES COLLIERY BRANCH **Amend:–** BEVERCOATES COLLIERY BRANCH							15	15	MAXIMUM PERMISSIBLE SPEED ON GOODS AND SINGLE LINE	
	Add between Boughton Junction and Bevercoates Colliery:– Boughton Brake Tunnel (350 yards)										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 136	**MANSFIELD COLLIERY TO CLIPSTONE EAST JUNCTION** **Delete:–** heading and table up to Rufford Junction inclusive and **substitute:–**										
	MANSFIELD COLLIERY TO CLIPSTONE EAST JUNCTION MANSFIELD COLLIERY AND CLIPSTONE EAST JUNCTION							**30**	**30**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
One train working (See Local Instructions Page 389)	Mansfield Colliery	–	–							C. Up Main 1243 yards before reaching Loaded Ground Frame.	120
								15	**15**	**Over junction to and from Mansfield Colliery.**	
	Rufford Junction (See below for Rufford Colliery Branch and page 137 for Clipstone Colliery Branch).	1	303					–	**15**	**Over junction towards Bilsthorpe Colliery Junction (Branch Speed Limit)**	
	Concentration Sidings **Amend** to read:– Mansfield Concentration Sidings.										
Page 137	**RUFFORD COLLIERY BRANCH** **Add** between Bilsthorpe Colliery Junction and Blidworth Colliery Junction Blidworth Junction L.C. (P1)										
Page 138	**MANSFIELD COLLIERY JUNCTION (L.M.R.) TO RUFFORD COLLIERY** **Delete:–** Blidworth Junction (L.C.) **Add** footnote:– The direction of the line from Mansfield Colliery Junction to Rufford Colliery is **Up** and from Rufford Colliery to Rufford Colliery Empty Wagon Sidings is **Down.**										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 139	**Amend** heading and sub-heading:– **WARSOP JUNCTION TO SHIREBROOK JUNCTION** WARSOP JUNCTION AND SHIREBROOK JUNCTION Shirebrook Junction **Amend:–**									C.W. Up line 157 yards before reaching Starting signal.	200
Page 139	(Page 57 Supp. No.1) **SHERWOOD COLLIERY SIDINGS SOUTH (LMR) TO SHIREOAKS EAST JUNCTION** Sherwood Colliery South LMR **Delete:–**							**30**	**30**	**143m. 40chs. to 149m. 20chs.**	
	Add:–							**15**	**15**	**143m. 40chs. to 144m. 31chs.**	
	Amend:– Shirebrook Sidings **Add:–**							**30**	**30**	**144m. 31chs. to 149m. 20chs.**	
Pages 140 and 141	**SHIREBROOK COLLIERY BRANCH JUNCTION** **Delete** 'West' from note Shirebrook West Junction **Delete:**–'West' (also West from note)										
	Add:– *Shirebrook East Junction* **Add:–**	–	1085							S. Up Main 703 yards before reaching SJ33 Signal.	165

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) ‡ in
Pages 140 and 141 – continued											
	Langwith Colliery Sidings **Amend:–**	1	909								
	Langwith Colliery Sidings (Mid) New Curve Junction **Delete:–** all details (including speed restriction)										
	Elmton and Cresswell Junction **Amend:–**	2	278								
	Steetley Colliery Sidings **Add:–**							30	–	152m. 32chs. to 153m. 71chs	
	Woodend Junction **Add:–**							–	40	153m. 70chs. to 151m. 20chs	
Page 143	**CLEETHORPES TO WOODHOUSE JUNCTION (VIA RETFORD)**										
	Grimsby Fish Dock Road Crossing (LC) **Delete:–**							5	5	Over junction to and from Royal Dock lines.	
	Cleethorpes Road Junction **Delete:–** all details										
	Pasture Street Crossing (LC) **Amend:–**	0	1360								
	Delete:– Down and Up Goods line between Garden Street Junction (LC) and Wellowgate Crossing (LC)										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 144	(Page 59 Supp. No.1)										
	Brocklesby Junction										
	Delete:–							40	40	99m. 44chs. to 99m. 39chs.	
	Add:–							40	–	99m. 44chs. to 99m. 39chs.	
								–	30	99m. 33chs. to 100m. 10chs.	
Page 146											
	Clarborough Junction										
	Amend:–							–	20	Over junction towards Cottam Power Station (Branch Speed Limit)	
	Add:–							40	40	68m. 8chs. to 67m. 45chs.	
Page 147											
	Shireoaks Station (LC)										
	Delete:–					URS	50				
Page 150	**GRIMSBY WEST MARSH JUNCTION TO IMMINGHAM EAST JUNCTION (GRIMSBY DISTRICT LIGHT RAILWAY)**										
	Amend:–										
	GRIMSBY WEST MARSH JUNCTION AND IMMINGHAM EAST JUNCTION							20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
	Wood Lane (LC) (P2)										
	Amend:–										
	Woad Lane (LC) (P2)										
Page 151	**HARBROUGH JUNCTION TO NEW HOLLAND**										
	Harbrough Junction										
	Delete:–							30	30	100m. 31chs. to 101m. 7chs.	
	Ulceby South Junction										
	Amend:–							15	–	Over junction towards Brocklesby 100m. 31chs. to 100m. 24chs.	
	Add:–							30	30	100m. 31chs. to 101m. 7chs.	
	New Holland Junction										
	Amend:–							–	15	Over junction towards Barton Junction etc.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 153 (Pages 61–62 Supp. No.1)	**IMMINGHAM WEST JUNCTION (WEST) TO IMMINGHAM DOCK STATION** **Delete** heading and table and **substitute:–** **IMMINGHAM WEST JUNCTION (WEST) TO IMMINGHAM DOCK** IMMINGHAM WEST JUNCTION (WEST) AND IMMINGHAM DOCK							**10**	**10**	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
UP ↓	*Immingham West Junction (West)* (Controlled by Immingham West Junction signal box) (See above for Immingham West Junction to Humber Road Bridge Junction)	–	–								
Shunting Area	Immingham West Junction	–	264								
	North Western Entrance (LC)	–	200 (Distance to end of Branch)								
Page 155	**NEW HOLLAND, BARROW ROAD CROSSING TO BARTON JUNCTION** **Amend** first column only:– Barrow Road crossing										
Up ↓	*Barton Junction*										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 155	and 156 **NEW HOLLAND JUNCTION TO BARTON STATION** **Amend** first column only and speed restrictions:–										
Up Electric Token	*New Holland Junction*							15	–	106m. 69chs. (Barton Jn.) to 106m. 67chs. (New Holland Jn.)	
	Barton Junction							15	–	Over Junction towards Barrow Road Junction (Branch Speed Limit	
	Barrow Haven (LC)										
	Barton Station										
Page 156	**BROCKLESBY JUNCTION TO ULCEBY SOUTH JUNCTION** **Amend** first column only and speed restriction:–										
Up	Brocklesby Junction										
	Ulceby South Junction							–	15	100m. 24chs. to 100m. 31chs.	
Page 158	**COTTAM POWER STATION BRANCH** **Amend:–**										
	CLARBOROUGH JUNCTION AND COTTAM POWER STATION							20	20	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
	Clarborough Junction										
	Delete:–							25	–	68m. 43chs. to 68m. 30chs.	
								20	20	Over new curve into Power Station 71m. 73chs. to 72m. 3chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 162	**BEIGHTON JUNCTION TO WOODHEAD (LMR)**										
	Blackmoor Crossing (LC)										
	Delete:–					DRS URS	32 45				
	Barnsley Junction										
	Add immediately below C.W. Down Goods 506 yards etc. entry:–										
								–	15	Over junction towards West Silkstone Jn. 28m. 44chs. to 28m. 41chs.	
	Huddersfield Junction										
	Delete:–							15	15	Over junction to and from West Silkstone Jn. 28m. 44chs. to 28m. 41chs.	
	Add:–							15	–	Over junction towards Huddersfield 13m. 42chs. to 13m. 32chs.	
Page 163	(Page 67 Supp. No.1)										
	BEIGHTON STATION JUNCTION TO ARKWRIGHT COLLIERY										
	Beighton Station Junction										
	Amend:–							15 (both directions)		54m. 20chs. to 56m. 24chs.	
Page 164	**BARNETBY (WRAWBY JUNCTION) TO DONCASTER (MARSHGATE JUNCTION)**										
	Elsham Station (LC)										
	Add:–							40	–	31m. 0chs. to 28n. 0chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 165	Page 69 Supp. No.1) **BARNETBY (WRAWBY JUNCTION) TO DONCASTER (MARSHGATE JUNCTION)**										
	Trent Jn. **Delete:–**							15	–	Over Junction towards Normanby Park 0m. 27chs. to 0m. 24chs. etc.	
	Add:–							15	–	Up Goods over Junction towards Normanby Park 0m. 0chs. to 0m. 5chs. (Scunthorpe Trent Junction to Dawes Lane Junction mileage).	
Page 165	(Page 70 Supp. No.1) **BARNETBY (WRAWBY JUNCTION) TO DONCASTER**										
	Gunhouse Junction **Amend:–**					UGL	130				
Page 166	(Pages 70 and 71 Supp. No.1) Crowle Central Station **Add:–**					DGL	75				
	Thorne South Station **Add:–**									C.W. Down line, 700 yards before reaching ST627 signal	217
	Kirton Lane Crossing (LC) **Add:–**									C.W. Up line, 690 yards before reaching ST626 signal.	211
	Thorne Junction **Add:–**									C.W. Up Goods line, 585 yards before reaching ST630 signal.	211
Page 167	Kirk Sandal Junction **Amend:–**							30	–	Down Main and Down Goods at 2m. 69chs. (Condition of Bridge 7) (Applies to all trains except Diesel Multiple Units).	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 167	(Page 72 Supp. No.1) **SCUNTHORPE TRENT JUNCTION TO DAWES LANE JUNCTION** Trent Junction **Amend:–**							–	15	0m. 5chs. to 0m. 0chs.	
Page 169	(Page 73 Supp. No.1) **DINNINGTON AND LAUGHTON COLLIERY JUNCTION TO KIRK SANDALL JUNCTION** Laughton East Junction **Delete:–**							–	15	4m. 22chs. to 4m. 18chs.	
Page 177	**MEXBOROUGH EAST JUNCTION TO BARNSLEY JN. (VIA BARNSLEY)** Elsecar Junction (LC) **Add:–**							20	20	11m. 40chs. to 10m. 40chs.	
Page 178	Aldham Junction **Delete:–**									C.W. Down Main 360 yards before reaching starting signal.	118
	Stairfoot Junction **Add:–**							20	20	8m. 42chs. to 7m. 52chs.	
	New Oaks Junction **Delete** all details including catch points entries and speed restrictions. **Delete** Additional Down and Up Goods lines between New Oaks Junction and Stairfoot Junction										
	Stairfoot Junction **Amend:–**	1	693								
	Add:–									C. Down Main line 607 yards before reaching Home signal.	118
	Delete horn codes 5S1L 5S1L Goods line at Stairfoot										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) ? in
Page 180	**MEXBOROUGH EAST JUNCTION TO BARNSLEY JUNCTION (VIA BARNSLEY)**										
	Barnsley Junction **Add:–**							15	–	28m. 44chs. to 28m. 41chs. (manchester to Sheffield mileage)	
Page 181	**ELSECAR JUNCTION TO ELSECAR GOODS** **Delete** existing table and **substitute:–**										
	ELSECAR JUNCTION AND ELSECAR GOODS							15 (both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
One train working	Elsecar Junction (See page 177 for Mexborough East Junction to Barnsley Junction)	–	–								
	Mapplebeck (LC) (P.1)										
	Cortonwood GF										
	Hemmingfield (LC)((P.1)										
	Tingle Bridge (LC) (P.1)										
	Elsecar Goods	2 (Distance to end of Branch)	1204								
Page 181	**ALDHAM JUNCTION TO ROCKINGHAM SOUTH** **Amend:–**										
	ALDHAM JUNCTION AND WOMBWELL MAIN JUNCTION (13m. 30chs.)							30	30	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES	
	Wombwell Main Junction **Add:–**										
	WOMBWELL MAIN JUNCTION (13m. 30chs.) AND ROCKINGHAM SOUTH							15	15	MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.	
	Aldham Junction **Amend:–**									C W. Down Worsborough 353 yards before reaching starting signal.	118

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 182	**WOMBWELL MAIN JUNCTION TO WEST SILKSTONE JUNCTION (VIA WORSBOROUGH)**										
	Wombwell Main Junction **Delete:–** and page 183 for Wombwell Main Junction to New Oaks Junction.										
	Delete horn codes 1C2L Requiring to call at Barnsley Junction and 1L1S Cudworth direction.										
	Delete:–							–	15	**Over Junction towards New Oaks Junction 13m. 36chs. to 13m. 43chs. etc.**	
	Amend:–									C.W. Down Worsborough 60 yards before reaching 2nd Home signal.	143
	Delete:–									C.W. Down line to Worsborough from New Oaks Junction 66 yards before reaching box.	88
	Worsborough Dale crossing (L.C.) **Add:–**							20	20	**6m. 45chs. to 2m. 60chs.**	
Page 183	Worsborough No.1 **Amend:–**							–	30	**2m. 60chs. to 1m. 53chs.**	
Page 183	(Page 80 Supp. No.1) **WOMBWELL MAIN JUNCTION TO NEW OAKS JUNCTION** **Delete** heading and table.										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 184	**THRYBERGH JUNCTION TO SILVERWOOD COLLIERY** **Delete** heading and table and **substitute:—** **THRYBERGH JUNCTION TO SILVERWOOD COLLIERY** THRYBERGH JUNCTION AND SILVERWOOD JUNCTION							25 (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
One Train Working (No Staff) (See Local Instructions Page 419)	Thrybergh Junction (See page 174 for Doncaster South to Woodburn Junction).	—	—								
	SILVERWOOD JUNCTION GF AND SILVERWOOD COLLIERY							15 (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE	
	Silverwood Colliery	2	643								
Page 187	**HASLAND (L.M.R.) TO WATH ROAD JUNCTION VIA SHEFFIELD** Chesterfield Station **Amend:—**									S. Up Goods 1155 yards before reaching S4 signal.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) ↑ in
Page 188	Dore Station Junction **Amend :-**							60	60	157m. 70chs. to 158m. 20chs.	
Page 189	(Page 82 Supp. No.1) **HASLAND (L.M.R.) TO WATH ROAD JUNCTION VIA SHEFFIELD**										
	Sheffield **Add :-**							15	15	All lines through Station 158m. 20chs. to 158m. 60chs.	
	Sheffield Station **Delete :-**							10	10	All lines at South and North end of station 158¼m.p. to 158¾m.p. except as shown below.	
								20	–	Into platform Nos.1 and 2.	
								–	25	Into platform line No.6.	
								–	15	Into platform line No.8.	
								20	–	From platform lines Nos.1 and 2.	
Page 191	Harrison and Camms Sidings **Delete :-** all details										
	Holmes Junction (LC) **Amend :-**	1	1263								

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 194	**CHESTERFIELD (TAPTON JUNCTION) TO MASBOROUGH STATION SOUTH JUNCTION**										
	Beighton Junction **Add :-**							20	–	Goods line 158m. 29chs. to 158m. 62chs.	
								20	–	158m. 29chs. to 159m. 23chs.	
	Treeton South Junction **Add :-**							–	20	Goods line 158m. 62chs. to 155m. 50chs.	
	Treeton North Junction **Add :-**							–	20	159m. 23chs. to 158m. 29chs.	
								20	–	159m. 71chs. to 160m. 7chs.	
Page 203	**WINCOBANK STATION JUNCTION TO QUARRY JUNCTION**										
	Chapeltown South Station **Amend :-**	1	1190								
	Skiers Spring **Amend :-**	1	1485								
	Wombwell West Station **Amend :-**							40	40	171m. 35chs. to 171m. 65chs.	

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE C – LINES WORKED UNDER 'NO BLOCK' REGULATIONS

Page 204 POPLAR CENTRAL TO DALSTON EASTERN JUNCTION (LMR)

Delete : – heading and item

Page 205 **Amend** heading:–

WHITEMOOR JUNCTION TO GAINSBOROUGH (TRENT EAST JUNCTION)

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

Section of line	Token or Staff Station	Person authorised to receive or deliver token or staff
Page 207 Add:–		
Custom House (Station) Jn. to Silvertown Station	Silvertown Station	Person in charge

Pages 208 – 215 TABLE E – LOCAL HORN CODES

Delete heading,preamble and all codes.

TABLE F – PROPELLING TRAINS OR VEHICLES

From	To	Line	No. of vehicles and Special Conditions
Page 216 (Page 93 Supp. No.1)			
KINGS CROSS TO DONCASTER (MARSHGATE JN.)			
Delete:–			
Finsbury Park No.2	Finsbury Park No.3	Down Goods	12 fitted vehicles without brake van for Mac Fisheries etc.
Finsbury Park No.3	Finsbury Park No.5	Down Canonbury	5 wagons or one coaching stock vehicle.
Finsbury Park No.2	Holloway South Up	Up Carriage/ Goods	20 wagons for Holloway Cattle Dock.
Finsbury Park No.2	Holloway South Up	Up Carriage	Coaching stock.
Finsbury Par k No.3	Finsbury Park No.5	Down Slow No.1	1 Coaching Stock Vehicle
Harringay Up Goods	Ferme Park North Down	Viaduct Single line	12 wagons fully fitted etc.
Hornsey Up Goods Ground Frame	Harringay Up Goods	Up Goods	5 vehicles conforming to coaching stock etc.
Ferme Park North Down	Harringay Up Goods	Viaduct Single line	5 wagons fully fitted etc.
Hitchin GPL Signal HT 234	Hitchin Signal L690	Down Cambridge Down Slow	25 S.L.U. or empty coaching stock.
Hitchin South	Hitchin Yard	Down Slow	Empty coaching stock or 25 wagons.
Hitchin Yard	Hitchin South	Up Slow	Empty coaching stock or 25 wagons.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE F – continued

From	To	Line	Number of vehicles and special conditions
Page 216 – Delete – continued			
Hitchin Yard	Cambridge Junction	Down Slow	Empty coaching stock or 25 wagons.
Loversall Carr	Rossington	Up Goods	Freight trains which require to be stabled etc.
Black Carr	Loversall Carr	Up Goods	Freight trains which require to be stabled etc.
Hornsey Up Goods Ground Frame	Wood Green Signals WG419/421	Up Goods 1 Up Goods 2	5 vehicles conforming to coaching stock requirements, clear weather only.
Hornsey Signals WG. 446/420	Harringay to rear of GPL Signals WG 81/ 419/421	Up Goods No.1, Up Goods No.2, Up Slow, Up Engine	Empty Coaching Stock.
New Barnet North G.F.	Rear of NB.133 Signal	Down Main to Up Slow	3 vehicles with or without brake van.
Add:–			
Hornsey Control Cabin	Signals K 419/421 (Wood Green)	Up Goods and Up Carriage	5 vehicles conforming to coaching stock requirements, clear weather only.
Amend:-			
Kings Cross Signals K446/420	Harringay to rear of G.P.L. signals K81/419/421	Up Goods No.1 Up Goods No.2 Up Slow	Empty Coaching Stock.
Freight Terminal Ground Frame	St. Pancras Yard Shunters Cabin	Single	Freight trains
Kings Cross GPL Signal K234	Kings Cross GPL Signal K224	Down Cambridge Up Fast Down Fast Down Slow	25 S.L.U. or empty coaching stock.
Kings Cross GPL Signal K234	To rear of Kings Cross GPL Signal K217	Down Cambridge Up Slow	25 S.L.U. or empty coaching stock.
Kings Cross GPL Signal K232	Kings Cross GPL Signal K224	Down Slow	25 S. L.U. or empty coaching stock.
Kings Cross GPL Signal K217	Kings Cross Signal K699	Up Slow Up Fast Down Fast	25 S.L.U. or empty coaching stock.
Kings Cross Signal K699	Kings Cross Signal K711	Down Fast Down Slow	25 S.L.U. or empty coaching stock.
Kings Cross GPL Signal K223	Kings Cross Signal K711	Down Slow	25 S.L.U. or empty coaching stock.
Page 217 **Amend** heading:– **WOOD GREEN JUNCTION TO LANGLEY JUNCTION**			
Add :–			
Wood Green Jn. K194/194R signal	Wood Green Jn. K832 signal	Reversing Siding/Up Hertford	Empty Coaching Stock.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued
TABLE F – continued

From	To	Line	Number of vehicles and Special Conditions
Page 218 – STAYTHORPE CROSSING (LMR) TO LINCOLN (PELHAM STREET JUNCTION)			
Delete all items			
Page 219 (Page 94 Supp. No.1)			
POPLAR TO DALSTON EASTERN JUNCTION (LMR)			
Delete : – heading and item			
Page 219			
MANNINGTREE SOUTH JUNCTION TO HARWICH			
Delete :– heading and item			
Page 221			
BARKING EAST JUNCTION TO TILBURY RIVERSIDE			
Add:–			
West Thurrock Jn.	Grays Station	Down Main and Third Line	20 S.L.U.'s. Clear weather only.
Page 221 (Page 95 Supp. No.1)			
ELY NORTH JUNCTION TO PETERBOROUGH (CRESCENT JN.)			
Delete existing items and **substitute**:–			
March East Jn.	March West Jn.	Down Main	Empty Coaching Stock or 5 wagons without brake van in clear weather only.
March West Jn.	March East Jn.	Up Main	Empty Coaching Stock or 20 wagons without brake van in clear weather only.
MARCH EAST TO WHITEMOOR JUNCTION			
Delete existing items and **substitute**:–			
March East Jn.	Whitemoor Jn.	Down Through	Empty Coaching Stock or 5 wagons without brake van in clear weather only.
Whitemoor Jn.	March East Jn.	Up Through	Empty Coaching Stock or 5 wagons without brake van in clear weather only.
MARCH WEST TO WHITEMOOR JUNCTION			
Amend:–			
Whitemoor Jn.	March West Jn.	Up	Empty Coaching Stock etc.
Page 224			
IMMINGHAM EASTERN JETTY TO ULCEBY NORTH JUNCTION			
Add :–			
Lindsey Oil Refinery Sidings Signal No. IR 117 (Immingham Reception Sidings)	Immingham Reception Sidings Signal No.IR 213	Up	35 SLU in clear weather only with or without brakevan.
Humber Oil Refinery Sidings Signal No. IR 121 (Immingham Reception Sidings)	Immingham Reception Sidings Signal No.IR 213	Up	35 SLU in clear weather only with or without brakevan.
Immingham Reception Sidings Signal No.IR 207	Lindsey Oil Refinery Sidings	Down	35 SLU in clear weather only with or without brakevan. Permission to be obtained from staff of Refinery concerned and route to be pre-set before propelling commences.
Immingham Reception Sidings Signal No.IR 207	Humber Oil Refinery Sidings	Down	

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE F – continued

From	To	Line	Number of vehicles and Special Conditions
Page 226 **Amend** heading:–			
THRYBERGH JUNCTION TO SILVERWOOD COLLIERY			
Page 227 **HASLAND (LMR) TO WATH ROAD JUNCTION VIA SHEFFIELD**			
Add:–			
Aldwarke Junction A55 Signal	Aldwarke Junction A56 G.P.L. Signal (rear of)	Down Fast	10 S.L. Units.
Delete:–			
Harrison and Camms Sidings	Holmes Junction	Down Main	20 wagons.
Amend:–			
Wincobank Station Junction	Holmes Junction	Down Main	
Holmes Junction	Wincobank Station Junction	Up Main	
Page 227 (Page 99 Supp No.1)			
CHESTERFIELD (TAPTON JUNCTION) TO MASBOROUGH STATION SOUTH JUNCTION			
Delete:–			
Barrow Hill Up Sdgs.	Tapton Junction	Up Departure Up Main Up Barrow Hill	50 freight vehicles in clear weather only. Through trains only.
Barrow Hill Junction	Tapton Junction	Up Main Up Goods Up Barrow Hill	50 freight vehicles in clear weather only. Through trains only.
Add:–			
Barrow Hill Up Sidings	Whittington	Up Departure	10 freight vehicles.
Page 228 **KILLAMARSH BRANCH**			
Delete heading and item.			

