BRITISH RAILWAYS
NORTH EASTERN REGION
SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 1st OCTOBER, 1960, UNTIL FURTHER NOTICE

CONTENTS

★ *Denotes new or amended items.*

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

YORK
1st OCTOBER, 1960.

F. L. HICK
OPERATING OFFICER

THIS SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET SUPERSEDES No. 5 SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET DATED 2nd MAY, 1960.

ATTENTION

TRAIN AND ENGINE CREWS AND STATION AND YARD STAFF

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. Tó that end, the following matters deserve your constant attention:—

1. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passengers travelling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

2. If an error or mis-statement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Advise passengers of known connectional margins so as to avoid, as far as possible any uneasiness on their part about missing connections; when connections cannot be held

6. Freely offer explanation of unusual delays and where practicable, pass such information to other members of the staff—Guards, Sleeping car, Pullman, Dining car, and Train Attendants—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create goodwill for British Railways.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be travelling by train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people travelling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied pass holder gives confidence and pride in his organisation.

10. On crowded trains, railway staff travelling on passes should, and will if properly approached, readily co-operate in seeing that revenue passengers are given every possible consideration.

11. Train Attendants should keep coaches clean and in tidy condition at all times toilets particularly are the source of adverse comment. Inspect them frequently.

12. Station platforms and rooms should be kept clean and tidy at all times. Seats particularly should be kept clean. An orderly station is a well-run station.

13. AVOID ROUGH HANDLING OF YOUR TRAINS. Enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are very conscious of rough movement.

14. AVOID ROUGH HANDLING OF PARCELS TRAFFIC AND LUGGAGE. Rough handling causes damage which not only means claim for loss but frequently results in Traders' sending their goods by alternative means of transport.

15. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged goods and delays due to damaged equipment, which creates dissatisfied customers.

16. On-time delivery of passengers, mail and freight at destination is what customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

ADJUSTMENTS TO REGIONAL OPERATING BOUNDARIES

North Eastern Operating Area lines penetrating into the Eastern and London Midland Regions have been transferred to those Regions. Eastern and London Midland Operating Area lines penetrating into the North Eastern Region have been transferred to this Region. Similar alterations have taken place between other Regions and particulars of transfers concerning North Eastern Region Staff are shown below.

It is, therefore, necessary to continue to refer to Operating Areas and it must be understood that where these phrases are used they refer to the situation before transfers were effected. ("North Eastern Operating Area" covers only lines in the Newcastle, Sunderland, Darlington, York and Hull Districts as constituted prior to 11th June, 1956.)

North Eastern Operating Area Lines Penetrating into the Eastern Region:—

Bolton-on-Dearne (exclusive) to Dearne Junction.
Thorne North (Up Distant Signal) to Thorne Junction.

North Eastern Operating Area lines penetrating into the London Midland Region.

Kirkby Stephen East Down Distant Signal inclusive and Eden Valley Junction.
Kirkby Stephen Junction inclusive and Tebay No. 3 Signal Box.

Eastern Operating Area lines penetrating into the North Eastern Region.

The former Leeds Central Operating District except for the line between Carcroft Down Distant and Bentley Crossing Up Starting Signals which remains in the Eastern Region and has been transferred to the Doncaster District.
Shaftholme Junction.
Joan Croft to Applehurst.
Skellow Junction to Bramwith (exclusive).
Nostell (exclusive) to Staincross (Smithles, Down Distant signal).
Grimethorpe Colliery Branch, east of 2¼ m.p.

London Midland Operating Area lines penetrating into the North Eastern Region.

1. From the Central Division.

(a) The former L. & Y. lines from Hebden Bridge (inclusive) and East thereof.
(b) The former L. & N. W. lines from Diggle (exclusive) and East thereof.

2. From the Midland Division.

(a) Houghton Colliery Sidings Box (inclusive) to Snaygill (exclusive) and branches to Embsay (via Ilkley), Bradford (Forster Square) and Oxenhope.
(b) Ardsley Sidings (exclusive) to Cudworth Station South.
(c) Oaks Colliery (exclusive) to Cudworth North and South Junctions.
(d) Royston Junction (exclusive) to Thornhill, Midland Junction (exclusive).

The above lines transferred from the Eastern Operating Area on 11th June, 1956 and 1st February, 1958, and from the London Midland Operating Area on 17th September, 1956 and 4th March, 1957, have been incorporated into two new Operating Districts, Wakefield and Leeds, as follows:—

WAKEFIELD OPERATING DISTRICT.

Carcroft (Castle Hills) and Skellow Junction and Leeds Central and Branches.
Nostell and Staincross (Smithies Down Distant Signal).
Wakefield (Westgate), Balne Lane and Laisterdyke East via Dewsbury.
Lofthouse (North and South) and Methley South.
Lofthouse North and Stourton (exclusive) and Newmarket and Thorpe Branches.
Ardsley and Adwalton Junction (including Tingley to Woodkirk).
Beeston Junction and Hunslet East.
Holbeck and Wortley South and Bradford (Exchange) via Stanningley.
Laisterdyke (Cutlers Junction) and Bramley.
Laisterdyke (Quarry Gap) and Shipley.
Bradford (St. Dunstan's) and Cullingworth (including City Road Goods Branch).
Bradford (Exchange) and Milner Royd Junction including Laisterdyke West to Bowling Junction and Dryclough Junction to Greetland No. 2.
Halifax, Holmfield and St. Paul's.
Hebden Bridge and Wakefield (Locke's Siding).
Ripponden, Stainland and Bradley Branches.
Mirfield and Low Moor.
Heckmondwike Central and Thornhill.
Horbury (Millfield Road), Horbury & Ossett and Barnsley (Exchange exclusive).
Royston Junction (exclusive) and Thornhill (Midland Junction).
Wakefield East and Knottingley.
Crofton West Junction and Grimethorpe (Denaby Sidings exclusive).
Pontefract West and Methley.

ADJUSTMENTS TO REGIONAL OPERATING BOUNDARIES—continued

LEEDS OPERATING DISTRICT.
Cudworth (Houghton Colliery Sidings Signal Box) and Cononley, including Leeds City North.
Grimethorpe Colliery Branch, East of 2¼ mile post.
Ardsley Sidings (exclusive) and Cudworth Station South.
Cudworth (North and South Junctions) and Oaks Colliery (exclusive).
Hunslet Lane Goods Branch.
Apperley Junction and Embsay Junction (via Ilkley), including Yeadon Goods.
Shipley (Guiseley Junction) and Guiseley (Esholt Junction).
Otley and Burley and Menston Junctions.
Grassington Branch.
Shipley and Bradford (Forster Square).
Worth Valley Branch.
Ingrow East Branch.
Leeds City South and Thornhill (L.N.W. Junction exclusive).
Birstall Goods Branch.
Mirfield (Heaton Lodge Junction) and Diggle (exclusive).
Spen Valley Junction and Farnley Junction (via Heckmondwike).
Farnley Junction and Whitehall Road.
Copley Hill No. 3 and Leeds Central "B" (exclusive).
Farnley Branch
Kirkburton and Newtown Goods Branches.
Huddersfield and Penistone (exclusive) and Branches.

The Section of line between Cudworth (Brierley) Up Distant signal and Stairfoot Junction 55 mile post (from Hull), inclusive, has been transferred from the Hull Operating District to the new Leeds Operating District.

The Section of line Whitley Bridge and Goole has been transferred from the Wakefield (former L.M.R.) Operating District to the Hull Operating District.

Shaftholme Junction and the line from Joan Croft to Applehurst Junction, to the York Operating District.

The following sections of line have been transferred from the York Operating District to the Leeds Operating District:—
Cardigan Road to Crimple (exclusive).
Wetherby East and Crimple (exclusive).
Cross Gates to Wetherby (inclusive).
Micklefield to Leeds City East.
Burton Salmon (exclusive) to Altofts (exclusive).
Castleford Central Station to Cutsyke Junction (exclusive).
Arthington to Otley (exclusive).

The section of line Wortley North to Cardigan Road has been transferred from the York Operating District to the Leeds Operating District.

Eastern Operating Area lines penetrating into the London Midland Region:—

Marylebone to Northolt Junction exclusive.
Neasden to Harrow South.
Aylesbury South to Pilsley.
Ashendon Junction exclusive to Grendon Underwood Junction.
Banbury Junction exclusive to Culworth Junction.
Netherfield & Colwick exclusive to Weekday Cross Junction.
Eastern portal of Mapperley Tunnel to Dove Junction and branches.
Leen Valley Line.
New Basford and Bulwell to Basford North.
Kirkby South Junction to Mansfield Central.
Kirkby South Junction to Pleasley Colliery.
All lines in former Manchester (Eastern Operating Area) District West of Dunford Bridge.
Melton Mowbray North to Welham Junction.
Marefield Junction to Leicester Belgrave Road.
Mill Hill East exclusive to Mill Hill (for the Hale) and Edgware.
Hill End inclusive to St. Albans.
Harpenden East inclusive to Dunstable.

London Midland Operating Area lines penetrating into the Eastern Region.

Willington to Cambridge South Junction.
Raunds to Huntingdon East.
Thorpe to Peterborough East.
Wakerley & Barrowden to Wansford.
Ketton & Collyweston to Peterborough East.
Edmondthorpe & Wymondham to Little Bytham Junction.
Carlton & Netherfield to Lincoln St. Mark's.
Farns field to Fiskerton Junction and Rolleston Junction.
Farnsfield Junction to Ollerton (Mid Notts Line).
MansfieldWoodhouse exclusive to Shireoaks East and West Junctions and branches.
Rufford (L.M.) Junction to Rufford and Clipstone Collieries.
Darfield (Dearne Valley Colliery Sidings) to Totley Tunnel East Up Distant signal.
North end of Ardsley Tunnel (174 m.p.) to Wincobank Station Junction and North Junction.
Wharncliffe Branch.
Nesfield Branch.
Sheffield District Line.
Rotherham to Chesterfield (Horns Bridge) and branches.
Dore & Totley to Tapton Junction and branches.
Roundwood to Don Bridge East exclusive.
Barnsley Court House Junction to Monk Spring Junction and south of Oaks Viaduct (177½ m.p.).
Barnsley Exchange Up Distant (from Horbury) toBarnsley Exchange Station to the Doncaster Operating District.
Denaby Sidings Up Distant signal to the points where the Dearne Valley line joins the Eastern Operating Area at St. Catherine's Loversall Car and Besscaarr Junctions to the Doncaster Operating District.

ADJUSTMENTS TO REGIONAL OPERATING BOUNDARIES—continued

Western Operating Area line penetrating into the London Midland Region.

Nantwich, Market Drayton Junction and Wellington exclusive.

London Midland Operating Area lines penetrating into the Western Region.

Bicester London Road inclusive and Oxford.
Banbury Merton Street.
Leamington Spa Avenue Great Western Junction and Leamington Spa Milverton.
Coalport, Hadley Junction and Wellington.
Cefn-y-Bedd exclusive and Wrexham Central.
Barnt Green exclusive and Bristol and branches, via Evesham and Dunhampstead.
Broom Junctions and Fenny Compton inclusive.

LONDON MIDLAND REGION—ALTERATIONS TO DIVISIONAL BOUNDARIES.

The undermentioned lines have been transferred from the Midland Division to the Central Lines of the London Midland Region:—

Skipton to Carlisle (exclusive).
Skipton North Junction to Colne No. 1, including Barnoldswick Branch.
Settle Junction to Ingleton, Morecambe Promenade, Heysham and Carnforth (exclusive).

Transfer of part of the Liverpool Central Operating District.

Fazakerley North and South Junctions to Huskisson Dock and Sandon Dock.
Hunts Cross West Junction and Allerton Junction (exclusive).
Dam Lane Junction and Glazebrook West to Wigan Central.
Lowton St. Mary's to St. Helens Central.
Glazebrook East Junction and Godley Junction (except Woodley Junction to Apethorne Junction).
Trafford Park Junction and Throstle Nest Junction to Chorlton Junction.
Cornbrook West Junction to Old Trafford Junction (exclusive).
Cornbrook West Junction to Cornbrook East Junction (exclusive).
Skelton Junction to Deansgate Junction (exclusive).

ALTERATIONS AND ADDITIONS TO THE RULE BOOK 1950

Rule 121.

AMEND to read:—

121. Freight trains, with the exception of fully fitted trains, must carry side lights showing a white light forward on the rear brake van after sunset or during fog or falling snow; the indications to the rear must be as follows:—

(a) On Main lines, Fast lines, and Single lines—Two red lights.

(b) On Slow lines, Relief lines, Goods lines or Loops adjoining Main or Fast lines, and running in the same direction—One red light on side furthest away from the Main or Fast line and one white light on side nearest the Main or Fast line (See Note).

(c) On Goods lines or Loops adjoining Slow or Relief lines, and running in the same direction—Two red lights (See Note).

(d) On Reception sidings—The side lamps must be removed or obscured when the train has passed into the siding.

Where side lights are shown to be carried, the side lamps must be in position during daylight as well as during darkness.

Mixed trains must carry side lights as laid down for freight trains.

NOTE.—Certain brake vans are provided with side lamps which cannot show a white light to the rear, or when turned to show a white light to the rear, show a red light to the front. In these cases the side lamp must be removed from the bracket or, if swivelling lamp irons are provided, the lamp must be turned inwards so that no red light is exhibited.

Reference to an adjoining line in Clauses (b) and (c) includes a line running in the same direction where another line used in the opposite direction intervenes. (O.9269)

Rule 141 (b).

AMEND first paragraph to read:—

The signal for starting a passenger train must be given by the Guard, where provided, after obtaining an intimation from the person in charge of the platform that all is right for the train to proceed. Where no Guard is provided special instructions are issued. **At stations where no platform staff is in attendance at the train, the Guard will be responsible for giving the signal to start to the Driver after satisfying himself that all is right for the train to proceed.**

★**Rule 183.** Clause (d)—Second paragraph amended to read:— When only one Guard with train.

When there is only one Guard with the train, the Fireman must uncouple and ride upon the front portion, and the Guard must take the necessary measures to protect the rear portion. Where a Fireman is not provided, the Guard must perform the uncoupling before protecting the rear portion. (O.9049)

MISCELLANEOUS NOTICES

LOCOMOTIVES PASSING OVER COAL DROPS

★**Until further notice,** owing to the condition of the undermentioned Coal Drops the following restrictions on locomotives passing over them will apply.

★HUDDERSFIELD—HILLHOUSE COAL DROPS.

Only Classes 2 to 4 and Class 9 steam locomotives, light diesel mechanical locomotives and 350 h.p. diesel electrical shunting locomotives are allowed to pass over the Coal Drops.

★SLAITHWAITE—COAL DROPS

Only light diesel mechanical locomotives are allowed to pass over the Coal Drops.

★ILKLEY—COAL DROPS.

Only Classes 2 to 7 steam locomotives and light diesel mechanical locomotives are allowed to pass over the Coal Drops.

★ Locomotives are prohibited to pass over the Coal Drops at the undermentioned places:—

BERRY BROW.
BROCKHOLES.
HOLMFIRTH.
HONLEY.
LOCKWOOD.
SHEPLEY AND SHELLEY.
THONGSBRIDGE.

USE OF "PIPE FITTED ONLY" BRAKEVANS ON FISH TRAINS.

Piped and Gauged brakevans are authorised for Class "C" braked trains signalled 3 - 1 - 1. In the event of it being necessary to use a pipe fitted only brakevan on a Fish train, owing to a fully fitted van not being available, the train must run at Class "C" speed and be signalled 3 - 1 - 1 instead of 1 - 3 - 1. (O. 8870)

BLAYDON MINERAL SIDINGS.

Blaydon Mineral Sidings have been closed and must be used only be special arrangement for the storage of surplus or crippled wagons.

All points connecting the Sidings with Main lines have been clamped and padlocked for the running lines.

Connections to Blaydon South have also been clamped for the direction of Blaydon Main.

N.C.B. COLLIERY LINE—RYHOPE AND SILKSWORTH.

Due to repairs, all locomotives travelling over Black Road Bridge must proceed at caution and not exceed a speed of **15 m.p.h.**

HAWTHORNE COMBINED MINE AND COKE PLANT.

The National Coal Board has brought into use, as detailed below, a system of two aspect colour light signalling serving the sidings of, and approaches to, the above plant and controlled from N.C.B. Ground Frames.

The signals, which must be worked to by British Railways trainmen, show Red or Yellow aspects and are located as follows:—

Single line between South Hetton Box and the N.C.B. Exchange Sidings (North Entrance).

Ingoing trains to N.C.B.

Signal 60 yards beyond the Junction with the B.R. Main line.

Directing signals 210 yards beyond the Junction with the B.R. Main line protecting the N.C.B. North Entrance Junction and reading:—

L.H. Bracket: To No. 1 or No. 2 Coke Sidings running lines.
R.H. Bracket: To Goods line.

Outgoing trains from N.C.B.

Signal at exit from No. 1 Coke Sidings running line.
Signal at exit from No. 2 Coke Sidings running line.
Signal protecting North Entrance Junction from movements from the direction of West Entrance.

MURTON—SHERBURN COLLIERY NORTH BRANCH

Until further notice, the section of line between Sherburn Colliery North and North Hetton will be closed temporarily. The points leading to the branch line at Sherburn Colliery will be set for the Branch Siding, disconnected and spiked out of use, and a stop will be provided opposite North Hetton signal box. The level crossing gates at Moorsley and Pittington Crossings will be fixed across the railway and padlocked out of use.

Working of trains between Murton and North Hetton will be in accordance with the following instructions:—

(O. 7410)

TEMPORARY INSTRUCTIONS FOR WORKING THE SINGLE LINE BETWEEN MURTON STATION AND NORTH HETTON

Until further notice, as a temporary arrangement, the single line between Murton Station and North Hetton will be worked in accordance with the 'Regulations for working on Single Lines by Pilot Guard', shown on Page 223 of the N.E.R. Sectional Appendix (Northern Section), with the following modifications:—

Signalmen will not be provided at Hetton Colliery, Hetton Station or North Hetton signal boxes.

A Signalman will act as Pilot Guard. He will wear a PILOTMAN'S badge on his left arm and must accompany each train on to the Branch.

The Pilot Guard will work the points and signals at Hetton Colliery, Hetton Station and North Hetton as required. When shunting has been completed he must ensure that all points have been restored and secured by facing point locks where provided. The Down line signals at Hetton Station and Hetton Colliery may be left in the "off" position when a train returns to Murton.

The Pilotman's badge will be kept at Murton Station signal box and handed to the Pilot Guard each time a train is allowed on to the Branch. It must be given back to the Signalman when the train returns to the Murton end of the line.

(O. 7410)

MISCELLANEOUS NOTICES—continued

WASHINGTON COLLIERY N.C.B. LINE: WASHINGTON 'F' PIT AND FATFIELD ROAD LEVEL CROSSINGS.

The semaphore signals at the above crossings have been dispensed with and Drivers must be prepared to stop at the notice boards erected on each side of these crossings and not proceed until a green handsignal is exhibited by the Crossing Keeper.

The notice boards are worded:—

"Engines must stop at this board and not proceed until the green handsignal is exhibited at the level crossing."

SINGLE LINE BETWEEN PESSPOOL SIGNAL BOX AND THE N.C.B. COAL EXCHANGE SIDINGS (WEST ENTRANCE) (SOUTH HETTON COLLIERY BRANCH).

Ingoing Trains to N.C.B.

Signal at entrance to Single line (100 yards on Pesspool side of Bridge over Main Road).

Signal 700 yards further along branch protecting the N.C.B. West Entrance Junction.

Outgoing Trains from N.C.B.

Directing signals for trains from Coal Exchange Sidings reading:—

Left-hand bracket—To Single Line to Pesspool Signal Box or Old South Hetton Colliery Sidings.

Right-hand bracket—To Colliery Main Running Line or North Entrance.

Directing signals protecting West Entrance Junction from movements from the direction of East entrance.

WEEDKILLING TRAIN.

The following instructions must be observed in connection with the working of the weedkilling train:—

(1) CLASSIFICATION AND SIGNALLING.
The train must always be signalled and dealt with as Class 'E'.

(2) FORMATION OF TRAIN.
The vehicles must be arranged in the following order, and the train may be hauled from either end:—

1 Brake Van—Vacuum braked.
1 Tank Wagon—Vacuum piped.
1 Tank Wagon—Vacuum braked.
1 Tank Wagon—Vacuum piped.
1 Tank Wagon—Vacuum braked.
1 Tank Wagon—Vacuum piped.
1 Tank Wagon—Vacuum braked.
1 Mess and Sleeping Van—Vacuum braked.
1 Spray/Brake Van—Vacuum braked.

The overall length is 232 feet and the loaded weight approximately 220 tons.

(3) VACUUM BRAKE.
The whole train must be vacuum connected throughout and to the engine, except as shown in (4) below.

(4) ATTACHING ADDITIONAL TANK WAGONS.
When the train is being hauled, additional Tank Wagons (not vacuum braked or piped) may be attached to the train, provided they are marshalled next within the rear Brake Van.
N.B.—The rear Brake Van will not then be vacuum connected to the engine.

(5) SPEED.
The maximum speed when running light must not exceed 35 m.p.h.
When spraying, a speed of 20 m.p.h. should be maintained as far as possible and must not be exceeded.
Should any case arise where these speeds are exceeded, the facts must be at once reported by U.T.M. to the Chief Engineer, York, quoting the date and time, engine number, and the location of the train at the time.

(6) PROPELLING.
The train may be propelled in accordance with the conditions applicable to ballast trains, provided the vacuum brake is connected throughout.

(7) STABLING.
In cases where the Engineer's staff sleep in the train whilst stabled overnight, all points giving access to the line or siding on which the train is standing must be securely clipped or scotched in such a position as will prevent any movement being made on to that line or siding. A red light must be placed on the rear of the train, and in those cases where movements can be made on to the line or siding in advance or rear of the train, a red light must be placed at each end of the train. The person in charge of the line or siding will be responsible for seeing that these instructions are complied with.

(8) ELECTRIFIED LINES WITH CONDUCTOR RAILS.
Spraying operations must not be carried out on electrified section of lines with conductor rails unless the electricity has been cut off.
Where the train has to cross or pass over a portion of electric line which is not scheduled for weedkilling and the electric current has not consequently been cut off, the spraying operations must be suspended until the train has passed clear of such lines.
When spraying operations are being carried out on electrified lines, the baffles or guards must be placed in the oppropriate positions to avoid the weedkilling solution being deposited on the surface of the conductor rails.

(9) CONTROL OF TRAIN AND SPRAYING OPERATIONS.
The Guard will be responsible for the working of the train and must travel in the rear Brake Van when the train is being hauled and in the Leading Van when propelling.
The Chief Civil Engineer's Weedkilling Operator will control and be responsible for the spraying operations.
Details of the running of the train will be shown on trains advices. (O.8922)

ASKERN—COALITE PRIVATE SIDINGS.

Until further notice, all B.T.C. engines will be prohibited from entering Sidings Nos. 1, 2, 3 and 4 of the Coalite Private Sidings at Askern. A notice board prohibiting entry has been erected at the Entrance to the Sidings.

LEEDS—BETWEEN GELDARD JUNCTION AND WHITEHALL JUNCTION SIGNAL BOXES.

When transfer vehicles have been placed on the Independent line between Geldard Junction and Whitehall Junction Signal Boxes in the past the station staff at Holbeck have been responsible for placing a lighted tail lamp at the Geldard Junction end of the vehicle or vehicles placed on this line. Holbeck Station is now closed and the Guard or Shunter in charge of the movements concerned must in future carry out the provisions of Rule 114 (a) and (b).

MISCELLANEOUS NOTICES—continued

SHAFTON JUNCTION—GRIMETHORPE COLLIERY SIDINGS.

Grimethorpe Colliery Sidings Ground Frame.

The ground frame controlling this siding is secured by a padlock, the key to which is kept in Shafton Junction Signal Box.

When a train requires to work at the siding the Guard must obtain the key from Shafton Junction Signal Box.

The train must stop at the signal controlling the entrance to the siding and the Guard must operate the ground frame in accordance with the instructions exhibited there.

When the work is completed and the train is ready to depart the Guard must assure the Signalman at Shafton Junction that the ground frame Up Main signal has been taken off and that the ground frame is padlocked.

The Guard must take the key forward and hand it to the Signalman at Grimethorpe Siding Signal Box who must return it to Shafton Junction Signal Box by the first suitable train.

YORK, DRINGHOUSES DOWN SIDINGS.

Until further notice, Siding No. 534 (Dgm. No. 257) will be reduced in length by approximately 40 yards. The track will be severed and only temporary wheel-stops fitted and great care must be exercised by all concerned when using the Siding.

DARLINGTON—PARKGATE.

Until further notice all traffic for Nestfield Sidings to travel over lines Nos. 500 and 501 and then via the new temporary crossover to line No. 505.

GATESHEAD AREA: INTRODUCTION OF COLOUR LIGHT SIGNALS IN PLACE OF SEMAPHORES (HIGH STREET AND GREENSFIELD SIGNAL BOXES).

At this stage of the alterations "Warning" and "Calling-on" indications cannot be exhibited. In all cases of a proceed aspect given by means of a subsidiary signal under a Colour Light signal, the Driver must understand that the line may be occupied at any point before reaching the next Stop signal, and must proceed cautiously.

GATESHEAD, HIGH STREET SIGNAL BOX—RULE 47—SHUNTING SIGNALS.

When No. 28 semaphore subsidiary signal is lowered for a backing movement from the Up Main line to Greensfield via the Down Curve, Drivers must proceed at Caution as the line up to the next Stop signal may be occupied at the time the signal is lowered.

★SCOTSWOOD BRIDGE AND CONSETT NORTH VIA LINTZ GREEN.

The line between Rowlands Gill and Blackhill has been temporarily closed to traffic and from Consett North to Blackhill is now worked under the "One Engine in Steam" arrangements, the staff for the section being kept in the custody of the Signalman at Consett North Signal Box. Drivers returning on the Single line from Blackhill to Consett North must understand that the line is clear to the Branch Home signal only.

At Blackhill the points to and from the Single line will be set and clamped for the direction of the Goods Yard except when passenger trains are run in accordance with the instructions below. All signals at Blackhill will be temporarily crossed out of use.

A passenger train may be run from Consett North to Blackhill under the following special arrangements:—

The working will be supervised by a Traffic Inspector.

The points leading to the Goods Yard or passenger station at Blackhill must be set and clamped for the Down Passenger Platform and the train be hand signalled at Blackhill.

After the cessation of the passenger traffic, the Traffic Inspector must ensure that the points at Blackhill are re-set for the Goods Yard and spiked and clamped in that position.

REPAIRS TO BRIDGE No. 29 BETWEEN TRIMDON GRANGE (TRIMDON) AND COXHOE BRIDGE (STATION) SIGNAL BOXES.

The Up and Down lines through Bridge No. 29 have been interlaced. This interlacing extends for approximately 200 yards, commencing in the Down direction at approximately 200 yards ahead of Trimdon Grange Down Starting signal. The tracks return to their normal alignment at a point approximately 100 yards on the Coxhoe Bridge Station side of the bridge.

Until further notice. Trains will be worked between Trimdon Grange and Coxhoe Bridge Station Signal Boxes in accordance with the Regulations for Train Signalling on Single Lines of Railway by the Electric Token Block System, except that Up trains travel over the Up line and Down trains over the Down line.

The Token Section extends from Trimdon Grange to Coxhoe Bridge Station Signal Boxes. **(O. 6656)**

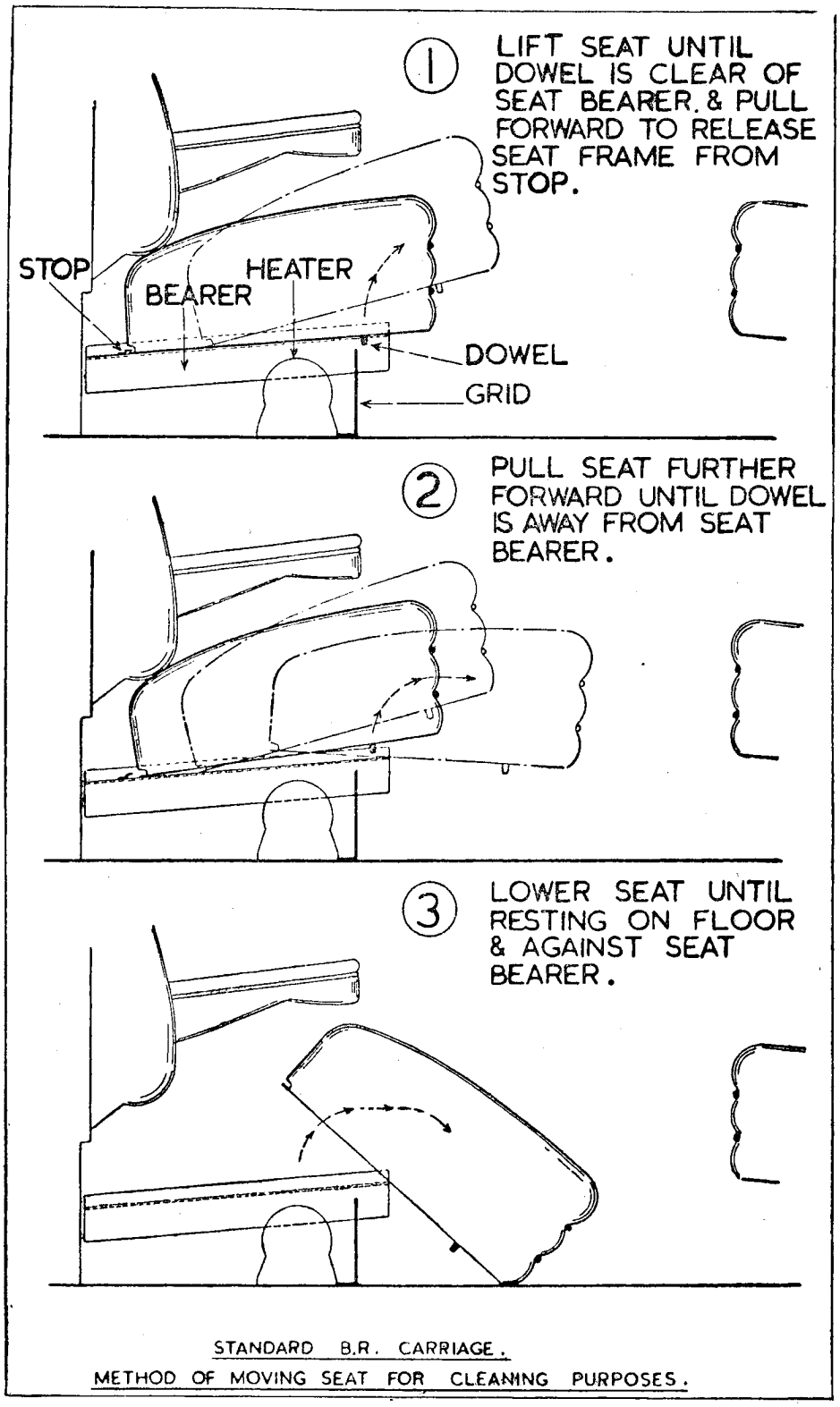
ASHINGTON—HIRST LANE CROSSING.

Until further notice there will be heavy use of this crossing by lorries between the hours of 7.0 a.m. and 6.0 p.m. on weekdays, and the crossing keeper will be on duty. Drivers of trains approaching must keep a sharp lookout, sound the engine whistle and be prepared to act on any handsignals that may be exhibited.

FIRE PRECAUTIONS IN TRAINS: REMOVAL OF SEATS IN B.R. STANDARD STOCK.

The seats in the new standard B.R. compartment corridor stock are designed to be taken out to facilitate cleaning and prevent the accumulation of litter beneath.

In the event of fire starting in such collections of rubbish, the attention of guards and others concerned is drawn to the following diagram indicating the method of moving the seat:—



STANDARD B.R. CARRIAGE.

METHOD OF MOVING SEAT FOR CLEANING PURPOSES.

MISCELLANEOUS NOTICES—continued

COXLODGE—MESSRS. ROWNTREE'S NEW FACTORY.

New sidings serving Messrs. Rowntree & Co's Factory have been connected to the Single line half a mile west of Coxlodge Station and are worked for a 2 lever ground frame released by the electric token.

The firm's private Locomotive may be allowed to proceed through the points on to the Single line to assist in attaching or detaching as necessary.

BETWEEN STOKESLY AND INGLEBY SIGNAL BOXES.—When Single Line Working by Train Staff and Tickets is in operation the speed of trains over facing points in the Single line must not exceed 10 m.p.h. Drivers must approach Occupation Crossings cautiously and sound the locomotive whistle. (O. 6238)

FILEY, SEADALE OCCUPATION LEVEL CROSSING
(786 yards South of Filey Station Signal Box)

Increased road traffic is passing over the above level crossing. **Drivers must be on the alert and sound locomotive whistle or warning horn when approaching. Whistle boards have been erected.**

BETWEEN GREAT HORTON AND CULLINGWORTH

Until further notice, the Up and Down lines between Great Horton and Cullingworth will be worked by Pilot Guard in accordance with the instructions on page 254 of the N.E.R. Sectional Appendix (Southern Section). (O.8574)

GREETLAND No. 1 AND No. 2.

Until further notice, the new connection at the Sowerby Bridge end of the Up Siding at Greetland No. 2 will not be available for traffic purposes.

FITTING OF CONTINUOUS BRAKES TO FREIGHT VEHICLES: CONTINENTAL COUPLINGS.

A number of vacuum fitted wagons equipped with buffers 2 ft. 0½ in. long and Continental screw couplings are in service. All concerned should note that in all cases where the Continental screw coupling is not in use, it should be hung on the suspension hook, thus avoiding the risk of loose couplings fouling cross-over points, etc. (G.1/252/Gen/A)

EXAMINATION OF PASSENGER VEHICLES BEFORE BEING WORKED AWAY AS EMPTY.

There has been a number of cases recently of vans being found in sidings without labels, but containing traffic.

These vans have apparently been dealt with as empty vehicles and Stationmasters or other officials in charge of the working must make such arrangements as to ensure all contents have been unloaded before vehicles are removed from station platforms or unloading docks as empty.

When this is quite impracticable, arrangements must be made to examine the vehicles as soon as possible after removal from platforms.

This instruction must be strictly adhered to.

(P. 3/3302)

FLAT TYRES.

The attention of Guards is drawn to the need to carry out the following instructions in Rule 129 (iv) (c):—
Every Guard MUST—

(iv) satisfy himself before starting at the commencement of the journey that—
(c) the continuous brake, where provided, is in working order, and all hand brakes are taken off;

(P. 3/397: O.58/4)

CONVEYANCE OF RADIO-ACTIVE MATERIALS BY PASSENGER OR PARCELS TRAIN.

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

Description.

TYPE 1.

Labelling.

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

Conditions of Carriage.

No special precautions necessary.

TYPE 2.

Labelling.

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

Conditions of Carriage.

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

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

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

MISCELLANEOUS NOTICES—continued

Security.

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

Notice of Despatch.

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

Advice and Signatures.

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

Condition of Vehicles.

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

Returned Empties.

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

Goods Train Conveyance.

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

General Note.

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

In drawing up regulations for the transport of radio-active substances by rail the Railway Executive had the advice of its Research Department and of independent scientific experts. The regulations are stringent and the staff can have full confidence that the method of packing and transporting these materials is such that full protection is provided: no member of the Railway staff should suffer any harmful effects as a result of carrying out his normal duties in the presence of these consignments. (P. 3/3141)

CONVEYANCE OF HOMING PIGEONS.

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

Transit.

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

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

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

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

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

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

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

Liberation.

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

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

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

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

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

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

MISCELLANEOUS NOTICES—continued

Empty Baskets.

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

Empty baskets must not be thrown out.

Accompanied (by Convoyers).

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

Railway staff must render every assistance to the convoyers, including the unloading of the baskets from the vans at the points from which liberation takes place. (P. 3/3149)

SECURING BARS: COVERED CARRIAGE TRUCKS.

Difficulties are being caused at certain stations due to covered carriage trucks being received empty for loading without securing bars. It seems apparent these bars are not being replaced after unloading and stations receiving such vehicles must ensure that the bars are replaced before the vehicles are re-forwarded. (P. 3/3718)

COVERED COMBINATION TRUCKS.

It has been decided that the whole of the London Midland Region six-wheeled covered combination trucks within the range of painted numbers M35000 M—M35473 M must not work in passenger trains, classes 'A' and 'B'.

Arrangements are in hand for these vehicles to be stencilled "Not to Work in Passenger Trains", but until this has been done there will not be any indication on the vehicles that they are in any way restricted.

(CRS.337)

DAMAGE TO PERAMBULATORS.

Strong complaints are still being received in regard to damage to perambulators, where on arrival at receiving station it is found that the wheels have been buckled and as a result senders have threatened to divert to road transport. Attention is again called to the necessity of greater care being exercised in handling, and to perambulators being lifted on to and off both rail and road vehicles.

Under no circumstances must parcels and other packages be placed in perambulators. (PF.547/17)

HANDLING OF FISH TRAFFIC.

The White Fish Authority have laid down a code of principles for the handling of Fish traffic.

The following is an extract from the code relating to transit and these instructions should be observed as far as possibly by all concerned:—

(a) During all stages of transit, boxes containing fish should be handled carefully and carried in a flat position.
(b) Boxes should not be dropped or up-ended.
(c) Fish containers should at all times be protected from direct sunlight.
(d) Delays in transport should be avoided.
(e) All vehicles used for the transport of fish should be covered.

HANDLING OF MAIL BAGS

When handling Mail Bags great care must be taken not to drag the bags along the platform or floor.
This not only causes damage but it also makes the bags dirty and unpleasant for those who subsequently handle them.
(P. 3/3878)

THE DUCHY OF CORNWALL OYSTER FARM, FALMOUTH —COMPLAINT.

Complaints have been made regarding delay to Oyster traffic despatched from Falmouth to various destinations throughout the country. It is essential this traffic, which is packed in boxes plainly labelled **Oysters,** is kept under special notice, and particular attention given to the careful handling and expeditious conveyance with a view to prompt delivery being afforded. (P. 3/3895)

DAMAGE TO LUGGAGE AND PARCELS TRAFFIC BY FISH BRINE; USE OF SAWDUST.

Cases have been noted where the floors of vans of mixed parcels and fish traffic have been very wet with fish water.

All concerned should ensure that in such cases a liberal supply of sawdust is used to minimise the possibility of the fish water damaging other traffic loaded in the same van. (P. 3/3883)

CONVEYANCE OF DOGS IN VANS OF PASSENGER TRAINS

(Referring to page 116 of B.R. Standard General Appendix.)

Complaints have been received from the public that parcels traffic in guards' vans on passenger trains has been contaminated by dogs travelling in the same van which have been allowed too great a length of chain. Obviously the length of chain allowed the dog depends on the size of the animal but guards should note that dogs should be so secured that they are unable to come in contact with any other articles loaded in the van. (P. 3/502)

MISCELLANEOUS NOTICES—continued

WINDSCREENS ON GANGWAY STOCK

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

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

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

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

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

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

If in the case of regular train sets difficulty is experienced in connecting this type of windscreen owing to the absence of staples in non-B.R. standard vehicles, the assistance of the local C. & W. staff should be obtained with a view to the provision of the necessary staples on the non-standard vehicles concerned. (P. 3/397)

YOUNG LIVE POULTS IN TRANSIT

Several complaints have been received regarding handling and delay in transit of day old turkey poults. These birds are more delicate than day old chicks. They must be carefully handled and in all cases forwarded without delay by the most expeditious service. (P. 3/3051)

PROTECTION OF MAIL AND PARCELS TRAFFIC DURING TRANSIT.

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

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

(P. 3/3493)

BREAKAGE OF GRAMOPHONE RECORDS CONVEYED BY PASSENGER TRAIN.

Great care must be exercised by the staff in dealing with cartons of gramophone records. Each carton bears a distinctive label "Records with Care", 4" x 4". (P. 3/5026)

CONVEYANCE OF LIVESTOCK BY PASSENGER TRAIN.

Attention of the staff is drawn to the necessity for ensuring that live stock of all kinds is delayed as little as possible, and that if for any unavoidable reason live stock has to remain on station premises, adequate steps are taken to ensure that it is not left on an open platform or exposed to the risk of bad weather. (P. 3/3505)

DAMAGE TO MOTOR CYCLES AND MOTOR SCOOTERS DURING RAIL TRANSIT.

MOTOR CYCLES.

Despite the attention already drawn to the correct method of handling and loading of Motor Cycles, strong complaints continue to be received from senders regarding damage due to mishandling.

It is essential that the detailed instructions set out below are strictly observed:—

(a) In loading, the front wheel must be placed on the van floor, one loader to hold handlebars and another to lift rear wheel into van.

(b) Motor-cycles must be loaded across train vans and not end-on with the running direction of the trains.

(c) When more than one machine is placed in a van, they must be loaded front to rear alternatively.

(d) The machines must NOT be placed on their stands when loaded in the train vans, as the oscillation is likely to cause them to fall.

(e) When unloading, the rear wheel must be lowered on to the platform by one loader, another loader holding the handlebars and lowering the front wheel.

(f) MOTOR-CYCLES UNLOADED FROM TRAIN VANS ON TO PLATFORMS MUST NOT BE PLACED AGAINST WALLS OR STANCHIONS BUT BE PLACED IN THE PARKING POSITION ON THEIR STANDS.

DAMAGE TO MOTOR CYCLES AND MOTOR SCOOTERS DURING RAIL TRANSIT—continued.

MOTOR SCOOTERS.

Motor Scooters are being damaged in transit and when these are loaded into rail vehicles they should be placed on their stands and not loaded one against the other or against other articles. If this method of loading were adopted a large proportion of the damage would be avoided.

The handling and loading of this traffic should be given special attention by the supervisory staff. (P. 3/3132)

WESTERN REGION PARRATT STRETCHERS FOR THE CONVEYANCE OF INVALIDS BY RAIL.

Instances have recently come to light where, after use, Parratt stretchers have been returned to the "Home" station by Freight train, resulting in delay, also on occasions, in damage to the stretcher.

The staff concerned should be instructed that Parratt stretchers must in all cases be returned to the "Home" station by the next available Passenger service, a suitable advice being sent to destination or transfer points. (P. 3/87)

MISCELLANEOUS NOTICES—continued

MUSHROOM SPAWN TRAFFIC BY PASSENGER TRAIN EX. WORTHING.

Considerable difficulty is caused by delay in transit of the above as the life of this spawn is approximately 5 days. Special attention to be given. Consignments must not be split in transit. (P. 3/4221)

DELAY TO CONSIGNMENTS FORWARDED BY PASSENGER TRAIN TO LONDON AIRPORT.

Strong complaints have been made by the B.O.A.C. and other airlines regarding delays to urgent consignments forwarded by passenger trains to London Airport for which reservation for conveyance on scheduled air services have been made by senders. All staff concerned are reminded that these urgent consignments should be despatched by the first available service from sending and transfer stations. (P. 3/3885)

EQUIPMENT OF FITTED WAGONS, STANDARD SPRING KEY AND CHAIN— FOR VACUUM COUPLINGS.

Many fitted wagons are in service without the standard spring key and chain for the vacuum couplings and great difficulty is being experienced in obtaining renewals. The main cause of the numerous breakages is due to staff using shunting poles to release the spring key quickly. All who are directly concerned with the coupling and uncoupling of wagons should insert and withdraw the spring keys by hand and thereby avoid the frequent breakages.

(G. 1/5709/5)

BOTTOM DOOR WAGONS.

In the event of the Bottom Door on a wagon dropping during its journey the guard of the train should report the circumstances to the Yard Inspector at the next point of call where C. & W. staff are in attendance.

The Yard staff must in turn draw the attention of the C. & W. Examiner to the wagon so that he can ensure that the door is attended to in the event of the mechanism in any way being defective. (G. 3/4097)

DAMAGE TO SIGNALLING AND PERMANENT WAY EQUIPMENT.

Instances continue to be reported of damage to signalling and permanent way equipment due to chains trailing from wagons and there have been several cases where unsecured chains have fallen from wagons and become fast in crossing points, resulting in following wagons becoming derailed.

All concerned are reminded of the importance of ensuring that chains, sheets, etc., are adequately secured in accordance with Rule 157. (G. 2/23548/16)

COMPOSITION OF FREIGHT TRAINS.

In order to provide staff concerned with the working of freight trains with advance information as to the loading and length of trains, staff at Marshalling Yards should include in train messages to District Control the equivalent weight the length of the train whenever this varies from the normal in relation to the actual number of wagons conveyed. When quoted equivalents in weight, the unit (Goods, Heavy or Empty) should be specified. (G. 1/4404/Gen.)

BREAKDOWN OF WAGONS UNDER LOAD OR STOPPAGE DUE TO LOAD UNSAFE TO TRAVEL. PROCEDURE AS TO ADVISING AND TRANSHIPMENT, ETC., WHEN LOADED WAGONS ARE STOPPED IN TRANSIT OWING TO MECHANICAL OR LOADING DEFECTS.

Instances have occurred of failure to carry out the instructions on page 99 of the B.R. Standard General Appendix and serious complaints have been made by Traders.

The non-receipt of these advices handicap the efforts of the staff concerned in the tracing of wagons not received at destination in the normal course, and Traders become very irritated when we are unable to inform them promptly that a wagon has become defective.

The attention of all concerned is drawn to the importance of adhering strictlyto the instructions referred to above when wagons break down in transit. (G. 3/2266)

EXAMINATION OF WAGONS "MARKED FOR REPAIR".

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

It is, therefore, most important that all wagons or containers should be examined to make certain that they are empty before being put away amongst cripples. Van doors should be opened owing to the unreliability of testing by a blow on the side to ascertain whether loaded or empty. (G.3/226 /1)

CLOSING OF DOORS OF EMPTY COVERED WAGONS IN TRANSIT

Cases have been noticed where covered vans have been despatched with the sliding doors in the open position. In order to avoid rain penetrating to the inside of these wagons and to reduce wind resistance, it is important that the doors of covered vehicles should be properly closed and secured before despatch.

All concerned with the working of trains should endeavour to see that this is done. (O. 8870/G. 1/7191)

SPEED RESTRICTIONS—FREIGHT ROLLING STOCK.

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

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

RAIL TANK CARS RETURNED FULL IN ERROR TO SENDING POINT.

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

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

In the event of a tank car being stopped by the Operating Department, owing to doubt as to the correct destination (e.g. where the two labels on a vehicle bear contradictory directions) the circumstances will be reported to the Goods Agent at the place where the vehicle is stopped and the latter should immediately get in touch by telegram or telephone, with sending and/or destination points, in order to establish the correct labelling. (G. 3/4327)

MISCELLANEOUS NOTICES—continued

FREIGHT BRAKE VANS.

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

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

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

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

With the exception of a small number which are lettered for specific services, all other brake vans may be used for working trains in any direction. (G. 1/42)

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK.

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

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

All locomotivemen from other depots working trains into Skelton New Yard must report to the Locomotive Foreman at that point as soon as possible after arrival. If the Locomotive Foreman is not available the locomotivemen should report to the Traffic Inspector: Guards should report to the Traffic Inspector.

Locomotivemen who take their locomotives to the South Shed should report on arrival to the Timekeeper there. (G. 7/194/1/N P. 3/710/.)

TAIL LAMPS.

The attention of all concerned is drawn to the heavy demand for tail lamps as instances have been noted of such lamps lying about in goods sidings, stations, etc. Serviceable tail lamps should be returned to the storage points when not required and damaged lamps should be disposed of in accordance with the instructions. (G. 1/33)

CLASSIFICATION OF PASSENGER TENDER LOCOMOTIVES.

The classification of ex L.M.S. 5XP, 6P and 7P locomotives has been altered to 6P/5F, 7P and 8P respectively.

The route availability of these locomotives remains unchanged.

Reference to Class 5XP, 6P and 7P to be altered to read 6P/5F, 7P and 8P respectively in the Sectional Appendices, etc., but no alteration is to be made for the time being to the "Classification Code" shown on page 1 of the Divisional Routes over which Engines May Run pamphlet.

★RE-DESIGNATION OF LOCOMOTIVES—MIXED TRAFFIC TYPES.

The following locomotives, hitherto designated "Passenger Tender", "Passenger Tank", "Freight Tender" and "Freight Tank", have been re-designated "Mixed Traffic Tender" or "Mixed Traffic Tank", as the case may be:—

	Former designation		Revised designation	
Wheel arrangement	Former Power Class	Type	New Power Class	Type
4-6-0	5XP	Passenger Tender (L.M.S. Jubilee: Patriot).	6P/5F	Mixed Traffic Tender (ex L.M.S. Jubilee: Patriot).
2-6-0	5F	Freight Tender (L.M.S. Standard—taper boiler).	5 MT	Mixed Traffic Tender (ex L.M.S. Standard—taper boiler).
2-6-0	5F	Freight Tender (L.M.S. Standard—parallel boiler).	5 MT	Mixed Traffic Tender (ex L.M.S. Standard—parallel boiler).
The following locomotives will have painted on the cab sides the power class only, that is, without a letter following:—				
4-6-0	5	Mixed Traffic Tender (L.M.S. Standard).	5	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-0	4F	Freight Tender (L.M.S. Standard).	4	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-4	4P	Passenger Tank (L.M.S. Standard 3 cyl.—taper boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 3 cyl.—taper boiler).
2-6-4	4P	Passenger Tank (L.M.S. Standard 2 cyl.—taper boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 2 cyl.—taper boiler).
2-6-4	4P	Passenger Tank (L.M.S. Standard 2 cyl.—parallel boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 2 cyl.—parallel boiler).
2-6-2	3P	Passenger Tank (L.M.S. Standard—parallel boiler).	3	Mixed Traffic ex.S.(TankLM . Standard—parallel boiler).
2-6-2	3P	Passenger Tank (L.M.S. Standard—taper boiler).	3	Mixed Traffic Tank (ex L.M.S. Standard—taper boiler).
2-6-0	2F	Freight Tender (L.M.S. Standard).	2	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-2	2P	Passenger Tank (L.M.S. Standard).	2	Mixed Traffic Tank (ex L.M.S. Standard).

MISCELLANEOUS NOTICES—continued

RE-DESIGNATION OF LOCOMOTIVES—MIXED TRAFFIC TYPES—continued

Speed limits, restrictions and other instructions applicable to any one of these locomotives, and published in the Appendices under the former designations, automatically continue in force and must, therefore, be accepted as being applicable to the individual types concerned under their revised designations.

The following B.R. Standard locomotives are "Mixed Traffic":—

Power Class	Wheel arrangement	Type
TENDER:		
7P/6F	4-6-2	70,000
6P/5F	4-6-2	72,000
5	4-6-0	73,000
4	4-6-0	75,000
4	2-6-0	76,000
2	2-6-0	77,000
3	2-6-0	78,000
TANK:		
4	2-6-4	80,000
3	2-6-2	82,000
2	2-6-2	84,000
	1CO+CO1	
The classification of Diesel locomotivesis as under:—		
7P/6F	1CO+CO1	Ex S.R. Diesel Electric, No. 10203.
5	CO+CO	Ex S.R. Diesel Electric, Nos. 10201 and 10202.
5	4-8-4	Ex L.M.S. Diesel Electric, Nos. 10000 and 10001.
6P/5F	BO+BO	
3		

FITTING OF CONTINUOUS BRAKES TO FREIGHT VEHICLES: MANUAL LIGHT/LOAD DEVICE.

Fully fitted 16-ton flat bottomed mineral wagons and 25½-ton iron ore wagons are now becoming available and the attention of the staff is drawn to the following points:—

1. Brakes. These wagons have two brake cylinders and are fitted with a changeover lever at each side of the wagons on the solebar beneath the door. This has two positions loaded and empty. In the loaded position both cylinders work, in the empty position only one cylinder works. In order to ensure that the appropriate brake power is available it is most important that the position of the lever corresponds with the condition of the wagon (loaded or empty) when the vacuum brakes are in use.
2. These wagons are not in common user owing to terminal restrictions. Any point receiving them must apply for disposal instructions and not deal with them as ordinary mineral wagons.
3. The changeover gear may be operated from empty to loaded position by simply moving a lever but before changing from loaded to empty position, it must be ensured that the vacuum is completely destroyed, then the release cord pulled to ensure that the brakes on the wagon are off. Then the changeover lever may be moved to the empty position. (G. 1/252/Gen.)

MISSING WAGONS

Owner	Wagon No.	Type	Contents	Astray since	Required at
	483288	Hyfit	1 drum cable T.C. No. EHNT.331. 2.18.0.0.	24.2.59	Ganton N.E.
M	472073	Medium	—	13.6.58	C.&W.Works, Derby, L.M.
DM	139211	SLUDGE	—	25.7.58	Advise Traffic H.Q.
DM	168050	SLUDGE	—	6.11.58	G.3/2000/30 York.
	Lettered Return EMPTY TO WATER SOFTENING PLANT, MELTON MOWBRAY.				
E	291887	—	One M.P.D. oil tank L.N.E.R. 1251	1.8.58	Advise Traffic H.Q.
P	15391	—	One M.P.D. oil tank L.N.E.R. 1252		G.3/2000/14 York.
E	263079	Hyfit	Transhipts	10.3.59	Bristol Temple Meads. Advise Traffic H.Q. York. G.3/2000/30

LOST PASSES

The undermentioned passes are reported lost and it is requested that the staff employed in the collection and examination of tickets should keep a sharp look-out in order to prevent misuse:—

No.	Description	Name	Availability
CN.4411	2nd Class Card "Duty" Pass	A Representative	All stations, North Eastern Region
267092	2nd Class Residential	Miss J. L. Clark	Scotswood and Newcastle
199	2nd Class Duty Blank Card	—	Bredbury to....

S (C) 25783

EASTERN REGION

AUTOMATIC TRAIN CONTROL

Automatic Train Control equipment has been installed between Grantham and King's Cross for use by Enginemen who have been trained in its operation.

The only locomotives fitted at present are allocated to the Eastern Region. Should Enginemen who have not been trained in the operation of the equipment be called upon to operate a locomotive so fitted over A.T.C. fitted track, the equipment on the locomotive will be isolated.

When the equipment is isolated, the locomotive can be operated in exactly the same manner as any other locomotive of the same class.

EASTERN AND LONDON MIDLAND REGIONS

MANCHESTER AND SHEFFIELD

Until further notice. Passenger trains conveying four-wheeled vehicles of less than 15 feet wheelbase **in any position on the train must not exceed 40 miles per hour** on the Up and Down lines between Manchester (London Road) and Sheffield (Victoria). **The restriction must also be applied to 'L.N.E.R.' Horse Boxes with 14 feet wheelbase which are lettered "May run at Speeds exceeding 60 m.p.h. on L.N.E.R. only".** The instructions on page 89 of the General Appendix headed "Conveyance of Four-Wheeled Non-Passenger-Carrying Coaching Stock and Braked Freight Stock in Passenger Trains" are modified accordingly. (O.7423)

MANCHESTER—SHEFFIELD—WATH ELECTRIFICATION

★MANCHESTER—SHEFFIELD—WATH ELECTRIFIED LINES

★ARDWICK No. 1—MANCHESTER LONDON ROAD STATION AND DUCIE STREET GOODS DEPOT

The overhead equipment between the places specified below has been energised at 1,500 volts and must be regarded as being "Alive" at all times, unless a written "Permit to work" has been issued by the C. M. & E. E. Electric Traction Engineer (Eastern Region) to show that a section, or sections, of the equipment concerned has been isolated and earthed and that it is safe for the work to be carried out.

Between	Lines Affected
Ardwick No. 1 (Structure No. M.188/08)	Down East.
	Up East.
and	East Engine Siding.
Ducie St. Goods Depot (Structure No. M.188/65)	Down L.M. Goods line,
	Up L.M. Goods line.
Ardwick No. 1 (Structure No. M.188/08)	Up and Down East Goods line,
	Nos. 1, 2, 3 & 4 Platform line,
and	
Manchester London Road Station (Structure No. M.188/91)	and Ducie Street Goods Depot.

When it is necessary to report to the C.M. & E.E. Electric Traction Engineer (Eastern Region) on any matter in accordance with these instructions, this should be done by using one of the Electrification Telephones which are situated on the lineside to contact Penistone Electric Control Room.

LIGHTS IN REAR CABS OF ELECTRIC LOCOMOTIVES.

During the hours of darkness the lights will be left switched on in the rear cabs of electric locomotives to assist Guards in ensuring that their trains are intact.

LONDON MIDLAND REGION—CENTRAL LINES

FAILSWORTH—STATION. In connection with subsidence of the Hollinwood end of the Down platform a barricade has been erected and a white line painted on the portion of the Down platform which is in use.

Drivers of all Down trains calling at Failsworth are instructed not to bring their trains to a stand beyond the barricade which is protected by a white light.

KIRKDALE CARRIAGE SIDINGS. The attention of all concerned is drawn to the limited side clearance when vehicles are passing through the washing machine structure located on the Up Goods line near Kirkdale West Signal Box and all staff working in this area must exercise great care.

MIDLAND LINES

ST. PANCRAS STATION—PERCOLATION OF WATER TO UNDERGROUND PREMISES:—
Drivers should limit the discharge of water from locomotives standing in the platform roads to a minimum.
(U.F.N.)

ZONING OF PARCELS FROM FORMER L.M.S. FOR LONDON POSTAL DISTRICTS

Postal Number		District	Traffic Delivered from	Sorting Number
Page 61				
Shown	E.4	Chingford	Chingford .. E.R.	150
Should be	E.4	Chingford	Chingford or Highams Park .. E.R.	150
Shown	E.6	Beckton District	Liverpool Street .. E.R.	150
Should be	E.6	Beckton Gas Works	Liverpool Street .. E.R.	150
Shown	E.16	Silvertown	Bow .. L.M.R.	1
Should be	E.16	Victoria Docks and North Woolwich	Bow .. L.M.R.	1
Shown	E.18	South Woodford	Woodford .. E.R.	IX
Should be	E.18	Woodford and South Woodford	Woodford .. E.R.	150
Shown	S.E.6	Catford	Catford .. S.R.	S.R.
Should be	S.E.6	Catford	Catford Bridge .. S.R.	S.R.
Shown	S.E.9	Eltham	Eltham .. S.R.	S.R.
Should be	S.E.9	Eltham	Eltham, Wellhall or New Eltham .. S.R.	S.R.
Shown	S.E.10	Greenwich	Maze Hill .. S.R.	S.R.
Should be	S.E.10	Greenwich	Maze Hill or Greenwich .. S.R.	S.R.
Shown	S.E.19	Norwood	Crystal Palace .. S.R.	S.R.
Should be	S.E.19	Norwood	Crystal Palace .. S.R.	S.R.
Shown	S.E.20	Anerley	Crystal Palace .. E.R.	E.R.
Should be	S.E.20	Anerley	Crystal Palace .. S.R.	S.R.
Add		Anerley (Penge)	Penge East .. S.R.	S.R.
Shown	S.E.22	East Dulwich	East Dulwich .. S.R.	S.R.
Should be	S.E.22	East Dulwich	East Dulwich .. S.R.	S.R.
Page 62				
Shown	S.E.27	West Norwood	West Norwood .. S.R.	S.R.
Should be	S.E.27	West Norwood	West Norwood or Tulse Hill .. S.R.	S.R.
Shown	S.E.4	Clapham	Clapham Junction .. S.R.	S.R.
Should be	S.E.4	Clapham	Clapham Junction or Waterloo .. S.R.	S.R.
Shown	S.W.17	Tooting	Tooting Junction .. S.R.	S.R.
Should be	S.W.17	Tooting	Tooting .. S.R.	S.R.
Shown	S.W.18	Wandsworth	Wimbledon .. S.R.	S.W.
Should be	S.W.18	Wandsworth	Wimbledon or Clapham Junction .. S.R.	S.Y.
Shown	E.15	South Tottenham	Seven Sisters .. E.R.	150
Should be	E.15	South Tottenham	Seven Sisters or Tottenham .. E.R.	150
Shown	N.19	Upper Holloway	Euston or St. Pancras .. L.M.R.	1
Should be	N.19	Upper Holloway	St. Pancras .. L.M.R.	1
Shown	N.21	Windmore Hill	Windmore Hill .. E.R.	100
Should be	N.21	Windmore Hill	New Southgate .. E.R.	100

PAGE 63

Shown		Should be	
Postal	Rail	Postal	Rail
S.W.18, 19	S.E.	S.E.18	S.E.
		S.E.19	S.C.
S.E.20	S.E.	S.E.20 (Anerley)	S.C.
		S.E.20 (Penge)	S.E.
S.E.22	S.E.	S.E.22	S.C.

ZONE NUMBERING OF PARCELS TO LONDON POSTAL AREA

Page No.	Postal District	Amended Zone Number
5	N.6	IX (East Ham) 150 (Beckton Gas Works)
5	S.E.20	S.C. (Anerley) S.K. (Penge)
5	S.E.21	S.K.
5	S.E.24	S.K.
5	S.W.20 (additional)	S.W.

AMENDMENTS TO NUMERICAL SORTING BOOKLETS BR.29760 (EASTERN, NORTH EASTERN, SCOTTISH REGION) (EASTERN SECTION)

Page No.	DESTINATION	Forwarding towards 1st Col	N	S	E	W
★ 3	Delete 105 Essendine ..					
3	Add 149 Fenchurch Street					
3	Delete South Lynn ..	171				
3	Delete Melton Mowbray	173				
4	**Index**					
	Amend IX LTS Section (Eastern Region) to read IX. St. Pancras Transfers					
4	Birmingham (New St.) .. to read	6				
	Birmingham (Central) ..	6				
	Delete Birmingham (Mid. transfer) ..	6M				
	Walsall—New entry ..	7X				
4	Anerley	2C				
★ 6	Acle	159				
6	Abergoed	W5				
6	Abercairny		74	75		
6	Abercanaid	W5				
6	Aberfan	W3				
6	Albion	6				
6	Alcester	W25				
6	Aldridge	7X				
★ 7	Althorp Park	4				
7	Anerley	SK				
7	Arkwright Town.. ..	106				
7	Arlesey and Henlow ..		102	103	102	102
7	Altrincham & B.	C2				
7	Annitsford	197				
7	Alvechurch	6				
7	Arley & F.	57				
7	Alperton		2X	2		
8	Ashton Park Parade ..		19T	19T	19T	20
8	Aswaby	117				
8	Auchterarder		74	75		
8	Armadale	81				
8	Ashchurch	W25				
8	Ashton-u-Hill	W25				
8	Attlebridge	162				
9	Baldersby	186				
9	Aylsham South	To be	dele	ted		
9	Aylsham North to read Aylsham	162				
9	Balne	109				
★10	Barnham	161				
★10	Bay Horse	26				
10	Barking	150				
10	Barnsley (C.H.)		139	44	46T	139
10	Barkston	106				
10	Braunston.. ..	4				
10	Barton Hill	183				
10	Bardsey		112	185		
10	Bawtry	109				
10	Barnt Green	6				
10	Barrasford	197				
★11	Bentley	156				
11	Becontree..	149				
11	Benfleet (for Canvey Island)	149				
11	Belton & Burgh	159				
11	Bedlinog	W5				
11	Bell Busk	42				
11	Beckford	W25				
11	Bengeworth	W25				
11	Berkswell	5				
11	Bescot	7X				
11	Bideford-on-Avon ..	W25				
11	Bellingham	197				
★12	Billingboro & H. ..	116				
★12	Black Bank	167				
12	Binton	W25				
12	**Blackwell**	W25				
12	**Blake Street**	7X				
12	Bloxwich	7X				

Page No.	DESTINATION	Forwarding towards 1st Col	N	S	E	W
12	Bittaford	W10				
12	Blackford	74				
12	Blaby	134				
12	Blakesly .. .. }	4				
12	Blakesly .. .. }		131	132		
★13	Braceborough Spa ..	104				
13	Boston Manor	SW				
13	Bordesley	6				
13	Boroughbridge	185				
13	Brafferton..	185				
13	Boughton	108				
14	Bromley (London) ..	1				
14	Brinscall	33				
14	**Branston & Heighington**	119				
14	Bredon	W25				
14	Brindley Heath	7X				
14	Brierfield	34				
14	Brimington	47				
★15	Delete entry for Burnt Mill		150	165	165	150
15	Bubwith	182				
15	Bromsgrove	W25				
15	Broom Junction	W25				
15	Brownhills	7X				
15	Broughton-in-Furness ..		28	28X		
15	Brooklands (Cheshire) ..	C2				
15	Burnley	34				
★16	Burwell		166	167		161
★16	Capel	156				
16	Byfield		131	132		
16	Burnt Oak	100				
16	Canon's Park	100				
16	Burton Point	14				
16	Caister Camp Halt ..	Delete				
16	Caister on Sea	159				
16	California Halt	159				
16	Buxworth..		49	46T		
16	Bynea	W5				
16	Cannock	7X				
★17	Cavendish..	161				
17	Chalkwell	149				
17	Carlton Towers	180				
17	Catfield	162				
17	Castle Bytham	105				
17	Crystal Palace	SC				
★18	Chettisham	167				
18	Chepstow	W14				
18	Chorley	31				
18	Cherry Burton		181	182	181	
18	Cheslyn Hay	7X				
18	Chester Road	6				
18	Chollerton	197				
18	Charwelton		132	133	132	132
18	Chollerton		197	27		197
18	Chilcompton	SW				
18	Childwall		23T	24		19T
★19	Claydon	156				
19	Clutton	SW				
19	Clipston & O.	57X				
19	Clayton (Yorks)	37				
19	Clovenfords	80				
19	Cliff Common	182				
19	Cobbinshaw		81	81	82	
19	Coleshill	50				
19	Clenchwarton	172				
19	Cockfosters	100				
19	Cockfield Fell	188				
★20	Corby Glen	106				
20	Cottam	108				
20	Coniston	29X				
20	Coseley & Deepfields ..	7				
20	Coughton..	W25				
20	**Corpusty & Saxthorpe** ..	162				
20	Coniston		28	28		
20	Cornwood	W10				

AMENDMENTS TO NUMERICAL SORTING BOOKLETS BR.29760

(EASTERN, NORTH EASTERN, SCOTTISH REGION) (EASTERN SECTION)—continued

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
20	Corby & Weldon ..	58				
20	Collingham Bridge ..		112	185		
20	Cowton	187				
21	Copredy		W20	132	W22	3
21	Cross Gates		112	182		
21	Crow Park	107				
21	Crowden	143				
21	Croxley	2				
★22	Delete entry for Cumberworth		20	20	142	142
22	Dagenham	149				
22	Dagenham Dock ..	149				
22	Dagenham Heathway ..	149				
22	Cwmsyfiog	W5				
22	Cullingworth	112				
22	Darlaston	7				
22	Danby Wiske	187				
22	Cwm Bargoed	W3				
22	Cumwhinton	27				
23	Dingestow	W14				
23	Deepcar	139				
23	Dodworth	46T				
23	Defford	W25				
23	Deadwater	197				
★24	Dullingham		166	167	166	161
24	Dovecliffe		139	44	46T	139
24	Dowlais	W5				
24	Dukeries Junction ..	108				
24	Drayton	162				
24	Droitwich Spa	W25				
24	Dudley	W22				
24	Dudley Port	7				
★25	Dunham			172	172	169
25	East Tilbury	149				
25	Dunstall Park	7				
25	East Rudham	172				
25	East Barkwith		118	119	119	120
25	Eastcote	130T				
25	Eassie		86	77		
★26	East Winch	172				
26	Eccleshill	37				
26	Elm Park	149				
26	Emerson Park	149				
26	Enthorpe	182				
26	Elsecar & Hoyland ..	46T				
26	Ellenbrook	31				
26	Edwinstow	108				
26	Eckington (Wore) ..	W25				
26	Elford	8X				
26	Edmonthorpe & W. ..	56T				
★27	Essendine	104				
27	Everingham	182				
27	Ettingshall Rd.	7				
27	Evesham	W25				
27	Eye Green	104				
27	Fakenham (West) ..	Delete				
27	Felmingham	162				
27	Falstone	197				
27	Farnworth	31				
★28	Finningham	160				
★28	Flordon	162				
★28	Forncett	162				
28	Feniscowles	33				
28	Fleur-de-Lys (New entry)	W5				
28	Fochriw	W5				
28	Forganderry		74	75		
28	Foggathorpe	182				
28	Fernhill Heath	W25				
28	Fillongley	57				
28	Ferry (Norfolk)	170				
28	Fleet (Lincs)	116				
28	Flecknoe	5				
28	Flaxton	183				
28	Forgandenny		74	75		

Page No.	DESTINATION	Forwarding Towards				
		1st Col	N	S	E	W
28	Forteviot		74	75		
★29	Fransham			172	172	169
29	Four Ashes	9				
29	Four Oaks	6				
29	Gailey	9				
29	Gayton Road	172				
29	Gedney	116				
29	Ganton	184				
29	Gants Hill		150	151	150	
29	Gatley		13	17		17
29	Garforth		112	182		
★30	Glemsford	161				
★30	Gorleston-on-Sea ..	159				
30	Glendon & R.	58				
30	Gildersome		110	21T	113	110
30	Glasterlaw	86				
★31	Great Chesterford ..		165	166	166	153
31	Govilon	W3				
31	Great Horton	37				
31	Guthrie		86	77		
31	Grays	149				
31	Govilon	11				
31	Grotton & S.		19T	19T		35
31	Gravelly Hill	6				
31	Great Bridge	7X				
31	Great Ormesby	159				
31	Grimston Road ..	172				
31	Guestwick	162				
31	Greenloaning	74				
★32	Haddenham (Bucks) ..	130T				
★32	Haddiscoe	157				
★32	Hadleigh	156				
★32	Amend Harlow to read Harlow Mill		150	165	165	150
★32	Add new entry Harlow Town		150	165	165	150
32	Hallatrow	SW				
32	Hammerwich	7X				
32	Hampton in Arden ..	5				
★33	Haughley	160				
33	Hathern	57T				
33	Heapey	31				
33	Haxey Junction ..		109	109	109	119
33	Haxey Town		109	109	109	119
33	Lea	108				
33	Heald Green		13	17		17
33	Heck	109				
33	Heathfield (Devon) ..	W8				
33	Harvington	W25				
33	Hawkesbury Lane ..	5X				
33	Hazelwell	6				
33	Hinderwell	190	184	190		
★34	Hethersett	162				
★34	High Wycombe	130T				
34	Highfield	182				
34	Hednesford	7X				
34	Hemsby	159				
34	Hillington (Norfolk) ..	172				
34	High Barnet	100				
34	Millington	W20				
34	Herne Hill	SK				
★35	Holme Hale		168	172	172	168
★35	Holmfirth	20				
★35	Honley	20				
35	Holme Moor	182				
35	Holme (Hunts)	104				
35	Hornchurch	149				
35	Hindolvestone	163				
35	Holbeach	116				
35	Holt (Norfolk)	163				
35	Honing (for Worstead) ..	162				
35	Hinton (Glos)	W25				
35	Holbeck (High Level) ..	112				
35	Holmes		46T	44	44	140
36	Idle	37				