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line: Down	Line: Up	Remarks
Page 228 (Page 99 Supp. No.1)				
KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)				
Amend:-				
Finsbury Park	Holloway Carriage Sidings	Goods, Shunt Spur and Run Round	–	–
Delete				
Finsbury Park No. 3	Finsbury Park No. 2	Carriage	–	Drawn only
Finsbury Park No. 3	Finsbury Park No. 2	Goods No. 2	–	13 freight vehicles etc.
Page 229 (Page 99 Supp. No.1)				
Delete:–				
Hornsey No.1	Ferme Park North Down	Slow No.2	–	Freight trains and empty coaching stock.
Cambridge Junction	Hitchin South	Slow	–	Light locomotives. Empty Coaching Stock or wagons etc.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE G–continued

From	To	Line Down	Line Up	Remarks
Page 229 (Page 100 Supp. No.1)				
KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)				
Amend :–				
New Barnet	Up Slow	–	Slow	Empty DMU's
Rear of K133	Limit of Shunt			
Page 229 KINGS CROSS TO DONCASTER (MARSHGATE JN.)				
Amend:–				
Huntingdon No.2	Huntingdon No.1	Fast	–	Light–locomotive. Empty Coaching Stock.
Huntingdon No.2	Huntingdon No.1	Slow	–	Light–locomotive. 15 Freight vehicles without brake van in day light and clear weather only. Empty Coaching stock.
Page 230 CANONBURY STATION (LMR) TO FINSBURY PARK				
Delete:– heading and items				
MARCH NORTH JUNCTION TO GAINSBOROUGH (TRENT EAST JUNCTION)				
Delete:– heading and item.				
Page 232 (Page 101 Supp. No.1)				
MARCH EAST JUNCTION TO WHITEMOOR JUNCTION				
Delete existing items and **substitute:–**				
Whitemoor Jn.	March East Jn.	Through	–	Vehicles drawn. Empty Coaching stock may be set back.
March East Jn.	Whitemoor Jn.	–	Through	Vehicles drawn. Trains may be set back with or without brake van.
Page 232 ELY NORTH JUNCTION TO PETERBOROUGH (CRESCENT JUNCTION)				
Delete existing items and **substitute:–**				
March East Jn.	March South Jn.	Goods No.2	–	Drawn in clear weather only.
March East Jn.	March West Jn.	–	Main	Vehicles drawn. Empty Coaching Stock may be set back.
March West Jn.	March East Jn.	Main	–	Vehicles drawn, Empty Coaching Stock and Parcels trains may be set back.
Amend heading:–				
WHITEMOOR JUNCTION TO GAINSBOROUGH (TRENT EAST JUNCTION)				
Add:–				
Spalding No.1	Spalding No.2	–	Main	15 wagons without Brakevan may be set back.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued
TABLE G – continued

From	To	Line Down	Line Up	Remarks
Page 232 – continued				
Amend:-				
Lincoln High St.	Pelham Street	Main	–	Vehicles drawn. Empty Coaching Stock without brake van or 18 S.L.U. may be set back.
Lincoln High St.	Pelham Street	Platform No.6	–	Vehicles drawn. Empty Coaching Stock without brake van or 18 S.L.U. may be set back.
Lincoln High St.	Pelham Street	Platform No.7	–	Vehicles drawn. Empty Coaching Stock without brake van or 18 S.L.U. may be set back.
Pelham Street	Lincoln High St. (No.15 Crossover)	–	Main	15 S.L.U. drawn and light locomotives. 15 S.L.U. may be set back in clear weather only.
Delete:-				
Pelham Street	Lincoln High St.	–	Platform No.5	6 vans may be set back.
Page 232 (Page 101 Supplement No.1)				
SHERWOOD COLLIERY SIDINGS SOUTH (L.M.R.) TO SHIREOAKS EAST JUNCTION				
Amend :–				
Shirebrook Junction	Shirebrook Station	Main	–	30 S.L.U. from W.H. Davis Siding may be drawn only, with or without brake van.
Page 232 CLEETHORPES TO WOODHOUSE JUNCTION (VIA RETFORD)				
Delete:–				
Wellowgate	Garden Street	Goods	–	Drawn only.
Garden Street	Wellowgate	–	Goods	Drawn only.
Garden Street	Wellowgate	–	Main	Drawn only.
Page 235 WOMBWELL MAIN SOUTH JUNCTION TO WEST SILKSTONE JUNCTION (VIA WORSBOROUGH)				
Delete heading and items				
Page 235 (page 102 Supp. No.1)				
WOMBWELL MAIN JUNCTION TO NEW OAKS JUNCTION				
Delete:– heading and item				
Add:–				
MASBOROUGH SOUTH JUNCTION TO HOLMES JUNCTION				
Holmes Junction	Masborough South Junction	Down Holmes Curve	–	13 S.L. Units. Clear weather only.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

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

From	To	Line	Number of vehicles and special conditions
Page 236 KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)			
Delete:–			
Hitchin South	Cambridge Junction	Down Slow	20
Cambridge Junction	Hitchin South	Up Slow	Equal to 30 in length.
Hitchin	Sandy	Down Main or Down Slow and Down Goods	1 Fish Van in clear weather only.
Hitchin GPL Signal HT 234	Hitchin Signal L 690	Down Cambridge Down Slow	25 S.L.U.
Connington North	Holme	Down Main	12
Add:–			
Kings Cross GPL Signal HT 234	Kings Cross GPL Signal HT 224	Down Cambridge Up Fast Down Fast Down Slow	25 S.L.U.
Kings Cross GPL Signal HT 217	Kings Cross Signal HT 699	Up Slow Up Fast Down Fast	25 S.L.U.
Kings Cross Signal HT 699	Kings Cross Signal HT 711	Down Fast Down Slow	25 S.L.U.
Kings Cross GPL Signal HT 223	Kings Cross Signal HT 711	Down Slow	25 S.L.U.
Page 238 (Page 103 Supp No. 1)			
ELY NORTH JN. TO PETERBOROUGH (CRESCENT JN.)			
Delete existing items and **substitute :–**			
March West Jn.	March East Jn.	Up Main	10 wagons
March East Jn	March West Jn.	Down Main	10 wagons
Page 238 (Page 104 Supp.No.1)			
MARCH EAST JUNCTION TO WHITEMOOR JUNCTION			
Delete existing items and **substitute:-**			
March East Jn.	Whitemoor Jn.	Down Through	10 wagons
Whitemoor Jn.	March East Jn.	Up Through	10 wagons
Whitemoor Jn.	March East Jn.	Up Avoiding	60 S.L.U.'s Daylight and clear weather only.
Page 239 (Page 104 Supplement No.1)			
SHERWOOD COLLIERY SIDINGS SOUTH (L.M.R.) TO SHIREOAKS EAST JUNCTION			
Delete :– Sub heading and item.			
Page 241 HASLAND (LMR) TO WATH ROAD JUNCTION VIA SHEFFIELD			
Amend : –			
Wincobank Station Junction	Holmes Junction	Down Main	
Holmes Junction	Wincobank Station Junction	Up Main	
CHESTERFIELD (TAPTON JUNCTION) TO MASBOROUGH STATION SOUTH JUNCTION			
Delete:–			
Barrowhill Up Sidings	Barrowhill South	All	60

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

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

From	To	Line	Number of Vehicles and Special Conditions
Page 242 KINGS CROSS TO DONCASTER (MARSHGATE JN.)			
Delete:–			
Kings Cross Passenger	Holloway Carriage Sidings	Down Fast or Down Slow etc.	3 bogie passenger vehicles etc.
Holloway North Down	Holloway South Up	Through over crossing	4
Amend:–			
Kings Cross Down Slow/Goods	Holloway Carriage Sidings	Down Goods	4
Holloway	Kings Cross Goods	Up Goods	4
Holloway	Kings Cross Passenger	Up Fast or Up Slow	3
Hornsey Carriage Sdgs.	Holloway	All Up lines except Fast line	3
HITCHIN (CAMBRIDGE JUNCTION) TO SHEPRETH BRANCH JUNCTION			
Delete heading and items			

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

From	To	Class of train	Condition	Remarks
Page 243 (Page 106 Supp. No.1)				
Delete all details applicable to London Transport ECS and Ballast trains				
Amend:-				
Kings Cross Passenger Hitchin	Hitchin Kings Cross Passenger	See Remarks Column	K	Engineers Construction train for the purpose of Electrification etc.
Page 243 Add:–				
Holloway C.S.	Finsbury Park	ECS	K	See local instructions Page 347.
Page 244 (Page 106 Supp. No.1)				
Amend:–				
Thrybergh Jn.	Silverwood Jn.	F	N	–
Elsecar Junction	Barnsley Station Junction	F	N	Main or Goods lines.
Delete:–				
Harringay Up Goods	Ferme Park North Down	F	–	See local instructions. Page 348
Ferme Park North Down	Harringay Up Goods	F	–	–
		ECS	K	–
Woodhouse Junction	Darnall East	F	N	–
Page 244 Delete:–				
New Oaks Junction	Wombwell Main Junction	F	N	Main or Goods lines Trains must be brought to a stand etc.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE J – continued

From	To	Class of train	Conditions	Remarks
Page 244 – Delete – continued				
Stairfoot Junction	New Oaks Junction	F	N	Clear weather only.
Add :-				
Ipswich Top Yard	Griffin Wharfe Branch GF	F	–	Assisting Locomotive to be coupled and the Air Brake Operative throughout.
Griffin Wharfe Branch GF	Ipswich Top Yard	F	–	
Griffin Wharfe Branch GF	Griffin Wharfe Branch	F	–	
Griffin Wharfe Branch	Griffin Wharfe Branch GF	F	–	

TABLE K1 – WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS

From	To	Line Down	Line Up
Page 247 KING'S CROSS TO DONCASTER (MARSHGATE JUNCTION)			
Delete:–			
Everton	Sandy	–	Goods
St.Neots	Huntingdon No.1	Goods	–
Huntingdon No.1	St. Neots	–	Goods
Huntingdon No.2	Connington	Goods	–
Greatford	Stoke	Goods	
Stoke	Essendine	–	Goods

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

From	To	Lines Down	Lines Up
Page 248 KING'S CROSS TO DONCASTER (MARSHGATE JN.)			
Delete :–			
Biggleswade	Arlesey	–	Slow
Page 248 (Page 108 Supp. No.1)			
Delete:–			
Helpston	Greatford	Slow	–
Essendine	Werrington Junction	–	Slow

Page 248 FOREST GATE JUNCTION TO WOODGRANGE PARK JUNCTION

Delete :- heading and item

Amend heading :–

POPLAR TO DALSTON WESTERN JUNCTION (LMR)

Amend : –

Victoria Park	Dalston Western Junction (LMR)	Main	Main

PYEWIPE JUNCTION TO LANGWITH COLLIERY SIDINGS (MID.) ETC.

Delete heading and items

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE K2 – continued

From	To	Line: Down	Line: Up
Page 248 – continued			
Add:–			
WARSOP JUNCTION TO SHIREBROOK JUNCTION			
Warsop Junction	Shirebrook Junction	Main	–
Shirebrook Junction	Warsop Junction	–	Main
Add:–			
MARCH WEST JUNCTION TO WHITEMOOR JUNCTION			
March West Junction	Whitemoor Junction	Main	Main
Page 249			
SHERWOOD COLLIERY SIDINGS SOUTH (L.M.R.) TO SHIREOAKS EAST JUNCTION			
Amend:–			
Shirebrook Sidings	Shireoaks East Junction	Main	–
Shireoaks East Junction	Shirebrook Sidings	–	Main

TABLE N1 – TROLLEYS GOING INTO OR THROUGH TUNNELS

Tunnel	Between	Length: Miles	Length: Yards
Page 255 (Page 110 Supp. No.1)			
KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)			
Delete heading and all entries			
Page 256 (Page 110 Supp No. 1)			
CANONBURY JUNCTION (L.M.R.) TO FINSBURY PARK			
Delete heading and item.			

TABLE N2 – PROTECTION OF ENGINEERS TRAINS WORKING, ON A RUNNING LINE NOT IN ABSOLUTE POSSESSION OF THE ENGINEER

Signal boxes between	Line(s)
Page 257 Amend:–	
Barking Station and Pitsea Station (via Tilbury)	All passenger lines

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE O – INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Point at which train must come to a stand for A.W.B.	Point at which train must come to a stand for wagon brakes to be released.
Page 258	**DINNINGTON (LAUGHTON COLLIERY JUNCTION) TO KIRK SANDAL JN.**		
	Amend :–		
Dinnington Colliery	Kirk Sandal Jn.	Maltby South Home Signal	St. Catherines Jn. Home Signal
	MEXBOROUGH EAST JUNCTION TO BARNSLEY JUNCTION (VIA BARNSLEY)		
	Amend:–		
Barnsley Station	Wath	Jumble Lane starting signal	Aldam Jn Home signal.
Page 259	**Amend** Heading:–		
	THRYBERGH JUNCTION TO SILVERWOOD COLLIERY		

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

Name of crossing	Situated at or between	Remarks
Page 261	**RUFFORD COLLIERY TO CLIPSTONE COLLIERY**	
	Elmesley etc.	
	Amend page number in Remarks to read 392	

TABLE P2 – AUTOMATIC HALF-BARRIERS

Name of Crossing	Signal boxes between (Supervising box first)
Page 263	
Amend heading :–	
KINGS CROSS (CAMBRIDGE JUNCTION) TO SHEPRETH BRANCH JUNCTION	
Amend :–	
Litlington	Royston – Baldock (not a block post)
Page 264	**ELY NORTH JUNCTION TO PETERBOROUGH (CRESCENT JUNCTION)**
Amend :-	
Ramsey Road	Whittlesea Kings Dyke
Black Bush	Whittlesea Kings Dyke

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

Page 265

Amend the list at the end of the item regarding Engineers' machines, etc., to read:–

(i) Engineers' self-propelled on track machine which cannot be relied upon to actuate track circuits.

(ii) Engineers' trolley or rail motor.

Name of Crossing	Located between	At
Page 265	**Add:–**	
	KING'S CROSS TO DONCASTER (MARSHGATE JUNCTION)	
East Road	Hitchin and Biggleswade	39m. 34chs.
Holme Green	Hitchin and Biggleswade	40m. 6chs.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE P3 – continued

Name of Crossing	Located between	At
Page 265 – Add – continued		
No. 55	Sandy and St. Neots	48¼m.p.
No.63	St. Neots and Huntingdon No.1	54m. 10chs.
No. 65	St. Neots and Huntingdon No. 1	54m. 50chs.
No. 74	St. Neots and Huntingdon No. 1	56m. 30chs.
Tallington No. 115	Helpston and Tallington Station	84m. 6chs.
No.238	Ranskill and Rossington	144m. 57chs.

TABLE P4 OPEN LEVEL CROSSINGS

Name of Crossing	Between	Miles	Chains	Remarks
Page 266 (Page 114 Supp. No.1)				
(a) (i) Crossings where trains must stop before proceeding over the crossing.				
Delete line headings and items				
(a) (ii)				
Add:–				
CHESTERTON JUNCTION TO ST. IVES				
Fen Drayton	Chesterton Junction and St. Ives	68	45	–
DENVER TO ABBEY ROAD STATION				
Abbey	Denver Junction and Abbey	5	47	'Stop for Orders' board provided on Denver side. No advance and intermediate board provided on Abbey side.
(b) Crossings where trains are required to reduce speed before proceeding over the crossing.				
Page 267 STRATFORD CHANNELSEA NORTH JUNCTION TO LOUGHTON BRANCH JUNCTION				
Amend:–				
Stratford L.I.F.T./ R & M Depot	Stratford and Temple Mills (High Meads Loop)	1	30	–

Page 268

Amend the list at the end of the last paragraph of item (b) (i), regarding Engineers' machines, etc., to read:–

(i) Engineers' self propelled on track machine which cannot be relied upon to actuate track circuits.

(ii) Engineers' trolley or rail motor.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE S.1 INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situation	Line connected with	Method of Control
Page 268 KINGS CROSS TO DONCASTER (MARSHGATE JN.)			
Delete:-			
C.I.L. Sidings	Between Finsbury Park No. 3 and Finsbury Park No. 5	Down Goods	Ground Frame electrically released from Finsbury Park No. 3
New Barnet North Dock	Between New Barnet and Hadley Wood Station	Down Slow	Ground frame electrically released from New Barnet Box.
Add:–			
CM & EE Depot	Between Hitchin and Langley	Up Slow	Ground Frame electrically released from Hitchin signal box.
Amend:–			
Bowater Paper Corporation	Between Langley Junction and Stevenage Station	Down Slow	Ground Frame secured by padlock, key kept in the custody of the Signalman at Hitchin.
Langley 'B'	Between Hitchin and Welwyn Garden City	Up Slow	Ground Frame electrically released by Hitchin signal box.
CM & EE Depot	Between Hitchin and Welwyn Garden City	Up Slow	Ground Frame electrically released from Hitchin signal box.
Little Barford Power Station Sidings	Between Sandy and St. Neots	Down Slow	Ground Frame electrically released from St. Neots box.
Page 269 Amend heading:– **WOOD GREEN JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)**			
Amend:–			
Watton	Between Hertford North and Langley Junction	Up Main (access for Down trains only)	Ground Frame electrically released from Kings Cross signal box.
Down Sidings	Grange Park	Down and Up Main	Ground frame electrically released from Kings Cross signal box.
Down Sidings	Enfield Chase	Down Main	Ground frame electrically released from Kings Cross signal box.
CANONBURY JUNCTION (LMR) TO FINSBURY PARK			
Delete:–			
Canonbury Ground Frame 'C'	Between Finsbury Park and Canonbury Jn.	Up Canonbury	Ground frame electrically released from Finsbury Park
Canonbury Ground Frame 'B'	Between Finsbury Park and Canonbury Jn.	Up Canonbury	Ground frame electrically released from Finsbury Park.
BETHNAL GREEN (COUNTRY END) TO KINGS LYNN			
Delete:–			
Ponders End Up Sidings	Up Side	Up Main	Ground Frame controlled by Automatic signalling.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE S1 – continued

Name of siding	Situated at or between	Line connected with	Method of control
Page 269 – continued			
Add:–			
Jones Sidings	Between Waltham Cross Station and Enfield Lock Station	Up Main	Ground Frame controlled by Automatic signalling.
CLAPTON JN. TO CHINGFORD			
Delete:– heading and item.			
Page 269			
WOOD GREEN JN. TO LANGLEY JN.			
Delete:–			
Up Siding	Cuffley	Up Main	Ground frame released by Kings Cross signal box.

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

Place	Line	Remarks
Page 274 Add:–		
VICTORIA PARK TO NORTH WOOLWICH		
*Silvertown Yard	No.11 Siding	To move wagons along siding in connection with the working of Messrs Tate and Lyle's silo.

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

Signal Box	Movement	See Special instruction on page
Page 276 KINGS CROSS TO DONCASTER (MARSHGATE JUNCTION)		
Delete :–		
Holloway North Down	Down Goods No. 1 to Carriage Sidings	–
Holloway North Down	Down Goods No.2 to Carriage Sidings	–
Wood Green	Up Goods to Bounds Green Sidings	–
Wood Green	Down Slow No. 2 WG440 Signal to Ferme Park Down Yard	–
Wood Green	Up Goods signal 99 to signal HC62. Up Goods to Carriage Sidings	–
Add :–		
Kings Cross (Holloway)	Down Goods to Carriage Sidings Shunt Spur and Run Round	–
Kings Cross (Hornsey)	Down Slow to K440 signal to Ferme Park Down Yard	–
	Up Goods signal K99 to Hornsey Carriage Siding	–
Kings Cross (Wood Green)	Up Goods to Bounds Green Sidings	–

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

TABLE W – continued

Signal Box	Movement	See Special instruction on page
Page 276 (Page 119 Supp. No.1)		
Amend heading:–	WOOD GREEN JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)	
Add:–		
Wood Green	Down line at Bowes Park to Bounds Green Sidings (Empty Coaching Stock or light locomotives only)	356
Wood Green	Bowes Park Reversing Siding to Bowes Green Sidings (Empty Coaching Stock or light locomotives only)	356
Delete:–		
Bounds Green	Down Main to Washer Sidings or Old Yard	–

TABLE Z – LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 278 Add:–			
Kings Cross (Cambridge Junction)	Shepreth (Exclusive)	Down and Up	–
Finsbury Park	Drayton Park	Up Moorgate	Between signal 374 and 360R.
Drayton Park	Finsbury Park	Down Moorgate	Signal 373.
Amend:–			
Wood Green Jn.	Langley Junction	Down and Up	Via Hertford North

INSTRUCTIONS RELATING TO THE RULE BOOK

SECTION C – FIXED SIGNALS

Clause 5.9 – Clearing of stop signals when signal next ahead is at Danger.

Signal Box	Signals at which exemption is given	Remarks
Page 279 Delete:–		
Ferme Park North Down	First Home Harringay Curve to Down Slow No.2	Applies to trains proceeding from Harringay Park Jn. etc.

SECTION H – WORKING OF TRAINS

Clauses 3.6 and 11.2 – Station Yard Working

Add :–

Royston Up Platform line in both directions.

Delete :–

Hitchin . . . . . Up Platform line

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE RULE BOOK – continued

Page 280 (Pages 121/2 Supp. No.1)

STATION LIMITS

Signal box	Down Back Platform	Down Slow	Up Slow	Up Back Platform
Delete:–				
Welwyn Garden City	From Signal WC600 to rear of 180 Signal	From Signal WC602 to rear of 182 Signal (Down Slow) and 184 Signal (Down Fast)	From the rear of Signal WC182 (Down Slow), 184 (Down Fast) to Signal 606	From the rear of Signal WC182 (Down Slow), 194 (Down Fast) to Signal 608

From the rear of signal W.C.158 (Down Fast) to signal W.C.582 (Up Slow).

NEW BARNET

Amend:–'NB' Signal prefixes to read 'K'

Kings Cross
Delete Down Fast No.2 and authority.

Down Fast No.1 – **Delete** "No.1".

Page 280 Add:–
Sheffield Victoria No. 4

Between No. 9 Sidings Ground frame and No. 49 signal over the Down Goods No. 2.

Shepcote Lane

Between Brown Bayleys Ground frame 'A' and signal SL25 over the Up Goods.
Between signals SL15 and SL17 over the Down Goods.
Between signals SL13 and SL21 over the Down Main.

Tinsley Park

From No. 20 signal to Express Freight Yard over the East Arrival line.

Tinsley Yard

Between signals TY258 and TY204 over the East Departure.
Between signals TY258 and TY252 over the North Arrival line.
Between signals TY201/203 and TY269 over the East Arrival line.
Between signals TY268 and TY246 over the South West Arrival line.
Between signals TY205 and in rear of TY246 over the Engine line.
Between signals TY262 and TY244 over the Secondary Yard East Departure.
Between signals TY250 and TY274 over the Main Yard East Departure.

Page 280 (Page 122 Supp. No. 1)
Delete:–
Bounds Green Between Signal No. 23 and Signal No. B833.

Page 285 **SECTION J – SHUNTING**

Clause 3 – 6 – Towing and propping of vehicles
Add to list – Sandy

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX

Page 287 – Add:–

WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

The instructions contained in clause (g) under the above heading do not apply in the area covered by this Appendix.

Pages 287 – 288 **WORKING OF MULTIPLE UNIT – MECHANICAL DIESEL TRAINS**

Delete whole entry and **substitute** the following:–

Referring to the instructions contained in the General Appendix the following additional instructions apply in the Eastern Region:–

Clause 4 (Tail Traffic)

Tail traffic in the form of bogie vehicles or four or six wheeled vehicles having a wheelbase not less than 15 feet, may be attached to Diesel Multiple Unit trains working over the routes shown below subject to the over-riding limitation that the tail load attached to a unit of lightweight construction must not exceed 25 tonnes gross. All units of lightweight construction are clearly identified by the letters "LW" stencilled on their headstocks. The normal speed limits and permanent speed restrictions must be observed together with the instructions in regard to the conveyance of four-wheeled vehicles by passenger trains.

Route	Train Formation	Mimimum Horsepower	Maximum Tail Load
Between (In both directions)			
Cambridge and Kings Lynn	2 car	300	25 tonnes gross
Doncaster and Cleethorpes	4 car	600	40 tonnes gross
Doncaster, Lincoln and March	2 car	400	
Doncaster and Leeds			
Hitchin, Cambridge and Ipswich	3 car	600	65 tonnes gross
Ipswich and Norwich	2 car	600	90 tonnes gross
Kings Cross and York	5 car	900	
Peterborough and Ely			
Norwich and Ely	4 car	900	120 tonnes gross
Norwich and Lowestoft	4–6 car	1200	
Grantham and Skegness			
Lincoln and Cleethorpes			
Peterborough and Spalding			
Sheffield, Doncaster and Hull			
Sheffield and Leeds (All routes)			
Sheffield, Retford and Cleethorpes			
Sheffield and York			
For Parcels Only Trains When not covered by the Above (All engines must be operative)			
Barnsley to Sheffield	2 car	400	75 tonnes gross

Notes 1. For the purpose of this instruction the following maximum vehicle gross weights apply.

	Loaded	Empty
BZ, BGZ, BY, CCT, PMV & SPV	25 tonnes	17 tonnes
B, Siphon G, BG and GUV	40 tonnes	32 tonnes

2. The addition of a tail load will add to the journey time. This additional time is allowed for in the timings of certain trains only and tail loads should not be attached unless diagrammed or specially authorised by the Regional H.Q.

3. For each inoperative engine in the above train formations the maximum tail load must be reduced by 35 tonnes.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

INSTRUCTIONS RELATING TO THE GENERAL APPENDIX – continued

Pages 287 – 288 – substitute – continued

Clause 4a (Shunting of Tail Vehicles)

When it is necessary for a propelling movement to be made when attaching or detaching vehicles the diesel Multiple Unit must be driven from the leading end and a guard or shunter must ride with the driver. The movement must be controlled by a shunter on the ground and must not be commenced until the route is set throughout.

Clause 6 – Buzzer Code

In the event of a failure of the buzzer communication arrangements must be made to have the unit taken out of traffic as soon as possible for the defect to be remedied.

Whilst the unit remains in traffic, handsignals must be used.

Page 290 **FOUR-CHARACTER TRAIN IDENTIFICATION SYSTEM**

Amend:-

9Z03 – Mechanically propelled on-rail Tamping or Ballast cleaning machine not stopping in section.

Add at the end of section (ii)

(ii) (c) Local trains running within the Kings Cross Division.

B (i) Between Kings Cross and Hitchin/Royston/Huntingdon/Peterborough.

(ii) Hertford Branch/Welwyn Garden City to Bounds Green/Wood Green/Finsbury Park and Kings Cross.

C Between Finsbury Park and Moorgate.

H To Gordon Hill/Hertford.

J Hertford/Gordon Hill to Moorgate.

K Welwyn Garden City to Moorgate.

R Hauled ECS Ferme Park to Bounds Green/Hornsey CS.

V To Welwyn Garden City.

Amend:– (iii) Identity Number of Individual Trains (Third and Fourth characters). on page 290.

Add at end of first paragraph:– (Excluding the Kings Cross Division).

ROUTE AVAILABILITY OF ELECTRIC UNIT STOCK

Type	Unit Nos.	Stock	Permitted	Except
Page 292 312/0	**Add:–** 001–026	G.N. Outer Suburban	All G.N. and G.E. 25 kv Electrified Lines	Prohibited over G.E. 6.25 Kv lines and between Dravton Park and Moorgate.
312/1	101–119	G.E. Outer Suburban	All G.N. or G.E. electrified lines	Prohibited between DRAYTON PARK and Moorgate.
313	001–064	G.N. Inner Suburban	All G.N. electrified lines and over G.E. 25 Kv lines subject to removal of collector shoes and trip cock gear.	
–	LDV975407–10	Battery electric locomotive vehicles	G.N. electrified area and between Doncaster and Hornsey only. (R.A. Group 2)	All other lines by special authority only.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

ROUTE AVAILABILITY OF ELECTRIC UNIT STOCK – continued

Page 293

Type 1 Units Nos.101–132:–

Delete "All Electrified Lines (in 'Permitted' col.).

Add: Permitted to work between Liverpool Street and Colchester and Shenfield and Southend Victoria only. (MP.150)

Add :–

CONVEYANCE OF 'DEAD' DIESEL MULTIPLE UNIT STOCK

Referring to the instructions contained in the General Appendix :–

1. The service for conveyance of "Dead" DMU stock must be pre-arranged.
2. Where a "Dead" lightweight DMU vehicle is at the rear and the trailing end is not fitted with a tail lamp bracket, it may be marshalled inside a vehicle not exceeding 17 tonnes gross weight on which the tail lamp can be correctly displayed. In such circumstances a second "Dead" lightweight DMU vehicle must not be conveyed.
3. When a DMU vehicle is conveyed on a locomotive hauled train, the vacuum train pipe only must be used. This pipe is painted red and when viewed by a person facing the end of the vehicle, is on the right-hand side of the draw gear.

INSTRUCTIONS REGARDING STEAM AND/OR ELECTRIC HEATING OF TRAIN SETS AND THE TEMPERATURE CONTROL OF AIR CONDITIONED COACHES

Delete heading and instructions up to but excluding sub heading – **A. STEAM HEATING OF COACHING STOCK TRAINS** and make **'STEAM HEATING OF COACHING STOCK TRAINS'** the main heading for the remaining instructions.

Pages 296/297

B. STONES SYSTEM OF PRESSURE VENTILATION AND HEATING OF COACHING STOCK
Delete sub heading and instructions.

Page 297 **C. ELECTRIC HEATING OF COACHING STOCK**

Delete:– sub heading and item.

Pages 297/298 **D. AIR CONDITIONING OF COACHING STOCK**

Delete:– sub heading and item.

OTHER GENERAL INSTRUCTIONS

Page 310 (Page 126 Supp. No. 1)

CONVEYANCE OF DIESEL MULTIPLE UNITS BY LOCOMOTIVE HAULED TRAINS

Delete heading and item (see page 293 of the Sectional Appendix)

Page 312 **MODIFICATIONS B.R. INSTRUCTIONS FOR A.C. ELECTRIFIED LINES – B.R. 29987**

Add :–

INSTRUCTIONS 44 and 55

PROCEDURE FOR ISOLATION AND EARTHING OF OVERHEAD LINE EQUIPMENT

The procedure as shown in Instructions 44(ii) and 55(ii) applies on all Electrified Lines under the control of KING'S CROSS signal box.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 314 **REACH WAGONS – OIL DEPOTS AND CHEMICAL DEPOTS**

Where a stop board prevents a B.R. locomotive from placing or withdrawing wagons at an Oil or Chemical Depot, a wagon (or wagons) with a minimum length of 30 feet (9 metres) must be marshalled between the locomotive and the train for positioning purposes.

Reach wagons are provided for this purpose at the following Depots:–

Ecclesfield West (23505)
Gainsborough Lea Road (26103)
North Walsham (48014)
Royston (Herts) (53003)
Torksey (44011)
Tuxford (28521)

These Depot-based reach wagons must be detached before the train departs and must NOT be allowed to leave the allocated depot unless authorised by the Chief Operating Manager, York.

In addition to these Depot-based reach wagons there are other reach wagons which work permanently between certain terminals, travelling with the trains. These wagons are stencilled accordingly.

(MO11/094)

Page 315 Add:–

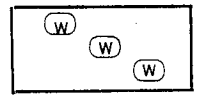
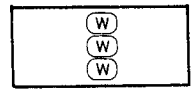
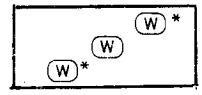
ENGINEERS TRAIN COMMUNICATION SYSTEM

(For use with engineering trains working only within absolute possessions of the line)

1. The apparatus consists of two units connected by cables.
2. The first unit is a control panel to be used by the Engineer's Department man in charge of the train under the Authority of the Person in Charge of the possession. It consists of a bank of four interlocked push-buttons, illuminated when depressed and coloured as follows:-

Button		**Indication**
Red	–	Stop Immediately
Amber	–	Draw at ½ m.p.h. Be prepared to stop.
Green	–	Draw at 2 m.p.h., unless instructed to draw at any other speed up to a maximum of 10 m.p.h.
Blue	–	Propel at ½ m.p.h., unless instructed to propel at any other speed up to a maximum of 10 m.p.h.