AMENDMENTS TO NUMERICAL SORTING BOOKLETS BR.29760

(EASTERN, NORTH EASTERN, SCOTTISH REGION) (EASTERN SECTION)—continued

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
36	Hucknall Central ..		135	139		
36	Hunshaugh		197	27		197
36	Huyton Quarry		23T	24		19T
36	Hurnshaugh	197				
36	Ingham	161				
36	Ingham	161				
36	Ikenham	130T				
36	Kettleness	190	184	190		
★37	Isleham		166	167		161
★37	Kenton		160	162		
37	Kelmarsh	57X				
37	Ivybridge	W10				
37	Keighley	112				
37	Kearsley	31				
38	Kimbolton		103	104		
38	Kilsby & Crick	5				
38	Kielder Forest	197				
38	Kingsbury (Warwick) ..	50				
38	King's Norton	6				
38	Kinbuck	74				
39	Kirk Smeaton	40				
39	Laindon	149				
39	Langley Green	W22				
39	Nassington	4				
39	Kirkton-in-Ash	56T				
40	Letham Grange	86				
40	Ledsham		14	22		22
40	Leyton (Mid. Rd.) ..	1				
40	Leytonstone (High Rd.) (New Entry)	1				
40	Leverton	108				
40	Leigh-on-Sea	149				
40	Leyton	1X				
40	Langley Hall	6				
40	Lenwade	162				
40	Lees		19T	19T		35
40	Leicester (Belgrave Road)	57				
40	Leek	51				
40	Lea..		108	108	108	124
★41	Little Bytham	104				
41	Llandenny..	W3				
41	Lindores		75	84		
41	Llangennech	W5				
★42	Lockington	181				
★42	Lofthouse & Outwood ..	110				
42	Lockington		181	182	181	
42	Long Itchington	5				
42	Longbridge	6				
42	Long Sutton (Lincs) ..	116				
43	Low Street	149				
43	Maesycmmer	W5				
44	Marshfield	W5				
44	Mansfield	56T				
44	Martham	159				
44	Massingham	172				
★45	Middleton Towers ..	172				
45	Mells Road	SW				
45	Midsomer Norton ..	SW				
45	Menthorpe Gate ..	182				
45	Melton Constable ..	163				
45	Micklefield		112	182		
★46	Mirfield		110	21T	113	110
46	Monsal Dale ..	49				
46	Monmouth	W14				
46	Moulton (Lincs.)	116				
★47	Narborough and Pantney	—	168	172	172	168
★47	Needham	160	—	—	—	—
47	Nassington	34	4	4		104
47	Murrow (East)	170				
47	Napton & Stockton ..	5				
★48	Newport (Essex).. ..	—	165	166	166	153
48	Newtonhill	85				
48	Newpark		81	81	82	
48	North Cave		109	180	180	
48	Newthorpe		56T	47		56T
48	Newton Kyme		112	185		
48	New Tredegar	W5				
48	Newtown Halt	159				
49	Ockenden..	149				
49	North Walsham (Town)	Delete entry				
49	Oldham (Glodwick Road)		19T	19T		35
49	Northolt	W20				
49	Northwick Park			131	130	130
49	Oakwood	100				
49	Oakley (Beds.)	60				
★50	Oulton Broad North ..	158	—	—	—	—
★50	Oulton Broad South ..	158	—	—	—	—
50	Oughty Bridge	139				
50	Oxendon	57X				
50	Osterley	SW				
50	Ollerton	108				
50	Otterington	187				
50	Padiham	34				
50	Park Drain	109				
51	Pensford	SW				
51	Picton	189				
51	Pickhill		185	187		
51	Pengam	W5				
51	Penyrheal	W5				
51	Pelsall	7X				
51	Penkridge..	9				
51	Pennns	6				
51	Perivale	W20				
51	Renyrheol..	W5				
52	Pitsea	149				
52	Plaistow	150				
52	Pontllanfraith	W3				
52	Pontypool..	W3				
52	Plean	74				
52	Plean (for Cowie) ..	74				
52	Pleck	7				
52	Plasketts	197				
52	Plympton	W10				
★53	Princes Risborough ..	130T				
53	Queensbury (Yorks.) ..	37				
53	Portlethen	85				
53	Port of Menteith ..	82				
53	Purfleet	149				
53	Preston Road		2X	2		
53	Queensbury	80Y				
53	Potter Heigham	162				
—	Bridge Halt	Delete				
★54	Raydon Wood	156				
54	Rainham (Essex)	149				
54	Raglan	W3				
54	Radstock	SW				
54	Raunds	59				
54	Redbrooke-on-Wye ..	W14				
54	Ramsey East	Delete item.				
54	Rayners Lane			131	130	130
54	Redbridge		150	151	150	
54	Riccall	180				
54	Ranskill	108				
54	Roynham Park		168	172	172	168
54	Redditch	6				
54	Reedsmouth	197				
55	Rushton (Northants) ..	58				
55	Ripple	W25				
55	Rose Grove	34				
55	Rossington	109				
55	Royston & Notton ..	141				
55	Ruislip	130T				
55	Ruislip Manor	130T				
55	Sandsend	190	184	190		
56	Ryhall	104				
56	St. Briavels	W14				
56	St. Olaves	158				
56	Sale	C2				
56	Salford Priors	W25				
★57	Saunderton	130T	—	—	—	—

AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.29760

(EASTERN, NORTH EASTERN, SCOTTISH REGION) (EASTERN SECTION)—continued

Page No.	DESTINATION	Forwarding towards 1st Col	N	S	E	W
★57	Sedgeford	172	—	—	—	—
57	Sandholme		109	180	180	
57	Sandilands		61	82		82
57	Scratby Halt	159				
57	Saughtree	197				
57	Soxby		58	57T		57T
57	**Scholes**		112	185		
57	Sedgebrook	106				
★58	Shelford	166	—	—	—	—
★58	Delete Shelley	—	142	20	20	—
★58	Shippea Hill	167	—	—	—	—
58	Shoeburyness	149				
58	Silkstone		139	46T	46T	139
58	Shieldhill	72				
58	Sheringham	163				
58	Short Heath (Birmingham)	6				
58	,, (Wolverhampton)	7				
58	Spenstone	7X				
58	Shustoke	57				
58	Shirebrook North	56T				
★59	Six Mile Bottom	—	166	167	166	161
59	South Cave		109	180	180	
59	Southend-on-Sea (Central)	149				
59	Southend-on-Sea	150				
59	Southend-on-Sea (East)	149				
59	South Harrow (new entry)	34		131	130	130
59	Southam Rd. & Harbury	W22				
59	Southam & L.I.	5				
59	South Lynn	Delete				
★60	Stamford	104	—	—	—	—
60	Stanford-le-hope	149				
60	Stairfoot (for Ardsley)		139	44	46T	139
60	Springside		69	82		82
60	South Witham	105				
60	Stalham	162				
60	Staithes	190	184	190		
60	**Stannington**	198				
★61	Stoke Canon	W6	—	—	—	—
★61	Stow Bedon	—	168	168	168	169
61	Steeton & Silsden	115	111	21T		
61	**Stretford**	C2				
61	Stoke Works	W25				
61	Streetley	7X				
61	Stockton (Warwicks.)	5				
62	Summer Lane		139	46T	46T	139
62	Tallington	104				
62	Styal		13	17		11
62	Swinderby		56T	56T		197
62	Swindon	W2				
62	Swineshead		118	117	117	118
62	Swinton, Lancs.	19T				
62	Swinton (Yorks.)			109	139	109
62	Tadcaster		112	185		
62	Sydenham	26X				
62	Sudbury Town		2X	2		
62	Sutton-in-Ash	56T				
62	Sutton Bridge	116				
62	Studley & A.B.	6				
62	Sutton Coldfield	6				
62	Sutton Park	6				
62	Swan Village	7X				
62	Tarnerton Foliot	W10				
★63	Thongs Bridge	20	—	—	—	—
63	Thrapston	4				
63	Thorpe Bay	149				
63	Temple Sowerby	192				
63	Thorneyburn	197				
63	Tarset	197				
63	Terrington	172				
63	Thorney	104				
63	Thursford	169				
63	Tewkesbury	W25				
63	Tempsford		103	104		
63	Thorp Arch		112	185		
63	Thorner		112	185		
64	Torver	29X				
64	Tilbury	149				
64	Tintern	W14				
64	Tidenham	W14				
64	Tingley		110	111	111	110
64	Timperley	C2				
64	Torver		28	28X		
64	Tile Hill	5				
64	Tipton	7				
65	Usk	W3				
65	Upminster Bridge	149				
65	Upminster	149				
65	Upney	150				
65	Upton Park	150				
65	Upton (Cheshire)	14				
65	Tuxford	108				
65	Uphall	81				
65	Upton on Severn	W25				
65	Tydd	116				
66	Wallingfen		109	180	180	
66	Wanstead Park	IX				
66	Walthamstow	IX				
66	Wark		197	27		197
66	Warkworth		197	199		
66	Warsop	108				
66	Waleswood		135	139	139	126
66	Wamphray		27T	61		
66	Wanboro	SW				
66	Wanlockhead		27T	61		
66	Wansford		57X	57X		104
66	Wanstead Park	IX				
66	Wappenham		131	132		
66	Warblington	SC				
66	Warboys		174	170		
66	Warbreck	23T				
66	Ware		150	164	164	150
66	Wareham	SW				
66	Warlingham	SC				
66	Warthill	182				
66	Wadborough	W25				
66	Walsall	7X				
66	Walpole	116				
66	Wark	197				
66	Wall	197				
★67	Wendling	—	—	172	172	169
67	Westcliffe-on-Sea	149				
67	Welton (Somerset) (New Entry)	SW				
67	West Ham (New Entry)	150				
67	West Horndon	149				
67	Wath Central		139	44	46T	139
67	Wentworth	46T				
67	West Harrow			131	130	130
67	Wembley Park		2X	2		
67	Westcraigs	81				
67	Weedon	4				
67	Water Orton	50				
67	Wednesbury	7X				
67	Wednesfield	7				
68	White Bear	31				
68	Wetherby		112	185	21T	21T
68	Weston (Lincs.)	116				
68	Weybourne	163				
68	West Runton	163				
68	Whaplode	116				
68	Whitwell & Reephan	162				
68	Whitacre	50				
★69	Wimblington	170	—	—	—	—
69	Winsford	C2				
69	Withnell	33				
69	Wishford	SW				
69	Wisbech (North)	Delete				
69	Wisbech (St. Mary)	Delete				

AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.29760

(EASTERN, NORTH EASTERN, SCOTTISH REGION) (EASTERN SECTION)—continued

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
69	Willenhall	7				
69	Wilnecote	50				
69	Wixford	W25				
★70	Wretham & Hockham	—	168	168	168	169
70	Wombwell Central		139	44	46T	139
70	Wortley	139				
70	Woodford Halse		131	132		
70	Worsley	31				
70	Woodland		28	28X		
70	Wrangston	W10				
70	Wryde	104				
70	Wood Green (Old Bescot)	7X				
70	Wylde Green	6				
70	Wyrley & C.H.	7X				
70	Yardley	6				
71	Yarm	189				
71	Yaxley & Farcet	104				
71	Yarmouth (Block)	Delete				

Numerous parcels are being received with the numerical sorting number scribbled in thick black pencil or crayon over the address label thereby obliterating part of the address. Staff to give special attention to ensure this does not occur.

AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

(LONDON MIDLAND REGION) SCOTTISH REGION (WEST)

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
1	**Amend Index**					
	IX Eastern Region					
	(L.T. & S. Section)					
	To read IX St. Pancras					
	Transfers					
1	Birmingham (New St.) ..	6				
	To read					
	Birmingham (Central) ..	6				
	Delete Birmingham ..	6M				
	(mid transfers)					
	Walsall—New Entry ..	7X				
★ 2	Delete 105 Essendine ..					
2	**Add** 149 Fenchurch St.					
★ 3	Acle	159				
3	Abergoed	W5				
3	Abercairny		74	75		
3	Adlington	31				
3	Albion	6				
3	Alcester	W25				
3	Aldridge	7X				
★ 4	Althorp Park	4				
4	Anerley	SK				
4	**Annitsford**	197				
4	**Altrincham**	C2				
4	Alvechurch	6				
4	Arley & F.	57				
5	Ashchurch	W25				
5	Ashton-u-Hill	W25				
★ 6	Barnham	161				
6	Baldersby	186				
6	Barnsley (C.H.)	46T				
6	Barking	150				
6	**Baine**		109	109		
6	Barnt Green	6				
6	**Barrasford**	197				
★ 7	Bay Horse	26				
★ 7	Bentley	156				
7	Becontree..	149				
7	Belton & Burgh	159				
7	Beckingham	108				
7	Benfleet (for Canvey					
	Island)	149				
7	Basford	56				
7	Bedlinog	W5				
7	**Beckford**	W25				
7	**Bengeworth**	W25				
7	Bellingham	197				
7	**Beningbrough**		182	188		
7	**Beaufort**	W3				
7	**Bedwelty Pits**	W3				
7	**Bawtry**	109				
★ 8	Billingborough & H. ..	116				
★ 8	Black Bank	167				
8	Blackrod	31				
8	Berkswell..	5				
8	Bescot	7X				
8	Bidford-on-Avon.. ..	W25				
8	Binton	W25				
8	Blackwell	W25				
8	Bittaford	W10				
8	**Blackwood (Mon.)** ..	W3				
9	Blake Street	7X				
9	Bloxwich	7X				
9	Bordesley	6				
★10	Braceborough Spa ..	57T				
10	Brinscall	33				
10	**Branston & Heighington**	56T				
10	Bredon	W25				
10	Brindley Heath	7X				
★11	Delete entry for Burnt					
	Mill		150	165		
11	Bromley (London) ..	1				
11	Bubwith	182				
11	**Brooklands (Cheshire)** ..	C2				
11	Bromsgrove	W25				

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
11	Broom Junction	W25				
11	Brownhills	7X				
11	Broughton in Furness ..		28	28X		
11	Burnage	18				
11	**Brynmawr**	W3				
★12	Burwell		166	167		
★12	Capel	156				
12	Canning Town	1				
12	Calcots	76				
12	Buxworth..		49	46T	49	46T
12	Bynea	W5				
12	Cannock	7X				
★13	Cavendish..	161				
13	Chalkwell	149				
13	Carlton Towers	180				
13	**Cefn Coed**	W5				
★14	Chettisham	167				
14	Cliff Common	182				
14	Clayton (Yorks.) ..	37				
14	Chorley		24	25T	24	31
14	Chepstow	W14				
14	**Cherry Burton**	181				
14	**Cheslyn Hay**	7X				
14	**Chester Road**	6				
14	**Chollerton**	197				
14	**Chollerton**	27T				
15	Cobbinshaw	64				
15	Clutton	SD				
15	Coniston	29X				
15	Clipston & O.	57X				
15	Codwall to read Colwall..					
15	**Cockfield Fell**	188				
15	Coniston		28	28X		
15	**Coleshill**	50				
15	**Copmanthorpe**	182				
★16	Corby Glen	106				
16	**Cowton**	187				
16	Cornwood	W10				
16	**Coseley & Deepfields** ..	7				
16	**Coughton**..	W25				
★17	Delete Cumberworth ..	20				
17	Custom House	1				
17	Dagenham (to be made					
	Dagenham East)					
17	Dagenham Dock ..	149				
17	Cwncarn to read					
	Cwmcarn					
17	Cwmsyfiog	W5				
17	**Crow Park**	56T				
18	Deepcar	139				
18	Denholme	37				
18	Dingestow	W14				
18	**Danby Wiske**	187				
18	**Deadwater**	197				
18	**Darlaston**	7				
18	**Defford**	W25				
★19	Dullingham		166	167		
19	Dodworth	46T				
19	Dovecliffe	46T				
19	**Dowlais**	W5				
19	**Droitwich Spa**	W25				
19	**Dudley**	W22				
19	**Dudley Port**	7				
★20	Dunham	169				
20	East Tilbury	149				
20	**Dunstall Park**	7				
20	**East Barkwith**	119				
★21	Essendine	57T				
21	Elm Park	149				
21	Emerson Park	149				
21	Eccleshill	37				
21	Enthorpe	182				
21	**Eckington (Worcs.)** ..	W25				
21	**Elford**	8X				
22	Feniscowles	33				

AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

(LONDON MIDLAND REGION) SCOTTISH REGION (WEST)—continued

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
22	Everingham	182				
22	Ettingshall Road	7				
22	Evesham	W25				
22	Falstone	197				
22	Fernhill Heath	W25				
22	Fillongley	57				
★23	Finningham	160				
★23	Flordon	162				
★23	Forncett	162				
★23	Fransham	169				
23	Fochriw	W5				
23	Four Ashes	7				
23	Forgandenny		74	75		
23	Foggathorpe	182				
23	Fleur-de-Lys (New Entry)	W5				
23	Flecknoe	5				
23	Four Ashes	9				
23	Four Oaks	6				
★24	Glemsford	161				
24	Glendon & R.	58				
24	Gailey	9				
★25	Gorleston-on-Sea ..	159				
★25	Great Chesterford ..		165	166		
25	Grays	149				
25	Govilon	W3				
25	Grafton & Burbage ..	W13				
25	Great Horton	37				
25	Graveley Hill	6				
25	Great Bridge	7X				
★26	Haddenham (Bucks) ..	130T				
★26	Haddiscoe..	157				
★26	Hadleigh	156				
26	Guthrie	77				
26	Hallstrow	S.D.				
26	Hammerwich	7X				
22	Hampton-in-Arden ..	5				
★27	Amend Harlow to read Harlow Mill		150	165		
★27	Add new entry Harlow Town		150	165		
★27	Haughley	160				
27	Hathern	57T				
27	Heapey		31	2ST	31	31
27	Harvington	W25				
27	Hawkesbury Lane ..	5X				
27	Haxelwell..	6				
27	Heathfield (Devon) ..	W8				
27	Haxey & Epworth ..	109				
★28	Hethersett	162				
★28	High Wycombe	130T				
28	Highfield	182				
28	Hednesford	7X				
28	Heck		109	109	40	
★29	Holme Hale	172				
29	Hornchurch	149				
29	Holme Moor	182				
29	Horton Park	37				
29	Hinton (Glos.)	W25				
29	Holly Bush	W3				
★30	Isleham		166	167		
30	Huntingdon		103	104		
30	Idle	37				
30	Humshaugh	27T				
30	Huyton Quarry		23T	24		19T
30	Humshaugh	197				
30	Ingham	161				
30	Ivybridge	W10				
★31	Kenton		160	162		
31	Kilsby & Crick	5				
31	Kelmarsh	57X				
31	Kielder Forest	197				
32	Kirk Smeaton		40	21T	40	
32	Kimbolton		103	104		
32	Kinross Junction ..		75	75		
32	Kingsbury (Warwicks.) ..	50				

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
32	Kings Norton	6				
33	Laindon	149				
33	Leigh on Sea	149				
33	Ledsham		14	22	14	22
33	Langley Green	W22				
33	Langley Hall	6				
★34	Little Bytham	57T				
34	Leytonstone (High Rd.) (New Entry)	IX				
34	Leyton	1				
34	Llandenny..	W3				
34	Leyburn	187				
★35	Lockington	181				
★35	Lofthouse & Outwood ..	40				
35	Longbridge	6				
35	Long Itchington	5				
35	Llangennech	W5				
36	Low Street	149				
36	Maesycwmmer	W5				
36	Maghull		23T	25T		25T
37	Marshfield	W5				
37	Mells Road	SD				
37	Morkham Village.. ..	W3				
★38	Mirfield		20	21T	113	21T
38	Monsal Dale	49				
38	Monmouth	W14				
38	Menthorpe Gate ..	182				
38	Midsomer Norton (Delete Welton) ..	SD				
38	Merthyr	W5				
★39	Narborough & Pantney	172				
39	Nantybwch	W5				
39	Napton & Stockton ..	5				
★40	Needham	160				
★40	Newport (Essex) ..		165	166		
40	Newthorpe		56T	47	56T	56T
40	Newtonhill	75				
41	North Woolwich ..	1				
41	Ockendon	149				
41	Offord & Buckden ..		103	104		
41	North Cave	180				
41	New Tredegar	W5				
41	Nine Mile Point	W3				
41	Oakley (Beds.)	60				
41	Offord & Buckden ..	58				
★42	Oulton Broad	158				
42	Oughty Bridge	139				
42	Oxendon	57X				
42	Otterington	187				
43	Pitsea	149				
43	Picton	189				
43	Pensford	SD				
43	Pelsall	7X				
43	Penns	6				
43	Penkridge..	9				
43	Pengam	W5				
43	Penyrhed	W5				
44	Portlethen	75				
44	Port of Mentieth ..	82				
44	Pontllanfraith	W3				
44	Pontypool..	W3				
44	Pleck	7				
44	Plasketts	197				
44	Plympton	W10				
44	Pontsearn (for Vaynor) ..	W5				
★45	Princes Risborough ..	130T				
★45	Raydon Wood	156				
45	Purfleet	149				
45	Rainham (Essex)	149				
45	Rounds	59				
45	Queensbury (Yorks.) ..	37				
45	Redbrooke-on-Wye ..	W14				
45	Radstock	SD				
45	Raglan	W3				
45	Redditch	6				

AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

(LONDON MIDLAND REGION) SCOTTISH REGION (WEST)—continued

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
45	Ranskill	108				
46	Redmarshall	189				
46	Rossington	109				
46	Rhymney	W5				
46	Rhymney Bridge	W5				
46	Riccall	180				
46	Ripple	W25				
46	Reedsmouth	197				
47	Ryhall	57T				
47	St. Briavels	W14				
47	St. Dunstans	37				
47	St. Olaves	158				
47	Rushton (Northants)	58				
47	Sale	C2				
★48	Saunderton	130T				
48	Salford Priors	W25				
48	Saughtree	197				
★49	Shelford	166				
★49	Delete Shelley	20				
49	Shoeburyness	149				
49	Silkstone	46T				
49	Shieldhill	72				
49	Shenstone	7X				
49	Short Heath (Birmingham)	6				
49	Short Heath (Wolves.)	7				
49	Shustoke	57				
★50	Six Mile Bottom		166	167		
50	Southend on Sea (Central)	149				
50	South Cave	180				
50	Southam Rd. & Harbury	W22				
50	Southam & L.I.	5				
50	Sirhowy	W3				
★51	Stamford	57T				
★51	Stoke Canon	W6				
51	Stanford le Hope	149				
51	Stairfoot (for Ardsley)	46T				
51	Springside		69	68		
51	Stannington	198				
51	Stoke Works	W25				
51	Stockton (Warwicks.)	5				
★52	Stow Bedon	168				
52	Summer Lane	46T				
52	Stretford	C2				
52	Streetly	7X				
52	Studley & A.B.	6				
52	Sutton Coldfield	6				
52	Sutton Park	6				
52	Swan Village	7X				
53	Tallington	104				
53	Swinton (Yorks.)		46T	40	40	
53	Tamerton Folist	W10				
53	Temple Sowerby		41	27T	21T	
53	Tewkesbury	W25				
53	Thorneyburn	197				
53	Tarset	197				
54	Torver	29X				
54	Thorpe Bay	149				
54	Tilbury	149				

Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W
54	Thrapston	4				
54	Tintern	W14				
54	Tidenham	W14				
54	Tonyrefail					
	To read Tonyrefrail					
54	Turver		28	28X		
54	Tile Hill	5				
54	Tipton	7				
54	Timperley	C2				
54	Tredegar	W3				
55	Usk	W3				
55	Upminster	149				
55	Upney	150				
55	Upton Park	150				
55	Usworth	197				
55	Upton on Severn	W25				
56	Waverton	14				
56	Walthamstow	1				
56	Wanstead Park	1				
56	Wath Central	46T				
56	Waenavon	W3				
56	Wodborough	W25				
56	Walsall	7X				
56	Water Orton	50				
56	Wendesbury	7X				
56	Wednesfield	7				
56	Weedon	4				
56	Wark	197				
56	Walkeringham	108				
★57	Wendling	169				
57	Westcliffe-on-Sea	149				
57	West Ham	150				
57	West Horndon	149				
57	Wentworth	46T				
57	Welton (Somerset) (New Entry)	SD				
57	Wetwang	181				
★58	Wimblington	170				
58	White Bear	31				
58	Wilsden	37				
58	Whitacre	50				
58	Willenhall	7				
58	Wilnercote	50				
59	Woodgrange Park (New Entry)	1X				
59	Winsford	C2				
59	Wombwell Central	46T				
59	Withnell	33				
59	Wortley	139				
59	Woodland		28	28X		
59	Wrangaton	W10				
59	Wixford	W25				
59	Wood Green (Old Bescot)	7X				
★60	Wretham & Hockham	168				
60	Yarm	189				
60	Wylde Green	6				
60	Wyrley & C.H.	7X				
60	Yardley	6				
60	Ynysddu	W3				

ROUTE AVAILABILITY OF LOCOMOTIVES

NORTH EASTERN OPERATING AREA

JUNE, 1953

AMEND. Title on front cover to read:—
"Route Availability of Locomotives and Restriction on Double Heading of Trains."

AMEND. Heading relating to restrictions on double heading on pages 4 to 25 inclusive, to read:—
"Restrictions on Double Heading of Trains (other than Passenger and Class 'C' Freight unless shown)."

PAGE 1. AMEND "Item 5—General Instructions" to read:—
"Unless otherwise shown the coupling of locomotives or the double heading of passenger or freight trains by locomotives of any class permitted to run over the section of line may be allowed."

PAGE 2.

ROUTE AVAILABILITY GROUPS

Entries amended to read:—

Group No.	Classes of Tender Locomotives		Classes of Tank Locomotives	
1	J	15.	J Y LMR	71. 1, 3, 6, 10. 2 MTT 2–6–2 (LMR Standard) 200 H.P. 0–6–0 Diesel Mechanical Shunting Locomotive.
2	E ES 2	4. 1 Electric (0.4 + 4.0) Shunting. MT 2–6–0 Tender (LMR design).	J	67/1, 72, 77.
3	B D J LMR BR	12. 3. 4, 10, 21, 25, 36. 2 0–6–0 Freight (Midland). 2 MT 2–6–0.	F J N LMR LMR LMR BR	2 (GE), 3, 5. 67/2, 68, 69. 10. 1 0–6–0 Freight (Midland). 3 MTT 2–6–2 (LMR Standard) taper boiler. 3 MTT 2–6–2 (LMR Standard) parallel boiler. 2 MTT 2–6–2 200 H.P. 0–4–0 Diesel Hydraulic Shunting Locomotive.
4	B D J LMR LMR 4 BR BR BR	12/3. 2, 31, 40. 17, 26. 3 0–6–0 Freight (Midland). 3 0–6–0 Freight (L & Y Class 27). MT 2–6–0 Tender (LMR design). 4 MT 4–6–0. 4 MT 2–6–0. 3 MT 2–6–0.	F G J N LMR BR	6. 5. 83. 5/2. 2 0–4–4 Passenger (LMR Standard). 3 MTT 2–6–2 T. ML Diesel, Type 'A' (Serial Nos. D8400 to D8409).
5	B D EB J K LMR LMR LMR LMR	1, 2, 17/1, 17/4, 17/6. 1, 15, 16/2, 16/3. 1, Electric (0.4 + 4.0) Freight. 6, 11, 19, 20, 27. 2. 2* 4–4–0 Passenger (LMR Standard and Midland). 4* 0–6–0 Freight (LMR Standard). 5 4–6–0 Mixed traffic (LMR Standard) 7 0–8–0 Freight (LMR Standard).	 A C DES F J N LMR LMR BR LMR	Locomotive 10800 Mixed traffic Diesel Electric. 5, 8. 12, 13, 14. 1, Diesel Electric Shunting. 2. 52, 73, 94. 1, 5/3, 7. 3 0–6–0 Freight (LMR Standard). 4 2–6–4 Mixed traffic (LMR Standard), parallel boiler. 4 MTT 2–6–4. 4 MTT 2–6–4 (LMR Standard) 2-cylinder, taper boiler. ML Diesel, Type 'A' Serial Nos. D8000 to D8019. ML Diesel, Type 'B' Serial Nos. D5500 to D5519. ML Diesel, Type 'B' Serial Nos. D5900 to D5909. ML Diesel, Type 'B' Serial Nos. D6100 to D6109. 350 h.p. 0–6–0 Diesel Electric Shunting Serial Nos.:— 12113 to 12122. 13137 to 13151 (or D3137 to D3151).

* This permission excludes locomotives carrying a blue disc on sides of cab, due to their excessive height.

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

PAGE 2.

ROUTE AVAILABILITY GROUPS—continued

Entries amended to read:—

Group No.	Classes of Tender Locomotives		Classes of Tank Locomotives	
6	D	11, 32.	J	50.
	J	39.	N	2.
	K	1, 4.	V	1.
	O	1, 2, 4.		ML Diesel, Type 'B' Serial Nos. D5000 to D5019.
	Q	6.		
	WD	8 2–8–0.		350 h.p. Diesel Electric Shunting Serial Nos.: 13000 to 13136 (or D3000 to D3136). 13152 to 13324 (or D3152 to D3324). D3325 to D3679.
	LMR	8 2–8–0 Freight (LMR Standard).		
7	B	7, 16, 17/5.	L	1, 3.
	C	1, 4.	V	3.
	EE	1, Electric (4–6–4) Passenger.	LMR	4 MTT 2–6–4 (LMR Standard) taper boiler. (3-cylinder type)
	Q	7.		
	LMR	4* 4–4–0 Passenger (LMR Standard).		
	LMR	5 MT 2–6–0 (LMR Standard) parallel boiler.		
	LMR	5 MT 2–6–0 (LMR Standard) taper boiler.		
	LMR	6 4–6–0 Passenger (LMR Standard) parallel boiler.		
	BR	† 6 MT 4–6–2.		
	BR	5 MT 4–6–0.		
8	B	16/2, 16/3.	Q	1.
	D	49.	T	1.
	J	37, 38.		
	K	3, 5.		
	LMR	6 4–6–0 Passenger (LMR Standard) taper boiler.		
	BR	7 MT 4–6–2.		
9	A	1, 2, 2/1, 2/2, 2/3, 3, 4.		Locomotive 10000 } Main Line Diesels, Electric.
	EM	1 Electric (0.4 + 4.0) Mixed Traffic.		,, 10001 }
	V	2.		,, 10201 }
	W	1.		,, 10202 }
	LMR	7 4–6–0 Passenger (LMR Standard) parallel boiler and No. 46170.		,, 10203 }
	LMR	7 4–6–0 Passenger (LMR Standard) taper boiler.		
	BR	8 4–6–2 (3-cylinder).		

* This permission excludes locomotives carrying a blue disc on sides of cab, due to their excessive height.

† To be RA 8 when fitted with 5,000-gallon tender.

ROUTE AVAILABILITY OF LOCOMOTIVES

(NORTH EASTERN OPERATING AREA)

As printed unless otherwise shown below.

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
★ 4	4	Hull (Alexandra Dock) to Little Weighton	5	LMR 4 MTT 2–6–4 (LMR Standard) taper boiler locomotives may work passenger trains from Hull (Paragon) to South Howden J.39 can work into North Eastern Gas Board and Electricity Board Sidings at Hull Sculcoates but not into Sculcoates Yard. Ex LM 4 MT 2–6–0 may work into Sculcoates Yard but speed must not exceed 5 m.p.h. over sharp curves	—	—
5	19A	Hull, Manor House Yard, Cattle Dock Lines	3	DES 350 h.p.	—	—
5	29A	King George Dock and Saltend	5	As shown	—	—
5	32	Springbank North Junction to Loco Junction Hull via Springbank West	5	As shown	As shown	—
5	31	Walton Street Junction to Springbank North Junction (Hull)	5	Add VI and V3	—	As shown
5	32	As above	5	Add VI and V3	As shown	—
5	33	Springbank North Junction to Springbank South Junction (Hull)	5	Add VI and V3	As shown	—
6	47	Selby (West) to Cawood	2	BR 2 MT 2–6–0	—	—
6	48	Leeds City Joint Line	9	Ex LNE B1, D49, V2 and A class permitted work between Leeds City South and Leeds City North via Leeds City North Junction	—	—
7	57	End of NER at Altofts (Normanton) to York	9	Diesel Mech. No. 10100 permitted between Swinton (Bolton-on Dearne) and York	Diesel Mech. No. 10100 restricted to running lines only, and subject to speed restriction of 40 m.p.h. over Bridge No. 5 between Swinton and Bolton-on-Dearne	—
7	65	Commencement of NER Maintenance, Ferrybridge Junction to Dearne Junction	9			
8	67	Knottingley Junction to Burton Salmon via Ferrybridge ..	9	Diesel Mech. No. 10100 permitted between Swinton (Bolton-on-Dearne) and York	Diesel Mech. No. 10100 restricted to running lines only, and subject to speed restriction of 40 m.p.h. over Bridge No. 5 between Swinton and Bolton-on-Dearne	—
8	71	Delete entries—not used	—	—	—	—

9	80	Otley to Ilkley via Burley Junction, also to Bradford (Forster Square) via Menston	—	Add:—WD8 2–8–0 permitted subject to speed restriction of 10 m.p.h. over Bridge No. 6, Milnerwood	As shown	—
9	81	Ilkley to Colne	—	Add:—WD8 2–8–0 permitted between Ilkley and Skipton	—	—
9	Add 88A	ROF Circular Railway, Thorp Arch	6	B16/1, B16/2, B16/3, D49, BR 5 MT 4–6–0	—	—
10	Add 103A	Pickering (New Bridge Quarry)	—	G5, J71, J72, Y1, Y3	—	—
10	103	Pickering to Whitby Town Station	5	Amend to read:—"D49, D20, O1, O2, O4, Q4, L1, Q6, WD8, 2–8–0 (V1 and V3 permitted between Grosmont and Whitby) LMR4 MTT 2–6–4 (LMR Standard) taper boiler Add:—BR.5 MT. 4–6–0.	—	* Prohibited Grosmont, Goathland Summit (Up) Levisham–Goathland Summit (Down)
10	104	Scarborough (Falsgrave) to Gallows Close	5	Add:—All other locomotives in Groups 6, 7 and 8 may work between Falsgrave and Gallows Close Carriage Sidings, but must not work into the Goods Yard	—	As shown
11	105	Scarborough (Gallows Close) to Whitby (Prospect Hill Junction)	5	Delete all classes except:—V3, V1, L1, D20, D49 Add:—BR.5 MT 4–6–0	Amend to read:—J21, J25, J26, N8, N9, N10, B12, B12/3 must not exceed 10 m.p.h. limit over sharp curves in the running lines at the North and South ends of Staintondale Station. Classes B12 and B12/3, speed limit 25 m.p.h.	* Prohibited—Whitby West Cliff –Scarborough (Up and Down)
11	117	Catterick Camp Railway	6	Add:—L1, V.3	Speed restriction 20 m.p.h. ..	—
11	119	Parkgate Junction to Albert Hill Junction	9	—	Working of South Durham and Barningham Sidings restricted to Classes J36, J71 and J72	—
12	124	Barnard Castle (Tees Valley Junction) to Kirkby Stephen ..	4	WD8 2–8–0, Q6, J39 .. .. Add:—BR 4 MT 2–6–4 LMR 4 MTT 2–6–4 (parallel boiler, 2 cylinder LMR, 4 MTT 2–6–4 (taper boiler, 2 cylinder)	Coupling of more than two light engines up to and including Group 4 and coupling of light engines in Groups 5, 6, 7, 8 and 9 prohibited	Double heading of Passenger and Freight trains, including Class C, prohibited Up and Down with Groups 5, 6, 7, 8 and 9. When unfitted Freight trains are double headed by Group 4 or lower classes of engines, an assistant engine must be provided in the rear from Barnard Castle or Kirkby Stephen to Stainmore.
12	125	Barnard Castle Coal Depots	2	Add:—BR 2 MT 2–6–0	—	* Prohibited—Kirkby Stephen–Ravenstonedale (Down).
12	126	Kirkby Stephen to Tebay (end of NER maintenance) ..	9	BR 9F 2–10–0	9F prohibited into Kirkby Stephen Motive Power Depot. Groups 8 and 9 speed restriction 30 m.p.h.	
12	127	Kirkby Stephen West Junction to Eden Valley Junction (Penrith)	9	BR 9F 2–10–0	9F prohibited into Kirkby Stephen Motive Power Dept. Groups 8 and 9 speed restriction 30 m.p.h.	—
★12	129	Forcett Junction to Forcett Goods Station	4	—	Speed restriction 25 m.p.h. ..	Prohibited (Up and Down)
★12	130	Forcett Valley Junction to Forcett Quarry	4	—	Speed restriction 15 m.p.h. ..	Prohibited (Up and Down)

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

(NORTH EASTERN OPERATING AREA)

As printed unless otherwise shown below.

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
12	132	Darlington (Albert Hill Junction) to Tow Law (Blackfield) ..	9	—	—	Delete:—Shildon South–Shildon North (Up and Down)
13	Add 136A	Bishop Auckland (Wilson's Forge Siding)	—	J71, J72, J94, Y1	—	—
13	138	Spring Gardens Junction to end of BR maintenance at Butterknowle Goods	4	Q6 to Randolph Colliery Sidings Gates	—	—
13	139	Shildon North to Fieldon Bridge Junction, West Auckland ..	7	—	—	Delete restriction
13	142	Crook to Sunniside Bank Foot. Amend to read:—Crook to Peases West Coke Ovens	—	Add:—Class 8 WD 2–8–0, provided use is not made of Spion Cop Road	—	—
13	144	Tow Law Junction to end of BR maintenance on Sunnyside Branch	3	BR 4 MT 2–6–0 .. .. .. LMR 4 MT 2–6–0 .. .. .. BR 3 MT 2–6–0	—	—
13	146	Slotburn Brick Works	3	BR 4 MT 2–6–0 .. .. .. LMR 4 MT 2–6–0 .. .. .. BR 3 MT 2–6–0	—	—
13	149	Bishop Auckland East Junction to Relly Mill Junction (Durham)	9	—	—	Delete:—Prohibited Bishop Auckland North and East (Up and Down)
13	152	Whitby (Bog Hall Junction) to Loftus .. .. Amend to read:—Whitby, Bog Hall to West Cliff	4	Add:—BR 4 MTT 2–6–4, LMR 5 MT 4–6–0, BR 5 MT 4–6–0	As shown	As shown
14	162	Darlington (Albert Hill Junction) to Dinsdale (Oak Tree Junction)	5	As shown	Working of South Durham and Barningham Sidings restricted to J36, J71, J72	—
14	165	Bowesfield to South Stockton Goods	7	Add:—V2. Inwards via Roads T6, 4, 11 and 12 to work on lines 50, 56, 57, 58 and 59 and outwards via T5.	—	—
14	166	South Stockton to Stockton Wharf Exchange Sidings ..	2	Add:—BR 2 MT 2–6–0	—	—
14	168	Middlesbrough Old Town Junction to Dock Engineer's Boundary (Vulcan Street)	6	Add:—V2 allowed in Middlesbrough Goods Yard on Reception Lines 1 to 4 on the Down side and the New Independent line on the Up side.	—	—

15	183	Chilton Junction to end of BR maintenance on Chilton Branch (Leasingthorne)	5	Add:—K1	—	—
15	185	Stockton, North Shore to Haverton Hill	7	Add:—V2 subject to speed limit of 20 m.p.h. but must not use curve between Belases Lane and Haverton Hill South	—	Prohibited North Shore Junction —Haverton Hill South (Up and Down)
16	194	West Hartlepool Docks to Connecting Lines to Dock Area ..	8	—	Class 8 WD 2–8–0 prohibited from working in Greenland Area	—
17	200	Redmarshall East to Ryhope Grange	—	—	Add:—South Hetton Colliery–WD, J27 and Q6–Speed Restriction 5 m.p.h. on curve from Up Main at South Hetton Signal Box to point 220 yards in sidings, applies in both directions. All other types prohibited.	—
18	217	Finchale Sidings, Frankland	5	Add:—J39	As shown	—
18	227	North Dock Junction to end of BR North Dock	5	Delete entries	Locomotives in Group 6 may work up to but not over Bridge No. 1 at 1100 yards from North Dock Junction	—
18	228	Monkwearmouth Goods Yard, Granary Sidings, Nos. 1, 2, 3, 4 and 5	1	Amend to read:—J72, J94, Y9 ..	—	—
19	237	Ouston Junction (Birtley) to Consett North Junction ..	8	BR 9F 2–10–0	—	As shown
19	241	Waldridge Bank Foot (Stella Gill) to Whitburn Junction (Tyne Dock)	7	Add:—BR 9F 2–10–0	9F South Pelaw Junction to Harton Junction, Main line only	—
20	246	Boldon Colliery Station to Green Lane Junction (Tyne Dock)	7	Add:—BR 9F 2–10–0	Add:—9F Main lines only	—
20	248	Green Lane Junction (Tyne Dock) to Tyne Dock Bottom ..	7	Add:—T1, BR 9F 2–10–0	Add:—9F to be confined to lines used for iron ore traffic only	As shown
20	Add 255A	Park Lane (St. James' Bridge Junction) .. .. .. (Line 504, WP1000, running in front of St. James' Signal Box from the Up Reception lines, Shed Roads, and Nos. 1 and 2 Sidings to East End Shunting Neck)	8	V2	BR 9F 2–10–0 prohibited	—
21	264	Teams Traders Sidings, Atlas Rivet Works	1	Delete:—J27 .. .. Add:—J72	—	—
21	269	Dunston Staiths Old and New	2	Add:—BR 2 MT 2–6–0	—	—
22	279	Scotswood Junction to West Wylam Junction (via Newburn)	8	As shown	—	Amend to read:—Prohibited all Passenger and Freight trains Scotswood–West Wylam Junction via Newburn (Down)

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

As printed unless otherwise shown below. **(NORTH EASTERN OPERATING AREA)**

Page No.	Item No.	Section of Line	Route Availability Group	Additional Classes Permitted	Particulars of Restrictions or Special Remarks	Restrictions on Double Heading of Trains (other than Passenger and Class C Freight unless shown)
22	280	Haltwhistle Junction to Alston Station	7	—	Amend to read:—Speed limit 35 m.p.h., except J39, 25 m.p.h.	As shown
22	283	Messrs. Vickers Armstrong Old Elswick Works and Brass Foundry	2	Add:—BR 2 MT 2–6–0	—	—
22	287	Argyle Street Junction to Quayside Goods	3	Add:—DES 350 h.p.	—	Add:—DES 350 h.p. also permitted on Quay lines subject to running "dead" slowly when working from Quayside Yard to the Quay via West Gate.
22	288	Manors North to Argyle Street	1	Add:—DES 350 h.p.	BR, 9F 2–10–0 prohibited from detaching into Trafalgar North Yard and any detaching movements by this class at Argyle Street must only be made into the Down Goods Siding	—
23	291	Manors North to Morpeth via Backworth	9	—	Add:—Q6 locomotives prohibited from working into New Bridge Street Mineral Yard	As shown
23	299	Percy Main North to Tyne Commission Quay	3	Add:—4 MT 2–6–0 (LMR design); 350 HP Diesel 0–6–0	As shown	As shown
23	300	Percy Main North Junction to Percy Main Junction ..	3	Add:—4 MT 2–6–0 (LMR design); 350 HP Diesel 0–6–0	—	—
24	307	South Blyth Staiths	2	Add:—BR 2 MT 2–6–0	—	—
24	309	Bedlington A and Doctor Pits	2	Add:—4 MT 2–6–0 (LMR design); BR 2 MT 2–6–0	As shown	—
24	311	West Sleekburn Junction to commencement of North Blyth Staiths	7	—	Add:—Q6 locomotives prohibited from working into Cambois Colliery	—
24	313	North Blyth Staiths	2	Add:—BR 2 MT 2–6–0	—	—
24	315	West Blyth Staiths	3	Add:—350 HP Diesel 0–6–0	—	—

24	317	Choppington Junction to end of BR on Netherton Colliery Branch	2	Add:—4 MT 2–6–0 (LMR design); BR 2 MT 2–6–0	As shown	—
★24	319A	Widdrington Junction to Stobcross Colliery (Brick Works Siding only)	5	J.39 with extreme care	All Group 5 locomotives permitted except:— LMR 4 MTT 2–6–4 BR 4 MTT 2–6–4 B1 LMR 5 MT 4–6–0 (Standard)	—
		Delete entry:—				
25	322	Alnwick to Wooler	—	—	—	—
25	326	Tweedmouth South Junction to Tweedmouth Dock	2	Add:—BR 2 MT 2–6–0	J21 locomotives may work on the Tweedmouth Dock Branch only as far as it is necessary to obtain access to Line 139 at the Loading Dock	As shown
25	327	Reedsmouth Junction to Morpeth Wansbeck Box	—	Amend to read:—BR4 MT 2–6–0, LM4 MT 2–6–0.	Amend to read:—BR 4MT 2–6–0 and LM 4MT 2–6–0 subject to speed restriction of 25 m.p.h.	—
		Amend to read:— Bellingham to Morpeth				
25	328	Rothbury to Scotsgap Junction	3	G5	—	—

ROUTES OVER WHICH ENGINES MAY RUN

LONDON MIDLAND REGION (CENTRAL DIVISION)

PAGE 17. (North Eastern Operating Area.)

Section of Line: Milner Royd Junction and Bradford Exchange.

AMENDMENT

Add under "Engines Permitted, etc.":—
Four or five locomotives permitted to run coupled between Low Moor and Bradford Exchange.
(G.1/26)

ROUTE AVAILABILITY OF LOCOMOTIVES
EASTERN REGION WESTERN DIVISION
(Dated June 1953)

	Additional Classes Permitted	Particulars of Restrictions, etc.
PAGE 21.		
Bradford Exchange to Mill Lane Junction	**ADD**:— Groups 8 and 9	**ADD**:— Groups 8 and 9 prohibited from entering into Platforms 1 and 10 at Bradford Exchange.
PAGE 22.		
Wortley West Junction to Mill Lane Junction via Stanningley or Pudsey	**AMEND** note re Groups 8 and 9 to read:— Groups 8 and 9 via Stanningley	**ADD**:— Groups 8 and 9:— (1) Maximum speed throughout—30 m.p.h. (2) Not to exceed 10 m.p.h. between St. Dunstans North and East Junctions. Restrictions on Double Heading — Double heading of Groups 8 and 9 prohibited. (G.1/26).

WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS

(Dated October, 1955)

PAGE 9 (Item 35).

Hesleden Bank Head — Hart — **AMEND** reference to Deaf Hill Colliery Up Advance Signal to read Wingate Station Up Home Signal. (G. 1/283)

AMEND (Item 37), Naworth to Carlisle to read:—

Description of Train.	Proportion of Brakes to be fastened down.
Classes F, H, J and K.	It is not necessary to fasten down wagon brakes but the speed of Classes F, H, J and K trains must be restricted to **20 m.p.h.** from 48¼ miles at Naworth to 58¾ miles at Durran Hill.

PAGE 10 (Item 37—Naworth to Carlisle continued).

DELETE first paragraph relating to trains of XX wagons. (G. 1/283)

★PAGE 11.

INSERT NEW ENTRY:—

	From	To	Description of Train	Proportion of Brakes to be fastened down
(48A)	Bradley	Consett South	Loaded trains	1 double brake for every 2 wagons from Carr House West to Hownes Gill. Sufficient brakes to be pinned down next to van when propelling from Hownes Gill to Consett South to control speed of train. (G.1/13)

★PAGE 12.

INSERT NEW ENTRY:—

	From	To	Description of Train	Proportion of Brakes to be fastened down
(48B)	New Plate Mill Siding, Consett	Consett South	Loaded trains	1 double brake for every 3 wagons. (G.1/114/S)

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS

Dated 15th September, 1952

★PAGE 4.
(1) Grouping of Engines for Loading Purposes.
DELETE existing entries and **INSERT:—**

TENDER ENGINES
Loading Group.

1F	2F	3F	4F	5F	6F	7F	8F	9F
D16	D11	B12	J17	B1	(a) A1	(a) A2	O1	BR
E4*	D49	J6		J19	(a) A2/1	O4	O2	2-10-0
		J11		J37	(a) A3		WD8 2–8–0	(c)
	J10	J25	K2	B16/1 (b)	(a) A4	A/2/2 (a)	Q7	
	J15	J35	4MT	J26	B16/2	A/2/3 (a)		
	J21	3MT		J27	J20			
	J36			J39	J38			
	2MT				K1			
					K3			
					K4			
					Q6			
					(a) V2			
					B16/3			

★ADD Note (b) May convey Class 6 loads when working other than Class "C" and "D" trains.
Note (c) BR 9F 2–10–0 locomotives can take one tenth more loads than a Class 8 subject to any length limit.

TANK ENGINES

J67	J52	J50	T1
J68	J73	J94	
J69	N7	L1	
J72	N10		
J77	V1		
J83	V3		
N2			
N5			

PAGE 5. **ENGINES TO WORK CLASS "C" TRAINS**
DELETE:— D20.
ADD:— K2, 9F.

ENGINES TO WORK CLASS "D" TRAINS
INSERT:—
L.M. 8F 2–8–0 with white five-pointed star on cab sides.

(G. 1/24)

DELETE:— D33, D34.
(2) Counting of wagons to determine the Train Load.
Under "MEDIUM" add the following:—
"Wood Pulp"
"Soda Ash"

PAGE 7.
(8) **Length of Trains.**
INSERT between "All types of bogie vehicles" and "Other longwheel base vehicles, etc.":—
Insulfish = 1¼ wagons.

(G.1/19/ER)

PAGE 9. **AMEND:—**

Class of Train	Conditions
E (unbraked) Goods— Maximum average speed, 35 m.p.h.	These trains are limited to the conveyance of goods and minerals equal to 45 goods, or 50 empties. Two or three fitted braked wagons, etc. and as printed.
Class F Classes H, J, K	To convey wagons loaded with goods or mineral traffic, subject to the limits laid down on pages 49 and 50 of the General Appendix.

Table of Length Limits of Trains between the North Eastern and Eastern Regions via Doncaster or Marshgate and Hexthorpe Junctions

PAGE 9.
EXPRESS FREIGHT TRAINS (Classes C, D and E).

Section of line	Length Limit No. of wagons
York or Hull to Doncaster	50
" " " " East Goods	60
" " " " Colwick	60
" " " " New England or Whitemoor	63

AMEND to read:—

York or Hull to Doncaster Decoy or destinations South of Doncaster (unless otherwise specially authorised as shown in Main Line Section of the Freight Train Marshalling Arrangements Booklet).	50

(G. 1/24)

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—continued

Class 'F', 'H', 'J' and 'K' Trains.

AMEND York to Doncaster Decoy item to read:—

"York to Doncaster Decoy or destinations beyond Doncaster (unless otherwise specially authorised as shown in Main Line Section of the Freight Train Marshalling Arrangements booklet)."

AMEND Hull to Doncaster Decoy item to read:—

"Hull to Doncaster Decoy or destinations beyond Doncaster (unless otherwise specially authorised as shown in Main Line Section of the Freight Train Marshalling Arrangements booklet)."

† **ADD NEW PAGES 9a and 9b**

★SPEEDS OF FREIGHT ROLLING STOCK

★RAILWAY AND PRIVATELY OWNED

To be read in conjunction with the notes which follow.

Type of vehicle	Average Start to Stop Speed not to exceed		Remarks
	Loaded	Empty	
1. Wagon stock fitted with screw couplings or "Instanter" couplings vacuum brake and in accordance with coaching stock requirements as shown in Note (h) below.	—	—	May be attached to any freight train. Includes tank wagons with two or three stars.
2. Wagon stock fitted with three link couplings, oil axle boxes and bolted springs.	40	40	See General Notes clause (j) with regard to tank wagons and wagons for road tank trailer etc.
3. Machine, Bolster or Special wagons when load unequally distributed and Bolster wagons when load is on three or more vehicles.	Maximum 32 m.p.h.		Guards to advise Drivers when their trains include traffic of this nature.
4. Tank wagons (not starred).	25	35	Including engine tenders.
5. Wagons fitted with grease axle boxes or unbolted springs.	30	35	
6. Salt wagons with grease axle boxes.	25	25	
7. Dock and Works wagons.	20	20	Painted Green.

GENERAL NOTES.

(a) Wagons having a wheel base less than 7 ft. 6 ins. must not exceed an average speed of 25 m.p.h.

(b) A load which overhangs the carrying wagon by 4 ft. or more must not be conveyed on trains booked to exceed an average speed of 25 m.p.h.

(c) **OIL OR ACID TANK WAGONS**
Oil or acid tank wagons loaded or empty may be conveyed on freight trains in accordance with the foregoing tables of speeds. This information constitutes the authority required by Rule 158, Clause (c), see also (h), of these notes.

(d) **EXCEPTIONAL LOADS**
The foregoing table of average speeds at which loaded vehicles may travel is subject to the restriction that when conveying loads of the character shown in Rule 158, Clause (c), such vehicles must not be attached to express goods trains without the authority of the Operating Officer.

(e) **CRANE TAIL WAGONS**
The permanent tail wagons allocated to travelling cranes and specially lettered as runners thereto, although bearing service stock numbers to distinguish them from traffic wagons are qualified to run at any speed that the cranes they serve may travel at, and when necessary these wagons may be treated as an exception to the instruction re "Speed of Freight Rolling Stock".

(f) **HAND TRAVELLING CRANES**
Hand travelling cranes must not be conveyed on freight trains running at a higher average speed than 20 m.p.h.

(g) **TRAVELLING STEAM CRANES**
Subject to any lower plated speed restriction, the speed of steam cranes travelling from a Works to their stabling point after overhaul must not exceed 20 m.p.h.

(h) **COACHING STOCK REQUIREMENTS**
1. Oil axle boxes.
2. Springs hung on brackets with links and bolts, or on hangers with auxiliary springs; or resting in shoes fitted with retaining bolts.
3. Automatic brake or through pipe.
4. Screw couplings and long buffers.
5. 9 ft. minimum wheelbase (see General Appendix pages 89–90 respecting wheelbase of four-wheeled vehicles).

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—continued

(j) **TANK WAGONS**

Tank wagons and flats for the conveyance of road tank trailers have stars not less than 1 foot across to indicate the type of train on which they may be conveyed. The stars are painted black on light coloured tanks and white on other coloured vehicles and appear either on the tank or on the frame of the vehicle.

In no case must a tank container or demountable tank containing dangerous or inflammable liquids be loaded on a vehicle bearing three stars.

Tanks carrying three stars may be conveyed on braked freight or passenger trains; tanks carrying two stars may be conveyed on braked freight trains, empty tanks carrying one star and stencilled as having a wheelbase not less than 10 feet may be conveyed on braked freight trains which do not exceed an average speed of 40 m.p.h. (Classes "D" and "E") from start to stop. Loaded tanks carrying one star and continental tanks marked "R.I.V." must be conveyed only on freight trains which do not exceed an average speed of 35 m.p.h. (Class "E") from start to stop. Tanks not starred must not be conveyed on trains exceeding an average speed of 25 m.p.h. (Class "H"), when loaded or 35 m.p.h. (Class "E") when empty.

(k) See General Appendix pages 89 and 90 for instructions with regard to the conveyance of four-wheeled vehicles, coaching stock and braked freight stock, and pages 73 and 74 for instructions with regard to vehicles fitted with Instanter couplings.

★EXAMINATION OF FREIGHT TRAINS BY C. & W. STAFF

Unless specially authorised, freight trains may not be run without examination for longer distances than those in the list below:—

Description of train	Maximum distance between C. & W. Examinations
	Miles
Classes 'C' and 'D'	160
Classes 'E', 'F', 'H' and 'J'	125*
Class 'K'	85

* If such trains are conveying any wagons fitted with grease axle boxes the maximum distance must not exceed 85 miles unless specially authorised.

PAGE 16.

INSERT:—

COVERED CARRIAGE TRUCKS (passenger vehicles). When loaded with motor cars or when empty:—
Vehicles with Tare of 15 tons 5 cwt. = 1-12/14 ton HEAVY.
Vehicles with Tare of 25 tons—To be calculated on column "g".

PAGE 16.

★**INSERT** under "High Capacity Wagons not included in the Ready Reckoner":—
CARFLAT (when loaded or empty). To be dealt with in accordance with Column 'g' of the Ready Reckoner.
(G.1/24)

PAGE 19.

NEWCASTLE—SOUTH

ADD note:—
"B16/1, B16/2, B16/3 and K3 engines can work Class D trains consisting of 34 wagons of potatoes from Heaton to York via Team Valley with Class E timings from Newcastle to Ferryhill."
Carlisle (London Road) to Newcastle, Addison, Blaydon, Forth.
AMEND Length limit, No of wagons to 58.

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NEWCASTLE—CARLISLE

Newcastle, Forth, Blaydon, Addison, to Carlisle London Road	**ADD** note in Remarks column: "Class K.1 locomotives may work 45 goods at 'D' speed and 50 goods at 'E' braked speed".
Carlisle London Road to Newcastle, Addison, Blaydon, Forth.	**ADD** note in Remarks column: "Class K.1 locomotives may work 42 goods at 'D' speed and 45 goods at 'E' braked speed from Low Row. When conveying these loads, trains must run Class 'H' speed from Carlisle to Low Row".

PAGE 21.

Blaydon, Forth or Park Lane to Leeds, Neville Hill (via Team Valley or Leamside and Ripon and Wetherby).
AMEND Length limit, No.of wagons to 60.

PAGE 22.

PARK LANE, WEARMOUTH, WEST HARTLEPOOL—SOUTH

Park Lane, Wearmouth, West Hartlepool.	Stockton, Newport, Thirsk, York Yard, Dringhouses, Milford, Normanton, Hull.	**ADD** in "Remarks" column:— Class 'C' trains from Park Lane and Wearmouth to York and beyond can convey following loads from West Hartlepool:—

Load Class of Engine				
5	6	7	8	
35	40	45	50	at Class 'C' timings.
40	45	50	55	at Class 'D' timings from West Hartlepool to Northallerton.

Loads to Dringhouses not to exceed 60 wagons in length.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—continued

BLAYDON, FORTH OR PARK LANE—SOUTH

Blaydon, Forth or Park Lane (via Cox Green).	Darlington, York Yard, Dringhouses, Normanton, Milford, Hull.	**ADD** in "Remarks" column:— B1 locomotive may convey equal to 35 Goods between Monkwearmouth and Penshaw with a clear run through Sunderland Station and past Fawcett St.

PAGE 23.

PARK LANE, WEARMOUTH, WEST HARTLEPOOL—SOUTH

Park Lane, Wearmouth, West Hartlepool (via Coast, Ripon and Wetherby).	Leeds, Neville Hill.	**AMEND** Length limit, No. of wagons to 60. **ADD** note:—"Through loads from Park Lane and Wearmouth, limit 55 wagons in length."
Park Lane, Wearmouth, West Hartlepool (via Coast and Ripon).	Milford, Gascoigne Wood, Normanton.	**AMEND** Length limit, No. of wagons to 60. **ADD** in "Remarks" column:— Through loads from Park Lane and Wearmouth, limit 55 wagons in length.
Wearmouth (via Cox Green).	Darlington, York, Normanton, Milford, Hull.	**ADD** in "Remarks" column:— B1 locomotive may convey equal to 35 Goods between Monkwearmouth and Penshaw with a clear run through Sunderland Station and past Fawcett Street.

TEES-SIDE—SOUTH

Stockton, Newport.	Thirsk, York Yard, Dringhouses, Milford, Normanton, Hull.	**ADD** in "Remarks" column:— Loads to Dringhouses not to exceed 60 wagons in length.

ADD new entry.

From	To	Length Limit	Class of Train	Class 5 Engine	Remarks
Port Clarence	Dringhouses	—	C	30 wagons fertiliser	Special load for B1 engines (Class 'D' timings from Port Clarence to Welbury).

PAGE 24.

Stockton, Newport (via Ripon and Wetherby).	Leeds, Neville Hill.	**AMEND** Length limit, No. of wagons to 60.
Stockton, Newport (via Ripon).	Milford, Normanton, Gascoigne Wood.	**AMEND** Length limit, No. of wagons to 60.

DARLINGTON—SOUTH

Darlington	Thirsk, York Yard, Dringhouses, Milford, Gascoigne Wood, Hull, Normanton	**ADD** in Remarks column:— Trains for Milford or Gascoigne Wood via Riccall and Selby not to exceed 65 wagons in length. Loads to Dringhouses not to exceed 60 wagons in length.
Darlington (via Ripon)	Milford, Gascoigne Wood, Normanton	**AMEND** Length limit, No. of wagons to 60.

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Darlington (via Ripon and Wetherby)	Leeds, Neville Hill	**AMEND** Length limit, No. of wagons to 60.

YORK AND STARBECK

Starbeck or (Knaresboro') — York — —

INSERT:—Class of Train

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
F	25	44	50	27	48	54	32	57	64	34	61	69	37	66	74	45	80	90	45	80	90	45	80	90

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From	To	Length Limit, No. of Wagons **AMEND**:—
Hull (via Gascoigne Wood)	York	65
Hull (via Gascoigne Wood)	Leeds, Neville Hill	65
Leeds, Neville Hill (via Gascoigne Wood)	Hull	65

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Leeds, Neville Hill (via Wetherby)	Starbeck	60
Hull	Normanton	65

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—continued

PAGE 30.

Starbeck — West Hartlepool —

AMEND:—Class of Train

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
D	—	—	—	—	24	27	—	26	30	—	30	34	—	35	40	—	40	46	—	45	51	—	48	55
E Braked	—	—	—	—	28	32	—	30	34	—	35	40	—	40	46	—	45	51	—	50	57	—	52	59

ADD in "Remarks" column:—Class 'C' trains may convey Class 'D' loads at 'D' speeds between Stockton and West Hartlepool.

From	To	
Normanton, Milford, Gascoigne Wood (via Ripon and Team Valley or Leamside)	Darlington, Park Lane, Blaydon, Forth, Heaton	**ADD** note in "Remarks" column 'F' and 'H' trains assisted by J39 Wetherby–Bilton.
Normanton, Milford, Gascoigne Wood (via Ripon and Coast)	Newport, Stockton, West Hartlepool, Sunderland, Park Lane	**AMEND** Length limit, No. of wagons to 60. Note (a) to read:—West Hartlepool yards maximum 50 wagons. **ADD** notes:—Length limit West Hartlepool to Sunderland equal to 55 wagons. 'F' and 'H' trains assisted by J39, Wetherby–Bilton.

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From	To	Length Limit, No. of Wagons
Hull (via Gascoigne Wood and York)	Darlington	**AMEND:**— 65
Hull (via Gascoigne Wood and York)	Heaton, Forth, Blaydon	As shown

From Hull — To West Hartlepool, Sunderland, Park Lane

(via Gascoigne Wood, York and Coast)

AMEND:—Class of Train

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
C	—	—	—	—	20	23	—	22	25	—	25	29	—	30	34	—	35	40	—	40	46	—	42	48
D	—	—	—	—	24	27	—	26	30	—	30	34	—	35	40	—	40	46	—	45	51	—	48	55
E Braked	—	—	—	—	28	32	—	30	34	—	35	40	—	40	46	—	45	51	—	50	57	—	52	59

AMEND. Note (a) to read:—West Hartlepool Yards maximum 50 wagons. Length limit West Hartlepool to Sunderland equal to 55 wagons.

ADD note:—Class 'C' trains may convey Class 'D' loads at 'D' timings between Stockton and West Hartlepool.

YORK - NORTH

ADD:—

From Hull (via Gascoigne Wood and York) — To Stockton, Newport — Length Limit, No. of Wagons 65 (To Stockton) 60 (To Newport)

Class of Train

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
C	—	—	—	—	25	29	—	28	32	—	32	37	—	35	40	—	40	46	—	45	51	—	50	57
D	—	—	—	—	30	34	—	33	38	—	36	41	—	40	46	—	45	51	—	50	57	—	55	63
E Braked	—	—	—	—	33	38	—	37	42	—	41	47	—	45	51	—	50	57	—	55	63	—	60	69
E Unbraked	—	—	—	—	28	32	—	32	37	—	37	42	—	42	48	—	45	50	—	45	50	—	45	50
F	—	—	—	24	42	48	29	51	58	32	56	64	34	60	69	37	65	74	41	72	82	41	72	82
H	—	—	—	31	54	62	36	63	72	37	66	75	39	69	79	43	75	86	47	82	94	47	82	94

Rule 131 (ii) applies.

PAGE 32.

From	To	
York Yard, Dringhouses (via Coast)	West Hartlepool, Sunderland, Park Lane	**ADD** to "Remarks" column:—Class 'C' trains may convey Class 'D' loads at 'D' speed between Stockton and West Hartlepool.

AMEND:—Class of Train

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
D	—	—	—	—	24	27	—	26	30	—	30	34	—	35	40	—	40	46	—	45	51	—	48	55
E Braked	—	—	—	—	28	32	—	30	34	—	35	40	—	40	46	—	45	51	—	50	57	—	52	59

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TEES-SIDE—NORTH

From	To	
Newport, Stockton, Port Clarence (via Coast)	West Hartlepool, Sunderland, Park Lane	**ADD** in "Remarks" column:— Class 'C' trains may convey Class 'D' loads at 'D' timings between Stockton and West Hartlepool.

AMEND:—

Class of Train

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
C ..	—	—	—	—	20	23	—	22	25	—	25	29	—	30	34	—	35	40	—	40	46	—	42	48
D ..	—	—	—	—	24	27	—	26	30	—	30	34	—	35	40	—	40	46	—	45	51	—	48	55
E Braked	—	—	—	—	28	32	—	30	34	—	35	40	—	40	45	—	45	51	—	50	57	—	52	59

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—continued

PAGE 34.

YORK AND EASTERN REGION

From	To	
York	Doncaster (via Selby or Knottingley and Askern)	**ADD** in "Remarks" column:— For Class 'F' and 'H', length limit 60 to Doncaster Mineral.
Doncaster (via Selby or Askern and Knottingley)	York	**AMEND**:— Length limit, No. of wagons 65.
York	Colwick and East Goods	**AMEND**:— Length limit for Classes C, D and E trains to 50 wagons.
Ardsley	York	**AMEND** length limit to read 50(a). **ADD** in "Remarks column":— (a) Trains requiring to call at Castleford to attach or detach to be limited to 42 wagons.

(G. 1/24)

INSERT new entry:—

YORK AND ARDSLEY.

From	To	Length Limit	Class of Train	Load Class of Engine 4 H	4 G	5 H	5 G	6 H	6 G	7 H	7 G	8 H	8 G
Ardsley .. .. (via Normanton)	York ..	50	H	40	72	43	76	45	80	45	80	45	80
York .. .. (via Normanton)	Wrenthorpe	50	D	—	38	—	42	—	45	—	50	—	—
York	Stanley ..	50	D	—	41	—	45	—	50 (a)	—	55 (a)	—	—
Stanley	Ardsley ..	50	D	(a) assisted Methley to Stanley. — (unassisted)	26	—	28	—	32	—	35	—	—
Stanley	Ardsley ..	50	D	— (assisted in rear)	46	—	50	—	51	—	56	—	—

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YORK—EASTERN REGION

From	To	
York	Peterborough and Whitemoor	**AMEND**:— Length limit for Classes C, D and E trains to 50 wagons.

(G. 1/24)

From	To	Length Limit	
York	Grimsby	75	**AMEND** Class 'H' assisted load to read as follows:—

2			3			4			5			6			7			8		
H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
25	44	50	30	53	60	35	62	70	40	71	80	44	78	88	48	85	96	53	94	100

Remarks:—Assisted in rear Gunhouse to Scunthorpe and Elsham to Wrawby. 481 5.15 a.m. 'H' York to Grimsby can convey load in accordance with York to Frodingham "assisted" details provided the Grimsby portion does not exceed the York to Grimsby maximum.

Additional entry:—

From	To	Length Limit	Class	
York .. .. (via Applehurst)	Frodingham ..	75	H	

2			3			4			5			6			7			8		
H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
30	53	60	34	60	68	38	67	76	42	74	84	47	83	94	52	92	100	57	100	100

Remarks:—Assisted in rear from Gunhouse.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—continued

From	To	Amendment
		YORK AND EASTERN REGION
Mexborough and Wath Junction	York	**ADD** in "Remarks" column:— Down trains for Hickleton Main Colliery to be limited in length to equal to 50 ordinary goods wagons, including brake van.
Dearne Junction	York	**Additional Entry.** Class 'J' loadings to be applied as follows:— Load Class of Engine: 4: 39; 5: 43; 6: 47; 7: 51; 8: 55. Remarks: Rule 131 (ii) applies.
York	Mottram	**AMEND:** Length limit, No. of wagons to 75.

AMEND:—

Class of Train	1	2	3	4	5	6	7	8
	H G E	H G E	H G E	H G E	H G E	H G E	H G E	H G E
H ..	27 48 55	29 51 58	32 56 64	34 60 69	37 66 75	41 72 82	43 76 87	43 76 87

York–Wath Exchange Sidings.

PAGE 36.

From	To	
York	Holbrook, Stanley	**DELETE:**—Annesley, Woodford, Marylebone.

INSERT:—

York	Annesley, Woodford, Marylebone	Class 8 engines can convey block loads of 42 ordinary wagons of fertiliser from Billingham and Prudhoe.

Class of Train	4	5	6	7	8
	H G E	H G E	H G E	H G E	H G E
C ..	— 32 37	— 35 40	— 40 46	— 45 51	— 50 57
D ..	— 35 40	— 37 42	— 40 46	— 45 51	— 50 57
E Braked	— 35 40	— 37 42	— 40 46	— 45 51	— 50 57
E Unbraked			— 40 46	— 45 50	— 45 50
F	20 35 40	21 37 42	23 40 46	25 45 51	28 50 57
H	21 37 42	23 41 47	27 48 54	31 55 62	36 60 68

Single Engine Loads. Rule 131 (ii) applies.