3. The blue button is shrouded by a spring-loaded flap to prevent accidental depression.
4. The control panel is connected by a plug-coupled cable along the length of the train to the second unit, housed in the locomotive cab and known as the drivers cab signal unit.
5. The aspects which can be displayed on the cab signal unit are as shown below:-

Wording on cab unit		**Explanation of aspect**
STOP		Stop Immediately
DRAW ½m.p.h.		Draw at approximately ½m.p.h. Be prepared to stop.
DRAW 2m.p.h.		Draw at approximately 2m.p.h., unless instructed to draw at any other speed up to maximum of 10m.p.h.
PROPEL ½m.p.h.		Propel at approximately ½m.p.h., unless instructed to propel at any other speed up to a maximum of 10m.p.h.

Aspects – R – Red, W – White, W* – Flashing white light

6. To cater for the very rare occasions when telephonic communication is needed, sockets have been provided on both the control panel and cab signal unit. Telephone communication may be used only to convey special requirements, never as a substitute for the visual aspects. Should the controller wish to verbally communicate with the locomotive driver over the telephone the call code 3 pause 3 must be used.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 315 – Add – continued

7. Audible warning will be given on the cab signal unit for each change of aspect. The buzzer warning must be silenced by pressing the cancellation button.
8. Any failure of the equipment will cause the cab signal unit to display the 'Stop Immediately' aspect and give a continuous sound on the buzzer. The buzzer can be silenced by the Driver switching off the power supply.
9. In the event of any of the cab signal unit lights becoming extinguished or failing to illuminate, the Driver must stop immediately and await instructions. In the event of any failure of the equipment, handsignalling must be adopted in accordance with the Rule Book, Section R, Clauses 3. 2. 1 and 5.1.
10. Where the apparatus is in use, the Rule Book, Section R. Clause 3. 2. 1 is not applicable except for the sounding of the locomotive horn as a warning.

THIS EQUIPMENT IN NO WAY OVER-RIDES FIXED, HAND OR AUDIBLE DANGER SIGNALS

HIGH SPEED TRAINS : DISPLAY OF HEADLIGHTS

CLASS 253 TRAINS

Two marker lights, displayed horizontally, are provided and these must be illuminated in accordance with the Rule Book Section H Clause 7. In addition, two headlights displayed horizontally are provided and these will normally be illuminated.

BREAKDOWN ARRANGEMENTS

Page 319
Finsbury Park

Add :– Rerailing equipment also available on road vehicle
Finsbury Park – Moorgate Crane and Tool Vans **prohibited**
Drayton Park (Excl) to Moorgate.

Page 320
Finsbury Park

75 ton steam crane. Also provides crane coverage :–

Delete :–	Cambridge Branch Jn.	–	Royston (Incl).
Add :–	Cambridge Branch Jn.	–	Ely Dock Jn. (Excl).
	Chesterton Jn.	–	St. Ives
	Coldham Lane Jn.	–	Haughley (Exl)

Page 321
Tinsley–continued

Delete:–
West Silkstone Jn. .. .. .. New Oaks Jn. (Via Worsborough)

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March

45 ton steam crane. Also covers for serious breakdowns:–

Add :–	Spalding South Jn.	–	Sleaford West Jn. (Excl).
	Ely Dock Jn. (Incl).	–	King's Lynn
	Middleton Towers Branch		
	South Lynn Branch		
	Kings Lynn Dock Branch		(Speed not to exceed 15m.p.h.)
	Kings Lynn Harbour Branch		(Speed not to exceed 15m.p.h.)
	Denver Jn.	–	Abbey
	Ely North Jn.	–	Yarmouth Vauxhall
	Wymondham South Jn.	–	Fakenham East
	Swing Bridge Jn.	–	Norwich Thorpe
	Wensum Jn.	–	Thorpe Jn.
	Norwich Goods Branch		
	Trowse Upper Jn.	–	Victoria Goods
	Whitlingham Jn.	–	Sheringham.
	Wroxham Jn.	–	Lenwade
	Brundall Jn.	–	Breydon Jn.
	Ely Dock Jn.	–	Chippenham

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS–continued

Page 323

Cambridge

Delete :– 45 ton Steam Crane 330133 etc.

Add :– Tool Vans.
Delete:– Provides Crane coverage :–All Norwich Tool Van area.

Page 324

Stratford

75 ton Steam crane. Also covers for serious breakdowns :–

Delete :–	(Witham Excl)	–	Bentley (Limit of Divl. Boundary)
Add:–	Witham	–	Lowestoft Central (Prohibited Ipswich Docks and Lower Yard).
	Lowestoft Central	–	Reedham Jn. (Excl)
	Saxmundham Jn.	–	Sizewell
	East Suffolk Jn.	–	Trowse Upper Jn. (Excl)
	Westerfield Jn.	–	Felixstowe
	Newport (Incl)	–	Shepreth Branch Jn. (Excl)

All lines in Ripple Lane Tool Van Area

Page 326

Ripple Lane

Delete :– 30 ton steam crane 330136 etc.

Add:– Tool Vans

Delete:– Provides Crane Coverage:- Victoria Park Jn. (excl.), Poplar Central Jn. (incl.).

1. The vehicles concerned must be marked 'S' or 'SS' etc

Delete existing number series and **substitute** :–

Covered Vans			**Refrigerated Vans**		
2183	214	8500–603	2183	804	5000–076
2183	214	8610	2183	804	5100–550
2183	214	8620–720	2183	804	5600–675
2183	214	8750–885	2183	804	5698–699
2183	214	8899	2183	804	6200–496
2183	214	8900–973	2183	804	6500–503
2183	214	8999	2183	804	6900–913

Add additional Paragraph :–

3. B.R. owned Ferry wagons with prefix number 2170, 2670 or 3170, bearing yellow panels, may be attached to these services with load category H, M,L or E.

Page 330 (Supplement No.1 – Page 133)

WORKING INSTRUCTIONS FOR 100 TON G.L.W. IRON ORE ROTARY TIPPLER WAGONS : IMMINGHAM – SCUNTHORPE SERVICE

OPERATION

Delete final paragraph and **Add**:–

Loaded wagons and appropriate match wagons may only be attached to Class 7, 8 and 9 freight trains when authorised by the Regional Chief Operating Manager and must be marshalled next to the rear brake van.

Empty wagons and match wagons may be attached to Class 7,8 and 9 freight trains marshalled next to the rear brakevan.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS–continued

Page 330 (Page 131 Supp. No.1)

AIR BRAKED NETWORK SERVICES

Delete existing item and **substitute:-**

6S72 14 55 SX Parkeston Quay – Millerhill – Glasgow (High St.)
6E87 14 16 SX Glasgow (Sighthill) – Millerhill – Parkeston Quay Yard
6E65 18 05 SX Trafford Park – Parkeston Quay
6M62 18 38 SX March Down Yard – Dewsnap Sidings

To cater for Continental Ferry wagons which, to conform with marshalling instructions, may be required to be formed in any part of the train, the above trains must at all times run under Single air-brake pipe operation. This will apply whether or not Continental Ferry wagons are actually conveyed and dispensation from the General Appendix Instructions (Regulations for Working the Automatic Air Brake on Locomotive Operated Trains) clauses 2.5 and 2.6 is hereby given.

Page 330 (Page 135 Supp. No.1)

TRANSIT OF HYDROCYANIC ACID TANKS

Delete heading and item.

Page 331 **SHUNTING LOCOMOTIVES – OPERATION OF TRACK CIRCUITS**

Delete first paragraph only and **substitute** :–

Locomotives with a wheelbase of 9 feet or less must not travel over Main Running lines unless working with at least one vehicle attached.

When working with one vehicle only, the vehicle, except in the case of a brakevan, must be regarded as part of the locomotive; it must be of low sided, open type, with 2 lamp brackets at each end and with the vacuum brake in operation. One such vehicle may be propelled without restriction.

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

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

When working with the one vehicle attached special care must be exercised in carrying out the provisions of the Rule Book, Section J, clause 3.13.

Add:–

CONDUCTORS ON C.C.E. MECHANISED MAINTENANCE MACHINES

On C.C.E. Mechanised Maintenance Machines not fitted with D.S.D. equipment, notices are being fitted relating to "Engine Stop" and "Handbrake".

In case of emergency, the Conductor must apply the handbrake and then operate the Engine Stop Button until the machine comes to rest.

SNOW CLEARANCE ARRANGEMENTS

Pages 332 – 335

Add:– (after first instruction indicating places at which ploughs are located)

Electrified Lines

Referring to Paragraph 10 of the instructions on pages 122/3 of the General Appendix; the Electric Traction Engineer/Divisional Maintenance Engineer referred to in Clause (c) is defined as follows so far as electrified lines in the Eastern Region are concerned:–

former GE area	Electric Traction Engineer, Ilford
former GN area	Area Maintenance Engineer, Hornsey
Manchester–Sheffield–Wath	Area Maintenance Engineer, (Fixed Equipment) Penistone

Ploughing must not commence until the overhead line equipment has been isolated and the Permit to Work has been issued to and received by the Civil Engineer's representative responsible for clearing the line.

The snow clearance operations will be in the overall charge of the Civil Engineer's representative who must consult the responsible member of the Electric Traction Organisation on site to determine the best method of clearing the line quickly with the minimum consequential damage to the overhead line equipment.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 335 (Page 137 Supplement No.1)

LIST OF LINES CONTROLLED BY TRACK CIRCUITS AND DIRECTION LEVERS/SWITCHES

Amend last Sentence of first paragraph to read :-
"In connection with Instruction 7, except as provided above, the Driver must have received the Pilotman's authority" to proceed.

Add:–
Harringay Park Junction to Harringay West Junction.

Delete:–
TRIMLEY STATION TO FELIXSTOWE TOWN

THAMES HAVEN JN. TO THAMES HAVEN

TRIMLEY (FELIXSTOWE BEACH JUNCTION) TO FELIXSTOWE BEACH

PARKESTON WEST TO HARWICH

BRUNDALL JN. TO BREYDON JN. (VIA ACLE)

HARRINGAY PARK JN. TO HARRINGAY WEST JN.

Page 338 Add:–

RAIL CLAMP POINT LOCKS WORKING DURING FAILURE

The instructions for Electrically Operated Points – Working by Crank Handle in case of failure apply but where reference is made to crank handle this should be read as "Detachable Handle and Key".

Page 341 **ELECTRIC (BARDIC) HAND LAMPS**

Delete List of authorised repairing points and **substitute** :–
Area Maintenance Engineer, 233, Shoreditch High Street London E.1.

Depot Manager, Running and Maintenance Depot, Wellers Court, King's Cross, London N.1.

Area Manager, Crescent Wagon Shops, Midland Road, Peterborough.

Area Manager, Running and Maintenance Depot, Croft Street, Ipswich.

Depot Manager, Running and Maintenance Depot, Hundred Road, March.

Depot Manager, Running and Maintenance Depot, Coldham Lane, Cambridge.

Depot Manager, Running and Maintenance Depot, Corrow Road, Norwich.

Depot Engineer, Outdoor Machinery Depot, Sheffield Freight Terminal, Upwell Street, Sheffield.

Area Maintenance Engineer, Diesel Depot, Great Northern Terrace, Lincoln.

Area Maintenance Engineer, Outdoor Machinery Depot, Leeman Road, York.

Area Maintenance Engineer, Outdoor Machinery Depot, Kidacre Street, Leeds.

Electric Traction Engineer, Ley Street, Ilford (688172)

LOCAL INSTRUCTIONS

Page 344 **KINGS CROSS TO DONCASTER**

"TRAIN READY TO START" PLUNGERS

Re-instal all references to Platforms Nos.7, 8, 9, 10, 11, 12 and 13.

SETTING BACK ON DOWN LINES

First paragraph, last line **Delete** "No.1".

Second paragraph – **Delete**

The following code is used

Amend first item:–
Set back on Down Fast .....3 hoots

Delete:–second item

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 344 – continued

Add:– KINGS CROSS PASSENGER STATION

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK – GENERAL APPENDIX PAGE 75

During the hours of darkness or during fog or falling snow, the red light prescribed in Item 6 of the above mentioned regulations to indicate that Carriage and Wagon Staff are working on the train or vehicle may be a red flashing light.

DRAWING OFF VEHICLES FROM EXPRESS PASSENGER TRAINS TOO LONG TO BE ACCOMMODATED AT THE PLATFORMS

Delete last sentence from the first paragraph commencing "When, however, a locomotive" etc.

Page 345 KINGS CROSS

SHUNTERS INDICATOR IN CONNECTION WITH SHUNTING INTO CENTRE TUNNEL

Amend first paragraph:–

Electrical indicators in connection with the admission of Locomotives and trains into the Centre tunnel on Down Fast No.1 line for shunting purposes, are provided at the following locations:–

North end of Nos.2/3 Platforms
Between Nos.5/6 Platforms lines, North end

These indicators are solely for the guidance of the Shunters and the block working and signalling arrangements are in no way affected by them.

Delete "No.1" from last sentence of first paragraph.

SHUNTING OF LOCOMOTIVES ON DOWN FAST NO.1

Delete reference to "No.1" in heading and instruction.

SHUNTING MOVEMENTS INTO WESTERN TUNNEL

Delete sub-heading and item

SHUNTERS INDICATOR IN CONNECTION WITH SHUNTING INTO CENTRAL TUNNEL

Amend all references to "Down Fast No.1" to "Down Fast".

UP RELIEF LINE.

Delete Sub heading and instruction and **substitute:**–

UP FAST LINE. Drivers of passenger trains must not proceed past No.83/84 signal when it is displaying a single yellow aspect.

Page 346

CAUTION INDICATOR, SOUTH END OF GASWORKS TUNNEL

Amend:– An indicator situated adjacent to the Down Fast 22 yards south of the south end, etc.

ELECTRIC LAMPS IN GASWORKS TUNNEL

Amend first paragraph :– Lighting equipment consisting of electric lamps is installed on the West wall of the Down Fast line tunnel. The lamps are illuminated when trains occupy the track circuits and remain alight until trains have passed out of the tunnels.

Page 346 (Page 138 Supp.No.1)

Amend sub-heading:–

SETTING BACK MOVEMENTS ON DOWN FAST

Amend instruction:– A white light affixed to the south face of Gas Works Tunnel adjacent to the Down Fast line is provided etc.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA)—continued

LOCAL INSTRUCTIONS—continued

Page 346 **Amend** sub heading :—

TRAINS STOPPED ON DOWN FAST AND DOWN SLOW LINES BETWEEN SIGNALS NOS. 164/173/194 AT THE NORTH FACE OF GASWORKS TUNNEL AND HOLLOWAY, OWING TO FAILURE OF LOCOMOTIVE TO PULL TRAIN.

Delete from last line of first Paragraph South Down Box

Amend :— reference to Signal No.172 in first and second paragraphs to read Signal No.101.

COPENHAGEN GOODS TUNNEL — TRAINS ENTERING TUNNEL FOR PURPOSE OF SETTING BACK

Delete existing instructions and **substitute:—**

When a signal in Copenhagen Goods tunnel is cleared for a set back movement, a gong will automatically sound. It will not be necessary for Drivers, to comply with the Rule Book Section J, Clause 4.1 but they must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal from the Guard or Shunter when the latter comes into view.

Page 346 (Page 140 Supp No. 1)

WORKING OF EMPTY COACH TRAINS FROM KINGS CROSS VIA DOWN SOUTH LONDON GOODS LINE

Delete:— sub heading and item

Page 347 (Page 140 Supp. No.1)

FREIGHT TERMINAL JUNCTION TO ST. PANCRAS YARD

Amend heading :-

KING'S CROSS FREIGHT TERMINAL JUNCTION TO CAMDEN ROAD JUNCTION

Amend instruction :-

The single line between Freight Terminal Junction Ground Frame and Camden Road Junction is controlled by Track Circuits and associated signals. In the event of a failure of a track circuit or signal controlling movements to or along the single line, every train passing over the single line must be accompanied by the Freight Terminal Supervisor.

Amend heading :-

FREIGHT TERMINAL JUNCTION — LIGHT LOCOMOTIVES SETTING BACK ON TO ANY LINE IN KINGS CROSS GOODS YARD

Amend:— The Driver of a light locomotive which is required to set back on to any line in Kings Cross Goods Yard must, etc.

HOLLOWAY

Add :—

WORKING OF E.C.S. TRAINS FROM HOLLOWAY CARRIAGE SIDINGS TO KING'S CROSS VIA UP CARRIAGE LINE (CREEP-UP)

1. Empty coaching stock trains for King's Cross Passenger station must be hauled from Holloway Carriage Sidings with a locomotive at both ends of the train under Table J arrangements with "K" conditions applicable. The train must proceed towards Finsbury Park over the Down Goods line or Shunt Spur/Run-Round and stop with the rear locomotive in the rear of Signal No.K.378 on the Down Goods line or Signal No.K.380 on the Down Canonbury line.
2. The Holloway Carriage Sidings shunter must accompany the movement and detach the leading locomotive at the Finsbury Park end. The ECS train hauled by the train locomotive will then be routed to the Up Carriage line (Creep-up).
3. The locomotive at the Finsbury Park end and the shunter may return to Holloway Carriage Sidings in the wrong direction (see Table G) via the Down Goods line or Shunt Spur/Run-Round.

HOLLOWAY

DOWN CARRIAGE SIDINGS

Amend reference to Down Slow line No.2 to Down Slow line.

UP COAL YARD

Delete sub-heading and item.

FINSBURY PARK

WORKING OF TRAINS TO WESTERN SIDINGS/CLARENCE YARD

Amend first line :—

When a train or locomotive on the Down Slow, Down Moorgate or Down Canonbury.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 347 (Page 140 Supp. No.1)

FERME PARK

Delete :- Sub-headings and instructions

Page 348 **Delete** all items on this page

Page 349 (Page 140 Supp. No.1)

AUTOMATIC WASHING PLANT

Amend reference to Wood Green No.1 in last line to read Kings Cross.

SETTING BACK FROM ENFIELD BRANCH LINE

Amend reference to 'Wood Green' in 4th line to read "Kings Cross".

Add :–

NEW SOUTHGATE

Up Sidings. Three loud sounding bells operated by a plunger at the hand points leading from the Through Road in the Up Sidings, are provided on the wall adjacent to the Through Road at 100 yards from the south end of the Loading Dock. The apparatus is provided to enable the Guard to signal the Driver in accordance with the Rule Book, Section J, Clause 3.2.2.

HITCHIN

LOCOMOTIVES LEAVING ENGINEERS YARD

Amend:– 'Hitchin South' in second line to 'Hitchin'

HITCHIN YARD. SHUNTING MOVEMENTS TO UP YARD

Amend:– 'Hitchin Yard' in 3rd and 5th lines to 'Hitchin'

Add :–

HUNTINGDON

Stopping of Passenger Trains. Trains exceeding six coaching stock vehicles in length stopping at Huntingdon for station duties must be stopped with the rearmost vehicles at the platform, providing the necessary signal has been cleared to enable the train to draw forward.

Non-illuminated marker boards, numbered 8, 10 and 12 are provided beyond the platforms to assist Locomotive drivers in stopping their trains at the appropriate position.

Amend

ST. NEOTS

LITTLE BARFORD POWER STATION Guards must etc.

HITCHIN

HITCHIN YARD SHUNTING MOVEMENTS TO UP YARD

Amend references to "Signalman at Hitchin" to read:-
"Signalman at Kings Cross"

Add :– HORNSEY (ECML) CARRIAGE SIDINGS

Propelling movements into Hornsey (ECML) Carriage Sidings must not exceed the speed of 5 m.p.h.

Page 349 (Page 141 Supp.No.1) NEW BARNET

Amend:– signal (NB.509) in second line to read (K.509).

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 351 (Page 141 Supplement No.1) – **PETERBOROUGH**

Add before item headed "**Battery Electric Tail Lamps**" :-

CRESCENT SIDINGS OIL TERMINALS

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

Applies, except as follows:-

Paragraphs 3, 4, 6 and 13 do not apply.
Paragraph 5 – first sentence not applicable.
Paragraph 7 – does not apply. Vehicles must be left adjacent to the appropriate discharge pipes.
Paragraph 8 – the words "inside the siding gate" are not applicable.
Paragraph 10 – for DEPOT SUPERVISOR read FIRM'S REPRESENTATIVE.
Paragraph 11 – for DEPOT SUPERVISOR read FIRM'S REPRESENTATIVE. The certificate of Readiness must be signed by the shunter in charge. (MO11.095)

Page 352 **GRANTHAM**

Add:–

Grantham Station – Drivers of locomotives approaching the station on the Main lines during darkness and/or fog or falling snow, must sound the locomotive horn.

Page 353 **WORKING TO ROSSINGTON COLLIERY RUN-ROUND SIDINGS**

Delete:- heading and item.

Pages 353/4 **ROSSINGTON COLLIERY : RAPID LOADING FACILITIES**

Delete:- all items.

Add:-

All trains must be propelled along the Bunker line from the Run-Round Sidings.

Loading of M.G.R. trains with Locomotive remaining attached

When the train is stopped at the loading point, the Guard must contact the N.C.B. Controller and authorise the manual loading of the three wagons next to the locomotive.

The Guard must instruct the Driver to draw forward after these three wagons are loaded.

The Guard must ensure the mule has been coupled to the train and advise the N.C.B. Controller.

The Guard must instruct the Driver to release the automatic brakes and when done, he must operate the red plunger at the Bunker signifying to the N.C.B. Controller that the train is then under N.C.B. control. In addition, the Guard must advise the N.C.B. Controller the position of any wagons unfit for loading and confirm that loading may commence.

The Guard must remain with the N.C.B. Controller until loading is completed.

When the light on the reverse side of the "40" marker board commences to flash, the Driver must apply the automatic brakes and signal to the Guard by raising one arm, or during darkness by displaying a white light, indicating that the brakes have been applied. The Guard must acknowledge this signal and instruct the N.C.B. Controller to release the mule and wagon retarders.

Loading of M.G.R. trains with locomotive detached

The Guard must apply the hand brakes on the three wagons next to the locomotive and after instructing the Driver to apply the train brake, uncouple the locomotive.

The Guard must ensure the mule has been coupled, then release all automatic and hand brakes, and operate the red plunger signifying the train is under N.C.B. contol and confirm to the N.C.B. Controller the position of any wagons unfit for loading and that loading may commence.

The locomotive may then leave the loading point. The Guard must reset the hand points towards the shunt spur after the locomotive has passed.
When loading is completed, the N.C.B. Controller will give authority for the locomotive to return to the train and the Guard, after recoupling the locomotive must instruct the N.C.B. Controller to release the mule and wagon retarders.

Note

If a driver working to, or at the Bunker Loading Point observes the lights on the marker boards, or on the notice boards flashing, he must stop immediately and await instructions. The Guard in this event must contact the N.C.B. Controller for instructions.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Pages 354/5 COALITE AND CHEMICAL PRODUCTS LIMITED

Delete heading and item

Page 356 (Page 143 Supp. No.1)

Amend heading:–

WOOD GREEN JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)
EMPTY COACHING STOCK TRAINS, SETTING BACK INTO BOUNDS GREEN SIDINGS

Amend prefix to signals from "WG" to "K"

BOWES PARK
Delete sub heading and item

Add:–

EMPTY COACHING STOCK TRAINS, SETTING BACK INTO BOUNDS GREEN SIDINGS. Trains exceeding 15 coaches must not set back into Bounds Green Sidings. If the train is routed via the By-Pass Siding the Driver must stop with the rear vehicle clear of set back signal WG192. 10, 12 and 14 coach length marker boards are provided to assist. If the train is routed into Bowes Park reversing siding the whole of the train must be drawn into the siding to await clearance of set back signals. The set back movement must be brought to a stand with the locomotive at a point opposite the Ground Frame.

A locomotive will then be attached to the south end of the train by the Bounds Green Shunter.

The use of warning horns must be kept to the minimum necessary for safety of staff in the area.

Page 356 Add:–

MOORGATE STATION TO FINSBURY PARK

Prohibition on Diesel Traction.

Diesel locomotives and Diesel powered trains are prohibited from working between Drayton Park and Moorgate Station.

Page 357 BETWEEN CUFFLEY AND LANGLEY

Delete sub heading and item.

HITCHIN (CAMBRIDGE BRANCH JUNCTION) TO SHEPRETH BRANCH JUNCTION

ROYSTON

Add:–

WORKING OVER UP PLATFORM LINE – After a train has entered the Platform line when unoccupied and has come to a stand, a train may be Signalled to enter the same platform line from the opposite end.

Drivers of trains arriving at Royston, on passing signal R.977 in the Down direction or signal R.984 or subsidiary signals R.245, R.247 or R.249 in the Up direction must be prepared to stop at the illuminated 'STOP HERE' sign situated near the road overbridge.

After coming to a stand at the 'STOP HERE' sign, the Driver must not move towards the signal ahead until either the signal is cleared or he is personally instructed to do so by the person in charge even though the 'STOP HERE' sign may have ceased to be illuminated.

Page 357 (Page 144 Supp No.1)

ROYSTON

BATTERY ELECTRIC TAIL LAMPS

Add as final paragraph :-

"Two safety hand lamps, when required for use by the Guard in the Oil Depot, may be obtained from the Shunter at Royston, to whom they must be returned immediately after use. No other lamps are permitted to be taken into the Depot."

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 359 LIVERPOOL STREET TO NORWICH (VIA IPSWICH)

LIVERPOOL STREET

MAXIMUM LOAD OF PASSENGER TRAINS

Delete:– sub heading and item.

BETWEEN LIVERPOOL STREET AND BETHNAL GREEN

Delete:- **WORKING OF DOWN FREIGHT TRAINS,** and paragraph.

Page 360

Add:– ILFORD CAR SHEDS

A maximum of 9 cars may be propelled through washer lines 1 and 2 towards the stop blocks providing a qualified person rides in the leading cab, prepared to give signals to the Driver, sound the warning horn and apply the train brake if necessary.

Stabling on these two washer lines is prohibited.

Page 363 IPSWICH

TRACK CIRCUIT IN UP LINE IN TUNNEL

Delete sub heading and item.

WORKING BETWEEN LOWER AND UPPER YARDS

Delete item and **substitute:**–

1. Freight trains between the Lower and Upper Yards must not exceed 45 S.L.U. Except as shown below, the locomotive must be leading and except in the case of a fully fitted train, a brakevan properly equipped, must be attached to the rear with a competent person in charge. When working from the Upper to the Lower Yard, the person in charge must apply the hand brake sufficiently to keep the couplings tight.
2. Not more than 4 AB vans fully fitted without a brakevan may be propelled from the Lower to the Upper Yard in clear weather only.
3. Before any propelling movement commences the Shunter or person in charge must be in attendance at Ranelagh Road level crossing.
4. Trains must approach Ranelagh Road level crossing with caution.