HULL—EASTERN REGION

From	To	
Hull	Doncaster	**AMEND:** Length limit, No. of wagons to 50. (For 'C', 'D' and 'E')
Hull	Hexthorpe	**AMEND:** Length limit, No. of wagons to 60.

ADD:—Length limit for Class 'F' and 'H' to Doncaster Mineral—60 wagons.

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From	To
Doncaster or Hexthorpe	Hull

ADD:—Class of Train

	1	2	3	4	5	6	7	8
	H G E	H G E	H G E	H G E	H G E	H G E	H G E	H G E
J	31 55 62	36 64 72	38 68 77	42 74 84	45 80 90	54 96 100	59 100 100	62 100 100

From	To	
York	Guide Bridge, Ashton Moss or Shrewsbury via Stalybridge	**AMEND:—** Class 'C' load for Class 5 engine to read 40.G. Class 'D' load for Class 5 engine to read 45.G.

PAGE 37.

Hull to Colwick, New England and East Goods
Hull to Lincoln and Whitemoor

AMEND:— Length limit for Classes C, D and E trains to 50 wagons.

(G. 1/24)

PAGES 37 and 38.

From	To	
Hull	Mexborough and Wath Junction	**AMEND** Classes F and H loads as follows:—
Hull	Mottram	
Hull	Sheffield Broughton Lane	**AMEND** Classes F and H assisted loads as follows:—

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—continued

PAGES 37 and 38—continued

LOAD CLASS OF ENGINE

	1			2			3			4			5			6			7			8		
Class of Train	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
F and H	18	32	36	19	34	38	24	42	48	26	46	52	31	55	63	33	58	66	37	66	74	41	73	82

From Hull To Annesley, Woodford

AMEND:—Class of Train

	4			5			6			7			8			
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	
C	—	32	37	—	35	40	—	40	46	—	45	51	—	50	57	Single Engine Loads. Rule 131 (ii) applies.
D	—	35	40	—	37	42	—	40	46	—	45	51	—	50	57	
E Braked	—	35	40	—	37	42	—	40	46	—	45	51	—	50	57	
E Unbraked	—	—	—	—	—	—	—	40	46	—	45	50	—	45	50	
F	20	35	40	21	37	42	23	40	46	25	45	51	28	50	57	
H	21	37	43	23	41	47	27	48	54	31	55	62	36	60	68	

NEWCASTLE - SCOTTISH REGION

PAGE 38.

From	To
Newcastle Cen., Heaton or New Bridge St. (via Dunbar or via Tweedmouth and Kelso)	Edinburgh
Newcastle (via Dunbar)	Edinburgh
Newcastle (via Tweedmouth and Kelso)	Edinburgh

AMEND:—Class of Train

	Group 8		
	H	G	E
D	—	55	62

ADD in "Remarks" column:—
"V.2 type locomotive can work a train of 35 empty 'blue Spot' fish vans at Class 'C' speed from Heaton to Edinburgh".

AMEND note in "Remarks" column to read:—Group 6 engines can convey 34 loaded XPO wagons of coal at Class F speed from Newcastle or Morpeth to Edinburgh.

Note (a) to read:—Applies to through loads Newcastle Central. Trains conveying wagons to be detached at Argyle Street must be marshalled so that on arrival at Argyle Street not more than equal in length to 27 wagons are required to be left on the Down line.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J

SECTION T (YORK)
SECTION R (DARLINGTON)
SECTION U (SUNDERLAND)
SECTION V (NEWCASTLE) — **Dated 2nd January, 1950**
SECTION S (HULL) — **Dated 1st February, 1956**

(1) GROUPING OF LOCOMOTIVES FOR LOADING PURPOSES.
General Instructions at front of each book to be amended thus:—

TENDER LOCOMOTIVES

Loading Groups

1F	2F	3F	4F	5F	6F	7F	8F	9F
D16	B5	B12	B2	B1	(a) A1	(a) A2	O1	BR 2-10-0 (c)
D40	D11	J6	B17	J19	(a) A2/1	O4	O2	
E4*	D49	J11	J17	J37	(a) A3	W1	WD8 2-8-0	
	J10	J25	K2	V4	(a) A4	A2/2 (a)	Q7	
	J15	J35	4MT	B16/1 (b)	B16/2	A2/3 (a)		
	J21	3MT		J26	J20			
	J36			J27	J38			
	2MT			J39	K1			
					K3			
					K4			
					K5			
					Q6			
					(a) V2			
					B16/3			

ADD:—

Note (a) The loads for V2 and Pacific locomotives when working Class 'C' and 'D' trains should be taken as equivalent to the loads shown in the appropriate columns for Group 8F.

(b) May convey Class 6 loads when working other than Class 'C' and 'D' trains.

(c) BR 9F 2-10-0 locomotives can take one tenth more than a loads Class 8 subject to any length limit.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

PAGES 37 and 38—continued

TANK LOCOMOTIVES

C12	J67	A5	J50	Q1
C13	J68	A8	J94	T1
C14	J69	J52	L1	L3
F3*	J72	J55		
F5*	J77	J73		
F6*	J83	M1		
J65*	N1	M2		
G5	N2	N7		
	N5	N10		
		V1		
		V3		

Locomotives to work Class 'C' Trains

DELETE:—D20.

ADD:—K2 and 9F.

Locomotives to work Class 'D' Trains

INSERT:—L.M. 8F 2–8–0 with white five-pointed star on cab sides.

DELETE:—D33, D34.

(2) COUNTING OF WAGONS TO DETERMINE THE TRAIN LOAD. Under "MEDIUM" add the following:—
"Wood Pulp."
"Soda Ash".

READY RECKONER

INSERT:—COVERED CARRIAGE TRUCKS (Passenger vehicles) when loaded with motor cars or when empty:—
Vehicles with Tare of 15 ton 5 cwt. = 1–12/14 ton Heavy.
Vehicles with Tare of 25 tons = To be calculated on column "g".

DARLINGTON (SECTION R) (PAGE 5).

HULL (SECTION S) (PAGE 7).

YORK (SECTION T) (PAGE 5).

SUNDERLAND (SECTION U) (PAGE 5).

NEWCASTLE (SECTION V) (PAGE 5).

(8) Length of Trains.

INSERT between "All types of bogie vehicles" and "Other longwheel base vehicles, etc.":—
Insulfish = 1¼ wagons.

(G. 1/19/ER)

Newcastle	Section V	5a and 5b.
Sunderland	Section U	
York	Section T	
Hull	Section S	8a and 8b.

★SPEEDS OF FREIGHT ROLLING STOCK ★RAILWAY AND PRIVATELY OWNED

To be read in conjunction with the notes which follow.

Type of vehicle	Average Start to Stop Speed not to exceed		Remarks
	Loaded	Empty	
1. Wagon stock fitted with screw couplings or 'Instanter' couplings vacuum brake and in accordance with coaching stock requirements as shown in Note (h) below	—	—	May be attached to any freight train. Includes tank wagons with two or three stars.
2. Wagon stock fitted with three link couplings, oil axle boxes and bolted springs	40	40	See General notes clause (j) with regard to tank wagons and wagons for road tank trailer etc.
3. Machine, Bolster or Special wagons when load unequally distributed and Bolster wagons when load is on three or more vehicles	Maximum 32 m.p.h.		Guards to advise Drivers when their trains include traffic of this nature.
4. Tank wagons (not starred)	25	35	Including engine tenders.
5. Wagons fitted with grease axle boxes or unbolted springs	30	35	
6. Salt wagons with grease axle boxes	25	25	
7. Dock and Works wagons	20	20	Painted Green.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SPEEDS OF FREIGHT ROLLING STOCK—continued

GENERAL NOTES

(a) Wagons having a wheel base less than 7 ft. 6 ins. must not exceed an average speed of 25 m.p.h.

(b) A load which overhangs the carrying wagon by 4 ft. or more must not be conveyed on trains booked to exceed an average speed of 25 m.p.h.

(c) **OIL OR ACID TANK WAGONS**

Oil or acid tank wagons loaded or empty may be conveyed on freight trains in accordance with the foregoing tables of speeds. This information constitutes the authority required by Rule 158, Clause (c), see also (h), of these notes.

(d) **EXCEPTIONAL LOADS**

The foregoing table of average speeds at which loaded vehicles may travel is subject to the restriction that when conveying loads of the character shown in Rule 158, Clause (c), such vehicles must not be attached to express goods trains without the authority of the Operating Officer.

(e) **CRANE TAIL WAGONS**

The permanent tail wagons allocated to travelling cranes and specially lettered as runners thereto, although bearing service stock numbers to distinguish them from traffic wagons are qualified to run at any speed that the cranes they serve may travel at, and when necessary these wagons may be treated as an exception to the instruction re "Speed of Freight Rolling Stock".

(f) **HAND TRAVELLING CRANES**

Hand travelling cranes must not be conveyed on freight trains running at a higher average speed than 20 m.p.h.

(g) **TRAVELLING STEAM CRANES**

Subject to any lower plated speed restriction, the speed of steam cranes travelling from a Works to their stabling point after overhaul must not exceed 20 m.p.h.

(h) **COACHING STOCK REQUIREMENTS**

1. Oil axle boxes.
2. Springs hung on brackets with links and bolts, or on hangers with auxiliary springs; or resting in shoes fitted with retaining bolts.
3. Automatic brake or through pipe.
4. Screw couplings and long buffers.
5. 9 ft. minimum wheelbase (see General Appendix pages 89–90 respecting wheelbase of four-wheeled vehicles).

(j) **TANK WAGONS**

Tank wagons and flats for the conveyance of road tank trailers have stars not less than 1 foot across to indicate the type of train on which they may be conveyed. The stars are painted black on light coloured tanks and white on other coloured vehicles and appear either on the tank or on the frame of the vehicle.

In no case must a tank container or demountable tank containing dangerous or inflammable liquids be loaded on a vehicle bearing three stars.

Tanks carrying three stars may be conveyed on braked freight or passenger trains; tanks carrying two stars may be conveyed on braked freight trains, empty tanks carrying one star and stencilled as having a wheelbase not less than 10 feet may be conveyed on braked freight trains which do not exceed an average speed of 40 m.p.h. (Classes 'D' and 'E') from start to stop. Loaded tanks carrying one star and continental tanks marked "R.I.V." must be conveyed only on freight trains which do not exceed an average speed of 35 m.p.h. (Class 'E') from start to stop. Tanks not starred must not be conveyed on trains exceeding an average speed of 25 m.p.h. (Class 'H'), when loaded or 35 m.p.h. (Class 'E') when empty.

(k) See General Appendix pages 89 and 90 for instructions with regard to the conveyance of four-wheeled vehicles, coaching stock and braked freight stock, and page 74 for instructions with regard to vehicles fitted with Instanter couplings.

★EXAMINATION OF FREIGHT TRAINS BY C. & W. STAFF

Unless specially authorised, freight trains may not be run without examination for longer distances than those in the list below:—

Description of train	Maximum distance between C. & W. Examinations
	Miles
Classes 'C' and 'D'	160
Classes 'E', 'F', 'H' and 'J'	125*
Class 'K'	85

* If such trains are conveying any wagons fitted with grease axle boxes the maximum distance must not exceed 85 miles unless specially authorised.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE

PAGE 14.

From	To	Length Limit No. of Wagons
Newcastle Central	Berwick	50 (a)
Heaton or New Bridge Street		60 (b)
Berwick	Heaton or Newcastle Centra	60 (c)

AMEND:—

(a) Applies to through loads Newcastle Central. Trains requiring to detach at Argyle Street limited to 42 wagons unless marshalled so that on arrival at Argyle Street not more than equal in length to 27 wagons are required to be left on the Down line.

(b) Applies from Trafalgar, Heaton or North thereof.

(c) Loads for beyond Heaton must not exceed 50 wagons. Any load exceeding 40 but not exceeding 50 wagons may be run to Newcastle Central by special arrangement, and with a clear run Argyle Street to Newcastle No. 1 Box.

ADD:—Group 6 locomotives can convey 34 loaded XPO wagons of coal from Newcastle or Morpeth to Berwick or beyond.

Newcastle to Berwick

Class of Train	2 H G E	3 H G E	4 H G E	5 H G E	6 H G E	7 H G E	8 H G E
C	— 25 29	— 28 32	— 32 36	— 35 40	— 40 45	— 45 51	— 50 57
D	— 30 34	— 35 40	— 40 45	— 45 51	— 50 57	— 55 62	— 60 68
E Braked ..	— 33 37	— 39 44	— 42 48	— 45 51	— 50 57	— 56 63	— 60 68
E Unbraked ..	— 25 28	— 30 34	— 35 40	— 40 45	— 45 50	— 45 50	— 45 50

Berwick to Newcastle

C	— 25 29	— 28 32	— 32 36	— 35 40	— 40 45	— 45 51	— 50 47
D	— 30 34	— 35 40	— 40 45	— 45 51	— 50 57	— 55 62	— 60 68
E Braked ..	— 35 40	— 40 45	— 45 51	— 50 57	— 55 62	— 60 68	— 65 73
E Unbraked ..	— 25 28	— 30 34	— 35 40	— 40 45	— 45 50	— 45 50	— 45 50

Classes V2, A2/1, A3 and A4 locomotives working Class 'C' trains may convey equal to 50 loaded wagons of goods.

PAGE 14.

From	To	
Berwick	Heaton or Newcastle Central	**AMEND** Class 'C' load for Class 8 engine to read:— H G E — 50 57

PAGE 16.

AMEND:—

ROTHBURY - MORPETH BRANCH

From	To	Class of Train	Group 1 H G E	Group 2 H G E
Morpeth	Angerton	J	20 35 40	22 40 45
Angerton	Scotsgap	J	14 27 31	16 32 36
Newcastle Quayside Branch				

ADD:—Maximum loads for 350 h.p. diesel locos.:—
Trafalgar South Yard to Quay Yard—14 goods (braking instructions apply).
Quay Yard to Trafalgar South Yard—12 goods (locomotives to be worked in series).

(G. 1/26)

PAGE 17.

From	To	Length Limit, No. of Wagons
Newcastle Central or New Bridge Street	South Gosforth	**AMEND:**— 50. Note in "Remarks" column to read:— "Trains terminating at New Bridge Street should not exceed 33 wagons."

PAGE 18.

Newcastle Central or New Bridge Street	Killingworth or beyond, via N.W. Curve	Length limit, No. of wagons to read:— 50.

PAGE 19.

Seghill	Heaton via S.E. Curve	Length limit, No. of wagons to read:— 50. **ADD** note in "Remarks" column:— "Trains exceeding 35 wagons in length require clear run from Benton East via S.E. Curve to Benton Quarry.
★**ADD:**—		
Newbiggin	Bedlington	Rule 131 (ii) applies from Marchey's House to West Sleekburn.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE—continued

PAGE 20.

NEWCASTLE, CARLISLE AND BRANCHES

Central	Blaydon or Addision	**ADD** note in "Remarks" column:— "Rule 131 (ii) applies."
Central	Forth	

PONTELAND BRANCH

South Gosforth	Kenton	**AMEND**:— Length limit, No. of wagons to read:— 45.
Kenton	Ponteland	
Ponteland	Kenton	
Kenton	South Gosforth	

PAGE 21.

Blaydon Mineral or Addison	Carlisle (London Road)	**AMEND**:— Class of Train / Group 2 / H G E / H 28 — — **DELETE** note in "Remarks" column:— Where K1 engines are utilised Group 6 load figures should be reduced by three heavy type wagons.
Carlisle (London Road)	Brampton or Haltwhistle, Addison, Blaydon	Length limit, No. of wagons to read:— 58.
Low Row	Addison, Blaydon, Forth, Central	

PAGE 21.

From	To	Length Limit, No. of Wagons
DELETE ENTRIES re:—		
Hexham	Allendale	
Allendale	Hexham	

INSERT NEW ENTRY:—

Carlisle	Addison, Blaydon, Forth, Central	Class of Train	5			6		
			H	G	E	H	G	E
		E Unbraked	—	33	37	—	38	43

PAGE 22.

Consett Junction	Blaydon Sidings, Blaydon Mineral Sidings, Addison or I.C.I. Prudhoe	**AMEND** note in "Remarks" column to read:— "Special Braking Instructions apply." Trains of more than 22 wagons must have clear run between Blaydon SO Box and Blaydon Mineral Sidings. Trains for Blaydon Sidings not to exceed equal to 34 wagons in length.

TYNESIDE LOCAL TRAFFIC ENGINES

Heaton	**AMEND** I.C.I. Factory to read:— I.T.C. (Imperial Tobacco Co.)	**ADD** in "Remarks" column:— "Rule 131 (ii) applies."
Heaton	Trafalgar South Yard, Forth, Blaydon	**AMEND** note in "Remarks" column to read:— "Trains up to 50 wagons may be run by special arrangements with clear run, Argyle Street to No. 1. Box. Trains requiring to propel Blaydon Box to Blaydon Mineral Sidings must not exceed 35 wagons. Rule 131 (ii) applies. Special Braking Instructions apply."
New Bridge Street	Blaydon Mineral Sidings, Addison, I.C.I. Prudhoe, Low Fell, Park Lane	
Trafalgar Yards		

PAGE 23.

Forth	Low Fell, Park Lane via Central, New Bridge Street, Trafalgar or Heaton	**ADD** note in "Remarks" column:— "Load limit to New Bridge Street, 24 wagons."

PAGE 24.

Park Lane	Forth, Blaydon Sidings and Addison via Norwood	**ADD** note in "Remarks" column:— "Trains for Blaydon Sidings not to exceed equal to 34 wagons in length."
West Dunston	Heaton, Trafalgar, New Bridge Street via K.E.B.	**ADD** note in "Remarks" column:— "Load limit to New Bridge Street, 24 wagons."
West Dunston	Heaton, Trafalgar, New Bridge Street via S.B. Junction and Forth Junction	
West Dunston	Forth, Blaydon, Addison via Derwenthaugh	**ADD** note in "Remarks" column:— "Trains for Blaydon Sidings not to exceed equal to 34 wagons in length."

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE—continued

PAGE 25. ADD:—

Load Class of Engine				1	2	3	4	5	6	7	8	Remarks
From	To	Length Limit	Class of Train									
Killingworth New Sidings	Stella South Power Station via N.W. Curve	50†	J	–	–	–	–	20H	–	–	–	Class Q6 engine may work trains consisting of 17XX loaded wagons. Class Q7 engine may work trains consisting of 21XX loaded wagons with a clear run past Manors and Scotswood Stations. Rule 131 (ii) applies.
Killingworth New Sidings	Stella North Power Station via Heaton	50†	J	–	–	–	–	29H	41H	–	–	Group 5 engine requires clear run Scotswood No. 1 Home signal to Lemington. Group 6 engine requires clear run Argyle Street to Up Tynemouth line at Manors and from Delaval Box to Lemington. Rule 131 (ii) to be applied Newcastle No. 3 to Forth Junction and Lemington to Newburn. Class Q7 engine may work trains consisting of 32XX or 26 24½-ton loaded wagons with clear run Argyle Street Box to Up Tynemouth line at Manors and from Delaval Box to Lemington. Rule 131 (ii) to be applied as follows:— (a) Benton Quarry to Benton Bank. (b) Newcastle No. 3 to Forth Junction. (c) Lemington to Newburn.
Killingworth New Sidings	Stella South Power Station via Heaton	50†	J	–	–	–	–	38H	41H	–	–	Group 6 engine requires clear run Argyle Street to Up Tynemouth line at Manors. Rule 131 (ii) to be applied Newcastle No. 3 to Forth Junction. Class Q7 engine can work trains consisting of 32XX or 26 24½-ton loaded wagons with clear run Argyle Street to Up Tynemouth line at Manors. Rule 131 (ii) to be applied as follows:— (a) Benton Quarry to Benton Bank. (b) Newcastle No. 3 to Forth Junction.
Widdrington Opencast	Morpeth	—	J	–	–	–	–	36	–	–	–	
Morpeth	Percy Main		J	–	–	–	–	31	–	–	–	

† Trains exceeding 40 wagons to be run by special arrangement and with clear run past Argyle Street and No. 1 Box.

From	To
PAGE 26. Choppington, etc. **PAGE 27.** Newbiggin, Woodhorn, etc. **PAGE 28.** Ashington, Ellington, etc. **PAGE 29.** Bedlington 'A' and 'D' Horton Grange, etc. **PAGE 30.** Burradon, etc. **PAGE 31.** Cambois **PAGE 32.** Cowpen	Heaton or any beyond Newcastle Central

AMEND load for Class 5 engine to:—

H	G	E
29 (a)	—	—

ADD in Remarks column:—

(a) Maximum of 31 heavies permitted via Blue Bell and Wallsend.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE—continued

PAGE 26.

From	To	
Choppington, Netherton	Heaton and all points beyond Newcastle Central via S.E. Curve or Bluebell and Wallsend	**ADD** note in "Remarks" column:— "Trains exceeding 35 wagons in length require clear run from Benton East via S.E. Curve to Benton Quarry."

INSERT:—

From	To	Length Limit	Class of Train	Load Class of Engine 5	Remarks
Choppington Netherton	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.

PAGE 27.

INSERT:—

From	To	Length Limit	Class of Train	Load Class of engine 5	Remarks
Newbiggin	New Bridge Street and all points beyond Newcastle Central via South Gosforth	25	J	28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.
Woodhorn Lynemouth	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.

AMEND:—

Newbiggin	North, West or South Blyth

AMEND:—

Class of Train	1 H G E	2 H G E	3 H G E	4 H G E	5 H G E	6 H G E	7 H G E	8 H G E
J	21 — —	25 — —	28 — —	30 — —	33 — —	40 — —	43 — —	45 — —

Newbiggin	Heaton and all points beyond Newcastle Central via S.E. Curve or Bluebell and Wallsend

AMEND:—

Class of Train								
J	19 — —	23 — —	25 — —	27 — —	29 — —	36 — —	39 — —	41 — —

From	To	
Woodhorn Lynemouth	Heaton and all points beyond Newcastle Central via SE Curve or Bluebell and Wallsend.	**ADD:**—Note in "Remarks" column: "Trains exceeding 35 wagons in length require clear run from Benton East via SE Curve to Benton Quarry.

Class of Train	Group 5 H G E
J	29 — —

INSERT:—

★PAGE 27.

Newbiggin, Woodhorn and Lynemouth	Percy Main via Blue Bell Heaton and all points beyond Newcastle Central via S.E. Curve or Blue Bell and Wallsend.	Rule 131 (ii) applies from Marchey's House to West Sleekburn.

★PAGE 28.

Ashington, Ellington and Linton		

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE—continued

Load Class of Engine				1	2	3	4	5	6	7	8	
From	To	Length Limit	Class of Train									Remarks
PAGE 28. ADD:—												
				H	H	H	H	H	H	H	H	
B. & T. Collieries	Stella South Power Station via S.E. Curve	50†	J	–	–	–	–	29	–	–	–	Classes Q6 and K1 engines may work trains consisting of 24 XX loaded wagons with a clear run past Bedlington North Home signal and from Earsdon Junction to Backworth.
B. & T. Collieries	Stella North Power Station via SE Curve	50†	J	–	–	–	–	29	–	–	–	Classes Q6 and K1 engines may work trains consisting of 24 XX loaded wagons with clear run as follows:— (a) Past Bedlington North Home signal. (b) Earsdon Junction to Backworth. (c) Scotswood No. 1 Home signal to Lemington.
PAGE 28. ADD:	—continued.			H	H	H	H	H	H	H	H	
Ashington	North or West Blyth	50	J	24	29	32	34	38	45	49	52	—
	South Blyth	35	J	21	25	28	30	33	40	43	45	—
	Percy Main via Bluebell	35	J	20	24	26	28	31	38	41	43	Special Braking Instructions apply.
Ashington	*Heaton and all points beyond Newcastle Central via SE Curve or Bluebell and Wallsend	50†	J	19	23	25	27	29	36	39	41	Special Braking Instructions apply via Bluebell. †Trains for beyond Newcastle Central exceeding 40 wagons to be run by special arrangement and with clear run past Argyle Street and No. 1 Box.
Ashington	Carville Power Station via Bluebell	36	J	19	23	25	27	31	36	39	41	Special Braking Instructions apply.
Ellington, Linton (including Norland open cast) Bedlington 'E' (West Sleekburn) Bedlington 'F' (Bomarsund)	North or West Blyth	50	J	23	27	30	32	35	42	45	47	—
	South Blyth	35	J	21	25	28	30	33	40	43	45	—
	Percy Main via Bluebell	35	J	20	24	26	28	31	38	41	43	Special Braking Instructions apply.
	*Heaton and all points beyond Newcastle Central via SE Curve or Bluebell and Wallsend	50†	J	19	23	25	27	29	36	39	41	Special Braking Instructions apply via Bluebell. †Trains for beyond Newcastle Central exceeding 40 wagons to be run by special arrangement and with clear run past Argyle Street and No. 1 Box.
	Carville Power Station via Bluebell	36	J	19	22	25	27	30	36	39	41	Special Braking Instructions apply.
INSERT:—												*Trains exceeding 35 wagons in length require clear run from Benton East via SE Curve to Benton Quarry.
Ashington	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	–	–	–	–	28	–	–	–	Clear run to be given past South Gosforth East box. Special Braking instructions apply.
Ellington Linton Bedlington 'E' and 'F'	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	–	–	–	–	28	–	–	–	Clear run to be given past South Gosforth East box. Special Braking instructions apply.
PAGE 29. Bedlington 'A' and 'D' Horton Grange Seaton Delaval Seghill	Heaton and all points beyond Newcastle Central via SE Curve or Bluebell and Wallsend											**ADD** note in "Remarks" column "Trains exceeding 35 wagons in length require clear run from Benton East via SE Curve to Benton Quarry.
INSERT:— Bedlington 'A' and 'D'	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	–	–	–	–	28	–	–	–	Clear run to be given past South Gosforth East box. Special Braking instructions apply.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE—continued

From	To	Length Limit	Class of Train	Load Class of Engine: 1 H	2 H	4 H	3 H	5 H	6 H	7 H	8 H	Remarks
Horton Grange Seaton Delaval Seghill	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	–	–	–	–	28	–	–	–	Clear run to be given past South Gosforth East box. Special Braking instructions apply.
PAGE 30. Burradon (via Holywell) or Hazelrigg Junction NCB Exchange Sidings via Holywell	Heaton and all points beyond Newcastle Central via SE Curve or Bluebell and Wallsend											**ADD:**—Trains exceeding 35 wagons in length require clear run from Benton East via SE Curve to Benton Quarry.
Earsdon Junction Exchange Sidings or Bluebell Open Cast	Heaton and all points beyond Newcastle Central (via SE Curve and ex Earsdon only) or Bluebell and Wallsend											**ADD:**—Trains exceeding 35 wagons in length require clear run from Benton East via SE Curve to Benton Quarry.

PAGE 30.

AMEND:—

From	To
Earsdon Junction Exchange Sidings	Morpeth via Bedlington

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
J	22	—	—	24	—	—	27	—	—	30	—	—	34	—	—	40	—	—	44	—	—	46	—	—

From	To	Length Limit	Class of Train	Load Class of Engine: 5 H	Remarks
INSERT:—					
Burradon (via Holywell)	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.
Earsdon Junction Exchange Sidings	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.

PAGE 31.

Cambois	Heaton or any point beyond Newcastle Central, via SE Curve or Bluebell and Wallsend	**AMEND:—5** H G E 29 — —			Remarks. **ADD:**—Trains exceeding 35 wagons in length require clear run from Benton East via SE Curve to Benton Quarry.
From	To	Length Limit	Class of Train	Load Class of Engine: 5 H	Remarks
INSERT:—					
Cambois	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30		28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.

PAGE 32.

From	To		
MINERAL LOADS.			
Cowpen Crofton Mill and Crofton Mill Opencast	Heaton or any point beyond Newcastle Central via S.E. Curve or Bluebell and Wallsend		Remarks. **ADD:**—Trains exceeding 35 wagons in length require clear run from Benton East via S.E. Curve to Benton Quarry.

From	To	Length Limit	Class of Train	Load Class of Engine: 5 H	Remarks
INSERT:—					
Cowpen	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.
Crofton Mill	New Bridge Street and all points beyond Newcastle Central via South Gosforth	30	J	28H	Clear run to be given past South Gosforth East box. Special braking instructions apply.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE—continued

PAGE 33.

Blaydon Burn, Addison, Clara Vale, West Wylam	Carlisle London Road	**AMEND:**— Class of Train. H Loads as shown. J Loads as shown.

PAGE 34.

Montague	Blaydon Mineral Sidings via Scotswood	Remarks. **AMEND:**—Trains requiring to propel from Blaydon Box to Blaydon Mineral Sidings must not exceed 38 wagons.

PAGE 36.

VICTORIA.

Garesfield, Lilley Drift, South Garesfield, Hamsterley	Blaydon Mineral Sidings, Addison Sidings	Remarks. **ADD:**—Trains of more than 22 wagons must have clear run between Blaydon South Box and Blaydon Mineral Sidings.

PAGE 37.

BLYTH STAITHES PUSHING UP PILOTS.

West Blyth Sidings	End of Staithes To Nos. 1 and 2 Sidings	Remarks. **ADD:**—No. 2 load to be increased to 30 when clear run assured.
West Blyth Sidings	To Nos. 3 and 4 Sidings	Remarks. **ADD:**—No. 2 load to be increased to 33 when clear run assured.
North Blyth Sidings	End of Staiths. Direct ex Sidings to East Side Direct ex Sidings to West Side Via By-pass Road to East Side Via By-pass Road to West Side	ADDITIONAL ENTRY CLASS 204 H.P. DREWRY DIESEL LOCOMOTIVE—12 XX LOADED WAGONS.

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From	To	
EMPTY MINERAL LOADS.		
North, South or West Blyth	All points beyond Newcastle Central	Remarks. **ADD:**—Trains exceeding 35 wagons in length require clear run from Benton East via S.E. Curve to Benton Quarry.

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Addison Sidings, Blaydon Mineral Sidings. **ADD:**—Blaydon Yard, Prudhoe I.C.I., Stella North Power Station or Stella South Power Station	Band T Collieries and Percy Main and as shown:—	Remarks. **INSERT:**—Length limit of equal to 35XX wagons applies to loads from Stella North Power Station.

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Addison Sidings or Blaydon Mineral Sidings. **ADD:**—Blaydon Yard, Prudhoe I.C.I., Stella North Power Station, Stella South Power Station	Blaydon Burn, Addison Colliery, Clara Vale, West Wylam Montague, Walbottle	Remarks. **INSERT:**—Length limit of equal to 35XX wagons applies to loads from Stella North Power Station.

DELETE:—
Blucher
Throckley

DELETE:—

			H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
Axwell Park	50	J	—	—	22	—	—	31	—	—	37	—	—	38	—	—	40	—	—	49	—	—	54	—	—	57

ADD:—

Addison Sidings Blaydon Mineral Sidings		Lilley Drift. Victoria Garesfield. South Garesfield																								
		J	—	—	22	—	—	26	—	—	29	—	—	31	—	—	33	—	—	38	—	—	42	—	—	44

Remarks. **DELETE:**—‡ Hamsterley limited to 22 wagons.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION V—NEWCASTLE—continued

★**AMEND:—**

★**PAGE 20.**

From	To	Class of Train	Group 1	2	3	4	5	Remarks
Bedlington	North or West Blyth	J	20H	25H	28H	30H	33H (X)	(X) Clear run to be given from No. 39 Signal at West Sleekburn across the Junction towards Winning Crossing
★**PAGE 25.** New Shilbottle South Shilbottle Stobswood Pegswood	North or West Blyth	J	20H	25H	28H	30H	33H (X)	,,
★**Page 26.** Broomhill Choppington Netherton	North or West Blyth	J	20H	25H	28H	30H	33H (X)	,,
★**PAGE 29.** Bedlington A & D Horton Grange Seaton Delaval Seghill	North or West Blyth	J	20H	25H	28H	30H	33H (X)	,,
★**PAGE 30.** Burradon (via Holywell) Earsden Junction Exchange Sidings	North or West Blyth	J	20H	25H	28H	30H	33H (X)	,,
★**PAGE 32.** Cowpen Crofton Mill	North or West Blyth	J	20H	25H	28H	30H	33H (X)	,,
★**PAGE 33.** Blaydon Burn Addison Clara Vale West Wylam	North or West Blyth	J	20H	25H	28H	30H	33H (X)	,,

(G.1/24)

SECTION U. (SUNDERLAND).

PAGE 14.

TEAM VALLEY, FERRYHILL–NEWCASTLE.

From	To	Length Limit No. of Wagons
Ferryhill	Bridgehouse Baxter Wood No. 2 and Relly Mill	**AMEND:**—50 to read "60". In "Remarks" **ADD:**— Trains which have to run round at Baxter Wood should be restricted to equal to 50 wagons in length, except when by agreement between the Darlington and Sunderland Controls the limit is raised to equal to 60 wagons.

Entry below Durham–Ferryhill. **AMEND** to read:—

From	To
"Baxter Wood"	"Bridgehouse."

Entry below Dunston–Stella Gill. **AMENDED:—**

From	To
Kimblesworth Colliery	"Durham."

Load From	To	Class of Engine Length Limit No. of wagons	Class of trains	1 H G E	2 H G E	3 H G E	4 H G E	5 H G E	6 H G E	7 H G E	8 H G E	
ADD:—												
Dearness and Baxter Wood	Ferryhill	70	J (a)	..	..	..	..	..	..	..	Q6 50	(loaded XPo's.)

Remarks:—

Special load (a) allowed 2 minutes extra, i.e. 17 minutes, Bridge House pass to Tursdale pass. Trains which have to run round at Baxter Wood should be restricted to equal to 50 wagons in length, except when by agreement between the Darlington and Sunderland Controls the limit is raised to equal to 60 wagons.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION U—SUNDERLAND—continued

PAGE 15.

NEWCASTLE, SOUTH SHIELDS (VIA JARROW).

From	To
Park Lane	Pelaw

AMEND:—

Class of Train	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
H ..	28	50	57	33	58	66	38	67	77	40	70	80	43	75	86	52	91	100	57	100	100	60	100	100
J ..	31	55	63	37	65	74	42	74	85	44	77	88	47	83	96	58	100	100	64	100	100	66	100	100

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SUNDERLAND AND SOUTH SHIELDS.

Monkwearmouth to Washington via Hedworth Lane—**DELETE** entry.

PAGE 18.

Fulwell (via Hedworth Lane) to Ferryhill—**DELETE** entry.

PAGE 18.

NEWCASTLE, SUNDERLAND, WEST HARTLEPOOL (VIA HORDEN).

Park Lane.	Monkwearmouth.	**AMEND:—**

7			8		
H	G	E	H	G	E
48	84	96	50	88	100
52	92	100	55	97	100
58	100	100	61	100	100

PAGE 18.

South Dock	West Hartlepool

PAGE 19.

Dawdon	Seabanks
Hawthorn Junction	Easington
Easington, Horden and Blackhall	West Hartlepool and Hartlepool
West Hartlepool and Hartlepool	Seaham, South Dock, etc.

AMEND length limit to read:—
55 (a)

ADD in Remarks column:—
(a) Loads of empties for Horden Colliery not to exceed length of 35XX.

PAGE 19.