IPSWICH DOCK BRANCH – PILOT QUAY

Delete :- Sub heading and item

Add:–

INSTRUCTIONS FOR WORKING ON IPSWICH DOCK BRANCH

1. Only Diesel Shunting locomotives of Route Availability Group 1 may work on this branch. Double heading is not permitted.
2. Where the Dock Lines run along a public road the maximum permitted speed is 4m.p.h. Over the level crossing at Stoke Bridge and through the junctions between the Dockside and New Cut lines at St. Peter's Wharf the maximum permitted speed is 2m.p.h.
3. The Driver must act under the direction of the Senior Railman (Head Shunter) who will be assisted by a Leading Railman (Under Shunter) for the purpose of coupling and uncoupling wagons, working points, etc. When wagons are being propelled, the Leading Railman must walk abreast of the leading vehicle. The Senior Railman and the Driver must be prepared to act on any handsignal given by the Leading Railman.
4. When proceeding from the Dock or the New Cut towards the Lower Goods Yard, the locomotive must be brought to a stand on the Dock side of St. Peter's Wharf and the horn sounded. The movement must not proceed further until authorised by the Crossing Keeper at Stoke Bridge level crossing. On hearing the locomotive horn, the Crossing Keeper must at once obtain permission from the Person in charge of the Lower Yard for the movement to enter the Yard. On receiving this permission he must protect the Stoke Bridge Level Crossing as described in the following paragraph.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 363 – Add – continued

5. No rail movement in either direction may pass over Stoke Bridge Level Crossing without the authority of the Crossing Keeper, who, when a movement over the crossing is required, must exhibit to road traffic a red hand signal. The Crossing Keeper must place himself on the Stoke Bridge side of the crossing, stopping traffic from that direction. The Dock Leading Railman must assist on the crossing similarly, placing himself on the St. Peters Street side of the crossing. When road traffic is at a stand clear of the track, the Crossing Keeper must exhibit to the Driver a green hand signal, as authority to pass over the crossing.
6. Before a locomotive is allowed to pass over the Dock Swingbridge the Senior Railman must obtain permission from the Harbour Master's man in charge at the Swingbridge and also observe that the proceed signal is exhibited, i.e., a green hand signal.
7. In the course of movements over the Swingbridge, except in emergency no locomotive or rail vehicle must stop on any part of the Swingbridge and no application of the brake may be made on any vehicle whilst on the bridge.
8. When towing operations are being performed, (where these are authorised) and the Senior and Leading Railmen are engaged in manipulating the tow chain and points, the Driver must sound the horn before each movement of the locomotive and all concerned must keep a special lookout during the time such operations are being carried out.
9. While tankers are discharging motor spirit at Cliff Quay, shunting operations may continue except that during such time that any tank of a petroleum ship is open for ullaging or any other purpose or the openings of any pipe used for the discharge of petroleum spirit are uncovered, all shunting by locomotives in the vicinity of the tanker must cease, and no locomotive must be allowed to approach or remain within 60 feet of any opening to the cargo tanks or pipes. When it is necessary to apply these retsrictions the Owner of the tanker will provide and exhibit on the Quay between the two sets of railway tracks furthest from the river at a distance of not less than 60 feet in both directions from any openings of the cargo tanks or pipes, red flags during daylight and red lights during darkness or during fog or falling snow, and will remove such red flags or lights immediately all openings to pipes and tanks have been securely closed. The Senior Railman in charge of the movement of rail traffic must not allow a locomotive to pass such red flags or lights as long as they are exhibited.
10. Before passing the Eastern Counties Farmers Ltd. elevator and transporter on Pilot Quay, all locomotives and vehicles must stop and the Senior Railman must ensure that there is no-one between the stanchions supporting the elevator and transporters and the track before allowing the movement to proceed.
11. Rail vehicles must not be left on portions of line so as to obstruct access to buildings.

STOWMARKET

STOPPING OF UP AND DOWN PASSENGER TRAINS

Delete existing item and **substitute:–**

Passenger trains booked to call at Stowmarket which exceed five bogie vehicles in length must stop with the rear five vehicles at the platform, providing, in the case of Down trains, the platform starting signal is showing a proceed aspect. Marker boards for 9, 10 and 11 coach trains are provided ahead of each platform and drivers must stop with the locomotive opposite the appropriate board or, with shorter trains, intermediately as necessary.

All concerned must ensure that passengers for this station join the correct vehicles.
The above instructions do not apply to the Down Harwich PQ to Manchester Piccadilly boat train which must stop with the leading five vehicles at the platform.

Page 364 **TROWSE UPPER JUNCTION TO NORWICH VICTORIA WORKING OF SINGLE LINE**

Delete fourth paragraph and **substitute:–**

When a train is ready to leave Norwich Victoria for Trowse Upper Junction, the man in charge of the movement must telephone the signalman at Trowse Upper Junction and obtain his permission for the movement to proceed.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 365 STRATFORD CENTRAL JUNCTION EAST TO COPPER MILL NORTH JUNCTION

Add:–

TEMPLE MILLS : YARD SAFETY

In order to safeguard staff performing duties in Sorting Sidings, Reception and Departure lines, the Rule Book, Section J, Clauses 3.9 and 3.20, together with the following instructions, must be complied with.

1. **Hump Reception Lines**
   1.1 Before a guard commences to work on a Hump Reception Line he must obtain permission from the Hump Supervisor.
   1.2 Should it be necessary to place a locomotive on a Reception Line before the work has been completed by the guard, the Hump Supervisor must advise the driver of the locomotive before arriving on the Reception Line, to stop short of the wagons thereon and not to move until instructed.
   1.3 When the guard has completed his work he must advise the Hump Supervisor as quickly as possible.

2. **Departure Lines and Sorting Sidings : Manor Yard – Manor End – East Yard.**
   2.1 Before a guard commences work on a Sorting Siding or on a Departure Line in connection with train formation or preparation, he must first report or telephone to the person indicated below, and receive assurance that protection has been carried out.

Location	
2.1.1 Manor Yard Sidings, Main Yard (A & B Fans)	Senior Railman (Frame) Manor Yard Telephone ext. 5223.
2.1.2. Main Yard (C to H Fans)	Senior Railman (Book) Manor End Telephone ext. 5467
2.1.3. East Yard	Senior Railman (Frame) East Yard Telephone ext. 5508

   2.1.4 On completion of shunting and/or train preparation the guard must immediately advise the same point at which protection was arranged.

TEMPLE MILLS

MARSHALLING OF NON RETARDER WAGONS FOR TEMPLE MILLS YARD

Delete sub heading and item:–

TEMPLE MILLS RECEPTION SIDINGS

Up trains via Temple Mills West

Delete second paragraph and **substitute:**–

Wagons that are restricted from passing over the hump must be worked by the train locomotive and Guard via the Up Goods line to the Manor end of the Yard and be handled over to the Yard staff at that point.

Down trains via No.3 Arrival line

Delete second paragraph and **substitute:**–

Down trains conveying wagons that are restricted from passing over the hump must be stopped at Manor Yard box for such traffic to be detached in Manor Yard before the train proceeds. The Guard is responsible for advising the Driver when such loads are conveyed and for detaching them; after which he must proceed with his train and secure it in the manner specified.

Page 368 (Page 146 Supp. No.1)

VICTORIA PARK JUNCTION TO NORTH WOOLWICH

CUSTOM HOUSE

WORKING OF SINGLE PASSENGER LINE BETWEEN CUSTOM HOUSE AND NORTH WOOLWICH

Delete:– second paragraph – "The Guard of each train" etc.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 368 CANNING TOWN

4th paragraph

Amend 'Code Nos.3/1, 3/1A' to read 'Class 08 and 09'.

THAMES WHARF

Delete sub heading and item

Page 368 (Page 146 Supp. No.1) CUSTOM HOUSE

Amend :-

WORKING OF SINGLE PASSENGER LINE BETWEEN CUSTOM HOUSE AND NORTH WOOLWICH

Delete instructions and **Substitute** :-

The "Regulations for One Train working on Single lines" as laid down in the General Appendix apply on this line. On arrival at North Woolwich, The Driver must retain the Train Staff for the return journey.

Add:–

BETWEEN CUSTOM HCUSE & SILVERTOWN
WORKING OF GOODS SINGLE LINE

The Goods Single line between Custom House and Silvertown is worked in accordance with the instructions headed "Single Lines Worked by Electric Token – Instructions to Trainmen" in the General Appendix.

The Yard Supervisor at Silvertown is responsible for the token working at that point. He may appoint another person to be in charge of the token working for the purpose of these instructions.

The Electric Key Token "No Signalman" Instrument at Silvertown is located in a locked hut under the Tate & Lyle's footbridge and the key to the door held by the Yard Supervisor at Silvertown Yard. The person in charge of the token working must collect the key prior to proceeding to the hut and must return it to the Yard Supervisor immediately his duties at the hut have been completed.

On arrival of a train from Custom House at Silvertown, the person in charge of the token working must collect the token from the Driver. After the train has been drawn forward clear of the points controlling the entrance to Silvertown Yard, the person in charge must place the token in the ground frame and reverse the points. When it is in order to do so, he may authorise the train to be set back into Silvertown Yard. After the train has passed clear of the trap points protecting the yard, the person in charge must normalise the points and withdraw the token from the ground frame.

The token must be deposited in the Electric Key Token "No Signalman" Instrument by placing it on the pin and slowly giving it two half turns to the right (clockwise). The token can then be deposited in the instrument. The indicator on the instrument will change from "Locked" to "free". If it does not do so, or any fault develops in the instrument, the Signalman at Custom House must immediatley be advised.

When it is necessary for a train to be worked over the goods single line from Silvertown to Custom House, the person in charge of the token working must proceed to the hut containing the Key Token Instrument. If the indicator on the instrument is showing "free", the Signalman at Custom House must be contacted to ascertain that it is in order to withdraw a token. On receiving this assurance, a token may be placed on the pin and, slowly, turned two half turns to the left (anti-clockwise). The indicator on the instrument will change from "free" to "locked" and the token may then be removed from the instrument.

If the indicator does not change or any fault develops in the instrument, the Signalman at Custom House must immediately be advised.

The person in charge must place the token in the ground frame and reverse the points. When it is in order to do so, he may authorise a train to be propelled out of Silvertown Yard. After the train has passed clear of the points controlling the entrance to the yard, he must normalise the points and remove the token from the ground frame. He must hand the token to the Driver of the train to authorise him to proceed over the Goods Single line to Custom House.

When it is required to proceed from Silvertown Yard to Messrs. Standard Telephones Private Siding, a token must be withdrawn in accordance with the foregoing instructions. The token must be retained by the person in charge of the trip until it returns from the private siding, when the token must be replaced in the instrument after the trip has returned to the yard.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 368 (Page 146 Supp. No.1) – **Add** – continued

SILVERTOWN

Add after **WORKING THROUGH SILVERTOWN TUNNEL:–**

Silvertown Yard. Messrs. Tate & Lyle's unloading silo

The unloading silo is located on No.11 siding protected by a moveable stop block at the entrance to the siding; normally locked across the rail; the key being held by the person in charge.

Before the moveable stop block is unlocked, an assurance must be obtained from Messrs. Tate & Lyle's employee in charge of the silo working that it is in order for the siding to be worked.

All wagon movements to and from No.11 siding must be made by B.R. locomotives.

On arrival of a loaded train conveying traffic for this siding at Silvertown, it must be placed in the yard and the power brakes released. After the rear portion has been secured, the front four wagons must be uncoupled and, after the moveable stop block has been unlocked and removed by the shunter in charge of the movement, must be placed in No.11 siding with the wagon next to the locomotive over the silo pit. The four wagons must then be uncoupled into two pairs and the hand brakes applied. The locomotive must then leave the siding, after which the shunter must immediately replace and lock the moveable stop block across the rail.

When the four wagons have been unloaded, Messrs. Tate & Lyle's staff will advise the person in charge of Silvertown Yard, who must arrange for the empty wagons to be removed from No.11 Siding and replaced by further loaded wagons.

Not more than four wagons may be placed in No.11 siding at any one time. These must have their hand brakes fully applied by the shunter and must be left so that not more than two loaded wagons are coupled together. All wagon movements within No.11 siding for the purpose of unloading will be made by a four wheeled road tractor, with a chain attachment, controlled by Messrs. Tate & Lyle's staff, at a speed of not more than 2 m.p.h. and with wagon hand brakes applied as necessary.

Page 370 (Page 146 Supplement No 1)

Amend heading:–

POPLAR TO DALSTON WESTERN JUNCTION (L.M.R.)
DALSTON EASTERN JUNCTION

Permissive Block System

Delete:– Heading, sub heading and item

SHENFIELD TO SOUTHEND VICTORIA

WICKFORD

Add:–

"UP BAY PLATFORM. Drivers working four-coach diesel multiple unit sets consisting of B.R. standard 64 feet length vehicles into the Up Bay Platform must draw their trains right up to the buffer stops."

Page 371 MANNINGTREE (SOUTH JUNCTION) TO HARWICH

PARKESTON YARD

Add:–

INTERNAL MOVEMENT OF LOCOMOTIVES AT EAST END (NOT REQUIRING TO PASS NO.44 SIGNAL). When any internal movement is made with a light locomotive at the East End of the yard, the Driver must carry out the following procedure:–

1. Contact the Yard Chargeman by telephone beforehand and request permission to make the movement.

2. Keep a good lookout while the movement is being made.

3. Advise the Yard Chargeman when the movement has been completed.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 371 – MANNINGTREE (SOUTH JUNCTION) TO HARWICH – continued

Add:–

PARKESTON QUAY FREIGHTLINER TERMINAL

Two illuminated yellow indicators are provided adjacent to the Loop Siding to assist set back movements from this line into the Freightliner Depot.

When the indicators are illuminated, it will not be necessary for a Driver to comply with the Rule Book Section J Clause 4.1., but he must proceed cautiously, keeping a sharp lookout and be prepared to act on a handsignal from the Guard or Shunter when the latter comes into view.

In the event of the light in the indicator becoming extinguished, the Driver must stop the movement and await instructions from the Guard or Shunter.

Page 372 IPSWICH (EAST SUFFOLK JUNCTION) TO OULTON BROAD NORTH JUNCTION

Add:-

OULTON BROAD SWING BRIDGE

"In the event of the failure of the swing bridge preventing the passage of trains over it, single line working for diesel multiple unit trains may be introduced between Beccles and Oulton Broad South station platform in accordance with Section N of the Rule Book and the following special instructions:-

Trains must not be allowed to proceed beyond the Lowestoft end of Oulton Broad South station platform and both lines must be protected at this point as for an obstructed line as set out in Section N of the Rule Book as must the un-used line at Beccles. Block working by bell will be maintained if possible. The Pilotman must accompany every train. He must advise the signalman at Oulton Broad Swing Bridge Box by telephone of the arrival complete of each down train in Oulton Broad South station platform and he must obtain the permission of that signalman immediately before authorising an up train to depart. If the down line is used as the single line the Pilotman may use a down train to deliver the single line working forms, which must be suitably amended to meet the circumstances.

Should a train fail on the single line, the Pilotman may use the telephones at Common Lane, Black Dam, Worlingham, North Cove, Barnby Hillings Road or Spratts Water unmanned level crossings or from Dawdy's level crossing, as convenient to make the necessary arrangements with the signalman for assistance and where practicable to suitably instruct the driver of the assisting train what is required."

Page 373 TRIMLEY TO FELIXSTOWE TOWN STATION

Delete:– heading and instructions.

Pages 373–4 WHITLINGHAM JUNCTION TO YARMOUTH VAUXHALL (VIA ACLE)

Delete:– heading, all sub headings and items.

Page 374 NORWICH THORPE JUNCTION TO CROMER

Add:–

WENSUM JUNCTION – The Rule Book, Section C, clause 5.12

When the Up Main line is clear to Norwich Thorpe Junction Home signal only, trains will be brought to a stand at Wensum Junction, Up Main Home signal and this must be taken as an indication that the line is clear to the next stop signal ahead only.

BRUNDALL JN. – LOWESTOFT

Engineers Ballast Trains

Amend first paragraph to read:–

When it is necessary for a ballast train to work in section between Somerleyton Swingbridge and Reedham Swingbridge for a prolonged period which is likely to cause delay to river traffic, the provisions of Block Regulation 8 must not be applied but prior arrangements must be made for the Engineer to take possession of the line in accordance with the Rule Book Section T.

DOWN TRAIN

Delete second paragraph

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 375 BETHNAL GREEN (COUNTRY END) TO KINGS LYNN

BROXBOURNE JUNCTION

Delete RYEHOUSE GENERATING STATION but not instruction.

Add:–

CAMBRIDGE, COLDHAM LANE JUNCTION : Stabling of Breakdown Train

The Breakdown Train is stabled in No.3 Siding at the rear of Coldham Lane Junction Signal Box. The points at the Station end of this Siding are fitted with a Hodgson's Lock and those at the Diesel Depot end are worked from a one lever ground frame released by an Annett's Key. Both Keys are kept in Coldham Lane Junction Signal box from where the person in charge of a movement requiring to enter or leave this siding must obtain the appropriate Key.

Before a movement is made from the Diesel Depot end, the person in charge of the movement must ascertain from the Signalman what arrangements have been made with the Depot Shunter. After a movement has been made, the Key must be returned promptly to the Signalman and an assurance given that the points have been set and secured to prevent a movement to or from No.3 Siding.

BISHOPS STORTFORD

Add:–

Vehicles may be stabled on the Up Passenger Loop. It is the responsibility of Person in Charge of the Platform to arrange with the Signalman the movements required and to ensure a tail lamp is provided on the rear vehicle. During Fog or Falling Snow no movement must be made to or from the Loop until the Person in Charge of the Platform has come to a clear understanding with the Signalman of what is required.

In addition, during Fog or Falling Snow, a red light must be placed between the rails and 3 detonators 20 yards apart placed on the rail 100 yards from the vehicles, or, if vehicles are stabled within that distance, as far as possible without affecting other running lines.

Page 377 LITTLEPORT

STOPPING OF UP PASSENGER TRAINS

Amend all references to 'five' in this instruction to read 'four' and '100 yards' in 4th line to '130 yards'.

Add:-

MAGDALEN ROAD

STOPPING OF UP PASSENGER TRAINS – An Up Passenger train exceeding 6 bogie vehicles in length booked to call at Magdalen Road must, provided the starting signal from the platform is lowered, be brought to a stand with the rearmost six vehicles at the platform.

White marker boards with black numerals are provided to assist a driver to control his stop accordingly. Station staff and others concerned must ensure that passengers for Magdalen Road are loaded into the correct six vehicles on every occasion.

Page 378 NEWMARKET (CHIPPENHAM JUNCTION) TO ELY DOCK JUNCTION

Amend sub heading:–

ELY DOCK JUNCTION

KEY TOKEN WORKING

Delete first four paragraphs (up to ''the train may proceed towards Soham'')

KINGS SIDING (SNAILWELL GROUND FRAME)

Delete sub heading and item

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 379 ELY NORTH JUNCTION TO PETERBOROUGH (CRESCENT JUNCTION)

MARCH STATION

Delete existing item and **substitute:–**

Drivers of Down trains conveying ten or more bogie vehicles, booked to call at March Station must be prepared to stop with the leading two vehicles beyond the platform ramp when handsignalled to do so by a member of the Platform Supervisory Staff and providing that the signal concerned is showing a proceed aspect. Station staff, Train Ticket Inspectors and others concerned must advise passengers for March not to travel in the leading two coaches of such trains.

NORTH JUNCTION Freight Trains on No.1 Up Through line at East Junction.

Delete:– sub-heading and item

NO.1 PLATFORM AND UP GOODS LINE – BOARDS INDICATING DISTANCE

Delete:– sub-heading and item

Page 380 Add:– WHITEMOOR JN. TO WISBECH GOODS YARD

Chain Bridge and Elm Road automatic half barriers – Working of Up Trains

Before leaving Coldham, the Driver of every Up train must telephone the Signalman at Whitemoor Junction box to enquire whether the Signalman wishes to give him any special instructions.

Should the telephone have failed, the Driver must approach Chain Bridge and Elm Road level crossings cautiously, prepared to stop short of each crossing and not to proceed until he has either:–

(i) Received authority to do so from the Crossing Keeper

or

(ii) If the Crossing Keeper is not in attendance, he (the Driver) is satisfied that it is safe to do so.

Page 381 FENCHURCH STREET TO SHOEBURYNESS

Add :–

DETRAINING OF PASSENGERS BETWEEN UPMINSTER AND BROMLEY (CAMPBELL ROAD)

If a B.R. train is stopped for any reason, between Upminster and Bromley (Campbell Road) and it becomes necessary to detrain passengers, this must not be carried out until an assurance has been received from the signalman concerned that the opposite line is blocked and a L.T.E. representative has arrived to take charge of the passengers and conduct them to the nearest station.

Page 382 BARKING EAST JUNCTION TO TILBURY RIVERSIDE

GRAYS

Add :–

ALEXANDER BRUCE LTD : PRIVATE SIDING Wagons must not be loose-shunted and reach wagon/s must be in use at all times. Wagon couplings must be in the extended position. Four wheeled vehicles with a wheel base exceeding 20ft. must not be shunted into the sidings, 100 tonne steel A.B. wagons and 45 tonne G.L.W. Rail Tank Cars must be placed singly into the siding.

TILBURY FREIGHTLINER DEPOT

Delete sub heading and **substitute:–**

P.L.A. DOCK ESTATE

Add to paragraph 5 (commencing 'The Shunter must press the green button on the applicable signal post etc.')

If, after the green signal has been received and shunting has commenced, there is likely to be delay at either the running round point or the Grain Terminal, the shunter must press the red plunger on the nearest signal post to cancel the audible warning and extinguish the green light. No movement may then be permitted to pass any of the stop boards or signals until the green plunger has again been operated by the shunter and a green signal is displayed, or it has been ascertained by the shunter from the P.L.A. Fitter in charge of the Van Carrier Workshop that the signal has failed.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 382 – continued

Add centre sub heading **above BERTHING INWARDS LINER TRAINS:–**

TILBURY FREIGHTLINER DEPOT

BERTHING INWARDS LINER TRAINS

Add between 3rd and 4th paragraphs : –

On occasions when an incoming train locomotive is required to shunt within the terminal before berthing the train, the Guard must apply train handbrakes on arrival at the second stop board on Seabrooks Siding.

PURFLEET

Add :–

SHELLMEX & B.P. LIMITED PRIVATE SIDINGS. 45 ton and 100 ton tank wagons must not be together in the same movement either into or out of these sidings. Prior to any movement either into or out of these sidings the Guard or Shunter in charge of the movement must ensure that all wagon couplings of the Instanter type are in the long position.

P.L.A. DOCK ESTATE

Add sub heading :–

SEABROOKS SIDINGS

Amend first paragraph :–

The B.R. shunter will be responsible for the acceptance and dispatch of all trains into and out of Seabrooks Sidings and for the operation of all hand points.

Add new second paragraph :–

The B.R. shunter must obtain permission from the signalman at Grays before authorising a movement past the 'Stop and Await Instructions' board situated at the Grays end of the sidings, towards Grays Station.

TILBURY FREIGHTLINER DEPOT

Delete sub heading **BERTHING INWARDS LINER TRAINS** and
Substitute:– **TILBURY R.C.T. – ARRIVAL OF FREIGHTLINER TRAINS**

Page 383 **Delete** sub heading **DEPARTURE OF FREIGHTLINER TRAINS** and
Substitute:– **TILBURY R.C.T. – DEPARTURE OF FREIGHTLINER TRAINS**

THAMES HAVEN JUNCTION TO THAMES HAVEN

Add:–

The single line between Thames Haven Junction and Thames Haven Shell No.1 Ground Frame is controlled by Track circuits and associated signalling to prevent more than one train or locomotive being on the line at the same time. No train staff is provided.

Disabled Train

Should a failure occur on the single line, the secondman (or Guard in the case of a locomotive which is single manned) must place three detonators on the line 20 yards apart not less than 300 yards from the train on the Thames Haven Junction side and advise the signalman at Low Street Signalbox by the nearest means available.

Failure of Signalling Equipment

In the event of a failure of the signalling equipment controlling movements on the branch, working by Pilotman will be introduced.

WHITEMOOR JUNCTION TO GAINSBOROUGH, TRENT EAST JUNCTION

Add:–

MARCH MOTIVE POWER DEPOT. A telephone is provided at the Outlet signal. Trainmen must advise the signalman the trains they are booked to work. Whenever the telephone bell is rung during the time a locomotive(s) are standing there, the Driver of the first locomotive, if there is more than one, must send his secondman to the telephone to receive the signalmans instructions.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 386 (page 155 Supp No.1)

Amend :– heading

PYEWIPE JUNCTION TO SHIREOAKS EAST JUNCTION

Add:–

HIGH MARNHAM – TAIL LAMP ADVICE. Should a train be stopped at High Marnham Down Main Second Home signal, the Guard must immediately advise the signalman at High Marnham whether or not the train, complete with Tail Lamp attached is clear of the junction with the Single line by means of one of the lineside telephones, provided 266 yards and 550 yards in rear of the signal.

Page 386/7 **HIGH MARNHAM POWER STATION**

Page 387 **Amend** fifth paragraph to read:–

Trains for discharge must proceed over the Gross Weighbridge at a speed not exceeding 8m.p.h. After passing over the Gross Weighbridge the train will proceed via either Hopper line No.1 or No.2 to shunt signal No.S.4 or S.5 as the case may be. When the relevant signal is cleared, the train must proceed towards the Hopper and must stop at the white discs inside the Hopper, whether or not the first special position light signal is showing a proceed aspect.

Amend sixth paragraph to read:-

The authority to proceed over the Hopper is given by the special position light signals. Discharging will thereafter be controlled by the aspects of these signals. After discharge has been completed the Driver must stop the train at the Notice Board worded "Loco to uncouple at this point". However, if the train is conveying less than 35 wagons the Driver must stop at the appropriate marker post .... etc.

Delete:– from seventh paragraph:– "and carry out the brake continuity test".

Delete:– eighth paragraph and **substitute:–**

The train will go forward through the Hopper House and stop at the "30 wagon clear" marker board when the Carriage and Wagon Examiner must carry out the brake continuity test, give the Guard an assurance that the test has been done and inform the Guard and the C.E.G.B. Controller whether the train is in order to depart. If there are any defective wagons to be detached he must give full details of the number and position of such defective wagons.

Amend in final paragraph headed "Speed Limits", the second sentence, to read:–

Over Weighbridges 8m.p.h.

Page 387 (Page 155 Supp. No.1) **WARSOP STATION**

Delete:– sub heading and item

Add:– WARSOP

BATTERY ELECTRIC TAIL LAMPS – The Guard of an arriving train must remove the tail lamp before the train enters the depot and place it on the locomotive. The lamp must be conveyed to Warsop Junction signal box and handed to the signalman who must retain it until the Guard of the light locomotive en route to Warsop Depot to work the empties away, calls to collect it.

Page 389 **BILSTHORPE COLLIERY BRANCH**

Delete existing sub-heading and instructions and **substitute:–**

BILSTHORPE COLLIERY RAPID LOADING FACILITIES

1. Trains must be hauled over the weighbridge at a speed not exceeding 4m.p.h. for tare-weighing and the Driver must stop when the rear five wagons are positioned under the bunker.
2. Loading and gross weighing will be undertaken on a "stop and start" basis in lifts of five wagons at a time, under the control of the special signals.
3. During loading, the Guard must position himself at the emergency plunger to restore the special signals to the "Stop Immediately" aspect in case of emergency.
4. Upon completion of loading, the special signals will be extinguished and the Guard must hand signal the Driver to propel the train over the weighbridge at a speed not exceeding 4m.p.h. to complete gross weighing. Propelling must continue until the train is clear of the points leading to the locomotive run-road road.
5. The Guard must secure the wagons, detach the locomotive which must then return, accompanied by him to the bunker for collection of the loading document.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 389 – substitute – continued

6. The points to the Cripple Siding are kept clipped and padlocked normal and the key kept in the bunker control room. After detaching any wagons in the siding, the points must be again secured in the normal position and the key returned to the Bunker Operator.

Note:–
Trainmen must exercise caution when making movements over the footpath crossing.

Page 392 (Supplement No.1 Page 157)

WELBECK COLLIERY : RAPID LOADING FACILITIES

(a) Terminal Procedure : Merry-Go-Round Trains.

Amend Paragraph 9, first sentence to read:–
"The Guard must obtain the Key Token from the Driver in order to release and operate No.2 Ground Frame, to enable the locomotive to proceed on to the Run-Round line."

Add as second paragraph to paragraph 10:–
"The Bunker Operator" will then hand the loading documents to the Guard."

Page 392 WELBECK COLLIERY

Delete first 3 paragraphs (Do not delete paragraph commencing "Full length Automatic Barriers" etc.)

Page 393 Amend heading:–
WARSOP JUNCTION TO SHIREBROOK JUNCTION

SHERWOOD COLLIERY SIDINGS SOUTH (L.M.R.) TO SHIREOAKS EAST JUNCTION

Add:–

WARSOP COLLIERY BRANCH

1. Only one train at a time must be allowed on the single line siding between the hand points at the Diesel Depot and the hand points leading to the empty sidings. The line is worked under the control of the Senior Railman and no train must be allowed to enter the single line siding unless he is present and has given permission.
2. All trains, except locomotives with not more than two brakevans, must be hauled over the single line siding.
3. The single line siding must not be used for stabling purposes except at weekends when no servicing of the colliery is required. At weekends, when the Senior Railman is not present, locomotives may be stabled between the hand points at the Diesel Depot end and the 'Limit of Stabling' board.