Dawdon	Seabanks
Hawthorne Junction	Easington

AMEND:—

Class of Train	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
J, †J	30	53	60	34	60	68	38	68	77	42	74	84	46	82	92	58	100	100	63	100	100	66	100	100

Remarks. Speed: 5 m.p.h. Rule 131 (ii) to apply.
† Starting load.

		Length Limit No. of Wagons
Vane Tempest Colliery Sidings	Hall Dene.	60

AMEND:—

Class of Train	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
J ..	10	18	20	12	21	24	15	27	31	16	28	32	17	30	34	21	37	42	23	41	46	24	42	48

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SUNDERLAND (MONKWEARMOUTH AND SOUTH DOCK) TO HARTLEPOOL, WEST HARTLEPOOL STOCKTON via Wellfield.

From	To
Ryhope	Murton

ADD under Remarks:—
Class J27 locomotives can convey 11 heavies or 7 loaded XX wagons.
Class Q7 locomotives can convey 17 heavies or 11 loaded XX wagons.

ADD following new Sections:—

From	To	Remarks
Hetton Colliery	Murton	Class J27 locomotives can convey 15 heavies or 10 loaded XX wagons. Class Q7 locomotives can convey 25 heavies or 15 loaded XX wagons.
Murton	South Hetton	Class J27 locomotives can convey 30 heavies or 20 loaded XX wagons. Class Q7 locomotives can convey 45 heavies or 30 loaded XX wagons.

(G. 1/24)

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION U—SUNDERLAND—continued

THROUGH LOADS, SOUTH DOCK AND MONKWEARMOUTH TO RYHOPE, SILKSWORTH, MURTON, SOUTH HETTON AND TRIMDON.

South Dock — Silksworth Colliery.

AMEND:—

	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
	9	17	19	10	18	21	11	20	23	13	23	26	14	25	28	16	29	33	18	32	36	19	34	38

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MURTON, WELLFIELD AND FERRYHILL, WELLFIELD BRANCH COLLIERIES TO STOCKTON AND MIDDLESBROUGH—THROUGH LOADS.

From	To	Remarks
South Hetton Colliery (South Hetton).	Stockton and Middlesbrough.	**AMEND:**—Heavy falling gradient. Rule 131 (ii) applies. Double headed load of equal to 45XX wagons of coal worked by two Q6 engines permitted from South Hetton Colliery to Haverton Hill or Newport. Rule 131 (ii) applies.
Trimdon Grange, Deaf Hill, Wingate, Wingate Colliery.	Hurworth Burn, Stockton or Middlesbrough.	**DELETE:**—Wingate Colliery.

ADD:—

				1			2			3			4			5			6			7			8		
				H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
Wingate Colliery.	Hurworth Burn, Stockton or Middlesbrough.	60	J	23	—	—	26	—	—	33	—	—	35	—	—	37	—	—	45	—	—	49	—	—	54	—	—

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NEWCASTLE, FERRYHILL VIA SHINCLIFFE.

Park Lane. Washington. **AMEND:—**

		1			2			3			4			5			6			7			8		
		H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
F	..	25	35	40	23	40	46	27	47	54	33	59	67	35	62	71	43	76	87	48	84	96	50	88	100
H	..	27	47	54	31	54	62	32	62	71	37	65	74	39	69	79	48	84	96	52	92	100	55	97	100
J	..	29	52	59	34	60	69	39	69	79	41	72	82	43	76	87	53	93	100	58	100	100	61	100	100

ADD:—

					5			6			7			8		
					H	G	E	H	G	E	H	G	E	H	G	E
Bowburn.	Ferryhill.	J	..		51	—	—	51	—	—	51	—	—	51	—	—

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Ferryhill (via Shincliffe).	Newcastle via H.L.B. via K.L.B.	Remarks. **AMEND:**—As shown to, Trains of 52 Goods and 2 Guards Vans, or "46XX Mineral Wagons", and as shown.
		DELETE:—reference to running round and Shunting at Usworth Colliery.
Belmont	Washington	**DELETE:**—reference to Usworth Colliery in Remarks column.

ADD:—

Mainsforth Colliery.	Mainsforth Signal	Remarks
Laden Sidings.	Box.	J26 and J27 locomotives 14XX loaded wagons or Q6 locomotive 16XX loaded wagons or equivalent.

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TYNE DOCK, WASHINGTON, HARRATON, BEAMISH, STELLA GILL.

From	To	Remarks
Washington.	Green Lane and Tyne Dock Banks.	**INSERT:**—Class Q6 engine may convey equal to 50XX loaded wagons.
Beamish Junction	Tyne Dock Banks	**DELETE** entry.
Usworth Colliery (Via Pelaw and Boldon Colliery).	Tyne Dock Banks	**DELETE** entry.

TYNE DOCK, WASHINGTON, HARRATON, BEAMISH, STELLA GILL, CONSETT, PENSHAW, USWORTH AND LEAMSIDE—THROUGH LOADS.

Stella Gill. — Tyne Dock Banks.

Remarks

ADD:—Class Q6 engines may convey equal to 50XX loaded wagons.

AMEND:—

Tyne Dock.	Consett.		2			3			Remarks
Green Lane Junction.			H	G	E	H	G	E	Q7 locomotives may take Group 8 loads from South Pelaw to Consett when conveying 21-ton wagons of iron ore.
		H ..	9	16	18	10	18	20	
		J ..	10	18	20	11	19	22	

Stella Gill, South Kip.	Pelton Colliery	**ADD**:—Classes J25 and N10 locomotives can propel 20 empty wagons from Stella Gill to Pelton Colliery.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION U—SUNDERLAND—continued

PAGE 26.

TYNE DOCK AND WASHINGTON—WATERHOUSES AND BISHOP AUCKLAND AND SPENNYMOOR BRANCHES

		Remarks
Tyne Dock, Green Lane Junction and Washington (via Auckland Junction).	Brandon, Brancepeth, Willington, Hunwick Collieries or St. Helens.	**ADD:**—J39 locomotives may convey special load of 23XX wagons coke (maximum 570 tons) from Stella Gill to St. Helens at Class H speed to Durham and Class J speed forward.

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TYNE DOCK—THROUGH LOADS—MISCELLANEOUS.

Dunston Colliery. Dunston Exchange (via Norwood and Boldon Colliery).	Tyne Dock Banks.

AMEND:—

		1			2			3			4			5			6			7			8		
		H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
50	J	16	—	—	19	—	—	22	—	—	23	—	—	26	—	—	29	—	—	32	—	—	34	—	—

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TYNE DOCK—THROUGH LOADS—MISCELLANEOUS.

Green Lane	Usworth	**DELETE** entry.
Usworth Colliery	Tyne Dock Banks	**DELETE** entry.

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FERRYHILL, DURHAM AND WASHINGTON TO MONKWEARMOUTH AND SOUTH DOCK.

Washington (via Hedworth Lane)	Monkwearmouth	**DELETE** entry.

MURTON, DURHAM ELVET—SHERBURN COLLIERY.

DELETE Durham Elvet from Branch Heading.

Murton, Hetton Colliery and North Hetton.	Broomside and Durham Elvet	**DELETE** entry.
Broomside	Sherburn North and Sherburn Colliery	**DELETE** Broomside and **INSERT** from Murton, Hetton Colliery and North Hetton. **DELETE** Length Limit of 50. **ADD** Remarks:—Rule 131 (ii) to apply from Hetton Colliery and North Hetton to Sherburn. Special Braking Instructions apply.

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SHERBURN—DURHAM ELVET—MURTON.

DELETE Durham Elvet from Branch Heading.

Durham Elvet	Sherburn House	**DELETE** entry.
Sherburn House	Hetton	To read from Sherburn North to Hetton. **DELETE** Length Limit.
Durham Elvet, Broomside or Hetton	Murton or South Dock	To read from Hetton to Murton or South Dock. **DELETE** Length Limit.
Sherburn North	Broomside	**DELETE** entry.

SOUTH DOCK, PALLION, WEARMOUTH AND HYLTON COLLIERIES—THROUGH LOADS—MISCELLANEOUS.

South Dock	Boldon Colliery, Beamish Junction and Stella Gill (via Ryhope Grange and Hedworth Lane).	**DELETE** entry.
South Dock (via Cox Green and Washington).	Beamish Junction and Stella Gill.	**DELETE** references to Beamish Junction.
Boldon Colliery (via Hedworth Lane and Ryhope Grange).	South Dock	**DELETE** entry.
South Dock (via Fawcett Street and Hedworth Lane).	Boldon Colliery	**DELETE** entry.

ADD:—

			1			2			3			4			5			6			7			8		
			H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
Deptford Recn. Sidings	Pallion	— J	11	19	22	13	23	26	15	26	30	17	30	34	18	32	36	21	37	42	23	41	46	24	42	48

ADD:—

South Dock Bottom	Hendon Junction	— J	—	—	—	9	16	18	10	18	20	11	19	22	12	21	24	14	25	28	—	—	—	—	—	—

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION U—SUNDERLAND—continued

PAGE 33.

Boldon Colliery (via Hedworth Lane and Fawcett Street).	South Dock	**DELETE** entry.

AMEND:—

			1 H G E	2 H G E	3 H G E	4 H G E	5 H G E	6 H G E	7 H G E	8 H G E
South Dock Ore Sidings	Lanchester	— J	———	———	———	J27 engine 15	———	———	———	WD & Q7 engine 22
South Dock Ore Sidings	South Pelaw, via Penshaw and Washington	— J	———	———	———	J27 engine 15	———	———	———	WD & Q7 engine 22

Remarks. Special loads for 21-ton MOT wagons loaded with ore. Loads to be hauled from Siding in two lifts and started from Main line. Clear run past Fawcett Street.

			1 H G E	2 H G E	3 H G E	4 H G E	5 H G E	6 H G E	7 H G E	8 H G E
South Dock	Consett via	— H	———	6	7	8	8	10	12	13
Ore Sidings	Lanchester	— J	———	7	8	9	9	11	13 (a)	14

Remarks. Special loads for 21-ton MOT wagons loaded with ore.
(a) Q7 locomotives may take Group 8 load.

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STELLA GILL—THROUGH LOADS.

From	To	
Stella Gill (via Norwood Junction)	Blaydon Mineral Sidings and Dunston Staithes	Remarks. **ADD:**—Class Q6 engines may convey equal to 50XX loaded wagons.
Stella Gill (via Hedworth Lane and Ryhope Grange).	South Dock	**DELETE** entry.

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TYNESIDE LOCAL TRAFFIC WORKING.

Park Lane (via Dunston Station and Blaydon East)	Blaydon Sidings	**AMEND:**— Length Limit No. of Wagons 34
Park Lane	Dunston Exchange Sidings	
Park Lane (via Dunston and Blaydon Main Loop)	Blaydon Sidings	**AMEND:**— Length Limit No. of Wagons 34

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Blaydon Sidings Blaydon M Sidings Addison, ICI Prudhoe	Park Lane Via Derwenthaugh	**AMEND:**— Length Limit No. of Wagons 50	Remarks. **DELETE:**—‡.

PAGE 37.

Park Lane (via Norwood)	Forth, Blaydon Sidings Addison	Remarks. **ADD:**—Trains for Blaydon Sidings not to exceed equal to 34 wagons in length.
West Dunston (via Derwenthaugh)	Forth, Blaydon Addison	Remarks. **INSERT:**—Trains for Blaydon Sidings not to exceed equal to 34 wagons in length.

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DUNSTON–BLAYDON—THROUGH LOADS.

Dunston Exchange Sidings	Dunston Staithes	Remarks. **INSERT:**—With assistance Dunston East to Norwood.

ADD:—

			1 H G E	2 H G E	3 H G E	4 H G E	5 H G E	6 H G E	7 H G E	8 H G E
Low Fell Sidings (via Bensham Curve)	KE Bridge	— J	12 22 24	15 26 30	16 28 32	17 31 35	19 35 39	23 41 46	25 45 51	26 47 53

Remarks. Single engine loads.

★PAGE 39.

★Insert new entry under "Blackhill—Newcastle via Birtley" heading:—

From	To	Class 6 Engine H.	Class 6 Engine G.	Remarks
New Plate Mill Sidings, Consett	Consett South	40	70(X)	(X) Q.6 loco. Special braking instruction apply.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION U—SUNDERLAND—continued

PAGE 39.

NEWCASTLE–BLACKHILL (VIA BIRTLEY).

			2			7			8		
			H	G	E	H	G	E	H	G	E
Birtley, South Pelaw or Stella Gill	Annfield Plain or Consett	**ADD:—**	10	18	20	16	18	32	17	30	34

PAGE 40.

Tanfield Branch.

			3		
			H	G	E
Bakers Bank Head	Bowes Bridge	**AMEND:—**	—	18	20
			3		
			H	G	E
Bowes Bridge	Tanfield Lea	**AMEND:—**	—	31	35
			3		
			H	G	E
Tanfield Lea	Bowes Bridge	**AMEND:—**	14	25	28 Remarks. **INSERT:**—Rule 131 (ii) to apply 9 (20 — 21 ton)
			3		
			H	G	E
Bowes Bridge	Bakers Bank Head		29	51	58
			19	(20 — 21 ton)	

★PAGE 40.

★Insert new entry under "Newcastle—Blackhill via Birtley" heading:—

From	To	Class	Remarks
Bradley	Consett South	J	Q.6 locomotive can work 35 x 16 ton loaded end door wagons with assistance from Bradley to Carr House East. Special braking instructions apply.

(G.1/13)

★**INSERT NEW ENTRY** under "Newcastle—Blackhill via Birtley" heading:—

From	To	Class 6 Engine H.	G.	Remarks
Consett South	New Plate Mill Sidings, Consett	17	30(X)	(X) Q.6 loco.

(G.1/114/S)

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CONSETT–BLAYDON.

Consett Junction	Blaydon Sidings Blaydon Mineral Sdgs. ICI Prudhoe (via Birtley)	Remarks. **ADD:**—Trains for Blaydon Sidings not to exceed equal to 34 wagons in length.

SECTION T—YORK

PAGE 14.

HARROGATE GOODS, STARBECK, KNARESBOROUGH, YORK.

From	To	Length Limit	Class of Train	1			2			3			4			5			6			7			8		
				H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
Starbeck or Knaresborough.	York.	80	**ADD:—** F	25	44	50	27	48	54	32	57	64	34	61	69	37	66	74	45	80	90	45	80	90	45	80	90

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

PAGE 15.

ADD:—

From	To	Length Limit	Class of Train	Load Class of Engine 5	Load Class of Engine 8	Remarks
Bilton Junction	Skipton	—	*	16H		Class J39 engine.
Bilton Junction	Skipton	—	*		25H	Class 8 2–8–0 engine.
Skipton	Starbeck or Bilton	Special load for Class H trains (with Class J timings between Crimple and Harrogate) conveying loaded Ammonia Tanks ex Heysham, gross weight 30 tons each, worked by Class J39, B16, or WD Class 8, 2–8–0 locomotives:—				
	Unassisted			J39 and B16: 13 (a)	8, 2–8–0: 22 (a)	
	Assisted from Skipton to Embsay			16 (a)	—	

(a) Plus Runner wagons.

* Class J timings from Bilton to Harrogate.
Class H timings from Harrogate to Skipton.

DELETE ENTRIES:—

From	To
Starbeck.	Arthington (via Stonefall).
Otley or Arthington.	Starbeck (via Stonefall).

AMEND:—

Neville Hill or Armley Sidings.	Pool or Otley.	**ADD** note in "Remarks" column:— "Length limit 43 wagons between Neville Hill and Armley Sidings."
Ilkley, Otley or Arthington.	Armley or Neville Hill.	**ADD** note in "Remarks" column:— "Length limit 36 wagons, plus engine and brake, between Armley, Leeds, Wellington Street and Neville Hill.

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DELETE ENTRIES:—

From	To
Starbeck.	Arthington (via Stonefall).
Arthington (via Stonefall).	Starbeck.

PAGE 18.

AMEND:—

From	To	Length Limit No. of Wagons	Class of Train	4 H	4 G	4 E	5 H	5 G	5 E	6 H	6 G	6 E
Milford.	Newport, Stockton, Port Clarence.	50	F	12	22	25	13	24	27	17	31	35
			H	16	28	32	17	31	35	22	39	44
			J	17	30	34	19	34	38	25	44	50
DELETE:—Groups 1, 2 and 3.												
Tadcaster	Harrogate and Starbeck	35	H	16	28	32	17	31	35	22	39	44
			J	17	30	34	19	34	38	25	44	50

DELETE:—Groups 1, 2 and 3.
DELETE:—"Special Braking Instructions apply" from "Remarks" column.

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From	To	
Askern Main.	Empty Sidings.	**ADD** note in "Remarks" column:— Q6 locomotives may convey 50 empties. J27 locomotives may convey 44 empties.

YORK AND SCARBOROUGH

AMEND entries to read:—

Seamer.	Scarborough.
York.	Malton, Seamer
Scarborough.	York.

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MALTON–GILLING

From	To	Length Limit	Class of Train	5 H	5 G	5 E	Remarks
ADD:—							
Hovingham.	Thirsk	—	H	36	—	—	Remarks: Special loading for limestone trains worked by J39 engines.

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION T—YORK—continued

PAGE 21.

DELETE ENTRIES:—

From	To
Scarborough.	Pickering.
Pickering.	Scarborough.

YORK, THIRSK, GILLING AND PICKERING

ADD:—

				1	2	3	4	5	6	7	8
				H	H	H	H	H	H	H	H
Thornton Dale.	Pickering.	H	..	20	23	26	27	29	37	41	43
		J	..	23	25	29	31	32	41	45	48

PAGE 22.

YORK TO LEEDS.

From	To	
Garforth.	Neville Hill.	**DELETE** from "Remarks" column:— "Special Braking Instructions apply." "Rule 131 (ii) applies."
Leeds (Neville Hill).	York.	**ADD** to "Remarks" column:— "Special Braking Instructions apply."
Leeds (Neville Hill).	Cross Gates.	
Neville Hill.	Garforth.	

PONTEFRACT TO LEEDS via LEDSTON

From	To	
Garforth.	Neville Hill.	**DELETE** from "Remarks" column:— "Special Braking Instructions apply."

PAGE 23.

AMEND:—

From	To	Length Limit No. of Wagons	"Remarks" column
Ardsley.	Methley.	70	Rule 131 (ii) applies.

Class of Train		1			2			3			4			5			6			7			8		
		H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
J	..	22	39	44	23	41	46	25	44	50	29	51	58	32	57	64	36	64	72	40	72	81	45	80	90

DELETE:—

Methley.	Castleford.

AMEND:—

York.	Normanton.	90
Normanton.	York or Gascoigne Wood.	

Class of Train		1			2			3			4			5			6			7			8		
		H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
F	..	21	37	42	24	42	48	29	51	58	33	58	66	37	66	75	44	79	89	48	86	97	50	89	100
H	..	29	52	59	33	58	66	39	69	78	40	72	81	43	76	86	52	92	100	57	100	100	60	100	100
J	..	33	58	66	35	63	71	42	75	85	44	79	89	47	84	95	58	100	100	64	100	100	66	100	100

INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES WORKING FREIGHT TRAINS, CLASSES F, H AND J, DATED 2nd JANUARY, 1950—continued

SECTION T—YORK—continued

PAGE 24.
AMEND:—

From	To	Length Limit No. of Wagons
York.	Milford or Gascoigne Wood.	90
Milford or Gascoigne Wood.	York.	

Class of Train	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
F ..	21	37	42	24	42	48	29	51	58	33	58	66	37	66	75	44	79	89	48	86	97	50	89	100
H ..	29	52	59	33	58	66	39	69	78	40	72	81	43	76	86	52	92	100	57	100	100	60	100	100
J ..	33	58	66	35	63	71	42	75	85	44	79	89	47	84	95	58	100	100	64	100	100	66	100	100

AMEND:—

SHEFFIELD AND G.C. LINE TO YORK

From	To	Length Limit No. of Wagons
Dearne Junction.	Pontefract.	—

ADD note in "Remarks" column:—
"Down trains for Hickleton Main Colliery to be limited in length to equal to 50 ordinary Goods including Brake Van."
Rule 131 (ii) applies.

ADD:—

From	To	Length Limit No. of Wagons	Class of Train	4 H	5 H	6 H	7 H	8 H
Dearne Junction.	York.	75	J	39	43	47	51	55

ADD note in "Remarks" column:—
"Down trains for Hickleton Main Colliery to be limited in length to equal to 50 ordinary Goods including Brake Van." Rule 131 (ii) applies.

ADD:—

YORK-WATH EXCHANGE SIDINGS

Class of Train	Length Limit No. of Wagons	5			6			7			8		
		H	G	E	H	G	E	H	G	E	H	G	E
C	75	—	35	40	—	40	46	—	42	48	—	42	48
D		—	40	46	—	45	51	—	50	57	—	55	63
E Braked		—	45	51	—	50	57	—	55	65	—	55	65
E Unbraked		—	42	48	—	45	50	—	45	50	—	45	50
F		33	58	66	34	60	69	34	60	69	34	60	69
H		37	66	75	41	72	82	43	76	87	43	76	87

PAGE 25.
AMEND:—

From	To	Length Limit No. of Wagons
York. (Via Gascoigne Wood and Selby)	Hull.	75
Hull. (Via Selby and Gascoigne Wood)	York.	75
Normanton. (Via Selby)	Hull.	75
Hull. (Via Selby)	Normanton.	75

Class of Train	1			2			3			4			5			6			7			8		
	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E	H	G	E
F ..	21	37	42	24	42	48	29	51	58	33	58	66	37	66	75	44	79	89	48	86	97	50	89	100
H ..	29	52	59	33	58	66	39	69	78	40	72	81	43	76	86	52	92	100	57	100	100	60	100	100
J ..	33	58	66	35	63	71	42	75	85	44	79	89	47	84	95	58	100	100	64	100	100	66	100	100

PAGE 26.
AMEND:— LEEDS LOCAL TRIPS

From	To	Length Limit No. of Wagons
Armley and Geldard.	Neville Hill.	36
Copley Hill (via Whitehall).	Neville Hill.	36
Stourton Sidings.	Neville Hill.	36
Neville Hill.	Armley Sidings or Geldard.	43
Neville Hill. (via Whitehall)	Copley Hill.	43
Neville Hill.	Stourton Sidings.	43

Dated 1st February, 1956

SECTION S—HULL

PAGE 19.
ADD:—

From	To	Class of Train	1 G	2 G	3 G	4 G	5 G	6 G	7 G	8 G
Bridlington	Hunmanby	E Braked	18	22	26	28	30	36	40	42

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA

(MIDLAND DIVISION)

LOADS OF FREIGHT TRAINS BOOKLET (MIDLAND LINES) DATED 1st JUNE, 1957

★PAGE 4.

1. The Loading of Freight Trains will be shown herein as follows:—
AMEND:—Classes C and D, Express Freight Trains (or Classes C and D Empty Wagon Trains).

2. Maximum number of wagons authorised—**AMEND** table:—

Classification	Maximum number of wagons authorised
C — Express Freight 50	Except where a lower maximum number in the columns headed "Maximum number of wagons authorised on pages 10 to 22".
C — Empty Wagon 50	
D — Express Freight 55	
D — Empty Wagon 55	
E — Express Freight 70	
E — Empty Wagon 70	
F — Express Freight 70	
F — Empty Wagon 70	
H — Through Freight	As shown in the columns headed "Maximum number of wagons authorised on pages 10 to 22".
H — Empty Wagon	
J — Mineral	

4. Calculations of Equivalent Loadings:—
AMEND second paragraph:—
When traffic of the weight of mineral is conveyed by Express Freight trains and Through Freight trains two such wagons must be reckoned as $3\frac{1}{2}$ wagons of goods.

★PAGE 5.

6. Calculation of Equivalents for Special Types of Wagons.

Description of wagons, etc.	Contents	No. of wagons, etc.	Equal to No. of 13-ton wagons of mineral
ADD:—			
Covered Carriage Truck (four-wheeled)	Loaded	4	5
	Empty	4	3
Non-Passenger Carrying Bogie Stock over 24 tons tare	Loaded	1	2
	Empty	2	3
Non-Passenger Carrying Bogie Stock up to 24 tons tare	Loaded	2	3
	Empty	3	4
Carflat "A"	Loaded	2	3
	Empty	1	1
AMEND:—			
10 and 12-ton tank	Loaded	1	1
14 and 15-ton tank (Loaded) to read:—			
14 to 16-ton tank	Loaded	5	6
20-ton tank (Loaded) (includes I.C.I. Ammonia 12-ton tank) to read:—			
17 to 20-ton tank (includes I.C.I. Ammonia 12-ton tank)	Loaded	2	3
20-ton (Empty) to read:—			
17 to 27-ton tank	Empty	3	2
35-ton tank (Loaded) to read:—			
22 to 27-ton tank	Loaded	1	2
40-ton tank (Loaded) to read:—			
28 to 40-ton tank	Loaded	2	7
40-ton tank (Empty) to read:—			
28 to 40-ton tank	Empty	2	3
Motor Vans (6-wheeled)	Loaded or Empty	1	1
DELETE:—			
35-ton tank	Empty	2	3

★PAGE 6.
ADD as first item:—

CLASS C (CONDOR) EXPRESS FREIGHT TRAINS
(between Hendon and Glasgow)

These trains may convey the undermentioned maximum number of loaded Conflat "P" wagons:—

Maximum No. of Loaded Conflat "P" Wagons (in addition to Brake Van)	Worked by
15	One type 2 Main line diesel locomotive or One class 5 steam locomotive.
30	Two type 2 Main line diesel locomotives or Two class 5 steam locomotives.

In addition, loaded and empty BG vehicles may be conveyed on these trains, the following equations to apply:—
1 BG (Loaded) = 2 Conflats "P".
2 BG (Empty) = 3 Conflats "P".

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA—continued

LOADS OF FREIGHT TRAINS BOOKLET (MIDLAND DIVISION), DATED 1st JUNE, 1957—continued

PAGE 6—continued

AMEND heading to read:—
Loads of Classes 'C' and 'D', Express Freight Trains (or Classes 'C' and 'D' Empty Wagon Trains).

AMEND heading **Class 'C' Express Freight Trains** to read:—
Class 'C' Express Freight Trains or Class 'C' Empty Wagons Trains.

AMEND table of loading:—

	Class of Passenger Engine (as listed in Loads of Passenger Trains Booklet)						Class of Freight Engine (as listed on pages 1 to 3)			
	1	2	3	4	5	6	2 Standard 2–6–0	4 Standard 2–6–0	5 Standard 2–6–0	9 Standard 2–10–0
Wagons of Goods or Empty Wagons	20	29	35	39	45	50	29	39	45	50

DELETE the paragraph relating to the types of wagons that may be worked on Class 'C' Express Freight Trains and **ADD:**—

The following special type wagons may be conveyed on Class 'C' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes and convey self-contained loads, i.e., the total weight of traffic is carried by one wagon in every case.

Type of vehicle	Conditions under which may be conveyed on Class 'C' Express Freight or Empty Wagon Trains
Plate wagons	Loaded or Empty
Pipe wagons	" " "
Tube wagons	" " "
Shock-absorbing wagons	" " "
Privately owned 2-star and 3-star tank wagons	" " "
50–ton Brick wagons	" " "
20–ton covered Presflo (formerly Airslide) wagons (bulk cement, bulk limbux, bulk salt, Fullers earth)	‡Empty
Gunpowder vans	*Loaded or Empty
Covhops (covered hopper wagons)	Empty
Bogie plate wagons	†Loaded or Empty
Bogie bolster	† " " "
Borail	† " " "
Twincase	† " " "
Strip coil	† " " "
Carflat "A"	Loaded or Empty

‡—If fitted with roller bearing axle boxes, may be conveyed, loaded on Class 'C' services.

*—If fitted with screw couplings or "Instanter" couplings in the short position, bolted springs and oil axle boxes.

†—If fitted with roller bearing axle boxes.

★PAGE 6.

AMEND heading **Class 'D' Express Freight Trains** to read:—**Class 'D' Express Freight Trains or Class 'D' Empty Wagon Trains.**

AMEND table of loading:—

	Class of Passenger Engine (as listed in Loads of Passenger Trains Booklet)						Class of Freight Engine (as listed on Pages 1 to 3)				
	1	2	3	4	5	6	2 Standard 2–6–0	4 Standard 0–6–0 and 2–6–0	5 Standard 2–6–0	8 Standard 2–8–0 (See Note A)	9 Standard 2–10–0
Wagons of Goods or Empty Wagons	23	32	39	43	50	55	32	43	50	50	55

A.—Only locomotives with a white five-pointed star painted on the cab sides are permitted to work Class 'D' Express Freight or Empty Wagon Trains.

• **Class 'D', Express Freight Trains or Class 'D' Empty Wagon Trains.—DELETE:** the paragraph relating to the types of wagons that may be worked on Class 'D', Express Freight trains and **ADD:**—

The special type wagons shown to be conveyed on Class 'C' Express Freight or Empty Wagon trains may be conveyed on Class 'D' Express Freight or Empty Wagon trains.

The following special type wagons may be conveyed on Class 'D' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes and convey self-contained loads, i.e., the total weight of traffic is carried by one wagon in every case.

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA—continued

LOADS OF FREIGHT TRAINS BOOKLET (MIDLAND DIVISION), DATED 1st JUNE, 1957—continued

PAGE 6—continued

Type of vehicle	Conditions under which may be conveyed on Class 'D', Express Freight or Empty Wagon trains
Deal wagons	Loaded or Empty
Privately-owned 1-star tank wagons (with wheel base of 10 ft. or over)	Empty
Covhops (covered hopper wagons)	Loaded or Empty
Double bolster (up to 21 tons capacity)	" " "
Long Low	" " "
Bocars	" " "
Gunpowder vans	* " " "
Bogie plate wagons	" " "
Bogie bolster	" " "
Borail	" " "
Twincase	" " "
Strip coil	" " "
20–ton covered Presflo (formerly Airslide) wagons (bulk cement, bulk limbux, bulk salt, Fullers earth)	" " "
20–ton Bulk Grain van	Loaded or Empty

*—Gunpowder vans if not fitted with vacuum brake or pipe, but fitted with oil axle boxes may be conveyed on Class 'D' services as follows:—
Empty vehicles.—In any position in the loose-coupled portion of train.
Loaded vehicles.—Attached next to fitted portion of train. A screw coupling or "Instanter" coupling in the short position must be used to attach Gunpowder vans to the fitted portion.

General

AMEND in first paragraph, **Class 'C' and Class 'D' Express Freight Trains** to read:—**Class 'C' and 'D' Express Freight or Empty Wagon Trains.**

DELETE:—Wagons conveying overhanging loads, etc.
Gunpowder vans (loaded or empty) which are fully fitted, etc.
Gunpowder vans not fitted with the vacuum brake etc.

DELETE:—Covered Hopper Wagons (COVHOPS), etc.

★PAGE 7.

Class 'E', Express Freight Trains or Class 'E' Empty Wagon Trains.—DELETE from paragraph commencing "Specially constructed vehicles if fitted with oil axle boxes" to "Private owners wagons whether running on account of the owners, etc." inclusive and **ADD:—**

The special type wagons shown to be conveyed on Class 'C' and 'D' Express Freight or Empty Wagon trains may be conveyed on Class 'E' Express Freight or Empty Wagon trains.

All types of empty wagons except single bolsters (with wheel base less than 10 ft.) are authorised to be conveyed on Class 'E' Empty Wagon trains provided they are fitted with oil axle boxes.

The following special type wagons may be conveyed on Class 'E' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes unless the load on the vehicle is such as to come within the interpretation of Rule 158(c).

Other special type or specially constructed vehicles, not included in the items shown below, whether fitted with oil or grease axle boxes must not be conveyed on Class 'E' services.

Type of vehicle	Conditions under which may be conveyed on Class 'E', Express Freight or Empty Wagon Trains
Privately owned 1-star tank wagons	Loaded or Empty
Privately owned unstarred tank wagons	Empty
Flat trucks	Loaded or Empty
Hymacs	" " "
Glass wagons up to 15 tons capacity	" " "
Single Bolsters (wheel base 10 ft. or over)	" " "
40 or 50–ton Armour plate wagons	Empty
24 and 25½–ton Iron Ore Hopper wagons	Loaded or Empty
17 to 40–tons Engineer's Hopper Ballast wagons	" " "
Hopper Ballast brake vans	—

DELETE 25-ton capacity covered hopper wagons (COVHOP), when loaded must not be conveyed on Class 'E' Express Freight Trains.

DELETE note at foot of page "All types of empty wagons EXCEPT SINGLE BOLSTERS, etc."

★PAGE 8.

Class 'F' Express Freight Trains or Class 'F' Empty Wagon Trains—DELETE from paragraph commencing "Specially constructed vehicles if fitted with oil axle boxes" to "Private owners wagons whether running on account of the owners, etc.", inclusive and **ADD:—**

The special type wagons shown to be conveyed on Class 'C', 'D' and 'E' Express Freight and Empty Wagon trains may be conveyed on Class 'F' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes, unless the load on the vehicle is such as to come within the interpretation of Rule 158(c).

Other special type or specially constructed vehicles not shown to be conveyed on Class 'C', 'D' and 'E' Express Freight or Empty Wagon trains, whether fitted with oil or grease axle boxes must not be conveyed on Class 'F' Express Freight or Empty Wagon trains.

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA—continued

LOADS OF FREIGHT TRAINS BOOKLET (MIDLAND DIVISION), DATED 1st JUNE, 1957—continued

★PAGE 9—(Loading of Class 'H', Through Freight Trains (or Class 'H', Empty Wagon Trains).

BETWEEN	Notes	UP Class of Freight Engine 1	2	3	4	5	6	7	8	DOWN Class of Freight Engine 1	2	3	4	5	6	7	8
		Wagons of Goods or Empty Wagons								Wagons of Goods or Empty Wagons							
★DELETE:—																	
Carlisle and Settle Junction ..																	
★ADD:—																	
Carlisle and Appleby West ..	§F	33	40	48	57	63	69	76	76	33	40	48	57	63	69	76	76
Appleby West and Horton ..	§F	28	34	40	48	53	58	64	64	28	34	40	48	53	58	64	64
Horton and Settle Junction ..	§F	40	48	58	69	76	84	90	90	28	34	40	48	53	58	64	64

The table at the bottom of the page shown against note § giving the number of empty wagons to be conveyed by Class 'H', Empty Wagon trains still applies between Carlisle and Settle Junction. (23–1–60)

PAGE 10.

Delete the item referring to the loading between Appleby (N.E.R.) and Appleby (L.M.R.).

Between	Notes	UP Mineral Class of Engine 1	2	3	4	5	6	7	8	Maximum No. of Wagons authorised	DOWN Mineral Class of Engine 1	2	3	4	5	6	7	8	Maximum No. of Wagons authorised
★PAGE 12—DELETE:—																			
Blackwell East Junction and Tibshelf Sidings	—	24	29	35	41	46	50	55	60	100	—	—	—	—	—	—	—	—	—
★ADD:—																			
Blackwell East Junction and Westhouses Station	—	14	17	20	24	27	29	32	35	100	24	29	35	41	46	50	55	60	100
Westhouses Station and Tibshelf East Junction (via No. 2 Down Goods line)	—	—	—	—	—	—	—	—	—	—	14	17	20	24	27	29	32	35	100
★AMEND:—																			
Tibshelf and Newton and Tibshelf Sidings AWB	*	30	36	43	52	57	63	69	76	100	11	13	16	19	21	23	25	28	100
† Bentinck Colliery Sidings and Portland	*	17	20	24	29	32	35	37	40	50	—	—	—	—	—	—	—	—	—

PAGE 6.

ADD to list of engines permitted to work Class D Express Freight trains:—

	Class 8 Standard 2–8–0 (See Note A)
Wagons of Goods	50

A—Only locomotives with white five pointed star on cab sides are permitted to work Class D trains. (G.1/24)

PAGE 10. (Loading of Class 'J' Mineral Trains.)

Between
Shipley (L.M.R.) and Shipley (N.E.R.)

Amendment
AMEND Down Mineral Loads to read:—

Class of Engine 1	2	3	4	5	6	7	8
25	30	36	44	48	53	58	64

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA—continued

(CENTRAL DIVISION)

★LOADS OF FREIGHT TRAINS BOOKLET (Central Lines), DATED 1st JUNE, 1957

★PAGE 4.

1. The loading of Freight Trains will be shown herin as follows:—

AMEND:—Classes 'C' and 'D', Express Freight Trains (or Class 'C' and 'D' Empty Wagons Trains)—Page 6.

2. Maximum number of wagons authorised—AMEND table:—

Classification	Maximum number of wagons authorised
C — Express Freight 50	Except where a lower maximum number is shown in the columns headed "Maximum number of wagons authorised" on pages 10 to 15
C — Empty Wagon 50	
D — Express Freight 55	
D — Empty Wagon 55	
E — Express Freight 70	
E — Empty Wagon 70	
F — Express Freight 70	
F — Empty Wagon 70	
H — Through Freight	As shown in the columns headed "Maximum number of wagons authorised" on pages 10 to 15
H — Empty Wagon	
J — Mineral	

★4. Calculations of Equivalent Loadings:—

AMEND second paragraph:—

When traffic of the weight of mineral is conveyed by Express Freight trains and Through Freight trains two such wagons must be reckoned as $3\frac{1}{2}$ wagons of goods.

★PAGE 5.

6.—CALCULATION OF EQUIVALENTS FOR SPECIAL TYPES OF WAGONS

Description of wagons, etc.	Contents	Number of wagons, etc.	Equal to number of 13-ton wagons of mineral
★ADD:—			
Covered carriage truck (four-wheeled)	Loaded	4	5
	Empty	4	3
Non-passenger carrying bogie stock over 24 tons tare	Loaded	1	2
	Empty	2	3
Non-passenger carrying bogie stock up to 24 tons tare..	Loaded	2	3
	Empty	3	4
Carflat "A"	Loaded	2	3
Carflat "A"	Empty	1	1
★AMEND:—			
10 and 12-ton tank	Loaded	1	1
14 and 15-ton tank (Loaded) to read:—			
14 to 16-ton tank	Loaded	5	6
20-ton tank (Loaded) (includes I.C.I. Ammonia 12-ton tank) to read:—			
17 to 20-ton tank (includes I.C.I. Ammonia 12-ton tank)	Loaded	2	3
20-ton (Empty) to read:—			
17 to 27-ton tank	Empty	3	2
35-ton tank (Loaded) to read:—			
22 to 27-ton tank	Loaded	1	2
40-ton tank (Loaded) to read:—			
28 to 40-ton tank	Loaded	2	7
40-ton tank (Empty) to read:—			
28 to 40-ton tank	Empty	2	3
Motor vans (6-wheeled)	Loaded or Empty	1	1
★DELETE:—			
35-ton tank	Empty	2	3

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA—continued
(CENTRAL DIVISION)—continued

★**PAGE 6.—AMEND**—heading to read:—
Loads of Classes 'C' and 'D', Express Freight Trains (or Classes 'C' and 'D', Empty Wagon Trains).

GENERAL

★**AMEND** in first paragraph, Class 'C' and Class 'D', Express Freight Trains to read:—
Class 'C' and 'D', Express Freight or Empty Wagon Trains.

★**AMEND**—heading, **Class 'C', Express Freight Trains,** to read:—
Class 'C', Express Freight Trains or Class 'C', Empty Wagon Trains.

★**AMEND:**—table of loading:—

	Class of Passenger Engines (as listed in Loads of Passenger Trains Booklet)						Class of Freight Engines (as listed on pages 1 to 3)			
	1	2	3	4	5	6	2 Standard 2–6–0	4 Standard 2–6–0	5 Standard 2–6–0	9 Standard 2–10–0
Wagons of Goods or Empty Wagons	20	29	35	39	45	50	29	39	45	50

★**Class 'C', Express Freight Trains or Class 'C', Empty Wagon Trains.—DELETE** the paragraph relating to the types of wagons that may be worked on Class 'C', Express Freight trains and **ADD:**—

The following special type wagons may be conveyed on Class 'C' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes and convey self-contained loads, i.e., the total weight of traffic is carried by one wagon in every case.

Type of vehicle	Conditions under which may be conveyed on Class 'C' Express Freight or Empty Wagon Trains
Plate wagons	Loaded or Empty
Pipe wagons	,, ,, ,,
Tube wagons	,, ,, ,,
Shock-absorbing wagons	,, ,, ,,
Privately-owned 2-star and 3-star tank wagons	,, ,, ,,
50-ton brick wagons	,, ,, ,,
20-ton covered Presflo (formerly Airslide) wagons (bulk cement, bulk limbux, bulk salt, Fullers earth)	‡Empty
Gunpowder vans	*Loaded or Empty
Covhops (covered hopper wagons)	Empty
Bogie plate wagons	†Loaded or Empty
Bogie bolster	† ,, ,, ,,
Borail	† ,, ,, ,,
Twincase	† ,, ,, ,,
Strip coil	† ,, ,, ,,

‡ If fitted with roller bearing axle boxes, may be conveyed loaded on Class 'C' services.
* If fitted with screw couplings or "Instanter" couplings in the short position, bolted springs and oil axle boxes.
† If fitted with roller bearing axle boxes.

★**AMEND** heading **Class 'D' Express Freight Trains** to read:—
Class 'D' Express Freight Trains or Class 'D' Empty Wagon Trains.

★**AMEND** table of loading:—

	Class of Passenger Engines (as listed in Loads of Passenger Trains Booklet)						Class of Freight Engines (as listed on pages 1 to 3)				
	1	2	3	4	5	6	2 Standard 2–6–0	4 Standard 0–6–0 and 2–6–0	5 Standard 2–6–0	8 Standard 2–8–0 (See Note A)	9 Standard 2–10–0
Wagons of Goods or Empty Wagons	23	32	39	43	50	55	32	43	50	50	55

A.—Only locomotives with a white five-pointed star painted on the cab sides are permitted to work Class 'D', Express Freight or Empty Wagon Trains.

Class 'D', Express Freight Trains or Class 'D', Empty Wagon Trains.—DELETE the paragraph relating to the types of wagons that may be worked on Class 'D', Express Freight trains and **ADD:**—

The special type wagons shown to be conveyed on Class 'C' Express Freight or Empty Wagon trains may be conveyed on Class 'D' Express Freight or Empty Wagon trains.

The following special type wagons may be conveyed on Class 'D' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes and convey self-contained loads, i.e., the total weight of traffic is carried by one wagon in every case.

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA—continued
(CENTRAL DIVISION)—continued

★**Page 6**—continued

Type of vehicle	Conditions under which may be conveyed on Class 'D' Express Freight or Empty Wagon Trains
Deal wagons	Loaded or empty
Privately-owned one-star tank wagons (with wheel base of 10 feet or over)	Empty
Covhops (covered hopper wagons)	Loaded or Empty
Double bolster (up to 21 tons capacity)	" " "
Long low	" " "
Bocars	" " "
Gunpowder vans	* " " "
Bogie plate wagons	" " "
Bogie bolster	" " "
Borail	" " "
Twincase	" " "
Strip coil	" " "
20-ton covered Presflo (formerly Airslide) wagons (bulk cement, bulk limbux, bulk salt, Fullers earth)	" " "
20-ton Bulk Grain van	" " "

*—Gunpowder vans if not fitted with vacuum brake or pipe, but fitted with oil axle boxes may be conveyed on Class 'D' services as follows:—

Empty vehicles — In any position in the loose coupled portion of train.
Loaded vehicles — Attached next to fitted portion of train. A screw coupling or "Instanter" coupling in the short position must be used to attach Gunpowder vans to the fitted portion.

GENERAL:—
AMEND in first paragraph, Class 'C' and 'D' Freight Trains to read:—
Class 'C' and 'D' Express Freight or Empty Wagon Trains.
DELETE:—Wagons conveying overhanging loads etc.
DELETE:—Gunpowder vans (loaded or empty) which are fully fitted etc.
DELETE:—Gunpowder vans not fitted with the vacuum brake etc.
DELETE:—Covered Hopper wagons (COVHOPS) etc.

★**PAGE 8.**
Clause 'E' and 'F', Express Freight Trains or Class 'E' and 'F' Empty Wagon Trains:—DELETE from paragraph commencing "Specially constructed vehicles if fitted with oil axle boxes" to "Private owner's wagons, whether running on account of the owners, etc." inclusive and **ADD:—**

The special type wagons shown to be conveyed on Class 'C' and 'D' Express Freight or Empty Wagon trains may be conveyed on Class 'E' and 'F' Express Freight or Empty Wagon trains.

All types of empty wagons except single bolsters (with wheel base less than 10 feet) are authorised to be conveyed on Class 'E' Empty Wagon trains provided they are fitted with oil axle boxes.

The following special type wagons may be conveyed on Class 'E' and 'F' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes unless the load on the vehicle is such as to come within the interpretation of Rule 158(c).

Other special type of specially constructed vehicles, not included in the items shown below, whether fitted with oil or grease axle boxes must not be conveyed on Class 'E' and 'F' services.

Type of vehicle	Conditions under which may be conveyed on Class 'E' Express Freight or Empty Wagon Trains
Privately owned one star tank wagons	Loaded or Empty
Privately owned unstarred tank wagons	Empty
Flat trucks	Loaded or Empty
Hymacs	" " "
Glass wagons up to 15 tons capacity	" " "
Single bolsters (wheel base 10 feet or over)	" " "
40 or 50 ton Armour plate wagons	Empty
24 and 25½ ton Iron Ore Hopper wagons	Loaded or Empty
17 to 40 tons Engineers' Hopper Ballast wagons	" " "
Hopper Ballast brake vans	—

DELETE seventh paragraph "Bocars loaded or empty", etc.
DELETE note at foot of page "All types of empty wagons EXCEPT SINGLE BOLSTERS, etc.".
DELETE 25 ton capacity covered hopper wagons (COVHOP) when loaded must not be conveyed on Class 'E' Express Freight trains.

★**PAGE 14.—AMEND** Waterloo Road and Kirkham (via Marton) to read:—
Blackpool (South) and Kirkham (via Marton).
Preston and Euxton Junction—**ADD** Note F.
Lostock Hall and Bamber Bridge—**ADD** Note G.
Farington Curve Junction and Lostock Hall—**ADD** Note H.

★**ADD** Notes:—

F — Between Preston and Farington Curve Junction the 350 h.p. diesel locomotive load is:—
Up.....60 Down.....46

G — Between Lostock Hall and Bamber Bridge the 350 h.p. diesel locomotive load is:—
Up.....46 Down.....46

H — Between Farington Curve Junction and Lostock Hall the 350 h.p. diesel locomotive load is:—
Up.....30 Down.....46

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA (CENTRAL DIVISION)—continued

PAGE 6.

ADD to list of engines permitted to work Class D Express Freight trains:—

	Class 8 Standard 2–8–0 (See note A)
Wagons of Goods	50

A—Only locomotives with white five pointed star on cab sides are permitted to work Class D trains. (G.1/24)

PAGE 7. (Loading of Classes E and F Express Freight Trains.)

Between Farnley Junction and Birstall Town. **INSERT** note "AWB"

PAGE 9. (Loading of Class H Through Freight Trains.)

Between Farnley Junction and Birstall Town. **INSERT** note "AWB" (G.1/283)

PAGE 11.

Between **AMEND** Up Mineral loads to read:—

	2	3	4	5	6	7	8
Halifax and Dryclough Junction	23	29	35	40	44	49	55
Dryclough Junction and Milner Royd Junction	23	29	35	40	44	49	55
Laisterdyke and Low Moor	23	29	35	40	44	49	55

PAGE 12. (Loading of Class 'J' Mineral Trains.)

Between Hillhouse and Diggle.

Amendment

ADD letter 'F' in Notes column and following at foot of page:—

F. The loading of trains in the Up direction when worked by ex L.N.W. G.2 locomotives to be restricted to the Class 6 maximum. (G.1/24)

LOADS OF FREIGHT TRAINS BOOKLET (WESTERN DIVISION), DATED 1st JUNE, 1957

★PAGE 4.

1. The Loading of Freight Trains will be shown herein as follows:—

AMEND:—Classes 'C' and 'D', Express Freight Trains (or Class 'C' and 'D' Empty Wagon Trains)—Page 6.

2. Maximum number of wagons authorised—AMEND table:—

Classification	Maximum number of wagons authorised
C — Express Freight 50	Except where a lower maximum number in the columns headed "Maximum number of wagons authorised on pages 10 to 27".
C — Empty Wagon 50	
D — Express Freight 55	
D — Empty Wagon 55	
E — Express Freight 70	
E — Empty Wagon 70	
F — Express Freight 70	
F — Empty Wagon 70	
H — Through Freight	As shown in the columns headed "Maximum number of wagons authorised on pages 10 to 27".
H — Empty Wagon	
J — Mineral	

★4. Calculations of Equivalent Loadings:—

AMEND—second paragraph:—

When traffic of the weight of mineral is conveyed by Express Freight Trains and Through Freight Trains two such wagons must be reckoned as $3\frac{1}{2}$ wagons of goods.

PAGE 5.

★6. Calculation of Equivalents for Special Types of Wagons

Description of wagons, etc.	Contents	No. of wagons, etc.	Equal to No. of 13 ton wagons of mineral
★ADD:—			
Covered Carriage Truck (four-wheeled)	Loaded	4	5
	Empty	4	3
Non-Passenger Carrying Bogie Stock over 24 tons tare	Loaded	1	2
	Empty	2	3
Non-Passenger Carrying Bogie Stock up to 24 tons tare	Loaded	2	3
	Empty	3	4
Carflat "A"	Loaded	2	3
	Empty	1	1
★AMEND:—			
14 and 15 ton tank (Loaded) to read:—			
14 to 16 ton tank	Loaded	5	6
20 ton tank (Loaded) (includes I.C.I. Ammonia 12 ton tank) to read:—			
17 to 20 ton tank (includes I.C.I. Ammonia 12 ton tank)	Loaded	2	3
20 ton (Empty) to read:—			
17 to 27 ton tank	Empty	3	2
35 ton tank (Loaded) to read:—			
22 to 27 ton tank	Loaded	1	2
40 ton tank (Loaded) to read:—			
28 to 40 ton	Loaded	2	7
40 ton tank (Empty) to read:—			
28 to 40 ton tank	Empty	2	3
Motor Vans (6 wheeled)	Loaded or Empty	1	1
10 and 12 ton tank	Loaded	1	1
★DELETE:—			
35 ton tank	Empty	2	3

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA

LOADS OF FREIGHT TRAINS BOOKLET (WESTERN DIVISION) DATED 1st JUNE, 1957—continued

★**PAGE 6.**
AMEND heading to read:—
Loads of Classes 'C' and 'D', Express freight trains (or Classes 'C' and 'D' Empty Wagon Trains).
★**ADD:**—as first item:—

CLASS 'C' (CONDOR) EXPRESS FREIGHT TRAINS
(between Hendon and Glasgow)

These trains may convey the undermentioned maximum number of loaded Conflat "P" wagons:—

Maximum No. of Loaded Conflat "P" Wagons (in addition to Brake Van).	Worked by
15	One type 2 main line diesel locomotives or One Class 5 steam locomotive.
30	Two type 2 Main line diesel locomotives or Two Class 5 steam locomotives.

In addition, loaded and empty BG vehicles may be conveyed on these trains, the following equations to apply:—
1 BG (Loaded) — 2 Conflats "P".
2 BG (Empty) — 3 Conflats "P".

★**AMEND** heading **Class 'C' Express Freight Trains** to read:—
Class 'C' Express Freight Trains or Class 'C' Empty Wagon Trains.
★**AMEND:**—table of loading:—

	Class of Passenger Engine (as listed in Loads of Passenger Trains Booklet)						Class of Freight Engine (as listed on pages 1 to 3)			
	1	2	3	4	5	6	2 Standard 2–6–0	4 Standard 2–6–0	5 Standard 2–6–0	9 Standard 2–10–0
Wagons of Goods or Empty Wagons	20	29	35	39	45	50	29	39	45	50

★**Class 'C' Express Freight Trains or Class 'C' Empty Wagon Trains.—DELETE** the paragraph relating to the types of wagons that may be worked on Class 'C' Express Freight trains and **ADD:**—
The following special type wagons may be conveyed on Class 'C' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes and convey self-contained loads, i.e., the total weight of traffic is carried by one wagon in every case.

Type of Vehicle	Condition under which may be conveyed on Class 'C' Express Freight or Empty Wagon Trains
Plate Wagons	Loaded or Empty
Pipe wagons	,, ,, ,,
Tube wagons	,, ,, ,,
Shock absorbing wagons	,, ,, ,,
Privately-owned 2-star and 3-star tank wagons	,, ,, ,,
50 ton Brick wagons	,, ,, ,,
20 ton covered Presflo (formerly Airslide) wagons (bulk cement, bulk limbux, bulk salt, Fullers earth)	†Empty
Gunpowder vans	*Loaded or Empty
Covhops (covered hopper wagons)	Empty
Bogie plate wagons	†Loaded or Empty
Bogie bolster	† ,, ,, ,,
Borail	† ,, ,, ,,
Twincase	† ,, ,, ,,
Strip coil	† ,, ,, ,,
Carflat "A"	Loaded or Empty

If fitted with roller bearing axle boxes, may be conveyed loaded on Class 'C' services.
* If fitted with screw couplings or "Instanter" couplings in the short position, bolted springs and oil axle boxes.
† If fitted with roller bearing axle boxes.

★**AMEND** heading **CLASS 'D' EXPRESS FREIGHT TRAINS** to read:—
Class 'D' Express Freight Trains or Class 'D' Empty Wagon Trains.
★**AMEND** table of loading:—

	Class of Passenger Engine (as listed in Loads of Passenger Trains Booklet)						Class of Freight Engine (as listed on Pages 1 to 3)				
	1	2	3	4	5	6	2 Standard 2–6–0	4 Standard 0–6–0 and 2–6–0	5 Standard 2–6–0	8 Standard 2–8–0 (See Note A)	9 Standard 2–10–0
Wagons of Goods or Empty Wagons	23	32	39	43	50	55	32	43	50	50	55

A.—Only locomotives with a white five-pointed star painted on the cab sides are permitted to work Class 'D' Express Freight or Empty Wagon trains.

LOADS OF FREIGHT TRAINS: LONDON MIDLAND OPERATING AREA

LOADS OF FREIGHT TRAINS BOOKLET (WESTERN DIVISION), DATED 1st JUNE, 1957—continued

★**Class 'D' Express Freight Trains, or Class 'D' Empty Wagon Trains:—DELETE** the paragraph relating to the types of wagons that may be worked on Class 'D' Express Freight trains and **ADD:—**

The special type wagons shown to be conveyed on Class 'C' Express Freight or Empty Wagon trains may be conveyed on Class 'D' Express Freight or Empty Wagon trains.

The following special type wagons may be conveyed on Class 'D' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes and convey self-contained loads, i.e. the total weight of traffic is carried by one wagon in every case.

Type of vehicle	Conditions under which may be conveyed on Class 'D' Express Freight or Empty Wagon Trains
Deal wagons	Loaded or Empty
Privately owned one star tank wagons (with wheel base of 10 feet or over)	Empty
Covhops (covered hopper wagons)	Loaded or Empty
Double bolster (up to 21 tons capacity)	Loaded or Empty
Long Low	" " "
Bocars	" " "
Gunpowder vans	* " " "
Bogie plate wagons	" " "
Bogie bolster	" " "
Borail	" " "
Twincase	" " "
Strip coil	" " "
20 ton covered Presflo (formerly Airslide) wagons (bulk cement, bulk limbux, bulk salt, Fullers earth)	" " "
20 ton Bulk Grain van	" " "

*—Gunpowder vans if not fitted with vacuum brake or pipe, but fitted with oil axle boxes may be conveyed on Class 'D' services as follows:—

Empty vehicles — In any position in the loose coupled portion of train.

Loaded vehicles — Attached next to fitted portion of train.
A screw coupling or "Instanter" coupling in the short position must be used to attach Gunpowder vans to the fitted portion.

GENERAL.

★**AMEND** in first paragraph, Class 'C' and Class 'D' Express Freight trains to read:—

Class 'C' and 'D' Express Freight or Empty Wagon trains.

GENERAL.

★**DELETE:**—Wagons conveying overhanging loads etc.

★**DELETE:**—Gunpowder vans (loaded or empty) which are fully fitted etc.

★**DELETE:**—Gunpowder vans not fitted with the vacuum brake etc.

★**DELETE:**—Covered Hopper Wagons (COVHOPS) etc.

★**AMEND** last paragraph "25 ton capacity covered hopper wagons (COVHOP) etc." to read:—

Covered hopper wagons (COVHOPS) may, when empty, be conveyed on Class 'C' or 'D' Express Freight trains and when loaded may be conveyed on Class 'D' Express Freight trains.

★**PAGE 8.**

Class 'E' and 'F' Express Freight Trains or Class 'E' and 'F' Empty Wagon Trains.—DELETE:—From paragraph commencing "Specially constructed vehicles if fitted with oil axle boxes" to "Private owners' wagons, whether running on account of the owners etc." inclusive and **ADD:—**

The special type wagons shown to be conveyed on Class 'C' and 'D' Express Freight or Empty Wagon trains may be conveyed on Class 'E' and 'F' Express Freight or Empty Wagon trains.

All types of empty wagons except single bolsters (with wheel base less than 10 feet) are authorised to be conveyed on Class 'E' Empty Wagon trains provided they are fitted with oil axle boxes.

The following special type wagons may be conveyed on Class 'E' and 'F' Express Freight or Empty Wagon trains provided they are fitted with oil axle boxes, unless the load on the vehicle is such as to come within the interpretation of Rule 158(c).

Other special type or specially constructed vehicles, not included in the items shown below, whether fitted with oil or grease axle boxes must not be conveyed on Class 'E' and 'F' services.

FREIGHT TRAIN LOADS BOOK—continued

LOADS OF FREIGHT TRAINS BOOKLET (WESTERN DIVISION), DATED 1st JUNE, 1957—continued

Type of vehicle	Conditions under which may be conveyed on Class 'E' Express Freight or Empty Wagon Trains
Privately-owned one-star tank wagons	Loaded or Empty
Privately-owned unstarred tank wagons	Empty
Flat trucks	Loaded or Empty
Hymacs	" " "
Glass wagons up to 15 tons capacity	" " "
Single Bolsters (wheel base 10 feet or over)	" " "
40 or 50 ton Armour-plate wagons	Empty
24 and 25½ ton Iron Ore Hopper wagons	Loaded or Empty
17 to 40 tons Engineers' Hopper ballast wagons	" " "
Hopper ballast brake vans	—

★**DELETE**:—"Motor Car Body trucks Loaded or Empty (BOCARS)".
★**DELETE**:—Note at foot of page "All types of empty wagons EXCEPT SINGLE BOLSTERS etc.".
★**DELETE**:—25 ton capacity covered hopper wagons (COVHOP) when loaded must not be conveyed on Class 'E' Express trains.

FREIGHT TRAIN LOADS BOOK

EASTERN REGION—WESTERN DIVISION

(Issued 5th June, 1950)

PAGE 12.

AMEND paragraph on "LEEDS DISTRICT" to read "Wakefield District", and **ADD**:—

SHAWCROSS TO BATLEY

Trains travelling from Batley to Shawcross must be worked in accordance with the following instructions:—

(a) The train must be marshalled:
Brake Van (fully fitted).
Engine.
Wagons.
Brake Van (non fitted).

(b) The Guard must ride in the rearmost brake van.

Trains travelling from Shawcross to Batley must be worked in accordance with the following instructions:—

(a) The train must be marshalled:—
Brake Van (non-fitted).
Engine.
Brake Van (fully fitted).
Wagons.

(b) The Guard must ride in the non-fitted brake van.

(c) A minimum of four wagon brakes must be pinned down on the last four wagons before leaving Shawcross. A stop must also be made at the P.D.W.B. board situated approximately 300 yards from the colliery and the brakes pinned down on a minimum of eight wagons at the leading end of the train.

From	To	Class of train	Length limit	Remarks	
PAGE 60. **AMEND**:— Ardsley	Leeds	'H', 'J' and 'K'	23	Trains into Leeds must not exceed 23 wagons including brake van. (Other notes as printed.)	
PAGE 65. Bramley	Leeds	'H', 'J' and 'K'	23		
★**PAGE 61.** Ardsley	Milford			**AMEND** length limit to read 70(a). **ADD** in Remarks column:— (a) Trains requiring to call at Castleford to attach or detach to be limited to 42 wagons.	
PAGE 73. (Leeds District.) **AMEND**:— Leeds Wellington Street No.	Armley	'H', 'J' and 'K'	23	Unassisted. Trains to have 20-ton brake van.	Between the hours of 10.30 p.m. and 4.15 a.m. weekdays and 10.30 p.m. Saturday, and 4.15 a.m. Monday, the loads of Nos. 2 to 8 classes of engines may be made up to 35 wagons of goods.
Leeds Wellington Street No.	Armley	'H', 'J' and 'K'	23	Assisted in rear by an engine of not less than Class 2 from Leeds B Box to Armley (or Bramley when Armley Box closed).	
Leeds Wellington Street No.	Ardsley or Wortley South	'H', 'J' and 'K'	23	Unassisted. Trains to have 15-ton brake van. Length limit can be extended to 25 wagons between the hours of 6.30 p.m. and 10.30 p.m.	
ADD:— Leeds Wellington Street No.	Copley Hill, L.M.R.	'H', 'J' and 'K'	21	Unassisted. Length limit can be extended to 25 wagons between the hours of 6.30 p.m. and 10.30 p.m.	

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS ON THE TYNESIDE ELECTRIFIED LINES

(Booklet dated 1st May, 1952)

INSTRUCTIONS TO SIGNALMEN

Instruction 40—Sectioning of Third Rail.

PAGE 28.

AMEND Section 53A to read:—

No.	Situation of Switch	Section		Line	Situation of Switch
		From	To		
53A	Hook Switch mounted on Section 53A at North end of High Level Bridge.	North end of High Level Bridge	South end of High Level Bridge	Down Slow	Hook Switch mounted on Section 53A,70 yards North of Gateshead Down East Platform.

Instruction 41—Responsibility for Third Rail Sections.

PAGE 34.

	Signal Box	Section Numbers
DELETE:—		
	Newcastle No. 1	P.1, P.2, P.3, P.4, P.5, P.6 and 52.
	Manors	7, 8, 9, 10, 43 and 44.
INSERT:—		
	Newcastle	7, 8, 9, 10, 43, 44, 52, P.1, P.2, P.3, P.4, P.5 and P.6.

Instruction 46.

Clause (a) **DELETE** second sentence of first paragraph on page 40.

DELETE Clause (e) and side heading on page 43.

(O.4918)

PAGE 44.

Instruction 49 (ii).

DELETE existing entry and **INSERT:—**

North Tyneside.

Two Whitworth single-ended spanners ($\frac{5}{8}$" and 1").

South Tyneside.

One Whitworth single-ended spanner (1"). (O.4918)

INSTRUCTIONS TO ELECTRIC TRAINMEN

PAGE 62.

Instruction 77.

DELETE existing Clause (c) and **INSERT:—**

(c) When a movement is made in the backward direction the motorman must have his train well under control. A Guard or Shunter must ride in the leading vehicle, keep a sharp look-out and give a warning to anyone on the line, carefully observe all signals and give any necessary hand signals to the motorman. The Guard or Shunter must be prepared to stop the train by application of the automatic brake if required.

(O.4918)

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS

M.S.J. & A. RAILWAY

(Booklet Dated 1931)

Instruction No. 3. INSERT:—

Rule 179 (c). A multiple-unit electric train may be used to assist from the rear any train not excceding its own weight and which is not rendered incapable of movement. (20–10–56) (5392)

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION

(Booklet dated March, 1937)

Instruction No. 6—AMEND:—

6. The electric wires through Lancaster (Green Ayre) Station, Lancaster (Castle) Station, Heysham Station and at all overbridges are lower and nearer to the sides of the trains than on other portions of the Electrified sections, and great care must be exercised accordingly.

Instruction No. 10.—AMEND reference to "District Controller" to read "Line Traffic Officer (Operating), Manchester".

DELETE the words "at night and on Sundays" shown in the sixth line.

Instruction No. 11.—AMEND:—

Water must not be supplied to cisterns of carriage lavatories, etc., on any electrified line. Such work is, however, permissible on platforms Nos. 1 and 2 at Heysham provided the switch referred to in instruction No. 21 has been appropriately operated to the **SAFE** position.

Instruction No. 12—second paragraph.—**AMEND:—**

At Morecambe (Promenade) Station duly authorised men may get upon the roofs of motor vehicles standing upon No. 5 siding for the purpose of attending to the apparatus on the roofs, but before doing so they must first cut off the electricity from the wire over that siding, and then earth the wire by means of the appropriate isolating and earthing switch. The switch in connection with No. 5 siding must only be used by these authorised men of the Electrical Department and the regular and spare electric train Drivers, and the keys for this switch are in the Driver's cabin.

Instruction No. 14.—AMEND:—

14. In an emergency, any member of the Staff may ask for electricity to be cut off; this can be done on telephone demand to the Signalman at Lancaster (Green Ayre).

The person making the request must:—

(i) State his Name, Grade and Station.
(ii) Where speaking from.
(iii) Reason for the isolation.
(iv) Line or lines affected.
(v) Stay at the telephone until assured that the electricity has been cut off.

Switches are also provided for the purpose of cutting off the electricity at:—

Lancaster (Green Ayre) near signal box on Down platform.
Morecambe (Promenade), near the terminal end of platforms Nos. 3 and 4.
Heysham, at Morecambe end of platform No. 2.

These switches must only be used by the Station Master or deputy at Lancaster (Green Ayre), Morecambe (Promenade) or Heysham. Any person becoming aware of an unusual occurrence which may make it desirable for the electricity to be cut off, must at once communicate with one of the persons enumerated above, or direct with the Signalman at Lancaster (Green Ayre), whichever is the quicker.

In cases of great emergency the above switches may be used without first telephoning the Signalman at Lancaster (Green Ayre) asking for the electricity to be cut off, but in this event the Signalman must be telephoned immediately afterwards.

In addition to the above there is an isolating and earthing switch near Lancaster (Castle) No. 4 box Down Home from Branch signal, worked by a lever in that box. This switch cuts off electricity on the Lancaster (Castle) station side of the switch only, and may be operated by the Signalman at Lancaster (Castle) No. 4 box as required.

Instruction No. 15.—AMEND:—

15. Except for the switch near Lancaster (Castle) No. 4 box, the switch operating rods are secured by padlock, the keys for which are kept at Lancaster (Green Ayre) box, Morecambe (Promenade) Foreman's Office and the Telegraph Office at Heysham. The boxes in which these keys are kept must be locked so that they can only be obtained by breaking the glass front of the box. The key of the box is kept by the Electrical Department staff.

Instruction No. 16.—AMEND:—

16. If it is necessary for the Station Master or his deputy at Morecambe (Promenade), Lancaster (Green Ayre) or Heysham to operate these switches, he must immediately telephone the Signalman at Lancaster (Green Ayre) and ask for the electricity to be cut off, and after assurance has been given that this has been done, break the glass front of the switch key box, obtain the key, unlock the padlock, push up the switch handle and lock it on the top eyebolt, and inform the Signalman at Lancaster (Green Ayre) that this has been done. This will prevent the electricity being applied until the switch handle has been returned to the bottom eyebolt, which must only be done by the Electrical Department representative. The person using the switch must hand the key of the padlock to the Electrical Department representative, who must, when the switch handle has been returned to the normal position, put a new glass in the front of the box and lock the switch key therein.

Instruction No. 17.—AMEND:—

17. Should it be necessary to cut off the electricity from the Castle Branch, the Signalman at Lancaster (Green Ayre) must be communicated with, and he must immediately arrange for the switch on gantry No. 3 at the Green Ayre end of the Castle Branch to be opened.

Instruction No. 18.—AMEND:—

18. Should it have been necessary for the electricity to be cut off from the overhead line in an emergency, the Signalman at Lancaster (Green Ayre) must inform the Sub-station at Heysham immediately of the circumstances.

Instruction No. 19.—AMEND:—

19. The Signalman at Lancaster (Castle) No. 4 box may cut off the electricity on the Lancaster (Castle) side of the switch by means of the lever in the box without communicating with the Signalman at Lancaster (Green Ayre), but should he find it necessary to cut off the electricity owing to any unusual circumstances he must immediately advise the Signalman at Lancaster (Green Ayre) who must immediately advise the Heysham Sub-station.

Instruction No. 21.—AMEND references to gantry 183 T.H. to read gantry 185.

Instruction No. 22.—AMEND:—

22. In the event of anything occurring at any point to necessitate electricity being cut off other than at Morecambe (Promenade), Heysham or Lancaster Stations, a telephone message must be sent from the nearest signal box or isolation telephone (see Instruction 29) to the Signalman at Lancaster (Green Ayre) asking for this to be done.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet Dated March, 1937—continued)

Instruction No. 23.—AMEND:—

23. All telegraph and telephone messages for the Electrical Department representative must be sent to the Heysham Sub-station (Telephone Extension 8 Heysham Harbour, L.M.R. Exchange).

Instruction No. 24.—AMEND reference to "Divisional Superintendent of Operation, Derby" to read "Line Traffic Officer (Operating), Manchester".

AMEND reference to gantry 183 T.H. to read gantry 185.

Instruction No. 25.—DELETE.

Instruction No. 26.—DELETE.

Instruction No. 27.—AMEND:—

The destination indicators at both ends of trains must be illuminated after sunset, during fog and falling snow.

The two top white lights only must be used for displaying the head-code at the leading end of trains and the following code must be exhibited after sunset, during fog and falling snow:—

Loaded electric trains all routes—Top right-hand light in the direction of travel.

Empty electric trains all routes—Two top lights.

Each train must display one electric tail light at all times when on any running line, and the Driver must see the proper head light code is exhibited and that the electric head and tail lights and destination indicators are altered and illuminated as necessary.

An oil lamp cleaned and trimmed ready for use must be carried in the Guard's compartment, and the Guard will be responsible for the fixing of an oil tail lamp when the train is stabled, also in an emergency on any running line in the event of failure of the electric tail light.

Instruction No. 28.—AMEND:—

28. The conveyance of Horse Boxes, Parcels vans, etc., on electric trains is prohibited.

Instruction No. 29.—AMEND:—

29. Isolation Telephones.—A special telephone circuit is provided between Lancaster (Green Ayre) signal box and each signal box, passenger station, various line side locations and other points on the electrified lines as shown below. The position of the telephones on this circuit is indicated by the words "ISOLATION TELEPHONE" mounted on the cupboard.