Page 394

Add:– **CRESWELL COLLIERY : RAPID LOADING FACILITIES**

1. When tare-weighing is to commence, the train must be drawn over the weighbridge at a speed not exceeding 4m.p.h. and it must be stopped with the rearmost wagons beneath the bunker.
2. The train must be propelled during loading and Gross weighing and when this is completed, the Driver, under authority of hand signals from the Guard, must continue propelling the train to a point clear of the weighbridge.
3. In an emergency, the Guard must place the special loading signals to the "Stop Immediately" aspect by means of the lineside switch and advise the Bunker Operator of the circumstances.
4. The Guard of a train for the Down direction must advise the Bunker Operator when the locomotive is ready to run round the train.

SHIREBROOK COLLIERY BRANCH

SHIREBROOK COLLIERY SIDINGS EMPTY WAGON LINE

Delete first and second paragraphs and **substitute** :–
Conventional empty wagons must be placed in the loaded Wagons Sidings or Shirebrook Down Sidings unless Special arrangements are made with the NCB for a train to pass via the Empty Wagon Line to the Empty Wagon Sidings.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 394 – substitute – continued

SHIREBROOK COLLIERY BUNKER FACILITY

Amend first sentence:–

Locomotives of trains which have been propelled onto the Bunker. Arrival/Departure line must run round via the Empty Wagon line prior to Bunker loading, locomotives of trains departing towards Mansfield must run round after Bunker loading; drivers must, during such run round movements, ensure no conflicting movements are taking place and must not exceed 3m.p.h. when passing through the Bunker to attach to the train.

Page 395 (Page 159 Supplement No.1)

SAXILBY (SYKES JUNCTION) TO TORKSEY

TORKSEY SHELLMEX LIMITED – OIL DEPOT

Add as new paragraph after third paragraph:–

"When awaiting the completion of the unloading operations, the Driver must place the locomotive in the run round loop at the Torksey end of the Single line."

Page 397 – 9 WEST BURTON POWER STATION

Delete existing instructions and **Substitute:**–

1. The sections of lines between Signals Nos.C1 and C5, D1 and D5, E1 and E5, F1 and F5, together with the associated special signals are under the control of the C.E.G.B. Hopper Operator. Signals Nos.C1, D1, E1, F1, K1 and L1 are under the control of the C.E.G.B. Controller. Signals Nos.C5, D5 E5, F5, K2 and L2 are controlled from West Burton signal box.

Coal Lines C and D

2. Locomotive cab doors must be kept closed from the time the locomotive leaves Signal Nos. C1 or D1 until it arrives at Signal Nos.C2 or D2.

3. Trains for discharge must stop at Signals Nos.C1/D1 irrespective of the aspect being displayed by the subsidiary signal and Drivers must engage automatic slow speed control and only change back to normal control at the "32" marker board. Drivers must control their trains at all times by use of the train brake and not rely only on the locomotive brake.

4. During discharge, the Guard must remain on the locomotive. The Examiner will hand to the Guard a "train preparation note" as the train passes the Examiner's cabin. After discharge, and if the train is in order to proceed, the Examiner must press the appropriate "train ready to start" plunger.

5. When it is necessary for any defective wagons to be detached, or if there are any wagons on which the hopper doors cannot be closed, the Examiner will operate a white flashing light at Signals Nos. C5/D5 for the purpose of calling the Guard to the telephone. The Guard must then ascertain from the Examiner, the number and position of such defective wagons, complete the "train preparation note" and make the necessary arrangements with the C.E.G.B. Controller for detaching into the cripple siding. During this detaching operation, the Guard must ensure that the train does not stand foul of the road crossing.

6. Only those wagons advised by the Examiner as defective must be detached into the cripple siding. Wagons with green "for repairs" labels affixed, which may include those on which the hopper doors cannot be closed after discharge, may be worked with the train set to Doncaster or Worksop for C & W attention.

7. After the detaching movement has been completed, the Guard will be responsible for re-forming the train, and also for carrying out the provisions of the Rule Book, Section H.6.3.1. After detaching defective wagons and attaching replacement wagons and the train is fit to depart, the Guard must advise the Signalman and give his assurance that the cripple siding ground frame has been restored to normal.

8. If there are no defective wagons to be detached, the Examiner will be responsible for carrying out the provisions of the Rule Book, Section H.6.3.1. In the event of there being no Examiner on duty, this responsibility will rest with the Guard.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 397–9 – substitute – continued

Dust Lines E and F

9. When the Subsidiary Signals Nos.E1/F1 show a proceed aspect and any radio instruction to proceed is received, the Driver must work in accordance with the aspects displayed by the special signals and any radio instructions received from the C.E.G.B. staff. Drivers must control their trains at all times by use of the train brake and not rely on the locomotive brake.

10. When loading has been completed, the Guard must inform the Signalman that the train is ready to depart. In the event of the train being required to continue loading on the adjacent Dust Line the Guard must advise the Signalman accordingly.

Radio Control of Fly Ash Trains

11. To assist in the loading of fly ash the C.E.G.B. has introduced a system of radio-control at the power station. When the radio system is in operation, it must be used in conjunction with the existing signals and in accordance with the following instructions.

(a) Upon arrival at the dust hopper house the Driver of the train for loading will be handed a portable radio receiver by a member of the C.E.G.B. staff.

(b) The Driver must place the receiver on the console of the locomotive in a suitable position for radio reception, extend the aerial, switch on the set to "low" volume and remain in the "listen" position.

(c) All instructions to the Driver will be prefixed by the words "Dust Driver" ..... followed by the appropriate instruction in accordance with the following code:–

(i) Dust Driver move forward

(ii) Dust Driver set back

(iii) Dust Driver prepare to stop

(iv) Dust Driver stop

(v) Dust Driver Emergency Stop

(vi) Dust Driver loading completed

(vii) Dust Driver run round the circuit to continue loading.

(d) The Driver must acknowledge that he has received and understood the instructions by pressing the button on the microphone and giving two "bleeps" each of one second's duration, with a one-second pause between each "bleep". In the case of an emergency stop (Clause 3 (v)) the acknowledgement must be given after the appropriate action has been taken.

NOTE: If the special signals display the "Stop Immediately" aspect and Instruction (i) above is received by the radio, the Driver must **not** move his train until a Proceed aspect is displayed. However if instruction (iv) or (v) is received, the Driver must stop his train immediately, irrespective of the aspect displayed by the signals.

(e) The method of working outlined will apply throughout the process of loading.

(f) After loading has been completed, the Driver will be advised accordingly. He must acknowledge the instruction, switch off the set, restore the aerial to normal and return the radio to the C.E.G.B. staff.

12. Drivers must be careful to ensure they do not leave the power station with the apparatus still in their possession.

Oil Sidings K and L.

13. Trains directed to these sidings will be stopped at Signal No.K1 or L1. When the subsidiary signal is cleared the train must proceed forward and the Driver must stop his train so that the leading buffers of the first tank wagon are opposite the white post at the end of the oil unloading gantry.

14. The Guard must secure the train uncouple the locomotive and instruct the Driver to proceed forward to marker board "B" to await completion of unloading. The C.E.G.B. Operator in charge of the oil sidings, on completion of discharge will give authority for the locomotive to set back on to the empty tank wagons. The Guard must telephone the Signalman when the train is ready to depart.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 397–9 – substitute – continued

Use of Emergency Coal Discharge Viaduct

15. When it is necessary for the Emergency Coal Discharge Viaduct to be used, the wagon doors will be opened manually over the viaduct hoppers. Whilst discharging the Driver must work to hand signals given to him by the Guard who will receive his instructions from the C.E.G.B. Operator in charge at the viaduct.

16. On disharge being completed, trains will be moved with the hopper doors open and these will be closed by the trains being run past the automatic closing gear on the coal hopper lines, or alternatively, the doors will be closed manually on the dust hopper lines. In either case, the Examiner must check that the wagon doors are closed and authorise the Guard either to proceed or to detach defective wagons as may be necessary.

Speed Limits

17. The following speed limits apply within the power station:–

Over weighbridges	½ m.p.h.
Over coal hoppers, when discharging	½ m.p.h.
Over coal hoppers, Light locomotives only	5 m.p.h.
Over coal hoppers, Train not discharging	½ m.p.h.
Over dust hoppers when positioning wagons	1 m.p.h.
Over dust hoppers when not loading	5 m.p.h.
Over oil sidings	5 m.p.h.
Over remainder of lines.	15 m.p.h.

GENERAL

18. To avoid injury or damage in an emergency, and to ensure efficient working it is essential that trains be stopped immediately the special signals display the "Stop Immediately" aspect.

19. If it becomes necessary for snowploughs, either independent, or fitted to locomotives, to operate on C.E.G.B. lines, they must in no circumstances work over the weighbridges, or over the track hoppers unless directly supervised by the C.E.G.B. Shift Foreman.

20. Only trains authorised by the C.E.G.B. Controller may pass over oil sidings K and L.

21. Loaded 100 ton tanks are prohibited from passing over the Emergency Coal Discharge Viaduct and the coal hoppers.

Page 399 **CLEETHORPES TO WOODHOUSE JUNCTION (VIA RETFORD)**

Add:–

WORKSOP

Worksop Sidings:– Drivers of locomotives approaching the foot crossing on the Main line during darkness and/or fog or falling snow must sound the locomotive horn.

CARLTON ROAD LEVEL CROSSING

Delete sub heading and item.

Page 404 (Page 161 Supplement No.1)

Immingham Lindsey Oil Company's Sidings

Delete heading and instructions and **Substitute :–**

Immingham Lindsey Oil Refinery Sidings.

Stop signals together with associated subsidiary signals and controlled by the Lindsey Control Tower are provided to control the entrance to and exit from the Lindsey Oil Refinery Sidings. Movements within the sidings are controlled by ground position light signals and stop boards.

The stop boards must only be passed under the authority of the Lindsey Oil Refinery Staff.

Train ready to start plungers are provided at the south end of each Departure Siding, also the Engine Release line. The plunger must be operated when the train is ready to proceed.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued
LOCAL INSTRUCTIONS – continued

Page 404 (Page 161 Supplement No.1) – **continued**

LINDSEY OIL REFINERY & HUMBER OIL REFINERY
BATTERY ELECTRIC TAIL LAMPS

Delete the existing Instructions and **substitute**:–

Use of Bardic Battery Electric Tail Lamps on trains arriving at and departing from the Refineries is authorised within the confines of the Refineries subject to the following conditions:–

(a) The on/off switch must not be operated inside the Refineries except in the locomotive cab. Guards making a change of lamps at Lindsey Oil Refinery must operate the on/off switch in the charging room located at ground level in the Control Tower building.

(b) Use is confined to the area of the main rail sidings, the lamps must enter and leave the refineries by the rail access only, and under no circumstances must a lamp be taken within a radius of 50ft. of the loading area.

Page 406 (Pages 165/166 Supplement No.1)

COTTAM POWER STATION

Delete existing instructions and **Substitute**:–

1. The portion of line between Signals Nos.11 and DB73 is under the control of the C.E.G.B. Controller.
2. Locomotive cab doors must be kept closed from the time the locomotive leaves Signals Nos.3/4 until it reaches Signals Nos.5A/6A.
3. Trains for discharge must stop at Signal No.3 or 4 irrespective of the aspect displayed, and Drivers must engage automatic slow speed control, and only change back to normal control when opposite Signals Nos.5H/6H. For normal operation, Drivers will work to the aspects displayed by the special signals, suffixed A, C, E, G and J.
4. During discharge, when it is necessary to change from normal working to the "Stop/Go" method, the train will be stopped, the special signals switched off and the shunt signals switched on. Drivers must receive a green hand signal from the Hopper House Controller before commencing to work to the aspects of the shunt signals. If discharge is to be by the "Stop/Go" method before the train enters the Hopper House Drivers will be advised before leaving Signals Nos.3/4. When working under this system the Driver must stop immediately the shunt signal is placed to the "Stop" aspect.
5. Drivers must control their trains at all times by use of the train brake and not rely on the locomotive brake.
6. During discharge, the Guard must remain on the locomotive. The Examiner will hand to the Guard, a "train preparation note" as the train passes the Examiner's cabin. After discharge, and if the train is in order to proceed, the Examiner must advise the C.E.G.B. Controller who will clear Signals Nos.7/8.
7. When it is necessary for any defective wagons to be detached, or if there are any wagons on which the hopper doors cannot be closed, the Examiner will operate the blue flashing light at Shunt signal No.5J or 6J for the purpose of calling the Guard to the telephone. The Guard must ascertain from the Examiner the number and position of such defective wagons, complete the "train preparation note" and arrange with the C.E.G.B. Controller for detaching into the cripple siding. Wagons with green "for repair" labels affixed which will include those on which the hopper doors cannot be closed. must be worked with the train set to Worksop for C & W attention.
8. The connection to the cripple siding/spare wagon siding is operated by an Annett's key kept in the Heppers instrument near the points. After detaching "Not to go" wagons, the Guard must attach the appropriate number of wagons from the spare wagon siding. The C.E.G.B. Controller must be advised by telephone when work has been completed.
9. Drivers must ensure that at all times they do not stop their trains foul of the road crossing over the departure lines on the power station side of Signals Nos.7/8.
10. After the detaching and attaching movements into the cripple siding have been completed, the Guard will be respon sible for carrying out the provisions of the Rule Book Section H.6.3.1. If there are no defective wagons to be detached, the Examiner will be responsible for carrying out the provisions of the Rule Book Section H.6.3.1. In the event of there being no Examiner on duty, this responsibility will rest with the Guard.

Working of Trains into the Oil Sidings

11. The Driver must stop with the cab door opposite marker board "A" located at the East end of the siding.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 406 – substitute – continued

12. When the locomotive on the train is other than Type 37, the Guard must instruct the Driver to proceed a short distance ahead of the marker board "A" and stop the train so that the leading buffers of the first tank wagon are opposite the white post at the end of the oil unloading pipeline.
13. The Guard must, after detaching the locomotive, instruct the Driver to proceed to Shunt Signal No.33 to await the completion of the unloading operation.
14. The C.E.G.B. Operator in charge of the oil sidings, on completion of discharge, will clear Shunt Signal No.33 for the locomotive to set back on the empty tank wagons.
15. The Guard must advise the C.E.G.B. Controller when the train is ready to depart.
16. Loaded 100-ton tanks are prohibited from passing over the coal hopper.
17. **Speed Limits**

Over weighbridges	½ m.p.h.
Over coal hoppers, when discharging	½ m.p.h.
Over coal hoppers, light locomotives only	5 m.p.h.
Over coal hoppers, train not discharging	½ m.p.h.
Over oil sidings.	5 m.p.h.
Over remainder of power station lines.	15 m.p.h.

18. If it becomes necessary for snow ploughs, either independent or fitted to locomotives to operate on the C.E.G.B. lines, they must in no circumstances work over the weighbridges or through the hopper house unless directly supervised by the C.E.G.B. Shift Foreman.

Page 407 BRANCLIFFE EAST JUNCTION TO THURCROFT SIDINGS

THURCROFT SIDINGS

Delete existing instructions and **substitute** :–

The propelling of a train to the Colliery Empty Sidings must not commence until permission has been obtained from the B.R. shunter. The Guard must ensure the hand points from the Loaded sidings are in the correct position before the movement commences.

Page 408 BARNETBY (WRAWBY JUNCTION) TO DONCASTER (MARSHGATE JUNCTION)

Add :–

SCUNTHORPE B.S.C. COAL DISCHARGE TERMINAL

1. Control of the train must at all times be by means of the train brake.
2. Locomotive cab doors must be kept closed from the time the locomotive leaves signal No.B.4 until it arrives at special unloading signal No.B.5.
3. During discharge, the Guard must remain on the locomotive.
4. The train must be stopped upon arrival of the locomotive at Signal B.6/B.5.R.3 and the Driver must change back from slow speed to normal control.
5. If there are no defective vehicles to be detached, the C & W Examiner is responsible for observing the Rule Book Section H, Clause 6.3.1. In the event of no C & W Examiner being on duty, the Guard is responsible for observing this rule.
6. When the 'C' indicator is illuminated the Guard must obtain details of the number and position of the defective vehicles.

   The points to the Cripple Sidings are clipped and padlocked in the normal position and the key kept by the B.S.C. Controller. The Guard must obtain the key and after detaching the defective vehicle(s) the points must be secured in the normal position and the key returned to the B.S.C. Controller.
7. If it becomes necessary for snow ploughs to operate on B.S.C. lines, they must not work over the Hopper Line unless directly supervised by the B.S.C. Duty Officer.

SPEED LIMITS

8. The following speed limits apply within the terminal area :–

Over the track hopper (when discharging)	– ½ m.p.h.
Over the track hopper (light locomotives only)	– ½ m.p.h.
Over remainder of terminal lines	– 5 m.p.h.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

BARNETBY (WRAWBY JN.) TO DONCASTER (MARSHGATE JN.) – continued

Page 408 (Page 168 Supp. No.1)

SCUNTHORPE

BELL IN FRODINGHAM STEEL WORKS SIDING ENTRANCE "A"

Delete sub heading and instructions and **substitute**:–

SCUNTHORPE BRITISH STEEL CORPORATION SIDINGS ENTRANCE "A"

To protect B.R. movements to and out of Entrance 'A' sidings, the signal situated on the works side of the connection between the Loop and Entrance 'A' sidings must be placed at Danger before any movement is allowed towards these sidings. When B.R. movements have been completed and are clear of the hand points on the Loop line, the signal must be restored to the off position.

Page 410 (Page 169 Supplement No.1)

Working into Hatfield Colliery

Delete existing instructions and **substitute**:–

A propelled movement may be made from the Down Hull into Hatfield Colliery Sidings after No.108 signal has been cleared and the loud sounding bell operated. A telephone is provided at Signal 108 connected to the BR shunters cabin in the sidings. The guard of a train arriving on the Down Hull line for Hatfield Colliery must immediately contact the BR shunter by telephone.

A loud sounding bell is situated adjacent to the Down Hull line, 35 SLU's east of signal 108 and is operated by the BR shunter in accordance with Rule Book Section J.3.2. for propelled movements into the sidings.

Train movements out of the colliery sidings must not pass the notice boards worded "Stop for Orders" situated at the East end of the colliery sidings without the authority of the BR shunter.

No movement must be made into the colliery sidings when the BR shunter is not on duty.

Pages 412/3 DINNINGTON, MALTBY, MARKHAM AND HARWORTH COLLIERIES

Add :- MALTBY COLLIERY : RAPID LOADING INSTALLATION

1. Trains of M.G.R. wagons will be signalled from the Colliery Running Road to the shunt signal immediately to the rear of the weighbridge on the bunker line. When the shunt signal is cleared, the train must be hauled through the bunker for the wagons to be tare – weighed, at a speed not exceeding 4 m.p.h. and it must be stopped with the last four wagons positioned under the bunker for loading.
2. The wagons must be loaded on the "Stop/Go" method in rafts of four under control of the special loading signals.
3. During the loading operation, the Guard must position himself at the emergency plunger to restore the special loading signals to Danger in the event of emergency.
4. On completion of the loading operation, the train must be propelled clear of the shunt signal to complete gross weighing.
5. The Guard must then collect the loading documents from the NCB staff and inform the Signalman that the train is ready to depart from the bunker line. The propelling movement from the bunker line must be made on to the Colliery Running Road.
6. Run-round movements must always be performed whilst the wagons are standing on the Colliery Running Road using either No.1 siding or the Main Line.

Page 415 DONCASTER SOUTH JUNCTION TO SHEFFIELD (WOODBURN JUNCTION)

Add:–

ALDWARKE JUNCTION

Parkgate Iron & Steel Co's Sidings – Trains propelled out of these sidings towards the 'Limit of Shunt' board on the Up Main line to behind A25 signal must not exceed 55 SLU's.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Pages 415/416

MEXBOROUGH EAST JN. TO BARNSLEY JN. (VIA BARNSLEY)

MANVERS WASHERY BRITISH RAILWAYS EMPTIES BRANCH

INSTRUCTIONS TO BRITISH RAILWAYS TRAIN CREWS

Delete last three paragraphs and **substitute** :–

After disposing of the train in the Empties Sidings the locomotive and brake van must proceed over the Engine Line up to the Loading Sidings Stop Board which must only be passed on the authority of the Loaded Sidings Shunter.

Loaded trains must only leave the Sidings via the existing Manvers Washery Ground Frame.

Page 417 MEXBOROUGH EAST JUNCTION TO BARNSLEY JUNCTION

Add:–

ELSECAR JUNCTION

The following horn codes apply:–

South Empties to Outlet Road ..... 2 short 1 long

North Empties to Outlet Road ..... 3 short 1 long

Page 418 ELSECAR JUNCTION AND WATH CENTRAL STATION

DARFIELD MAIN

Delete item and **substitute** :-

Guards of trains to be propelled into Darfield Main Colliery Sidings will be advised by the Signalman into which siding the wagons are to be placed. The Guard must set the appropriate hand points, advise the Signalman and authorise the movement.

Page 419 **Add**:– THRYBERGH JUNCTION TO SILVERWOOD COLLIERY

SILVERWOOD COLLIERY BRANCH

The branch is worked under the Regulations for working single lines by One Train Working (subject to the modifications herein) as far as this applicable but no train staff is provided.

The signals controlling movements to and from the branch are electrically controlled to prevent more than one train or locomotive being on the line at the same time.

FAILURE OF SIGNALLING EQUIPMENT In the event of a failure of the signalling equipment controlling movements to and from the branch, working by Pilotman will be introduced.

DISABLED TRAIN Should a failure occur on the branch the Driver, after ensuring his train cannot be moved, must proceed to Thrybergh Jn. signal box and advise the signalman of the circumstances.

The Driver must conduct the assisting locomotive to the disabled train. The assisting locomotive must remain with the disabled train until it leaves the branch.

Silverwood Ground Frame is released by Annetts Key which is kept in Silverwood Junction Ground Frame cabin and is released by the Signalman at Thrybergh Junction. The person in charge at Silverwood Sidings will be responsible for obtaining a release for the Annetts Key, operating the Ground Frame to enable trains to depart from the sidings, replacing the Ground Frame points to normal, returning the Annetts Key and advising the Signalman at Thrybergh Junction when he has done so.

SILVERWOOD JUNCTION TO SILVERWOOD COLLIERY SIDINGS

Delete heading and item.

ECCLESFIELD EAST GROUND FRAME TO TINSLEY STATION JUNCTION

MEADOW HALL

Delete:– sub heading and item.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 420 **HASLAND (LMR) TO WATH ROAD JUNCTION (VIA SHEFFIELD)**

Add:–

SHEFFIELD STATION

TELEPHONES ASSOCIATED WITH SIGNALS S101, S112 and S116

The telephones associated with the above signals are affixed to the walls of the Station buildings on No.1 Platform, almost opposite the relative signals.

The Area Manager must ensure that access to these telephones is not impeded.

BRIGHTSIDE

WICKER BRANCH

Delete existing instructions and **substitute** :–

The swivel scotch blocks provided at each end of the connections Nos. 4 and 3 Sidings must be removed from and replaced on the line when it is necessary to make movements beyond them.

Page 421

WINCOBANK STATION JUNCTION

Delete – sub heading and item

KILNHURST

Amend Sub heading :– **YORKSHIRE TAR DISTILLERS SIDINGS**

Delete instructions and **substitute** :–

Before entering the Siding, trainmen must obtain the permission of the firms' staff and an assurance that the Siding gates have been opened.

Locomotives must not pass over the weighing machine.

Page 422 **BEIGHTON JUNCTION**

Delete – heading and item.

CHESTERFIELD (TAPTON JUNCTION) TO MASBOROUGH STATION SOUTH JUNCTION

Add:– SHEFFIELD FREIGHTLINER TERMINAL

1. The Terminal Overseer is responsible for all movements within the terminal. He will maintain liaison with the Divisional Control, Sheffield and the signalmen at Rotherham Masborough Sorting Sidings North and South Signalboxes. For inwards train movements he will ensure that the procedure for the operation of the Acceptance Plungers for the release of the signals is correctly carried out. For outwards train movements he will advise the appropriate signalmen by telephone that the movement is ready to start.

2. **Train Arrivals**

   2.1 The signalman at Rotherham Masborough Sorting Sidings North or South signalbox will advise the Terminal Overseer of the approach of a train at least 15 minutes before its arrival.

   2.2 The Terminal Overseer will advise the signalman concerned that the track or tracks to be used will accommodate the train clear of the running lines.

   2.3 After the train has been correctly berthed the following sequence will apply:–

   2.3.1 **Terminating Trains**
   The guard must apply hand brakes on 3 vehicles at the locomotive end of a train of up to 15 vehicles, or 4 vehicles of a train of over 15 vehicles, then uncouple the locomotive and report to the Terminal Overseer that this has been done. The Terminal Overseer will arrange with the appropriate signalman for the departure of the locomotive.

   2.3.2 **Through Trains**
   No further train movement will be made without the authority of the Terminal Overseer who will instruct B.R. staff to uncouple or couple as necessary.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 422 – Add – continued

3. **Train Departures**

3.1 After entering the terminal the driver must stop the locomotive short of the train and wait for the guard's handsignal.

3.2 The guard must report to the Terminal Overseer immediately on arrival and, when instructed, will attach the locomotive to the train.

3.3 The driver must apply the independent air brake on the locomotive, release the air brakes on the train, and in conjunction with the guard, carry out the brake continuity test.

3.4 The guard must release all hand brakes on the train.

3.5 The Terminal Overseer will, at a convenient time hand to the guard the relevant train documents, the handing over of which does not constitute an authority to move the train.

3.6 The Terminal Overseer will give the authority to the guard to start the train.

TREETON SOUTH-ORGREAVES NEW SIDINGS

Delete sub heading and item.

Page 423 BARROW HILL, SEYMOUR JUNCTION TO GLAPWELL NEW COLLIERY SIDINGS.

MARKHAM COLLIERY RAPID LOADING BUNKER

Delete existing instructions and **substitute** :–

Trains will be accepted onto either Arrival Line "A" or Arrival Line "C" but Arrival Line "C" will always be used if there is another train already loading, or preparing to run round after loading.

When the G.P.L. Signal is cleared, the train must proceed over the weighbridge for tare weighing and through the Bunker towards the outmost loading signal at a speed not exceeding **3 m.p.h.** The Guard must alight and remain at the bunker.

When the first wagon to be loaded (the last wagon of the train) is in a suitable position for loading, the loading signals will be switched on and the "Stop Immediately" aspect will be displayed. When the train has come to a stand, the Driver must engage the Automatic Slow Speed Control (set for ½m.p.h) and when the loading signals exhibit the "Move at Low Speed in Direction for Loading" aspect, the locomotive must propel the train through the Bunker at ½m.p.h. for loading and gross weighing under the control of the loading signals.

During the loading and gross weighing, the Guard must position himself at the Bunker ready to stop the operation by placing the loading signals to "Stop Immediately" by means of the lineside "STOP" switch, should this be necessary at any time during the movement, and must not allow the movement to re-commence until he is satisfied that it is safe to do so.

When the last wagon (the wagon next to the locomotive) is at the Bunker in a position for loading, the Guard must stop the train by operating the lineside switch to place the loading signals to "Stop Immediately" so that the locomotive does not strike the loading chute. The last wagon will then be loaded whilst stationary, and when this has been done, the Bunker Operator will retract the loading chute and operate the loading signals for the propelling movement to continue until the train is clear of the weighbridge. The train will then be brought to a stand by means of the loading signals which will afterwards be switched out. The Driver must then change back to normal control and continue propelling until inside clear on "A" or "B" line behind No.5 or 6 G.P.L. signal.

The locomotive must then run round via "B" or "A" line as appropriate, but must not use "C" line for this purpose.

The waybill will be handed to the Guard by the Bunker Operator.

The Guard must inform the Bunker Operator when the train is ready to depart, and the Bunker Operator will advise the Signalman at Markham Colliery Sidings signal box accordingly. The train must draw towards the departure signals when the Guard has rejoined the train.

Subject to all lower speed restrictions referred to above, a maximum speed limit of **15m.p.h.** applies over all lines, including Arrival and Departure lines, within the bunker installation.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 424 **BARROW HILL, SEYMOUR JUNCTION TO GLAPWELL NEW COLLIERY SIDINGS**
PROPELLING TRAINS TO THE EASTERN REGION EMPTY WAGON SIDINGS

Delete sub-heading and instruction and **substitute:–**

BOLSOVER COLLIERY – PROPELLING OF TRAINS TO THE MIDLAND AND G.C. GROUPS OF EMPTY WAGON SIDINGS

The empty sidings ground frame must not be operated until the following instructions have been carried out:–

1. After obtaining authority from the N.C.B. person in charge for the train to enter the sidings and receiving assurance that no conflicting movements will be made on or towards the Empties branch until the train has returned on to the Single Line the Guard must lower the barriers at the two level crossings.
2. In the case of a train for the G.C. Group of Empty Wagon Sidings the Guard must operate the signal switch on the post on the East Side of the line leading to the G.C. Empty Sidings adjacent to the Bolsover – Chesterfield Main Road Bridge.
3. The Guard must then return to the ground frame, reverse the points and instruct the Driver to make the movement.
4. In the absence of a green aspect at the signals, the Guard must work to the instructions of the N.C.B. person-in-charge and then handsignal the Driver as required.
5. Should the green aspect of the signals become extinguished during the movement of a train, the Driver must stop immediately.
6. A Driver must be prepared to receive handsignals from the Guard at any time, irrespective of the signal aspect.

TRAINS RETURNING FROM THE MIDLAND AND G.C. GROUPS OF EMPTY WAGON SIDINGS

7. Upon the train returning from the G.C. Group of Empty Wagon Sidings on to the Single line, the Guard must place the signal switch to the "Off" position.
8. The Guard must raise the level crossing barriers and return the ground frame to normal.

Page 425 **BRIGHTSIDE JUNCTION TO SHEPCOTE LANE JUNCTION**
DUNFORD HADFIELD'S STEEL FOUNDRY CO's. WORKS

Amend first paragraph :–

A gate is erected at the boundary of this works and will be opened by the firm for rail movements.

Page 425 (Page 178 – Supplement No.1)

BRIGHTSIDE JUNCTION TO SHEPCOTE LANE JUNCTION

TINSLEY YARDS (MAIN AND SECONDARY)

PREPARATION OF TRAINS

Delete existing instructions and **substitute:–**

1. **Before a train is prepared**

The Train Preparer or Guard must:–

1.1 Withdraw a radio set from the Main Yard West Supervisor's Office, check it is working correctly and record the number(s) of the siding(s) in which he is to work, on the blackboard provided and add his initials thereto.

1.2 Should a radio set not be available, advise the Main Yard West Supervisor which train is to be prepared, giving the number(s) of the siding(s) in which he is to work.

1.3 Obtain an assurance from the Main Yard West Supervisor that no movements other than the train locomotive will be made into the siding(s) from the West end, proceed to the East end of the train and apply sufficient brakes to ensure it will not be moved by any vehicle(s) which may be humped towards it.

EASTERN REGION SECTIONAL APPENDIX (SOUTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

Page 425 – substitute – continued

2. **Train Preparation**

2.1 The Train Preparer or Guard must not go between the vehicles of the train until the brakes have been applied in accordance with Clause 1.3.

2.2 Should a Train Preparer or Guard receiving a radio message from the Main Yard West Supervisor to stand clear of the siding(s) to enable a pushing down movement to enter from the East end, he must do so quickly and then assure the Main Yard West Supervisor it is safe for the movement to take place.

3. **After Train Preparation is completed**

The Train Preparer or Guard must:–

3.1 Release the brakes at the East end of the train.

3.2 Delete the blackboard entry in the Main Yard West Supervisor's Office or advise the Main Yard West Supervisor to do so if going to prepare a train on another road.

3.3 Return the radio set when provided, to the Main Yard West Supervisor's office.

4. **U.H.F. Radio, Method of Use**

4.1 Call signs which must be used at all times are as follows:–

Person	Call Sign
Main Yard West Supervisor	Base
Train Preparer with Radio 1	Alpha 1
Train Preparer with Radio 2	Alpha 2
Train Preparer with Radio 3	Alpha 3
Train Preparer with Radio 4	Alpha 4
Train Preparer with Radio 5	Alpha 5

4.2 Example method of contact

(i) Supervisor requiring to contact Train Preparer with Alpha No.2 radio set should call "Alpha 2 from Base over."

(ii) Train Preparer with Alpha No.2 radio set should answer "Base from Alpha 2 over."

(iii) Message should then be passed and acknowledged, completing communications with the word "Over."

Page 426 SHEPCOTE LANE JUNCTION TO TREETON NORTH JUNCTION

TINSLEY YARD

RECEPTION SIDINGS : SECURING OF TRAINS

(c) (i)

Delete from second line "and West End Locomotive Release Shunter".

ALTERATIONS TO INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WHEN WORKING ACROSS LONDON INTO THE LONDON MIDLAND REGION, SOUTHERN REGION AND WESTERN REGION AND ON TO LONDON TRANSPORT (B.R.30058)

PART 1 – LONDON MIDLAND REGION

MISCELLANEOUS INSTRUCTIONS

REPAIRS TO MOTIVE POWER DEPOTS, CARRIAGE SHEDS, ETC.

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

Location	Nature of Work	Duration	Commencing date
Cricklewood Carriage Sdgs.	Renewing Washing plant Temporary washing. facilities.	Continuously	
	Strict adherence to 3m.p.h. required.		

CONTENTS

Page 3

GENERAL AND LOCAL INSTRUCTIONS

INDEX

Page 4

LIST OF LINES

Page 5

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 8	**BROAD STREET TO OLD KEW JUNCTION** – Delete Maximum Permissible Speed items and **substitute:–**					Broad Street to Dalston Western Junction all particulars					
	BROAD STREET TO DALSTON WESTERN JUNCTION							**35**	**35**	MAXIMUM PERMISSIBLE SPEED.	
	DALSTON WESTERN JUNCTION TO CAMDEN ROAD JUNCTION							**45**	**45**	MAXIMUM PERMISSIBLE SPEED ON NO.2 LINES FOR CLASS 1,2 AND 5 TRAINS.	
								45	**35**	MAXIMUM PERMISSIBLE SPEED ON NO.2 LINES FOR CLASS 3,4,6,7,8,9 AND 0 TRAINS.	
								40	**40**	MAXIMUM PERMISSIBLE SPEED ON NO.1 LINES.	
	CAMDEN ROAD JUNCTION TO BOLLO LANE JUNCTION (JUNCTION WITH GUNNERSBURY LINE)							**60**	**60**	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
	BOLLO LANE JUNCTION (JUNCTION WITH GUNNERSBURY LINE) TO OLD KEW JUNCTION							**45**	**45**	MAXIMUM PERMISSIBLE SPEED.	
	Broad Street (Station)	–	–					**10**	**10**	**Entering and leaving station.**	
	(Up IBS, 823 yards from Dalston Jn. Box)							**25**	**25**	**Between 0m. 19chs. and 0¾m.p.**	
	Dalston Junction (Station)	1	1516					**25**	–	**From Dalston Jn. to Dalston Western Jn.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 8 – substitute –continued											
●	Dalston Western Junction (See page 11 for Victoria Park line)	–	452					–	25	From Dalston Western Jn. to Dalston Jn.	
								–	15	Through junction No.2 Up to Victoria Park line.	
										C. No.2 Down line, 1165 yards before reaching I.B. home signal.	155
										C. No.1 Down line, 670 yards before reaching starting signal.	155
Pages 9 and 10											
	Delete Caledonian Road & Barnsbury Station to Kensal Green Junction all particulars and **substitute:–**										
	Caledonian Road & Barnsbury Station	–	804					30	35	No.2 lines between 4m. 23chs. and 4m. 37chs.	
●	Camden Road Junction (Station) (See page 12 for Primrose Hill line)	1	362					20	20	All lines between Camden Road Jn. and 0¼m.p.	
								45	–	From 0¼m.p. to Finchley Road, except through Gospel Oak Station.	
	Kentish Town West Station	–	775							C. Down line, 530 yards before reaching home signal.	98
●	Gospel Oak (Station) (See page 15 for junction Road Jn. line)	–	1219					35	35	Through Station.	
										CW. Down line 920 yards before reaching starting signal.	98
	Hampstead Heath Station	–	956								
T.C.B.	Hampstead Heath Tunnel (1166 yards)										
	Finchley Road Station	–	1566					–	45	From Finchley Road to 0¼m.p. except through Gospel Oak Station.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 10 –	**substitute – continued**										
	West Hampstead Station	–	676							C. Up line, 1250 yards before reaching Gospel Oak home signal.	204
	Brondesbury Station	–	893								
TCB	Brondesbury Park Station	–	785							C. Down line 550 yards before reaching Kensal Green Jn. home 1 signal	176
	Kensal Rise Station	–	1084							CW. Up line 500 yards before reaching starting signal.	113
•	Kensal Green Junction (See Page 17 for Willesden New Station and for City lines)	–	1251					45	–	**From Kensal Green Jn. to Willesden Jn. Station.**	
								15	–	**Through junction to City lines.**	
								4	4	**Entering or leaving Kensal Green Siding.**	
Page 11	**VICTORIA PARK STATION (E.R.) TO DALSTON WESTERN JUNCTION**										
	Delete all particulars and **substitute:–**										
	VICTORIA PARK (E.R.) TO DALSTON WESTERN JUNCTION							35	35	MAXIMUM PERMISSIBLE SPEED.	
•	Victoria Park (E.R.)	–	–								
	(Down IBS, 545 yards from Victoria Park box)										
•	Dalston Western Junction (See page 11 for Broad St. to Old Kew Jn. line).	2	219					15	–	**Through junction to No.2 Down line.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Page 12	**Delete:–** **ST. PANCRAS NORTH LONDON INCLINE GROUND FRAME TO ST. PANCRAS SIDINGS** – all particulars.										
	CAMDEN ROAD JUNCTION TO WOLVERTON **Delete:**–Camden Road Jn. to Camden Jn. all particulars and **substitute:–**										
TCB	Camden Road Junction	–	–					–	20	**Through junction.** C. Down line, 915 yards before reaching signal EN.126.	564
								15	–	**Main line from 5m. 29chs. to Camden Jn.**	
Euston box area	Primrose Hill Station	–	871	TCB	TCB			20	–	**North London Electric line from Primrose Hill to Camden Jn.**	
TCB								–	20	**North London Electric line from Camden Jn. to Primrose Hill.**	
	Camden Junction	–	671					–	15	**Main line from Camden Jn. to 5m. 23chs.**	
Page 14	Berkhamstead **Amend** speed restrictions							**90**	**90**	**Fast lines between 27½m.p. and 28m. 5chs.**	
Pages 14/15	**Delete:**–Cheddington Station to Bletchley all particulars and **substitute:–**										
Bletchley box area	Cheddington Station	4	759								
	Ledburn Junction	2	175					30	–	**Fast to slow.**	
								30	–	**Slow to fast.**	
				TCB	TCB			–	30	**Fast to slow.**	
								–	30	**Slow to slow.**	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 14/15–substitute–continued											
Bletchley box area	Leighton Buzzard Station	1	1743	TCB	TCB			80	–	Fast line from 30m. 27chs. to 41m. 7chs.	
								–	80	Fast line from 40m. 78chs. to 40m. 27chs.	
								90	–	Fast line from 41m. 7chs. to 42m. 4chs.	
								–	90	Fast line from 42m. 4chs. to 40m. 78chs.	
	Linslade Tunnel (287 yards)										
	Bletchley (Station)	6	689					15	–	Through junction to Bedford line.	
Page 15	**LATCHMERE JN. (SR) TO WILLESDEN HIGH LEVEL JN.**										
	Between Latchmere Jn. and Chelsea & Fulham										
	Delete speed restriction							30	30	Between 1m. 75chs. and 1m. 35chs.	
	Add speed restrictions							15	15	Between 1m. 75chs. and 1m. 56chs.	
								30	30	Between 1m. 56chs. and 1m. 35chs.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes M	Distance between signal boxes Yds	Running lines Up	Running lines Down	Loops and Refuge Sidings Description	Loops and Refuge Sidings Standage Wagons L & V	Permanent speed restrictions miles per hour Down	Permanent speed restrictions miles per hour Up	Catch points, spring or unworked trailing points Position	Catch points, spring or unworked trailing points Gradient (Rising unless otherwise shown) 1 in
Page 16	**LATCHMERE JUNCTION (S.R.) TO WILLESDEN HIGH LEVEL JUNCTION—continued**										
	Delete Chelsea and Fulham to Kensington South Main, all particulars and **substitute:–**										
	Chelsea and Fulham	1	198							C. Up line immediately after passing starting signal.	104
	Kensington South Main	1	990					20	–	**Main to platform line.**	
	Delete Kensington North Main to North Pole Junction all particulars and **substitute:–**										
	Kensington North Main	–	528					20	–	**Platform to Main**	
		(from Kensington South Main)						–	20	**Main to platform**	
								20	–	**Motorail terminal to Down Main**	
	(Down IBS, 1 mile 142 yards from Kensington North Main box)									C.W. Down line, 1127 yards before reaching IB home signal.	132
										C. Down line, 750 yards before reaching North Pole Jn. home signal.	142
	North Pole Junction (See page 21 for Old Oak Common line)	1	1188					25	–	**Through junction to Old Oak Common line.**	
										C. Down line, 610 yards before reaching signal MB33.	52
	WILLESDEN TO WILLESDEN CARRIAGE SIDINGS NORTH (CARRIAGE LINES)										
Page 17	**Amend** High Level Sidings Shunting frame to read High Level Sidings										
	WEMBLEY CENTRAL TO WILLESDEN HIGH LEVEL SIDINGS ETC.										
Page 18	**Amend** High Level Sidings Shunting frame to read High Level Sidings										
Page 19	**Delete:**–Loco horn codes between Finchley Road and West Hampstead (Midland Station)										
Pages 21/23	**GREENFORD EAST STATION TO THAME**										
	Delete:–Heading and table.										

BR30058 PART 1 – LONDON MIDLAND REGION – continued

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

Page 24 ST. PANCRAS NORTH LONDON INCLINE GROUND FRAME TO ST. PANCRAS SIDINGS

Delete:–Heading and item.

TABLE E–LOCAL LOCOMOTIVE HORN CODES

Delete:–Table

TABLE F1–PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and Special Conditions
Page 25 BROAD STREET TO KEW EAST JUNCTION			
Delete:–			
Kensal Green Jn.	Acton Wells Jn.	Down	3 fitted vehicles.
Acton Wells Jn.	Kensal Green Jn.	Up	3 fitted vehicles.
CAMDEN ROAD JUNCTION TO WOLVERTON			
Amend:–			
Willesden Signal WN.38	Brent Sidings	Down through Sidings Nos.1 and 2 and Down Goods Departure No.2	–
Brent Sidings	Willesden Signal WN.44	Down through Sidings Nos.1 and 2 and Down Goods Departure Nos.1 and 3	–
LATCHMERE JUNCTION (SR) TO WILLESDEN HIGH LEVEL JUNCTION			
Add			
Kensington North Main	Viaduct Junction ground frame	Down	10 fitted milk tanks without Brake Van.
WILLESDEN TO WILLESDEN CARRIAGE SIDINGS NORTH			
Add:–			
Willesden Carriage Shed South	Willesden Carriage Shed North	Down empty Carriage Siding	Coaching stock or 10 freight vehicles without brakevan.
Amend:–			
Willesden Carriage Sidings North	Willesden Carriage Sidings South	Up empty Carriage Siding	Coaching Stock or 10 freight vehicles without brake van.
Willesden	High Level Sidings	Down High Level arrival	Coaching stock or 55 freight vehicles without brake van.
Willesden	High Level Sidings	Down Carriage	10 Coaching stock or 10 freight vehicles without brake van.

B.R.30058 PART 1 – LONDON MIDLAND REGION – continued

TABLE F1 – continued

From	To	Line	Number of vehicles and special conditions
WILLESDEN TO WILLESDEN CARRIAGE SIDINGS NORTH – continued			
Page 25 – continued			
Amend:-			
High Level Sidings	Willesden	Up High Level departure and Up Carriage	8 Coaching stock or 16 freight vehicles. Trains to Willesden Goods Yard exceeding 16 vehicles must be hauled to WN.65 or WN.67 and when the train locomotive has been detached a locomotive may be placed on the rear of the train at High Level Sidings Shunting frame to propel the train forward into the Goods Yard.
High Level Sidings	Willesden Carriage Shed South	Down Carriage	Coaching stock or 10 freight vehicles without brake van.
Willesden Carriage Shed South	High Level Sidings	Up Carriage	8 coaching stock.
HARRINGAY PARK JUNCTION TO BRENT NO.2			
Delete:–			
Cricklewood Jn.	Watling St. Jn.	2nd Up Goods	10 coaching stock vehicles during daylight and in clear weather only.

TABLE F2 – PROPELLING FREIGHT BRAKE VANS

From	To	Line	Remarks
Page 27	**BROAD STREET NO.2 TO KEW EAST JN.**		
	Delete:– Heading and items		
	CAMDEN ROAD JN. TO WOLVERTON		
	Amend:–		
Willesden signal WN.38	Brent Sidings	Nos. 1 and 2 Down Through Sidings and Down Goods Departure No. 2	
Brent Sidings	Willesden signal WN.44	Down Goods Departure Nos. 1 and 3	
	Delete:–		
Sudbury South End Sidings	Willesden High Level Sidings	Engine Line	
	MITRE BRIDGE JN. TO WILLESDEN WEST LONDON JN.		
	Delete:– Heading and item		
	KENSAL GREEN JN. TO WILLESDEN (CITY LINES)		
	Delete:– Heading and items		

BR30058 PART 1 – LONDON MIDLAND REGION – continued

TABLE G – WORKING IN WRONG DIRECTION

From	To	Line	Remarks
LATCHMERE JN. TO WILLESDEN HIGH LEVEL JN.			
Page 28 – Delete Kensington South Main/Lillie Bridge item			
Lillie Bridge/Kensington South Main item			
LATCHMERE JUNCTION (SR) TO WILLESDEN HIGH LEVEL JUNCTION			
Add–			
Viaduct Jn. Ground Frame	Kensington North Main	Down	Freight vehicles, fitted vehicles without brake van.
CAMDEN ROAD JN. TO WOLVERTON			
Delete:–			
Camden Jn.	Hampstead Road Jn.	Down North London	Freight vehicles without brake vans
Camden Yard	Hampstead Road Jn.	Nos. 1 and 2 Down Goods Arrival	
Amend:–			
Willesden signal WN.38	Brent Sidings	Down Through Sidings Nos. 1 and 2, Down Goods Departure No. 2	Coaching stock. Freight vehicles without brake van.
WILLESDEN TO WILLESDEN CARRIAGE SIDINGS NORTH			
Amend:-			
High Level Sidings	Willesden Carriage Shed South	Up Carriage	12 Coaching stock vehicles, in clear weather and during daylight only. When more than 6 vehicles are propelled, the leading vehicle must be fitted with a brake van.

TABLE H1 – WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE IN REAR – RULE BOOK, SECTION H, CLAUSE 6.1

From	To	Line	Number of vehicles and special conditions
LATCHMERE JN. TO WILLESDEN HIGH LEVEL JN.			
Page 28 – Delete – Kensington South Main/Little Bridge item			
CAMDEN ROAD JUNCTION TO WOLVERTON			
Amend :–			
Willesden Signal W.N.38	Brent Sidings	Down Through Sidings Nos. 1 and 2 and Down Goods departure No.2	70
Brent Sidings	Willesden Signal WN.44	Down Through Sidings Nos. 1and 2 and Down Goods departure Nos. 1 and 3.	70

BR30058 PART 1 – LONDON MIDLAND REGION – continued

TABLE H1 – continued

From	To	Line	Number of vehicles and special conditions
	WILLESDEN TO WILLESDEN CARRIAGE SIDINGS NORTH		
Page 29 Amend:–			
High Level Sidings	Willesden	Up Carriage and up high level departure	–
Willesden Carriage Shed South	High Level Sidings	Up Carriage	40

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

From	To	Line	Number of vehicles and special conditions
Page 29	**LATCHMERE JUNCTION TO WILLESDEN HIGH LEVEL JUNCTION**		
	Delete:– Heading and item		
	CAMDEN ROAD JUNCTION TO WOLVERTON		
	Delete:– Heading and items		
	WILLESDEN TO WILLESDEN CARRIAGE SIDINGS NORTH		
Page 29 – Amend –			
Willesden Carriage Shed South	High Level Sidings	Up Carriage	–
High Level Sidings	Willesden	Up High Level departure and Up carriage	–

TABLE J – LOCOMOTIVES ASSISTING IN REAR OF TRAINS – RULE BOOK, SECTION H, CLAUSE 3.20

From	To	Class of Train	Conditions	Remarks.
	LATCHMERE JN. TO WILLESDEN HIGH LEVEL JN.			
Page 30 – Delete –				
	Lillie Bridge/Viaduct Jn. item			
	Add –			
Kensington South Main	Viaduct Jn.	F	N	–

TABLE P2 – LEVEL CROSSINGS – AUTOMATIC HALF-BARRIERS

Name of Crossing	Signal boxes between,etc.
Page 32 Delete:–	
	GREENFORD EAST STATION TO THAME
Bledlow	Princes Risborough and Thame

BR30058 PART 1 – LONDON MIDLAND REGION – continued

Page 32 – Add:– New table

TABLE S1 – INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS

Name of Siding	Situated at or between	Line connected with	Method of control
LATCHMERE JN. (S.R.) TO WILLESDEN HIGH LEVEL JN.			
Add:–			
Viaduct Jn.	Kensington North Main and North Pole Jn.	Down	Ground Frame released from Kensington North Main (23.3.75)

Page 32/33 **TABLE T2 – LINESIDE HOT AXLE BOX DETECTORS**

Delete:– Table.

Page 33 **TABLE V1 – USE OF GUARD'S TELEPHONES – RULE BOOK, SECTION H, CLAUSE 4.12**

Delete:– Table.

TABLE X – TAIL LAMPS – LIGHTING WHEN PASSING THROUGH TUNNELS RULE BOOK, SECTION H, CLAUSE 7.3.5

Tunnel	Between
Delete:–	
Whitehouse	Beaconsfield and High Wycombe South

Page 34 **TABLE Y – LINES EQUIPPED WITH B.R. AUTOMATIC WARNING SYSTEM**

From	To	Line	Remarks
Delete:–			
GREENFORD EAST STATION TO THAME			
Greenford East Station	Princes Risborough	Down and Up Main	–

OTHER GENERAL INSTRUCTIONS

Page 36 **Add:–** **HOT AXLE BOX DETECTORS**

Lineside apparatus to detect hot axle boxes is provided adjacent to the running lines at certain locations. When a hot box is indicated in the signal box the train concerned will be stopped specially. The Signalman will advise the Traincrew of the circumstances and instruct them to make an examination of the appropriate vehicle(s).

If the vehicle(s) can safely be worked forward for C. & W. examination or for the vehicle to be detached the train must run at an appropriate speed not exceeding 20 m.p.h.

If there is any doubt whatsoever about the vehicles fitness to go forward safely for examination or to be detached the train must not be moved until authorised by a C. & W. Examiner.

As the equipment is sufficiently sensitive to detect a potential hot axle box before it is noticeable, visually or by touch, any vehicle sounding the alarm must be examined by a C. & W. Examiner at the place shown, on the Signalman's Special Instructions. **If an Examiner is not available the vehicle must be detached and not allowed to go forward without the authority of the C. & W. Maintenance Staff.**

INSTRUCTIONS RESPECTING D.C. ELECTRIFIED LINES.
Delete existing instructions and **Add:–**
INSTRUCTIONS TO TRAINCREWS 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**

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 identificatior plate showing a red telephone on a white background together with the word "Electrification" printed in red, or by black and white diagonal stripes with a red horizontal bar below or by "Isolation Telephone" printed in black on a white background.

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

1.2 **Switching off Electricity in Emergency**

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

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

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

1.2.4 Before telephoning for the electricity to be switched off. Train crews 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 electricty 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 confirm to the Electrical Control Operator that he is now in charge. The Electrical Control Operator must satisfy himself that the relief is fully aware of the limits of the isolation. Electricity will be restored only for, or after consultation with, the Person in charge of the isolation.

1.3 **Procedure in Case of Fire**

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

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

1.3.3 Urgent measures must be taken to extinguish fires likely to affect cables or other electrical equipment, In addition, the existing procedure regarding lineside fires, shown in the General 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.

BR30058 PART 1 – LONDON MIDLAND REGION – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 36 – Add – continued

Instructions to train crews – continued

1.3 Procedure in Case of Fire–continued

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 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 Conductor Rails**

2.1 **Description of System**
D.C. electrified lines may consist of either :–

(a) one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways in addition to the two running rails, one of the running rails is electrically bonded over the joints, and acts as a conductor for the return (negative) current.

(b) one (positive) conductor rail located on the sleeper ends in the cess and/or six-foot ways and one (negative) conductor rail is installed in the centre of the four-foot way, the (negative) conductor rail is electrically bonded to the running rail used for the return traction current.

2.2 **Danger of Live Equipment**

2.2.1 It must be assumed that the conductor rails and connections **are always live.**

2.2.2 **The conductor rail is charged with electricity and it is dangerous to step upon, touch or come into contact with either the conductor rails or their connections. In addition, staff must not step upon conductor rail protection boarding.**

2.2.3 **On no account must a broken or displaced conductor rail be touched until it has been isolated.**

2.2.4 Although the traction return current flows through the running rails and the negative conductor rail where provided, these rails are not dangerous to human life.

2.2.5 It is dangerous to pour water, on to, or in the immediate vicinity of, the live conductor rail, or to allow water issuing from locomotives, hose pipes, hydrants, etc., to come into contact therewith.

2.3 **Not to Cross Track more than Absolutely Necessary**
Staff are warned against crossing the conductor rail more than is absolutely necessary in the discharge of their duties, and great care must be taken to avoid contact with the conductor rail. When possible use must be made of lifts, subways or overbridges, barrow or other crossings where these are provided.

BR30058 PART 1 – LONDON MIDLAND REGION – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 36 – Add – continued

Instructions to train crews – continued

2. **Instructions, relating to lines with Conductor Rails – continued**

2.4 **Securing of Couplings and Brake Pins**

2.4.1 Guards and Shunters working trains passing over electrified lines must see that brake pins or long couplings are not allowed to hang down. The attention of the C.M.& EE's C.& W. staff must be called to all brake levers which are found to be less than 6 inches from the rail level when in their lowest position. Guards and Shunters are responsible for walking round their train to see that all is in order in this respect prior to leaving the last depot or yard before they pass over electrified lines. The middle link of loose couplings must be pushed up in order to clear the conductor rail.

2.4.2 Drivers are responsible for seeing that screw couplings attached to their locomotives are clear of the conductor rails.

2.4.3 Trainmen when pinning or unpinning hand brakes, coupling or uncoupling vehicles, etc., must as far as practicable, work on the side of the vehicles at which there is no conductor rail.

2.5 **Traincrew Alighting from locomotive and/or Examining etc. his train**

When working over electrified lines, Traincrews must not alight from the locomotive more than is necessary. Before examining, adjusting, repairing etc. any part of a vehicle which is near to the conductor rail, arrangements must be made for the current to be switched off.

2.6 **Flooding of Permanent Way**

2.6.1 All concerned are warned that when flood water is lying on the surface of the permanent way, they must take care not to step into the water, as it may be highly charged with electricity.

2.6.2 Where circumstances arise causing it to be necessary for any person to step into the water, the conductor rail must be isolated before he does so.

2.7 **Detraining of Passengers in Emergency**

Should it be necessary for passengers to be detrained, other than at a platform, the current must be switch off before they are allowed to leave the train. The conductor rail of the line upon which the train is standing and also any conductor rails alongside or over which the passenger may have to walk must be isolated.

2.8 **Prevention of Damage and Obstruction to Conductor Rail**

Contact must be prevented between any object or ballast and a live conductor rail and material must not be dragged across or dropped on such a rail.

2.9 **Dangerous to Touch Collecting Shoes**

Collector shoes of an electric multiple unit are connected together by cables and whether in contact with the conductor rail or not must be considered dangerous to life.

2.10 **Width of electric stock**

Electric trains move quickly and extra care is needed to watch for their approach. Special care should also be taken to stand well clear of passing electric trains owing to their extra width.

Page 37 Add – New table

INSTRUCTIONS FOR WORKING GROUND FRAMES.

Unlocked from Signal box. The ground frame operator must telephone the Signalman and come to a clear understanding regarding the movements to be made and request him to unlock the frame. The Signalman must inform the ground frame operator when the frame has been unlocked. Where a plunger working in connection with a release lever at the ground frame is provided, it must be pressed and held in until the lever is out of the catch.

When the movements have been completed, and the train is clear of the points ready to depart or has been shunted into the siding(s) clear of the running line(s), and the ground frame levers placed in the normal position, the ground frame operator must inform the Signalman accordingly and request him to lock the ground frame. The Signalman must inform the ground frame operator when this has been done. Until this advice is received, the ground frame operator must not rejoin the train or allow it to proceed.

BR30058 PART 1 LONDON MIDLAND REGION – continued

OTHER GENERAL INSTRUCTIONS – continued

Page 37 – Add – continued

If the ground frame operator observes any irregularity on the running lines or should a running line be fouled, he must immediately advise the Signalman and where bell communication is provided, in order to obtain the Signalman's attention without delay he must give six or more beats on the bell in rapid succession. The ground frame operator must also take whatever protective action is required.

At ground frames, where bell communication is also provided with the signal box, the following code must be used if there is a failure of the telephone:–

To Signal Box	
Unlock ground frame	2
Train shunted clear of running line(s) – Lock ground frame	3
Train on running line ready to depart – Lock ground frame	5
These codes will be acknowledged by repetition when the ground frame has been unlocked/locked.	
Running line(s) fouled	6
From Signal Box	
Clear running line(s) for train to pass	7
To be acknowledged by repetition and the code 3 sent when the line(s) have been cleared.	

The call attention signal , 1 beat, must be sent and acknowledged before the required code is sent. Should the Signalman be unable to relock the ground frame and special emergency instructions are not in force, he must not allow a following train to proceed until an assurance has been received that the points have been firmly secured in the normal position or the failure has been rectified.

Unlocked by Annett's key taken from Signal box. The key must be inserted in the lock provided on the ground frame lever to release it. The key will be locked in the lever until it is restored to the normal position. The Annett's key must be returned to the signal box when the work has been completed.

LOCAL INSTRUCTIONS

EUSTON TO CREWE AND BRANCHES

Page 38 – Delete :–

DALSTON EASTERN JUNCTION item

NORTH LONDON INCLINE item

CAMDEN ROAD JN. TO WOLVERTON

WILLESDEN

Add:–

High Level Sidings ground frame

The permission of the Signalman at Willesden Carriage Shed North box must be obtained before the ground frame is operated.

The Signalman at Willesden Carriage Shed North box must be advised when the work has been completed and the ground frame restored to normal.

Page 39 – WILLESDEN CARRIAGE SIDINGS

Add:–

Down and up carriage lines between Willesden High Level Sidings box and Carriage Shed South box. During fog or falling snow, a train may be allowed to follow a Class 3, 4, 5 or 6 train provided it is first brought to a stand at the down carriage line home signal for Willesden High Level Sidings box or at the up carriage line starting signal for Willesden Carriage Shed South box.

BR30058 PART 1 LONDON MIDLAND REGION – continued

LOCAL INSTRUCTIONS – continued

Page 39 – Add – continued

Add I.C.I. Depot

The Instructions contained in the Working Manual (Pink pages Section E2/17 clause (c) are modified as follows.

3. Bardic hand lamps may be used as necessary in the depot.
5. When I.C.I. staff are not on duty shunting instructions will be given to the B.R. Shunter by the A.Y.M Willesden. In these circumstances the Shunter will be responsible for checking points and ensuring that the siding into the Tank Farm is clear.
11. When I.C.I. staff are not on duty the completed 'Certificate of Readiness' will be left with the Security Officer. The Shunter must obtain the certificate before commencing work.
12. It will not be necessary to carry out a brake continuity test if the vehicles are being taken out on a Class 9 service.
13. Possession of the 'Certificate of Readiness' is the authority for movement.

Page 40 – Delete:–
BROMPTON & FULHAM GOODS DEPOT item

Page 41 – Delete:–
LILLIE BRIDGE SIDINGS item

Amend:–
KENSINGTON OLYMPIA – Kensington South Nos.2 and 4 Ground Frames –
Amend to read – **Kensington South No.2 Ground Frame.** When a train requires to work at this ground frame the ground frame operator must .....(remainder of item as printed).

KENSINGTON OLYMPIA

Add :-
Viaduct Junction Ground Frame Referring to the instructions for working ground frames on page 35, the following bell code is additional to those shown to be used if there is a failure of the telephone :-
To Signal Box
May train set back towards signal box..... 2–3–3
The setting back movement must not be commenced until the code has been acknowledged.

WILLESDEN TO WILLESDEN CARRIAGE SIDINGS NORTH

WILLESDEN CARRIAGE SIDINGS

Page 42 CARRIAGE SIDINGS – EMPTY TRAIN LOCATION BOARD
Delete :– Heading and item.

Add :– GUARDS ARRIVING AT WILLESDEN CARRIAGE SIDINGS TO WORK TRAINS.

Guards arriving at Willesden Carriage Sidings to work trains must report immediately to the pointsman at the Middle Frame who will advise them where their train is standing.

HARRINGAY PARK JUNCTION (ER) TO BRENT JUNCTION NO.2 CARRIAGE CLEANING PLANT.

Amend Third paragraph to read :–
When trains are authorised to proceed past the "Stop and Await Instructions" board from the Arrival lines the Pre-Sprav will operate. Drivers must ensure that all cab windows are closed.

GREENFORD EAST STATION TO THAME

Pages 43/44
Delete :– All headings and items

Page 44 Delete:–
THAME BRANCH
heading and item

ALTERATIONS TO INSTRUCTIONS AFFECTING EASTERN REGION TRAINMEN WHEN WORKING ACROSS LONDON INTO THE LONDON MIDLAND REGION, SOUTHERN REGION AND WESTERN REGION AND ON TO LONDON TRANSPORT (B.R.30058)

PART 2 : SOUTHERN REGION

WARNING

ENERGISATION OF CONDUCTOR RAIL AND ITS CONNECTIONS AT HITHER GREEN

It must be assumed that the conductor rail and its connection on No. 7 Diesel Shed siding are always alive unless the traction current has been switched off in accordance with the instruction 'Electrified Lines' on pages 78/79 of the 'Instructions affecting Eastern Region trainmen when working across London into the London Midland Region, Southern Region and Western Region and onto London Transport'.

INDEX

Page 46 **Delete:–**

	Pages
Selsdon	83

LIST OF LINES

Page 47 **Delete:–**

	Pages
South Croydon to Sandersted	58
Coombe Road to Selsdon	58

Page 75

GENERAL INSTRUCTIONS

Services conveying 16.5 tonne mineral wagons, both loaded and empty, are restricted to a maximum speed of 35m.p.h. over all Southern Region routes. (MO45/1370)

LOCAL INSTRUCTIONS

Page 80 – CLAPHAM JN.

Add :–

Protection of C.M. & E.E's staff. The C.M. & E.E's staff in Clapham Yard may use a flashing red light to protect themselves when working on a train or vehicle. The flashing light will be mounted on the buffer of the last vehicle, together with a red flag during the day, in accordance with clause 6 of the regulations shown on page 75 of the General Appendix.

Page 82 – NEW CROSS GATE

Add :–

Locomotive Powered Movements :– because of the difficulty in viewing signals at the country end of New Cross Gate Down platform, locomotive powered movements which shunt from the London side of the station into these platforms should, whenever practicable, be hauled, locomotives running round their trains in the Carriage Roads when necessary.

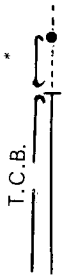
If it is not practicable for a movement to be hauled, the signalman at London Bridge should be consulted.

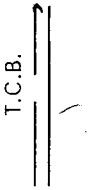
Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 50	**LATCHMERE JUNCTION TO HITHER GREEN VIA NUNHEAD** FACTORY JUNCTION TO HITHER GREEN **Amend** MAXIMUM PERMISSIBLE SPEED to:–							60	60	MAXIMUM PERMISSIBLE SPEED* (*Class 7, 8 and 9 freight trains must not exceed 35 m.p.h. on the Down line from Nunhead Station to Signal L. 249).	
Page 51	**Delete** entries Nunhead (R) to Hither Green (P) and **substitute**:–										
	Nunhead (R)	3	176					20	20	**Through junction.**	
								20	–	**Between signal L. 249 and connection with Slow line at Parks Bridge Jn.**	
	Lewisham Station										
	Parks Bridge Junction (Controlled by London Bridge (L))							–	20	**From connection with Slow line to signal R.348.**	
T.C.B.										CW. Down Slow, 240 yards before reaching signal L.287.	Level
	Hither Green Station					DGL (arrival)	28			CW. Arrival at fouling point at entrance	132
				T.C.B.	T.C.B.	UGL (departure)	33			C. Down Slow, 621 yards before reacning L.303 signal.	129
										C. Down Slow 630 yards before reaching L.307 signal.	129
										C. Down Slow, 587 yards before reaching L.313 signal.	126

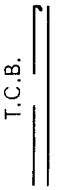
Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) ‡ in
Page 54	**BALHAM TO GATWICK AIRPORT VIA CRYSTAL PALACE** SOUTH CROYDON TO COULSDON NORTH – **Delete** MAXIMUM PERMISSIBLE SPEED and **substitute**:–							80	80	MAXIMUM PERMISSIBLE SPEED	
Page 55	*Bromley Junction* (Controlled by Norwood Jn.) **Add:**–							45	–	Local line 8m. 43chs. to 8m. 54chs.	
Page 56	Between Coulsdon North Station and Star Lane (CS) – **Amend** third permanent speed restriction to:–							80	–	19m. 22chs. to Redhill Tunnel (South end).	
Page 57	**Amend** entries for Salfords Station and Salfords (CQ) to :– Salfords Station T.C.B.			T.C.B.	T.C.B.			80	80	Local lines over reverse curves between 23¼ m.p. and 23¾m.p.	
	Gatwick Airport (CM) **Amend** distance to:–	5	423								
	Earlswood (CR) **Amend:**–							60†	60	Quarry lines, over curve between Redhill Tunnel (South end) and London end of Earleswood Station.	
	Add:– († Indicator is positioned at entrance to tunnel (London End)										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 57 – continued											
	Horley Station – **Add** as second permanent speed restriction:–							–	85	Through line through station.	
	Gatwick Airport (CM) –										
	Delete permanent speed restrictions and **substitute**:–							40	–	Down local to Up local or reversible line.	
								–	60	Down local to Up through.	
								30	–	Through to loop.	
								–	25	Loop to through.	
								–	40	Reversible to Down local (for movements to Up through line).	
								–	40	Local line through connections. London end of station.	
								70	–	Local line 26m. 53chs. to 26m. 66chs.	
								25	–	Reversible to local. Country end of station.	
								–	60	Local line through connection. Country end of station.	
								–	70	Reversible line 26m. 66chs. to 26m. 53chs.	
	BRICKLAYERS ARMS TO CRYSTAL PALACE										
	Amend MAXIMUM PERMISSIBLE SPEEDS AND entries Bricklayers Arms Depot to New Cross Gate Stations										
	BRICKLAYERS ARMS AND SYDENHAM							70†	70†	MAXIMUM PERMISSIBLE SPEED ON FAST LINES.	
								60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.	
	SYDENHAM AND CRYSTAL PALACE							60	60	MAXIMUM PERMISSIBLE SPEED. († Vacuum braked trains not to exceed 60 m.p.h.).	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 57 –	**Amend – continued**										
	Bricklayers Arms Depot										
	North Kent West Jn.	–	–					30	30	Between North Kent West Jn. and Bricklayers Arms Jn.	
	Bricklayers Arms Jn.	0	860					20	20	Through junction.	
	(Controlled from London							25	–	Up Slow to Up Fast.	
	Bridge (L))							–	30	Fast to Slow.	
								25	–	Up Fast to Down Fast via South Crossover.	
								25	–	Fast to Slow.	
	New Cross Gate Station							20	–	Slow to Fast.	
	*"No Block" on Up line. T.C.B. on Down line.										
	Forest Hill Station										
	Delete:–							–	25	Through connection local to Through beyond JC.171 signal.	
	Add:–							65	–	Fast line 5½ m.p. to 6 m.p.	
								25	–	Fast to Slow.	
	Sydenham Station										
	Add:–							–	25	Slow to Fast beyond L.600 signal.	







Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 58	**SOUTH CROYDON TO SANDERSTEAD** **Delete:-** heading and table										
	COOMBE ROAD TO SELSDON **Delete:-** heading and table										
Pages 59 – 61	**KEW EAST JUNCTION TO EARLEY** **Delete** table between Kew East Jn. and Whitmoor Bog L.C. and **substitute:-**										
	Kew East Junction (KE) (See page 11 for Broad Street line).	—	—					**45**	**45**	**Between Kew East Jn. and Old Kew Jn.**	
	Old Kew Junction (Controlled by Feltham)					DRS URS	75 77	**20**	**20**	**Through Junction.**	
	Brentford Central Station										
	Syon Lane Station									C. Down line 695 yards before reaching F143 signal.	191
TCB	Wood Lane L.C. (CCTV)										
	Isleworth Station										
	Hounslow Station					URS	54				
	Hounslow Junction (Controlled by Feltham)										
	Feltham Junction (Controlled by Feltham)							**20**	**20**	**Through junction.**	
	Feltham (F)	6	865								
	Feltham Station										
	Feltham West L.C. (CCTV)									C. Up line 650 yards before reaching F186 signal.	205

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 59–61 – substitute – continued											
	Ashford Station										
	Staines Station					DGL	44	40	40	Between 18¾ m.p. and station.	
						UGL	60	20	20	Between station and Egham side of Thames River bridge.	
	Thorpe Lane LC (CCTV)							40	40	Between Egham side of Thames River bridge and 19m. 58chs.	
										C. Up line 535 yards before reaching F258 signal.	145
	Pooley Green LC							60	–	From 19m. 58chs. to Pooley Green Crossing.	
								65	–	From Pooley Green Crossing to Rusham Crossing.	
	Egham Station										
TCB	Egham LC (CCTV)										
	Rusham LC (P2)										
										C. Down line, 620 yards before reaching F291 signal.	206
										C. Down line, 600 yards before reaching F293 signal.	146
	Virginia Water Station (See page 61 for Southampton line)							15	–	Through junction to Chertsey.	
										C. Down line, 560 yards before reaching F309 signal.	110
										C. Down line, 650 yards before reaching F311 signal.	110
	Loncross Station										

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 59–61 – substitute – continued	Sunningdale LC (CCTV)										
	Sunningdale Station							60	60	**Through station**	
										C. Down line, 650 yards before reaching F321 signal.	97
										C. Up line 781 yards before reaching F322 signal.	181
TCB	Ascot Station (The Down and Up Main platform lines are reversible).							60		**Down Main through Junction.**	
										C. Down line, 650 yards before reaching F349 signal.	174
	Whitmoor Bog LC (P3)							70	–	**From 30m. 11chs. to Whitmoor Bog Crossing.**	
								–	70	**From 31m. 57chs. to Whitmoor Bog Crossing.**	
Page 61	Wokingham **Amend**	21	1512								
	Winnersh Station **Amend** :– catch points entry to :–									C. Down line, 690 yards before reaching WM.12 signal.	155

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Pages 61–62	**VIRGINIA WATER TO MILLBROOK**										
	Delete table between Virginia Water Station and Addlestone Station and **substitute** :–										
TCB	Virginia Water Station							**15**	**15**	**Over curve between junction and 24m. 51chs.**	
	(See page 60 for Kew East Jn. Line)									C. Up line 650 yards before reaching F294 signal.	193
										C. Up line 620 yards before reaching F296 signal.	3048
								20	**20**	**Between 23½m.p. and 23¼m.p.**	
										C. Up line 665 yards before reaching F298 signal.	202
	Chertsey Station							**40**	**40**	**Through station.**	
	Chertsey LC (CCTV)										
	Addlestone Station										
	Addlestone Junction										
	Delete :–									S. Up line 633 yards before reaching S44 signal.	187 (falling)
	Add :–							**55**	–	**Through Junction and over curves to Byfleet Jn.**	
	Byfleet Junction										
	Add :–							–	**55**	**Over curves to Addlestone Jn.**	
	Woking										
	Amend	14	1345								

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons I. & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 64	**VIRGINIA WATER TO MILLBROOK** Worting Jn. **Delete :–**							–	60	Over Curve and through connections to Fast and Slow lines.	
	Add :–							–	80	From Country end of Battledown flyover (51m. 5chs.) to 50m. 67chs.	
	Delete:–							65	–	Through connection from Fast to Southampton.	
										C. Down, 666 yards before reaching Signal WA306.	249
Page 65	Between Shawford Station and Eastleigh (ZW) **Add :–**							30	–	Fast to Slow line beyond ZW24 Signal.	
								–	25	Slow to Fast line beyond ZW105 Signal.	
	Mount Pleasant Crossing (LC) **Add** – prefix letters (MT)										

B.R.30058 – PART 2 – SOUTHERN REGION – continued

TABLE F – PROPELLING TRAINS OR VEHICLES

From	To	Line	Conditions
Page 68 KEW EAST JUNCTION TO EARLEY			
Delete:– heading and items.			

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

From	To	Line	Conditions
Page 69 KEW EAST JUNCTION TO EARLEY			
Delete:– heading and item.			

TABLE P2 – LEVEL CROSSINGS – AUTOMATIC HALF BARRIERS

Name of Crossing	Signal boxes between (supervising box first)
Page 71 KEW EAST JUNCTION TO EARLEY	
Rusham	
Amend:–	Feltham (between Egham and Virginia Water stations.)
VIRGINIA WATER TO MILLBROOK	
Delete heading and item	

TABLE R – CLEARING OF STOP SIGNALS

Signal Box	Signal(s)
Page 72	**SOUTH CROYDON TO SANDERSTEAD**
Delete:– heading and item	
KEW EAST JUNCTION TO EARLEY	
Delete:– heading and item.	

Page 73 **TABLE W – B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL**

From	To	Lines	Remarks
Add:–			
WOKING TO GUILDFORD			
Woking	Guildford	All	–
Guildford	Ash Crossing	Up Ash	Signals WX.15R, WX.15 and WX.17.

TABLE Y1 – STATION YARD WORKING

Station	Platform Lines
Page 74 **KEW EAST JUNCTION TO EARLEY**	
Amend:–	
Hounslow	Down
	Up
Staines	Up Main

B.R.30058 – PART 2 – SOUTHERN REGION – continued

GENERAL INSTRUCTIONS

Page 75 **TRACK CIRCUIT BLOCK AREAS – DETENTION OF TRAINS AT SIGNALS CONTROLLING ENTRANCE TO TUNNELS – THE RULE BOOK, SECTION K**

Delete instruction

STOP SIGNALS LOCATED IN TUNNELS

Delete clause 2. Re-number clauses 3 to 6 – 2 to 5 respectively.

Amend clause 3 in last line to read clause 2.

Add:–

PERMANENT SPEED RESTRICTIONS – INDICATOR SIGNS

On the Southern Region the A.W.S. permanent magnet referred to in paragraph 9 of the instructions under the above heading in the General Appendix is only provided on those lines equipped with B.R. A.W.S.

Page 76 – USE OF SIGNAL POST TELEPHONES – THE RULE BOOK, SECTION K
(Page 54 Supp. Oper. Insts.)

Clause (C)-**Add:–**
The train must not enter the tunnel until permission is given by the signalman.

Page 76 **STATION LIMITS – TRACK CIRCUIT BLOCK AREAS**

Signal Box/ Location	Lines	Portion of line between
Add:–		
Old Kew Jn. area	Down LMR branch	Signals F135 and F137.
	Up LMR branch	Signal F138 and shunting signal No.431.
Hounslow Station area	Down Hounslow	Signals F153 and F157.
	Up Hounslow	Signals F156 and F152.
Feltham Station area	Down Main	Signals F181 and F185.
	Up Main	Signals F186 and F182.
Staines Station area	Down Main	Signals F249 and F255.
	Up Main	Signals F256 and F250.
Virginia Water Station area	Down Main and Down Chertsey	Signals F293 and F309 or F295.
	Up Main and Up Chertsey	Signal F308 or Limit of Shunt indicator 814 yards station side of signal F296 and signal F292.
Ascot Station area	Down Main	Signal F323 and shunt signal No.506.
	Up Main	Signal F348 and shunt signal No.501.
Chertsey Station area	Down Chertsey	Signals F299 and F301.
	Up Chertsey	Signal F302 and ground frame shunting signal No.7.
Bricklayers Arms Junction/ New Cross Gate area	Down	Signals L.539 (Down Slow), L.541 (Down Fast), L543 (reversible), L545 (Down Spur), L.547 (Down Goods) and shunting signals L.1584 (Down Slow), L.1586 (Down Fast).
	Up	"Limit of Shunt" indicators at Brockley side of New Cross Gate station (Up Slow and Up Fast) and signals L.534 (Up Fast), L.536 (reversible), L538 (Up Spur).
Hither Green Area	Up	Shunting signals 1304 (In road 'B' section) 1308 (In road 'A' section), 1310 (departure), 1314 (Down Slow), 1316 (Up sidings) and shunting signal 1299 (Up Slow).

B.R.30058 – PART 2 – SOUTHERN REGION – continued

GENERAL INSTRUCTIONS – continued

Page 76 – continued

TELEPHONES

Delete instruction

Add:–

USE OF SIGNAL POST TELEPHONES – THE RULE BOOK, SECTION K

(a) Instructions for use are shown in the cabinet housing of each telephone. Except in the case of telephones housed vertically in the narrow type cabinet (equipped with external bell), when a reply is expected the cabinet door must be left open to enable the bell to be heard. In all cases the door must be closed and fastened after use.

(b) Where the instructions in the cabinet indicate that a ringing tone is provided, the telephone must be regarded as having failed if the ringing tone is not heard.

(c) With reference to clause 3.3.1, in the case of signals controlling the entrance to tunnels the nearest telephone in working order must be used to obtain the signalman's instructions. The driver (or secondman, where provided) must have a clear understanding with the signalman to whom he speaks regarding the line on which the train is standing and the prefix letters and number or the title of the signal at which it is detained.

The train must not enter the tunnel until permission is given by the signalman.

Page 77 **Add:–**

BATTERY ELECTRIC TAIL LAMPS – NOMINATED SECURITY POINTS

The storage point for these lamps at the locations shown is as follows:–

Location	Storage Point
Norwood Yard	Yard manager's office
Earlswood	Signal box
Salfords	Staff room
Eastleigh	Chargeman's office, East Yard Supervisors store room
North Camp	Signal box

Add as final paragraph:–

If a lamp has to be removed from a train at any other location it must be handed to a responsible member of the staff.

Page 78 – FREIGHT VEHICLES SECURED BY LOCKS AND SEALS

Delete – heading and instruction

ELECTRIFIED LINES

Add as additional tenth paragraph.

"STAMP ON" type track circuit operating clips **MUST NOT BE USED** on electrified lines equipped with conductor rails.

Add:– the following paragraph after the paragraph commencing "Brake pin, binding and other chains & C".

"The attention of the C and W Staff must be drawn to any brake lever which is found to be less than 6 inches (150mm) above running rail level when the lever is in its lowest position".

Add:– the following paragraph after the paragraph commencing "When flooding which might affect the traction current & C".

"Staff are warned that flood water may be charged with electricity".

LOCAL INSTRUCTIONS

Page 79 – HITHER GREEN

PRE-ASSEMBLY DEPOT AND DIESEL SIDING –

Delete instruction and **substitute**:–

MOTIVE POWER DEPOT – The Person-in-charge of a movement which requires to pass the " " Stop" do not proceed without Signalman's permission" indicator towards signal 1301 at the exit from the sidings and return behind the " " Stop" do not proceed without Signalman's permission" indicator, must, when the movement is complete and again on the Depot Side of the indicator, advise the Signalman at London Bridge box accordingly.

The Driver, of a light locomotive or rearmost Driver in the case of locomotives coupled together, must, when an incoming movement is inside the Depot clear of the " " Stop" do not proceed without Signalman's permission" indicator, advise the Signalman at London Bridge box, accordingly.

HITHER GREEN SIDINGS

Delete instructions and **substitute**:–

ARRIVAL OF FREIGHT TRAINS – Guards of incoming trains which are brought to a stand on 'A' or 'B' Section In Roads must remain with the train until it has been taken over by the yard staff, or when another train or locomotive has arrived in the rear of the train on the reception road, the guard of the first incoming train, after satisfying himself that the train is secure, may leave it, provided it is necessary:–

(1) to maintain a right time departure with his subsequent working.

(2) in order to book off duty and prevent excessive hours.

(3) in order to report to the supervisor in charge when a guard has not completed his full eight hours duty and is available to relieve trains following on the reception road.

When a guard leaves his train he must report to the yard supervisor.

DETENTION OF TRAINS – When a train or shunting movement is detained at any of the undermentioned shunt signals, the Guard, Driver or Shunter-in-charge of the movement must at once apply the provisions of Rule Book, Section K, Clause 3.1.3:

Signal	Line
1304	'B' Section In Road
1306	'B' Section Out Road
1308	'A' Section In Road
1312	'A' Section Out Road

Add:–

BETWEEN LEWISHAM VALE JUNCTION AND LEWISHAM STATION

The down line between Lewisham Vale Junction and Lewisham station is reversible for trains to and from the London Bridge direction.

In certain circumstances, when there is a failure of signalling equipment, working by pilotman will be introduced and the latter will personally authorise every movement onto the section of line. During fog or falling snow the pilotman will accompany every train through the section.

Page 80 – BETWEEN LEIGHAM JUNCTION AND WEST NORWOOD

NON FULLY FITTED FREIGHT TRAINS – **Delete** instruction

NORWOOD JUNCTION

Delete instruction and **substitute**:–

NORWOOD JUNCTION

The Rule Book, Section J, Clause 4.1. – Drivers are authorised to proceed from the up gullet line to the down or up yard when the relevant shunting signal has been cleared.

CROSSING MOVEMENTS – The yard staff must advise the signalman the length of movements from the up to the down side and vice versa. Provided the movement does not exceed 27 SLU it may be signalled via the gullet.

B.R.30058 – PART 2 – SOUTHERN REGION – continued

LOCAL INSTRUCTIONS – continued

Page 80 – Substitute – continued

NORWOOD YARD

DOWN YARD – Shunting signal JC.83 applies for movements towards the goods road or via the ground frame crossover towards the through road.

Freight trains on the goods road must carry side lights on the brake van in accordance with the Rule Book, Section H, Clause 7.4.1 (b).

Movements passing down 'B' gullet, goods road or the through road must not foul 'C' section without the permission of the person-in-charge.

Before a movement is allowed to pass from the through road to the goods road at the south end during darkness, fog or falling snow, a red light must be placed in position to protect the crossing.

Vehicles in 'C' gullet must be protected by a red light on the rear vehicle.

The hand operated shunting signal between the goods road and 'E' section immediately north of 'E' section converging point applies for movements along the goods road southwards only. The person-in-charge of a movement from 'E' section to the goods road and vice versa must first ensure that the shunting signal is at danger.

Propelling movements from 'C', to 'B' or 'A' sections must be preceded by a shunter on the ground and, during darkness, fog or falling snow, a white light must be exhibited on the leading vehicle.

Before a movement is made along goods road No.1 beyond Tennison Road bridge towards Norwood Junction station, the permission of the Norwood Junction signalman must be obtained.

UP YARD – Ground frame B, situated opposite the yard manager's office, controls movements within Norwood up yard, loco sidings and Selhurst depot, also inwards and outwards movements to and from Selhurst depot via the old siding.

The double sided ringed arm 'Stop Shunting' signal is normally in the off position indicating that parallel movements may be made within the up yard and between Selhurst depot and the washing machine road simultaneously, under the authority of the shunters. When this signal is replaced to danger for crossing movements to and from Norwood up yard and Selhurst depot via the ground frame operated points all movement must cease within the area bounded by the old siding, up yard,coal road, Selhurst depot, washing machine road and loco sidings stopping clear of the route between Selhurst depot and the old siding until crossing movements are completed, and the 'Stop Shunting' signal is again cleared.

Inwards movements are not controlled by fixed signals, but are controlled by handsignals.

Ground Frame 'A' controls the crossover between the old siding and the fork arrival road near Tennison Road Bridge. The shunting signal in the fork arrival road controlling movements towards Gloucester Road Junction and the shunting signal in the old siding controlling movements towards Norwood Junction station operate only for movements through this crossover.

These two signals must be passed at danger under the shunters authority for movements straight along the respective siding.

A shunting signal is provided in the fork arrival road and controls movements along that siding towards Norwood Junction station.

Movements must not be made down the fork arrival road from Tennison Road Bridge without the permission of the signalman at Gloucester Road Junction and must be preceded by a shunter on the ground as far as shunting signal CY.41. During darkness, fog or falling snow, the shunter must exhibit a red light in the direction of travel.

Before a movement is made to or from the fork arrival road and the field sidings or contractors siding over No.39 points also before the hand operated shunting signal is cleared the permission of the signalman at Gloucester Road Junction must be obtained.

The old siding may be used for propelling movements down from Tennison Road Bridge, restricted to 15 SLU if shunting is taking place in the field siding or 'A' or 'B' sections. During darkness, fog or falling snow, a red light must be exhibited on the leading vehicle in the direction of travel.

When a train or light locomotive is ready to depart via Selhurst the driver or secondman must adivise the signalman at Gloucester Road Junction particulars of the train or locomotive, class and destination, from shunting signal CY.62 or CY.63.

UP GOODS LOOP – This siding leads from the Up Through line at Windmill Bridge Junction to the Up Local line at Norwood Fork Junction with access by a subsidiary signal controlled from Gloucester Road Junction signal box. When a train in this siding is to be worked forward by another locomotive the Guard must telephone the signalman from signal CY.36 when the train locomotive is ready to depart, when the changeover locomotive can be admitted to the siding, and when the train is ready to proceed.

B.R.30058 – PART 2 – SOUTHERN REGION – continued

LOCAL INSTRUCTIONS – continued

Page 81 – EAST CROYDON

STARTING OF TRAINS FROM DOWN THROUGH PLATFORM – **Delete** instruction.

REVERSIBLE LINE – **Amend** to:–
Any movement of a train outside station limits at East Croydon which is required to be made in a direction opposite to that from which it entered the line must, unless otherwise shown in the Working Timetable or Notices thereto, be regarded as a wrong direction movement and dealt with accordingly.

UP FREIGHT TRAINS – **Delete** instruction

Pages 81/82 – REDHILL

OLD MOTIVE POWER SIDINGS

Delete instruction and **substitute** :–

Loco Sidings – The driver of a movement of a locomotive must satisfy himself that the route is correctly set before shunting into the sidings.

Movements with rolling stock must be under the control of a shunter or guard. In there circumstances, the person in control of the movement must satisfy himself that the route is correctly set before shunting into the siding.

Each movement requiring to leave the sidings must be advised to the signalman at Redhill 'B' by telephone before any movement is made. The responsibility for telephoning the signalman is that of the driver unless the movement is accompanied by a shunter or guard who should then carry out this duty.

The signalman at Redhill 'B' will authorise the movement to proceed to the exit signal.

The driver of each movement proceeding to the exit signal must satisfy himself that no conflicting movement is being made.

Drivers arriving in the sidings must proceed with care and must, if there is a motive power supervisor on duty, contact him by telephone to obtain instructions regarding berthing. In the event of there being no supervisor on duty, the driver must berth his locomotive in such a position that it does not obstruct entry to or exit from other sidings.

Page 82 – BRICKLAYERS ARMS

Amend reference to "40 and 45 ton oil tank wagons" to:–
40 and 45 tonnes oil tank wagons

WRONG DIRECTION MOVEMENTS ON THE ARRIVAL ROAD – No movement must be made on the arrival road beyond the 'Stop' board towards North Kent West Junction without the authority of the signalman at that box.

When it is necessary to place, for despatch, a train on the arrival road to await the arrival of the locomotive, the person in charge must advise the signalman particulars of the movement to be made and obtain his permission, together with his assurance that no opposing movement will be made in the right direction while the wrong direction movement is in progress. The person in charge who has obtained permission from the signalman at North Kent West Junction must personally give the signal for the movement to start.

Add as second instruction :–

NORTH KENT WEST JN.

SINGLE LINE WORKING – In the event of single line working being instituted, Rule Book, Section N must be complied with except that handsignalmen need not be provided and the points in the line being used as a single line need not be secured by clip and padlock at North Kent West Junction.

SALFORDS – Delete:– heading and item

NEW CROSS GATE

MIDDLE, IRON, CHALK AND MILLERS SIDINGS – UP YARD

Amend heading to:– MILLERS SIDINGS – UP YARD

B.R.30058 – PART 2 – SOUTHERN REGION – continued

LOCAL INSTRUCTIONS – continued

Page 83

COOMBE ROAD TO SELSDON

SELSDON

SHELLMEX AND B.P. LIMITED SIDINGS:–
Delete:– Heading, Sub-heading and item.

KEW EAST JUNCTION TO EARLEY

OLD KEW JUNCTION

Delete sub heading and item and **substitute :–**
Up freight trains requiring to change or release locomotives at Old Kew Junction must be set back into either Reception No.1 or No.2 siding.

The train must proceed on the Up L.M.R. branch line towards Kew East Junction sufficiently far to clear the shunting signal controlling the backward movement into the siding concerned. To assist Drivers in this, illuminated marker boards are provided on the left-hand side of the up line indicating where the locomotives of trains comprising 30, 50 or 70 S.L.U. respectively should be brought to a stand. Trains requiring tobe set back in Reception No.1 siding must proceed an additional distance beyond the board concerned equivalent to 15 S.L.U.

When the position light repeating signal, working in conjunction with the shunting signal controlling set-back movements from the Up L.M.R. branch to Reception No.1 or No.2 siding is cleared, this will be the authority for the Driver to commence the propelling movement without first receiving a hand signal.

FELTHAM

Delete heading and item.

STAINES

Delete item for DOWN LOOP
Add:–
SHUNT MOVEMENTS OVER SHORTWOOD COMMON LEVEL CROSSING – When a shunt movement is made onto the Up Main line which will proceed over Shortwood Common level crossing the Shunter, or person in charge of the movement, must ensure that the crossing is clear before authorising the Driver to commence the return movement.

Delete:-

BETWEEN EGHAM AND VIRGINIA WATER

DETENTION AT SIGNALS – In the event of a train being brought to a stand at either of the following signals, the Driver must telephone the Signalman immediately:–

F263, F290

BETWEEN BRACKNELL AND WORKINGHAM

Delete heading and instructions

VIRGINIA WATER TO MILLBROOK

Delete:-

BETWEEN VIRGINIA WATER AND CHERTSEY

DETENTION AT SIGNALS – In the event of a train being brought to a stand at either of the following signals, the Driver must telephone the Signalman immediately:–

F297, F298

MILLBROOK

Pages 83/84

FREIGHTLINER TERMINAL

Delete item and **substitute:–**
This terminal is on the up side of the line with access by a facing connection in the up line at the Redbridge end and by a trailing connection in the up local line at the Southampton end, both of which are controlled from Millbrook signal box.

Movements must not exceed 10 m.p.h. in clear weather and 5 m.p.h. during fog or falling snow.

After the arrival of an inwards train, the terminal over-seer will give the guard disposal instructions for the locomotive.

B.R.30058 – PART 2 – SOUTHERN REGION – continued

LOCAL INSTRUCTIONS – continued

Pages 83/84 – continued

SOUTHAMPTON MARITIME FREIGHTLINER TERMINAL

Delete item and **substitute :–**

Southampton Maritime Freightliner Terminal – This terminal is on the down side between Millbrook and Redbridge, with access by seperate arrival and departure lines controlled by Millbrook signal box at the London end, and a reversible arrival/departure line controlled by Redbridge signal box at the country end.

A reversible engine line, which is controlled by the Millbrook Senior Railman connects the two ends of the Terminal.

Millbrook End Arrivals
Drivers must bring their train to a stand at the stop board on the arrival road and immediately telephone the Senior Railman for instructions.

When the Senior Railman has obtained permission from the Terminal Overseer for the acceptance of the train, he will authorise the driver to pass the stop board and proceed into the terminal, advising him to which terminal siding the train is to run.

Millbrook End Departures
When a train is ready to leave the terminal, the Terminal Overseer will authorise the movement to proceed to the stop board at the junction of the terminal sidings and the engine line.

Provided the departure line is clear, and no other movement is taking place on the engine line, the Senior Railman will authorise the driver to pass the stop board and proceed onto the departure line as far as the shunt signal controlling movements on to the up docks line.

Redbridge End Arrivals
Drivers must bring their train to a stand at the stop board on the arrival/departure road and await the arrival of the Senior Railman who will advise the driver to which terminal siding the train is required to run. In the event of the train being detained for a period of 15 minutes, the Senior Railman, not being present, the driver must telephone the Senior Railman for instructions.

A train emanating from the Millbrook end requiring to propel back into the Terminal. The Senior Railman will instruct the Driver to proceed along the Engine Line and pass the stop board at the Redbridge end and bring his train to a stand clear of the hand points to the Terminal.

The Guard must alight from the train at the Terminal hand points and when advised by the Senior Railman the siding to which the movement is to proceed, he will then assist in controlling the movement back into the Terminal.

The Senior Railman is responsible for operating the Engine line to Terminal hand points to the correct position for the movements, and restoring the points to their correct position along the Engine line.

Redbridge End Departures
When a train is ready to leave the terminal, the Terminal Overseer will authorise the movement to proceed to the stop board at the junction of the terminal sidings and the engine line.

The Senior Railman will be responsible for operating the Terminal to Engine line handpoints and authorising the Driver to pass the stop board and proceed to the shunting signal controlling movements along the Arrival/Departure line, also restoring the handpoints to their correct position along the Engine line.

Light locomotives leaving the Redbridge end of the Terminal and requiring to proceed along the Engine Line to the Millbrook end. The Guard of the incoming train must accompany the locomotive to the Terminal exit and, by means of the telephone, obtain the Senior Railman's author ity to pass the stop board and proceed along the engine line to the Millbrook end.

The Guard will be responsible for operating the Engine Line to Terminal hand points to the correct position for the movement and restoring them to their correct position along the Engine Line.

Engine Line
Movements over the engine line must only be made under the authority of the Senior Railman. The Terminal Overseer will authorise every movement from the terminal as far as the stop board at the junction of the terminal sidings and the engine line at the Millbrook or Redbridge end, as the case may be. Upon arrival at the relevant stop board, the driver, or person in charge of the movement must telephone the Senior Railman, advise him of the movement required, and await permission to pass the stop board.

B.R.30058 – PART 2 – SOUTHERN REGION – continued

LOCAL INSTRUCTIONS – continued

Pages 83/84 – substitute – continued

Movements entering the arrival road at either Millbrook or Redbridge which require to run over the engine line to the opposite end of the terminal must be brought to a stand at the relevant stop board, whereupon the driver must immediately telephone the Senior Railman for instructions.

A movement over the engine line in either direction must be brought to a stand at the stop board at the junction of the terminal sidings, and the engine line at either end of the terminal and the person in charge of the movement must immediately telephone the Senior Railman for instructions, unless instructions have been previously given by the latter person.

Movements must not exceed 20 m.p.h.

Engineer's Sidings Nos.1 and 2 and Cripple Siding
All movements to and from the Engineer's Sidings Nos.1 and 2 also the Cripple Siding must be accompanied by the Senior Railman who is responsible for the operation of the relevant hand points and for their restoration to the normal engine line position after the movement has been completed.

Speed Restriction
Movements over the Arrival and Departure lines, also the Engine line **must not exceed 20 m.p.h.**

Movements within the Terminal **must not exceed 5 m.p.h.**

General
The Guard must report to the Terminal Overseer who will, before departure of the train, issue the Guard with a certificate to the effect that the provision of the Rule Book, Section H, Clauses 4.3.1. and 6.3.1. have been observed, and the train is in good order to proceed, also that the tail lamp is in working order and in position on the rear of the train.

The certificate will be the assurance required in Clause 3 of the "Working Instructions for Freightliner Trains and for Freightliner Wagons attached to other services" contained in the General Appendix and the Rule Book, Section H, Clauses 4.3.1. and 6.3.1. are modified accordingly.

The certificate to be attached to and submitted with the Train Journal.

Should for any reason whatsoever the Terminal Overseer not be in attendance to prepare the train, and subsequently issue the necessary certificate, or should certain items of the certificate be deleted, the Guard concerned will be responsible for personally ensuring that all is in order for the train to proceed. Movements over the arrival and departure lines must not exceed 20 m.p.h. Movements within the terminal must not exceed 5 m.p.h.

After the arrival of an inwards train, the terminal overseer will give the guard disposal instructions for the locomotive.

Shunting movements from the Maritime Terminal to the Freightliner Terminal must not exceed five freightliner vehicles.

B.R.30058 – PART 3 – WESTERN REGION

Page 87	LIST OF LINES	Pages
Delete :–	West Ealing to Greenford East Station	98

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 90	**ACTON WELLS JUNCTION TO SWINDON**										
	Delete:– MAXIMUM PERMISSIBLE SPEED ON MAIN LINES and **substitute:–**										
	ACTON WELLS JUNCTION TO HAYES (11M.P.)							90	–	MAXIMUM PERMISSIBLE SPEED ON DOWN MAIN LINE.	
	SOUTHALL WEST JUNCTION (10 M.P.) TO PADDINGTON							–	90	MAXIMUM PERMISSIBLE SPEED ON UP MAIN LINE.	
	HAYES (11 M.P.) TO DAWLEY (12 M.P.).							100	–	MAXIMUM PERMISSIBLE SPEED ON DOWN MAIN LINE.	
	DAWLEY (12 M.P.) TO SOUTHALL WEST JUNCTION (10 M.P.).							–	100	MAXIMUM PERMISSIBLE SPEED ON UP MAIN LINE.	
	DAWLEY (12 M.P.) TO SWINDON							125	125	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.	
	Longfield										
	Amend:–							40	–	Down Main line to Down Relief line.	
Page 92											
	Signal S21										
	Delete:–							–	15	Up Main to Up Relief line.	
	Signal S119										
	Add:–							–	40	Up Main to Up Relief.	
	Add:– (between Dolphin Junction and 60 m.p.h. entry over Down Relief line)										
	Signal S118							15	–	Down Relief line to Up Relief line and Bay line.	
	Add:– (before entry for *Signal S22*)										
	Signal S162							40	–	Up Relief line to Down Relief line.	
	Add:– (opposite *Signal S117*)							–	25	Up Relief line to Up Goods line and over Up Goods line.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 93	Between Burnham (Bucks) Station and Taplow Station										
	Delete:–							–	60	Over Up Relief from 22m. 26chs. to 20m. 70chs.	
	Delete all entries between Maidenhead East and Signal R.281 and **substitute:–**										
TCB	*Maidenhead East*							40	–	Down Main line to Down Relief line.	
								–	40	Up Relief line to Up Main line.	
	Signal S105				TCB			40	–	Down Relief Ito Up Relief line.	
	Maidenhead			TCB		DRS	86	15	–	Up Relief line to Down Relief line.	
	Signal S172										
	Twyford Station										
	Delete:–							90	90	Over Main lines between 30¾m.p. and 31m. 10chs.	
Page 94	Reading										
	Delete:–							75	–	Over Main line between 35¾m.p. and 36m. 30chs.	
	Add:–							80	–	Over Main line between 35¾m.p. and 36m. 30chs.	
Page 95	Tilehurst Station										
	Delete:–							90	90	Over Main lines between 38m. 70chs. and 41¾m.p.	

Description of Block Signalling on Main Lines Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal boxes	Distance between signal boxes		Running lines		Loops and Refuge Sidings		Permanent speed restrictions miles per hour		Catch points, spring or unworked trailing points	
		M	Yds	Up	Down	Description	Standage Wagons L & V	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in
Page 96											
	Delete :– Speed restrictions between Didcot East and signal R217 and **substitute** :–.										
	Didcot East							70	–	Down Main line to Down Relief line.	
								–	70	Up Relief line to Up Main line.	
	Signal R217							25	25	Up Relief line to No.5 Platform line and vice versa.	
Page 97											
	Between Signal R5 and Challow										
	Add :–							40	–	Down Main to Up Main.	
								–	40	Up Main to Down Main.	
	Uffington										
	Delete :– 'S' 1475 yds. in advance of signal SN10.										
	Between Uffington and Highworth										
	Add :– Signal SN24										
	Between Signals SN24 and SN38 :– **Add** additional Down Goods line (TCB)										
	Highworth										
	Delete :–							20	–	Down Main to Down Reception.	
	Add :–							20	–	Main line to Goods line.	
	Signal SN28										
	Delete :–							30	–	Main line to Relief line.	
	Add :–							30	–	Main line to Down Goods line.	
								20	–	Down Goods line to Main line.	
	Delete :– Additional Down Passenger line between signals SN28 and SN38.										
	Signal SN38										
	Amend :– reference to Down Relief in catch point entry to Down Goods.										
	Delete :–							25	–	Relief line to Main line.	
	Add :–							25	–	Down Goods line to Main line.	
Page 98	**WEST EALING TO GREENFORD EAST STATION**										
	Delete heading and table.										

B.R.30058 – PART 3 – WESTERN REGION – continued

TABLE L.1 – INSTRUCTIONS FOR WORKING GROUND FRAMES OPERATED BY INTERLOCKING SWITCH OR LEVER AT SIGNAL BOX AND KEY RELEASE INSTRUMENT AT GROUND FRAME

Name of Ground Frame	Controlling	Released by	Remarks
Page 102	**ACTON WELLS JN. TO SWINDON**		
	Add:–		
Taplow	Yard to Up Relief Relief line crossover	Slough	–
	Delete:– Steventon		
	Slough Up Sidings No.2 – Uffington		
	Delete:– Challow and Ashbury Ground Frame		

TABLE L.2 – LIST OF GROUND FRAMES RELEASED OTHER THAN BY ANNETT'S KEY

Name of Ground Frame	Controlling	Method of Release	Remarks
Page 103	**ACTON WELLS JN. TO SWINDON**		
	Delete:–		
Taplow	Points and shunt signals	Switch release Slough	See page 112.

TABLE R – MAIL BAG APPARATUS

Location	Up or Down side	Situation
Pages 103/104		
	Add:–	
Reading	No.4 Platform	Signals R.28/R.328 to R.38

TABLE S1 – INTERMEDIATE SIDINGS ETC. (EASTERN REGION)

Name of Siding	Situated at or between	Line connected with	Method of Control
Page 104	**ACTON WELLS JUNCTION TO SWINDON**		
	Amend:-		
Langley Reception	Langley Station	Up Relief	From Slough signal box.
Maidenhead	Maidenhead (West)	Down Relief	Annett's Key

TABLE W – SET BACK SIGNALS – RULE 108

	Site of Apparatus		Action	
Line	Mileage	Between	Freight Trains	Passenger Trains
Page 105	**ACTON WELLS JN. TO SWINDON**			
	Amend reference to Signal S21 in first item to Signal S19.			
	Amend entry for apparatus at 72m. 65chs. to:-			
Down	72m. 65chs.	Uffington and Swindon	Diverted to Down Goods line at Swindon and stopped at signal SN.26 or SN.30	Stopped in Swindon station at signals SN.40/42/44/48.

B.R.30058 – PART 3 – WESTERN REGION – continued

TABLE Y – LINES EQUIPPED WITH B.R. AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 105 Add:–			
READING WEST CURVE			
Oxford Road Jn.	Signal R377	Down and Up	–
READING TO THEALE			
Reading	Theale	Down and Up	–
Delete :–			
WEST EALING TO GREENFORD EAST STATION			
West Ealing	Greenford	Down and Up	–

GENERAL INSTRUCTIONS

Page 106 Add:–

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK

As an added protection to those set out in the General Appendix, C. & W. Staff in the Western Region London Division may use a flashing red light to indicate they are working on a train or vehicle.

If this flashing light is observed no movement up to, or of, the train or vehicle must be made until the C. & W. person concerned has indicated he is clear and has removed the light.

For coaching stock standing in a station, the light will be mounted on the cant rail of the coaches concerned. In sidings, the light, on a tripod approximately 3½ ft. in height, will be positioned on the ground at the side of the last vehicle in accordance with Clause 6 of the General Appendix instructions.

Page 108 – WESTERN REGION AUTOMATIC WARNING SYSTEM

Delete – from Clause 7:– Southcote Junction to Theale.

LOCAL INSTRUCTIONS

Page 109 **ACTON WELLS JUNCTION TO SWINDON**

ACTON YARD

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK.

Delete sub heading and item.

Page 110 **SOUTHALL**

SHELL MEX AND B.P. LTD. PRIVATE SIDING

Delete instruction and substitute :–

The instructions in the Working Manual for Rail Staff, Section 3 (Pink Pages), Section E – Marshalling and Movement, clause E2/17 apply with the addition that a train of any description or light locomotive must be brought to a stand at the stop board on the siding and not proceed beyond it towards the discharge area until the Guard has obtained a "Permission to Enter" or "Certificate of Readiness" from the Depot Supervisor and the Depot Supervisor has given authority for the movement to take place.

HANWELL

Delete complete instruction

BR30058 – PART3 – WESTERN REGION – continued

LOCAL INSTRUCTIONS – continued

Page 111/112 **TOTAL OIL TERMINAL – LANGLEY**

Add to clause 1.4:–
The Terminal Supervisor can be called to the gates through use of a public address system installed on the gatepost between Nos.2 and 3 Sidings.

Add to Clause 1.6 :–

The reach wagon must be marshalled between the locomotive and the train and the continuous air or vacuum brake must be in use.

Procedure after arrival

Delete: Clause 1.9 and **substitute:**–
The Guard will be in sole control of the Movement, which must be made at a very slow speed and throughout the whole movement the Guard must place himself in the vicinity of the Supervisor but in such a position that he is visible to both the Supervisor where practicable and the locomotive Driver at all times and must be ready to stop the movement at any time.

Add as new clause 1.10:–
If at any time the Guard is not in visual contact with the Total Oil Supervisor he must be prepared to obey the standard whistle code to STOP given by the Total Oil Supervisor.
Existing Clauses 1.10 to 1.13 to be renumbered 1.11 to 1.14.

Amend first sentence of clause 2.4 to:–
When the Guard has received The Certificate he must obtain permission from The Slough Signalman to pass the stop board in the Refuge Siding and handsignal the locomotive (and barrier wagon if present) back on to the train and couple up.

Amend last sentence of Clause 2.4 :–
When the brake hoses have been reconnected the Guard must carry out the Brake Continuity Test and ensure that all handbrakes are released.

Procedure prior to departure

Delete Clause 2.5 and **substitute:**–
The Driver must then be instructed to draw the train out on to the Loop. The movement must be made at a very slow speed and whilst it is being made the Guard must again position himself in the vicinity of the Supervisor where practicable but in such a position that he is visible to both the Supervisor and the Driver at all times and must be prepared to stop the movement at any time.

Add new clause 2.6:–
If at any time the Guard is not in visual contact with the Total Oil Supervisor he must be prepared to obey the standard whistle code to STOP, given by the Total Oil Supervisor.

Existing clauses 2.6 and 2.7 to be renumbered 2.7 and 2.8

SLOUGH ESTATES LTD, OIL SIDINGS

Delete sub headings and item.

Page 112 **TAPLOW**

GROUND FRAME

Delete headings and item

Add :–

SLOUGH GOODS STRAIGHT ROAD

Trains of empty Carfloats and Cartics on the Goods Straight Road must be brought to a stand at the London end of the Goods Shed and then draw forward slowly to G.P.L.S. No. S.243 for the locomotive to be detached to run round.

Page 113 DIDCOT SHUNTING FROM YARD (EAST END) TO DOWN RELIEF LINE

Delete complete item

B.R.30058 – PART 3 – WESTERN REGION – continued

LOCAL INSTRUCTIONS – continued

Page 114

SWINDON

Add :–

SWINDON STATION

TRAINS NOT COMPLETELY WITHIN FIXED SIGNALS

Other than in exceptional circumstances, and then only on the direct authority of the Signalman, the starting of trains or shunting movements from any point when the locomotive or the leading vehicle of a propelling movement is ahead of the controlling signal, is prohibited.

Add:–

REGULATIONS FOR THE PROTECTION OF BRAKE FITTERS, LIFTERS, REPAIRERS AND OTHERS WORKING ON CARRIAGE OR WAGON STOCK

As an added protection during the hours of darkness, or during fog or falling snow C & W staff at Swindon are using a flashing red light in addition to a red flag to indicate they are working on a train or vehicle.

If this flashing light is observed no movement up to, or of the train or vehicle must be made until the C & W person concerned has indicated he is clear and has removed the light.

The flashing lights and flags will be fixed on the cant rail of the vehicles concerned.

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THEALE SIDINGS

Delete information under paragraph 2 and **substitute**:

2. Beyond 41¾ m.p. sidings are known as :–
   Refuge Siding (next to Up Main line)
   A.R.C. Sidings Nos. 2 and 1
   B.R. Cripple Siding
   C.M.C. Siding (gated)
   B.R. Siding No. 2
   B.R. Siding No. 1
   Murco Siding and Cripple Siding

The three double ended sidings between Theale Station and 41¾ m.p. are known as :–

Departure Siding (next to Up Main Line)
Reception Siding No.1
Reception Siding No.2

Before a train enters the Sidings the Guard must ascertain from the Signalman which Sidings are already occupied. This does not absolve the Guard from carrying out the provisions of the Rule Book, Section J, Clause 3.3.

Before entering Reception Sidings Nos.1 or 2, the Guard must ensure that the points are correctly set for the appropriate Siding and that the Siding is clear.

Movements made directly into Nos.1 and 2 Reception Sidings must come to a stand clear of the points at the west end of those Sidings. Propelling movement must come to a stand with the locomotive clear of the points at the Theale Station end.

Further movements must not be made, if a train is already in Theale Sidings, until the Guard has ascertained from the Guard of the first train that all shunting has been finished and the train is in the departure line ready to go.

Should there be further movements to be made with the first train, the Guards must reach mutual agreement on the order of movements to avoid confusion.

Locomotives must not leave Reception Sidings Nos.1 and 2 at the Theale Station end. Through movements West to East and shunting Movements between Sidings to be made via Departure Siding.
Trains or locomotives must not enter the Departure Siding at the Theale Station end.

Vehicles must not be left standing on the Departure Siding or on Nos.1 and 2 Reception Sidings.

When leaving the Sidings the Guard must advise the Signalman which other Sidings have been left occupied by vehicles.

B.R.30058 – PART 3 – WESTERN REGION – continued

LOCAL INSTRUCTIONS – continued

Page 115 – continued

THEALE MURCO PETROLEUM LTD. SIDINGS

Delete :– second paragraph

Add :–

THEALE C.M.C. SIDINGS

1. As an aid to shunting into these sidings a white light is provided on a building inside the siding gate controlled by a plunger on the Hopper Control cabinet.
2. When carrying out the provisions of the Rule Book, Section J, Clause 3.10 the Guard must ascertain that the key operated switch of the shunting light has been placed to the ''on'' position by the C.M.C. staff.
3. Ingoing trains must be split so that the stabled wagons are equally divided between the two Hopper Sidings.
4. To call a train back into the Sidings the Guard must keep the plunger pressed to illuminate the white light and this is the authority for the Driver to set back. To stop the setting back movement the plunger must be released and the Driver must bring the movement to a stand immediately the white light is extinguished.
5. In the event of a failure of the aid to shunting light the C.M.C. staff must be advised immediately in order that it can be repaired. During the time of failure any setting back movement must be made with extreme caution.

PART 4 LONDON TRANSPORT

Page 122 **APPLICATION OF BRITISH RAILWAYS RULES AND REGULATIONS**

Add

Section T Part III Clause 10.1.1.(d)

Certain Engineers' possessions are protected by use of battery operated flashing lights which display an intermittent red aspect along the line in both directions.