ISOLATION TELEPHONES must only be used for isolation or emergency purposes.

Location of Isolation Telephones.

Heysham Sub-station (Outdoor Machinery Services).
Heysham Station Platform No. 2 (outside Telegraph Office).
Heysham Station signal box.
Heysham Harbour Junction signal box.
Structure No. 134 (Up side).
Moss Sidings signal box.
Structure No. 110 (Up side).
Structure No. 90 (Up side).
Structure No. 69 (Up side).
Structure No. 51 (Up side).
Torrisholme No. 2 signal box.
Morecambe (Promenade) Station signal box.
Morecambe (Promenade) Station Platform Nos. 3 and 4 (on Structure No. 177).
Torrisholme Junction No. 1 signal box.
Structure No. 111 (Down side).
Structure No. 91 (Down side).
Scale Hall (Down side) between Structures X38 and X40.
260¾ mile post (Down side).
Structure No. 34 (Down side).
Lancaster (Green Ayre) signal box.
Lancaster (Green Ayre) Station Up Platform (near Inspector's Office).
Lancaster (Castle) No. 3 signal box.
Lancaster (Castle) No. 4 signal box.
Lancaster (Castle) Station Platform No. 6 (near stairs).

Instruction No. 34.—AMEND:—

34. A Driver is absolutely forbidden to leave his train without:—

(*a*) Removing master control key, thus ensuring that the power equipment on the train is switched off.

(*b*) Putting hand brake hard on.

Instruction No. 35.—AMEND reference to "reversing key and control key" to read "master control key".

Instruction No. 38, clause (c)—**AMEND** reference to "Rule 148 (e)" to read "Rules 117 and 148 (e)".

Instruction No. 39.—AMEND:—

39. If an electric train fails and requires assistance from another train at the rear, the Motorman of the disabled train must hand his master control key to the Motorman or Driver of the assisting train, and ride in the leading cab of the disabled train.

If the assisting train is an electric train, the Guard of the disabled train must ride with the Motorman of the assisting train and help him in observing all signals, including the front Motorman's hand signals.

If the failure is electrical, the appropriate jumpers must not be connected between the two trains. If it is a brake failure or the assisting train is a steam train, the brake hoses between the two trains must not be coupled.

An electric train must not be used to assist a disabled steam train.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet Dated March, 1937—continued)

Instruction No. 44.—AMEND item 1:—

1. Remove master control key.

DELETE Item 2.

Items 3, 4 and 5 renumbered 2, 3 and 4 respectively.

Instruction No. 47.—AMEND:—

47. Guards working electric trains will be required to undertake the following duties:—

(*a*) Operation of lighting switches.

(*b*) Operation of continuous and hand brakes in emergency from a driving cab.

(*c*) Coupling and uncoupling of jumpers, brake hoses and mechanical couplings between vehicles in emergency.

Instruction No. 50.—AMEND reference to page 97 of the Rule Book to read "page 59 of the Rule Book".

INSERT:—Instruction No. 50A.—

The following code of bell signals must be used between Guard and Motorman:—

1. Stop.
2. Start.
3. Set-back.
4. Shut-off power when propelling.
5. Draw forward to stopping mark.
6. Guard leaving train to protect in accordance with rules.

3–3. Guard when required by Motorman.

Instruction No. 51.—clause (*a*)—**AMEND** reference to "the attendant at Heysham Sub-station" to read "the Signalman at Lancaster (Green Ayre)".

Instruction No. 53.—AMEND second paragraph:—

Chemical fire extinguishers are provided in the driving cabs of the motor cars, driving trailers, and luggage compartments.

The gas given off by the fire extinguisher in the driving cab is very dangerous and such extinguishers must not be used in a confined space. The fire extinguisher in the Guard's compartment must not be used on or near electrical equipment which may be alive. Water must not be used to extinguish fires on or near electrical equipment which may be alive.

DELETE:—Instructions Nos. 54 and 61.

INSERT:—Instruction No. 63A:—

Before exterior cleaning of motor coaches is commenced the person in charge must ensure that the pantograph is DOWN and in addition to the normal protection of a red flag or lamp special boards inscribed "CLEANERS AT WORK ON MOTOR COACH—PANTOGRAPH MUST NOT BE RAISED" must be placed on the cab door handles of the Motorman's compartment.

Any person who may be in the Motorman's compartment must in addition be handed one of these special boards and be instructed to place the notice on the handle of the controller in the train concerned.

Outside cleaning of any coach above cantrail level (i.e., the connecting strip between side panels and roof) is dangerous and strictly forbidden except where the overhead contact wire has been made dead and earthed in accordance with the appropriate instructions.

INSERT:—Instructions Nos. 67–70—General Regulations for working the Westinghouse Automatic Brake on Electric Trains.

67. (*a*) Compressed air is the power employed to work the brake, which is automatic; that is, it applies itself in the case of a break-loose or failure of any vital part.

(*b*) The pressure in the main reservoir must be kept to 90 lb. per square inch, and in the train pipe to a pressure of 70 lb. per square inch. Each motor and driving trailer car is provided with a gauge having a red and a black hand. The red hand shows the pressure in the main reservoir, and the black hand the pressure in the train pipe.

(*c*) A "Dead Man's" handle valve is fitted to operate in the driving handle of the master controller, so that, should the Driver release his grip, the brakes will be applied and the control current cut off.

(*d*) **Defective "Dead Man's" handle or emergency valve:—**
Should the "Dead Man's" handle or emergency valve become inoperative, the Guard must ride with the Driver until another man can be provided for the purpose or have the defect remedied. The defect must be reported to the Mechanical & Electrical Engineering Department at once.

Isolation of emergency valve when coasting.—The "Dead Man's" handle which is fitted to the Controller and which provides for automatic action of the brakes in cases of emergency must always be kept operative when the train is in motion.

Under no circumstances must the reverser key be placed in the "Off" position when the train is coasting.

68 (*a*). Drivers must satisfy themselves that the Westinghouse air brake is in proper working order before starting, and at each station where any vehicle is attached or detached. It must also be tested before descending steep inclines, in order that the speed of the train may be reduced as necessary. The Driver of a train running direct or backing into a platform with buffer stops at the end, or to a platform where another train is standing, must do so cautiously and, at a proper distance from the place where the train has to come to a stand, must test the Westinghouse brake and then run forward at such a speed as to enable him to stop the train at the proper place.

(*b*) Unless the Westinghouse brake is working properly when thus tried, the Driver must whistle for the Guard's attention, stop the train and inform the Guard that the Westinghouse brake is out of order, and that the hand brake must be relied upon for working the train. The train must then be worked forward at reduced speed under the control of the hand brakes and special care must be taken in approaching stations at which the train has to stop.

(*c*) Should the Driver discover any defect in the working of the brake which would render it ineffective, he must, as soon as possible, give the Guard notice, and arrange with him as to the use of the hand brake if necessary.

(*d*) The brake must be applied with great care, so as to bring the train to a stand without rebounding or otherwise causing inconvenience to the passengers. For ordinary stops the valve should be opened, and again closed gently when the pressure has been reduced by about 5 to 8 lb.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet dated March, 1937)—continued

(*e*) The Driver on finding that the brake has been applied by the Guard, or automatically, must at once assist in stopping the train by an ordinary brake application.

(*f*) Should a Driver find that his train is being retarded by the brake blocks not being off, he must stop, under fixed signal protection if practicable, and properly release the brakes.

(*g*) When changing ends the Driver must close the brake valve isolating cock and then make an emergency application of the brakes when the train is at rest, before putting his brake handle to the release position.

(*h*) The Driver must ascertain that the brake hose couplings are connected and the cocks in the brake pipes are in the correct position throughout the train:—

(i) Before leaving the stabling point.

(ii) When another set of coaches has been detached or attached.

(*i*) Drivers will be responsible for working the hand brakes in their compartments.

69 (*a*). When a train has been standing at a terminal station more than 10 minutes the Guard must see that the proper train pipe pressure is registered on the gauge in the Guard's compartment before giving the signal to start.

(*b*) Before leaving a stabling point or when a vehicle or vehicles are attached a test must be made by operating the brake valve in the rear vehicle on the train and reducing the pressure in the gauge by 20 lb., which will apply the brakes. The pressure in the gauge will, on closing the brake valve isolating cock, begin to rise, and the signal to start must not be given until the gauge shows 65 lb.

The Guard must enter the rear driving cab for the purpose of making the test, which must be made after the Driver has completed his preparation of the train and whilst the Driver is in the leading driving cab with the brake valve isolating cock open in that cab.

(*c*) If the Guard, upon making the test, finds that the pressure does not rise, the brake connection is interrupted, and he must not permit the train to be started until a search has been made to find the cause of the interruption.

(*d*) When a Guard has occasion to apply the brake he must open the cock and allow the air to escape until the train is brought to a standstill, but he should only use the brake in case of emergency.

If a train fails to stop at a station at which it is booked to call or runs in any way irregularly, the Guard must at once take steps to bring the train to a stand and ascertain if all is well with the Driver in charge. In these circumstances, unless the Guard has reason to consider an emergency application of the brake is necessary, he must apply the air brake by partially opening the emergency valve in the Guard's compartment until the pressure has been reduced by about 5 to 8 lb. or until speed is so reduced that he is satisfied the Driver has become aware that the train is required to stop.

(*e*) In the case of a train becoming divided, the Guard must put the hand brake hard on before going back to protect his train.

70 (*a*). The Driver and Guard must report any defect or irregularity at the next stopping place and the station staff must immediately advise the Mechanical & Electrical Engineering Department.

(*b*) The brake on each vehicle can be released by opening the release valve on the pipes leading to the brake cylinders. This is done by means of the release cord or wire which is to be found under the body of the vehicles, about the centre of the frame. The valves close themselves by the cord or wire being allowed to go free.

(*c*) No unauthorised person must interfere with any of the cocks or valves on the train.

MANCHESTER-SHEFFIELD-WATH ELECTRIFIED LINES BOOKLET OF WORKING INSTRUCTIONS, 1954

★PAGE 24.
INSTRUCTION 23.
AMEND first paragraph to read:—

Unless the overhead line equipment has been isolated and earthed in accordance with the isolation procedure contained herein, it is forbidden to climb above the footplate or cab floor level of locomotives or tenders for any purpose whilst on the electrified lines. It is also forbidden to climb upon the roof of any vehicle, or upon the steps giving access to the roof of any vehicle on any running line or siding provided with overhead line equipment.

PAGE 54.
DELETE:—

Rule 55 and Rule 56 (Standard Rules 55 and 56 in the Rule Book apply). (O. 7423)

APPENDIX A

DELETE "Darnall Electric Loco. Depot" from lines equipped for electric traction.

APPENDIX C

DELETE "Darnall Electric Loco. Depot, one indoor telephone."

APPENDIX D

Location	Serving	Protection Provided
DELETE:—		
00/15	Manchester London Road Nos. 2 and 3 Platforms	No protection required. Water column suitable for side tank engines only.
4/40	Guide Bridge (Down Fast) No. 4 Platform, West end	No protection required. Water column suitable for side tank engines only.
5/06	Guide Bridge (Up Fast) No. 3 Platform, East end	No protection required. Water column suitable for side tank engines only.
41/51	Sheffield, Blast Lane Sidings	Unwired track.
INSERT:—		
00/15	Manchester London Road Nos. 2 and 3 Platforms	No protection provided. Water columns suitable for side tank engines only.
4/40	Guide Bridge (Down Fast) No. 4 Platform, West end	No protection provided. Water column suitable for side tank engines only.
5/06	Guide Bridge (Up Fast) No. 3 Platform, East end	No protection provided. Water column suitable for side tank engines only. (O. 7423/WY)

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

MISCELLANEOUS INSTRUCTIONS

WARNING

SPECIAL ATTENTION IS DRAWN TO THE FOLLOWING EXTRACT FROM THE SUPPLEMENTARY OPERATING INSTRUCTIONS

★EUSTON - MANCHESTER - LIVERPOOL ELECTRIFICATION

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

BETWEEN		
BASFORD HALL JUNCTION Structure No. G156/16	AND	CREWE COAL YARD Structure No. G158/158
Including:— STOKE LINE to Structure No. KC.08/05 SALOP LINE to Structure CS.00/04 CHESTER LINE to Structure No. GC.159/31		
SALOP GOODS JUNCTION Structure No. LL.158/02	AND	CREWE NORTH JUNCTION (VIA CHESTER INDEPENDENT LINES)
SALOP GOODS JUNCTION Structure No. GM.158/24	AND	SYDNEY BRIDGE JUNCTION (VIA MANCHESTER INDEPENDENT LINES)
CREWE NORTH JUNCTION	AND	MANCHESTER (LONDON ROAD) Structure No. M.188/96
Including:— LAWTON BRANCH to Structure No. LS.6/10 NORTHWICH BRANCH to Structure No. SN.00/25 MACCLESFIELD BRANCH to Structure No. CM/00/26 BUXTON BRANCH to Structure No. SB.00/09 STALYBRIDGE BRANCH to Structure No. M.183/76		
WILMSLOW STATION	AND	SLADE LANE JUNCTION (VIA STYAL)
MANCHESTER (LONDON ROAD)	AND	OXFORD ROAD STATION Structure No. M.189/30

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—continued

CREWE—MANCHESTER, LONDON ROAD

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

CREWE (BASFORD HALL JUNCTION) and GRETNA JUNCTION		
BASFORD HALL JUNCTION	FROM STRUCTURE No. G.156/16	APPROXIMATELY 170 yards North of Basford Hall Junction signal box.
AND		
CREWE COAL YARD	TO STRUCTURE No. G.158/158	APPROXIMATELY 270 yards South of Crewe Coal Yard signal box.
CREWE (NORTH JUNCTION) and HOLYHEAD		
CREWE NORTH JUNCTION	FROM STRUCTURE No. GC.158/01	APPROXIMATELY 20 yards South of Crewe North Junction signal box.
AND		
CREWE STEELWORKS	TO STRUCTURE No. GC.159/31	APPROXIMATELY 260 yards in advance of Steelworks Up Home signal (20B).
KIDSGROVE (CENTRAL) and CREWE (SOUTH JUNCTION)		
CREWE NORTH STAFFORD SIDINGS	FROM STRUCTURE No. KC.08/05	APPROXIMATELY 30 yards on the Crewe South Junction side of North Stafford Sidings signal box.
AND		
CREWE SOUTH JUNCTION	TO STRUCTURE No. G.157/86	APPROXIMATELY 120 yards South of Crewe South Junction signal box.
GRESTY LANE No. 2 and CREWE SOUTH JUNCTION		
GRESTY LANE No. 1	FROM STRUCTURE No. CS.00/04	APPROXIMATELY 330 yards on the Crewe South Junction side of Gresty Lane No. 1 signal box.
AND		
CREWE SOUTH JUNCTION	TO STRUCTURE No. G.157/95	AT Crewe South Junction signal box.
CREWE GOODS LINES (DOWN and UP CHESTER INDEPENDENTS)		
SALOP GOODS JUNCTION	FROM STRUCTURE No. LL.158/02	APPROXIMATELY 70 yards North of Salop Goods Junction signal box.
AND		
CREWE NORTH JUNCTION	TO STRUCTURE No. G.158/96	APPROXIMATELY 160 yards South of Crewe North Junction signal box.
CREWE GOODS LINE (DOWN and UP MANCHESTER INDEPENDENTS)		
SALOP GOODS JUNCTION	FROM STRUCTURE No. GM.158/24	APPROXIMATELY 130 yards North of the Manchester Independent Tunnel No. 82A.
AND		
SYDNEY BRIDGE	TO STRUCTURE No. GM.158/72	AT Sydney Bridge Junction.
CREWE (NORTH JUNCTION) and MANCHESTER (LONDON ROAD)		
CREWE NORTH JUNCTION	FROM STRUCTURE No. G.158/111	AT Crewe North Junction signal box.
AND		
MANCHESTER LONDON ROAD	TO STRUCTURE No. M. 188/96	APPROXIMATELY 370 yards North of London Road signal box.
Including:—		
LAWTON JUNCTION BRANCH	TO STRUCTURE No. LS.06/10	APPROXIMATELY 150 yards North of Elton Crossing signal box.
NORTHWICH BRANCH	TO STRUCTURE No. SN.00/25	APPROXIMATELY 300 yards North of Bridge No. 2.
MACCLESFIELD BRANCH	TO STRUCTURE No. CM.00/26	APPROXIMATELY 240 yards South of Bridge No. 2.
BUXTON BRANCH	TO STRUCTURE No. SB.00/09	APPROXIMATELY 40 yards in advance of Down Buxton Home Signal No. 72.
GUIDE BRIDGE BRANCH	TO STRUCTURE No. M.183/76	AT Bridge No. 1.
MANCHESTER (LONDON ROAD) and ALTRINCHAM (SOUTH)		
LONDON ROAD STATION	FROM STRUCTURE No. M.188/40	APPROXIMATELY 70 yards on the Crewe side of London Road signal box.
AND		
OXFORD ROAD STATION	TO STRUCTURE No. M.189/30	APPROXIMATELY 300 yards in advance of the Oxford Road Up Home 1 signal.
WILMSLOW and SLADE LANE JUNCTION via STYAL		
WILMSLOW STATION	FROM STRUCTURE No. M.176/39	APPROXIMATELY 200 yards South of the Crewe end of the Down Styal Platform.
AND		
SLADE LANE JUNCTION	TO STRUCTURE No. M.186/23	APPROXIMATELY 480 yards in advance of Signal LR. 13.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—continued

CREWE—MANCHESTER, LONDON ROAD—continued

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

THE SPECIAL ATTENTION OF ALL LOCAL STAFF IS DRAWN TO THE INSTRUCTIONS SET OUT IN THE WORKING INSTRUCTIONS BOOKLET REGARDING THE SAFETY PRECAUTIONS TO BE TAKEN WHEN WORKING ON THE ELECTRIFIED LINES. FOR GUIDANCE OF OTHER STAFF THE FOLLOWING INSTRUCTIONS MUST BE OBSERVED.

All electrical equipment between the limits specified above must be regarded as being "alive" at all times and consequently dangerous to human life, except in cases where the electrical equipment has been isolated and earthed and a "Permit to Work" has been issued by the Electric Control Operator. It is extremely dangerous to make contact with, or to be in close proximity to, live electrical equipment. Similarly, it is extremely dangerous to allow any object to come into contact with, or to come into close proximity to, live electrical equipment.

The overhead line equipment, bare feeders, attachments and supporting wires, have no protective covering, and are, therefore, extremely dangerous to touch, or to come into close proximity to, either directly by any part of the human body, or by any article which is being carried.

WORK AT 9 FT. 0 INS. OR MORE AWAY FROM THE NEAREST "LIVE" EQUIPMENT MAY BE SAFELY CARRIED OUT WITHOUT A "PERMIT TO WORK" PROVIDING THAT ALL PARTS OF THE PERSON CARRYING OUT THE WORK, AND ALL THE TOOLS, ETC., ARE ALSO 9 FT. 0 INS. OR MORE AWAY FROM THE NEAREST "LIVE" EQUIPMENT.

ANY PROPOSED WORK THAT MAY BRING A PERSON OR PART OF A PERSON OR TOOLS, ETC. WITHIN A DISTANCE OF 9 FT. 0 INS. FROM THE NEAREST "LIVE" EQUIPMENT MUST BE NOTIFIED TO THE ELECTRIC CONTROL OPERATOR AT THE TIME WHEN THE WORK IS BEING PLANNED. DEPENDING ON THE CIRCUMSTANCES IN EACH CASE THE ELECTRIC CONTROL OPERATOR WILL, IF NECESSARY, MAKE ARRANGEMENTS FOR THE SECTION OR SECTIONS OF OVERHEAD LINE EQUIPMENT CONCERNED TO BE ISOLATED AND EARTHED AND FOR A "PERMIT TO WORK" TO BE ISSUED.

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

Electricity after leaving the equipment on the trains and reaching the running rails is not dangerous to life.

Reporting to the Electric Control Operator

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

1. By using one of the Electrification Telephones, which are situated at intervals along the lineside, at stations, signal boxes and adjacent to Feeder-Stations and Track Section Cabins. These Telephones are indicated by a plate showing an outline of a telephone in red on a white background together with the word, 'Electrification' also in red: or
2. Through the Crewe telephone exchange at Mercury House (G.P.O. number, Crewe 55123), extension 2680: 2681: 2682: 2683: or 2684: or
3. By G.P.O. exchange direct, telephone number Crewe 55582.

Removal of Article from the Overhead Line

Objects such as string, rope or wire and the like MUST NOT BE REMOVED from the overhead line equipment, NOR MUST THEY BE APPROACHED, but must be reported immediately to the Electric Control Operator, who will arrange for their removal.

Electric Shock

Instructions for dealing with cases of electric shock have been issued for exhibition at each Station, Signal Box, Lengthmen's Cabin, etc. on the line, and staff normally working on the line must make themselves familiar with these instructions.

Procedure in case of fire

Any outbreaks of fire adjacent to, or upon, the electrified lines which affect cables or other electrical equipment, must be reported immediately to the Electric Control Operator.

In reporting fire, care must be taken to state the exact location and which line or lines are affected.

Immediate measures must be taken to extinguish fires likely to affect cables or other electrical equipment, and the occurrence must be reported to the Electric Control Operator. In addition, the existing procedure, as far as applicable, quoted in the General Appendix to the Working Timetable and the Fire Manual should be observed, and the local instructions regarding procedure in case of fire, embodied in the Local Information Card should be carried out.

Dry sand or earth is suitable for extinguishing fires, but water must **not** be used until the electricity has been switched off; even then water should not be used if other means of extinguishing the fire are available.

Steam engines, diesel locos, and M.U. trains standing under electrical equipment

Drivers of steam trains, diesel locos. and M.U. trains, when coming to a stand, should, as far as possible, avoid stopping the engine with the chimney or exhausts underneath section insulators or structures to avoid damage to this equipment.

Use of Fire-Irons or Steam Lances, etc.

It is forbidden to use all forms of fire-irons or the slaker pipe whilst on the electrified lines.

When steam locomotives are in the vicinity of electrified lines but on unwired lines these tools may be used providing the locomotive crews have taken care to ensure that it is safe to do so. If the slaker pipe is used in these situations the jet of water must not be directed outside the tender or above the locomotive cab.

It is forbidden to use a steam lance whilst on the electrified lines.

Climbing on engines or tenders

It is forbidden to climb above the cab floor level on locomotives or tenders for any purpose whilst within the electrified area, except on unwired lines where there is no overhead line equipment above or within reach of the vehicle and except when the overhead line has been isolated and earthed.

All concerned must exercise special care not to touch or to come into close proximity to the overhead line equipment.

It is forbidden to climb upon the roofs of vehicles or platforms of inspection vehicles or upon the steps giving access to the roof or platform of any vehicle on a running line, siding, or portion thereof, provided with overhead line equipment unless the overhead line equipment has first been isolated and earthed.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—continued
CREWE—MANCHESTER, LONDON ROAD—continued

Work adjacent to the overhead line equipment

Persons working adjacent to the overhead line equipment shall take special care when carrying out work of the following nature:—

(a) Attending signal lamps.
(b) Oiling, washing, painting, repairing, inspecting or carrying out work of any kind on lighting standards, signals, signal gantries, water columns, signal boxes, station roofs, buildings, bridges, tunnels and other structures.
(c) Carrying or using paint, water or other liquids in positions where they are liable to be thrown, to fall or to be projected upon the overhead line equipment or connections.
(d) Carrying or using materials such as rope, wire, measuring tapes or other objects.
(e) Carrying or using pipes, rods, poles, ladders, brooms, mops or similar articles.
Portable ladders which are used on and about electrified lines must be of wooden (or other approved non-conducting material) construction and not reinforced by metal attachments running along the sides of the ladders. Even such a ladder does not provide protection for a person if the ladder should inadvertently come into contact with or close proximity to the live overhead line equipment.
(f) Loading or unloading vehicles, or carrying out work which involves standing on the floor or upon the load of open wagons, particularly where the height of the overhead line equipment is at, or near, the minimum.
Notices are exhibited defining the limits of loading and unloading in certain yards and sidings.
(g) Repairing and maintaining of vehicles.
(h) Work requiring staff to go on roofs of vehicles. (See also instruction above.)
(i) Renewing or repairing gas, water, or other metal pipe mains, both above ground or buried alongside electrified lines. When carrying out such work it is necessary to take the precaution of connecting a temporary electrical continuity jumper cable across any gap in the pipe before the pipe is cut. The jumper must be left in position until the pipe is again complete.
When necessary the overhead line equipment must be isolated and earthed.

The Electric Traction Engineer must be consulted when programming the work.

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

Use of Cranes, etc.

Whenever a crane has to be used on or near to the electrified lines, arrangements must be made with the Electric Control Operator for switching off the electricity and ensuring that the overhead line equipment has been isolated and earthed.

Whenever possible, work should be carried out without interfering with the overhead line equipment, and this equipment shall only be adjusted or removed by the Electric Traction Engineer's authorised staff.

Work which necessitates switching off the electricity, shall not commence until the equipment has been isolated and earthed.

Even though the electricity may have been switched off, the utmost care must be exercised to ensure that damage is not caused to the overhead line equipment, connections, or supports.

Adherence to loading gauge.

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

Wagon Sheets.

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

★ MODIFICATION OF STANDARD RULES APPLICABLE TO THE UNDERMENTIONED SECTIONS OF LINE WHERE MULTIPLE-ASPECT COLOUR LIGHT SIGNALLING WITH CONTINUOUS TRACK CIRCUITING IS PROVIDED

Sections of Line concerned.

Between Manchester London Road and Heaton Norris Junction.
Between Slade Lane Junction and Wilmslow Station (via Styal).
Between Cheadle Hulme Station and Sydney Bridge Junction.
Between Wavertree Junction and Woodside Siding (exclusive).

General

The definition of "Station Limits" as shown on page 61 of the B.R. General Appendix will not be applicable at signal boxes on these sections of line.

The area encompassed by the following points may be treated as "Station Limits" at the locations shown:—

Line	Between
Sandbach	
Down Slow and "Up and Down" Goods	Signal SH.51 and "Up and Down" (Middlewich) Branch line.
"Up and Down" Platform and Up Slow	"Up and Down" (Middlewich) Branch and Signal SH.54.
Down Fast	Signals SH.52 and SH.16.
Up Fast	Signals SH.17 and SH.55.
"Up and Down" (Middlewich) Branch	Down Main line and Signal SH.24.
Up (Middlewich) Branch	Signal SH.25 and Up Main line.
Up Branch (to Elton Crossing)	Up Main line and Signal SH.46.
Down Branch (from Elton Crossing)	Signal SH.47 and Down Main line.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

Rules 37 and 38—Superseded by—

A Driver must not pass a signal at Danger unless a subsidiary aspect is exhibited or unless he is instructed by the Signalman, Handsignalman acting on the Signalman's instructions, or Pilotman.

Rule 55—Modified—

In connection with the second paragraph of clause (a), when a train has been brought to a stand owing to a signal being at Danger, the Fireman or Driver must, after two minutes, communicate with the Signalman, by telephone, and inform him at which signal the train is detained and give its description. If it is necessary for the train to remain at the signal, the Signalman must so advise the Fireman or Driver who must communicate with the Signalman at intervals of five minutes unless otherwise instructed.

Should the telephone fail, the Fireman or Driver must proceed to the next nearest telephone (as shown below) unless it would be quicker for the person responsible to go to the controlling signal box.

In the circumstances mentioned in clause (h) (i), the Fireman or Driver must proceed to the next nearest available telephone whether applicable to the line on which the train is standing or not but, in this case, the person responsible must ensure that the Signalman understands the message is being given from a telephone other than that located at the signal at which the train is detained.

Rule 136 (b)—Modified—

Should the whole of a train over-run a station platform, it must not be set back without the permission of the Signalman and then only when considered absolutely necessary by the District Control Room. After the train has come to a stand, the Signalman must be informed where the train is standing by means of the nearest available telephone. When the telephone is a signal post telephone, but does not apply to the line on which the train is standing, the Signalman must be advised accordingly.

Rule 149—Modified—

Exception (i)—The authority to propel trains within Station Limits will not apply, except in cases where the area to be known as "Station Limits" is defined, for the particular place concerned, in these instructions.

Rule 153 (a)—Modified—

A freight train must not be run on any running line without a brake van in rear, unless specially authorised or as shown below.

In cases where the area to be known as "Station Limits" is defined, for the particular place concerned, in these instructions, a freight train may be run within that area without brake van in rear. The person in charge of the movement must immediately inform the Signalman by the most expeditious means in the event of anything untoward happening to the movement or should any vehicle become detached.

Rule 175 (c)—Modified—

Ballast trains must not return in the wrong direction.

Rules 178 and 179—Modified—

When protecting his train in rear the Guard must carry out the provisions of Rule (179) (j) except that it will not be necessary to go beyond the next stop signal in rear although this signal is exhibiting a Proceed aspect providing this applies to an unobstructed route.

Should the Guard arrive at junction points before reaching the signal he must place three detonators ahead of the junction points so that trains proceeding over the unobstructed route do not pass over them. The Guard must then continue to the signal and communicate with the Signalman.

Rule 182—Modified—

The exhibition of a green hand signal waved slowly from side to side will only indicate to a Driver that his train is divided and will not authorise him to pass a signal at Danger.

Rules 183 and 184—Modified—

Wrong Line Order Form "D" (Yellow) will not apply. Wrong Line Order Forms "A" (Pink) and "B" (Green) will apply for a movement from the signal next ahead of where the train or portion of a train is standing. When Wrong Line Order Form "A" or "B" is used in these circumstances the heading must be amended to read "Guard to Driver of Assisting Engine" or "Driver to Driver of Assisting Engine" as the case may be.

The Guard after protecting his train when Form "A" is used, and the Driver or Fireman when Form "B" is used, must proceed to the stop signal next ahead of the disabled train to deliver the Wrong Line Order Form to the Driver of the assisting engine and accompany it to the disabled train. When proceeding forward, the Driver, Fireman or Guard must protect the disabled train as shown in the third paragraph of Rule 183 clause (g) and, in addition, must place one detonator on the line at the signal ahead.

Clause 3 of the Instructions headed "Station Limits" in the B.R. General Appendix will apply except that in the foregoing circumstances:—

(a) the Signalman's permission to return in the wrong direction will extend to the signal next ahead of where the train or portion of a train is standing;

(b) should it be necessary to make a wrong line movement between two signals controlled from different signal boxes the Signalman in advance must not authorise the movement until he has reached a clear understanding with the Signalman in rear.

Before giving authority for a wrong line movement to be made the Signalman must advise the Driver of any catch points, spring or unworked trailing points in the line concerned.

Rules 189—208

These rules must be observed, so far as they can be applied, together with the following additions and modifications—

General

Where for the purpose of single line working crossover roads operated by ground frame are used, the man appointed to take charge of the working at each ground frame must, for the purpose of these Rules, be regarded as a Signalman and the ground frame as a signal box.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

Rule 194. Clause (c)
Will not apply.

Rules 197 and 200—Superseded by—

Clause (a)—

The following signals must be kept at Danger and the arrangements which must be made to enable trains to be worked past these signals are detailed below:—

1. The signal immediately controlling the entrance to the single line for trains travelling in the right direction (signal No. 8 on the diagram on page 206 of the Rule Book) must be kept at Danger.

A Handsignalman must be stationed at the signal. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until instructed by the Pilotman to permit the train to pass the signal at Danger or by the Signalman when necessary in connection with clause (b) of Rule 192.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed at a point 200 yards from the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until he is instructed to allow the train to proceed as shown in the preceding paragraph. In these circumstances, Drivers may pass the signal at Danger and proceed cautiously towards the Handsignalman ahead on the authority of the Signalman at the main signal box.

2. When the signal referred to in (1) above is less than 220 yards from the crossover road the signal next in rear of it must also be kept at Danger and Drivers may pass this signal and proceed cautiously to the signal controlling the entrance to the single line when authorised by the Signalman.

3. The signal controlling the entrance to the obstructed line situated in rear of the crossover road at which trains are crossed from the right line to proceed along the single line (signal No. 2 on the diagram on page 206 of the Rule Book) must be kept at Danger.

A Handsignalman must be stationed at this signal. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until instructed by the Signalman or Pilotman under authority of the Signalman, to permit the train to pass the signal at Danger.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed at a point 200 yards from the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until he is instructed to allow the train to proceed as shown in the preceding paragraph. In the circumstances, Drivers may pass the signal at Danger and proceed cautiously towards the Handsignalman ahead on the authority of the Signalman at the main signal box.

4. When the signal referred to in (3) above is less than 220 yards from the crossover road the signal next in rear of it must also be kept at Danger and Drivers may pass this signal and proceed cautiously to the signal controlling the entrance to the obstructed line when authorised by the Signalman.

Note.—In connection with paragraphs 2 and 4 above, before authorising a Driver to proceed, the Signalman must advise him that Single Line Working is in operation ahead and that he may proceed only as far as the next signal ahead.

Clause (b)—

All signals applying to the obstructed line between the two crossover roads must be placed and maintained in the Danger position and will not apply to trains when running in the wrong direction over the single line.

Clause (c)—

Where the signal applying to trains running in the right direction over the single line, and protecting the crossover road where trains are crossed from the obstructed line to the single line, cannot be worked (signal No. 11 on the diagram on page 206 of the Rule Book), a Handsignalman must be stationed there. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each train approaching on the single line in the right direction until instructed by the Signalman in charge of the ground frame to permit the train to pass the signal at Danger.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed on the approach side of the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each train approaching on the single line in the right direction until he is instructed to allow the train to proceed as shown in the preceding paragraph. In these circumstances, a Handsignalman must, whenever possible, also be stationed at the signal and must stop each train approaching on the single line in the right direction and instruct the Driver to proceed cautiously towards the Handsignalman ahead.

Clause (d)—

The other signals applying to trains travelling over the single line in the right direction must, where practicable, be worked.

Clause (e)—

Where it is necessary for trains to approach a junction on the single line in the wrong direction a Handsignalman must be stationed opposite the junction home signal and he must keep one detonator on the rail of the single line and exhibit a hand Danger signal to stop any train approaching on the single line in the wrong direction until the Signalman authorises him to permit the train to pass the signal at Danger. Where the junction home signal is so situated that a train coming to a stand at it would foul the junction the Handsignalman must be stationed well clear of the junction.

Clause (f)—

An Occurrence Book must be provided at each ground frame when single line working is in operation and the Pilotman must sign the book and enter the time on each occasion he arrives at the ground frame/signal box controlling the crossover road where trains are crossed to their proper line after proceeding over the single line in the wrong direction.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

Clause (g)—

The crossover road through which trains are crossed from the obstructed line to proceed along the single line in the wrong direction must not be used without the permission of the Pilotman.

Clause (h)—

Any intermediate ground frame in the section which is being used for single line working must not be used unless the Pilotman is present.

Clause (i)—

Except where special instructions to the contrary are issued, when Absolute Block Regulation 25 (a) (iii) is in operation on the section being used as a single line, the Signalman must not give permission for a train to approach unless the single line section is clear, the crossover road points have been set and secured for the proper line and the line is clear for 200 yards ahead of the crossover road.

Clause (j)—

When a crossover road operated from a ground frame is being used for single line working, a train must not be allowed to leave either the obstructed line or the single line to proceed towards the signal ahead of the crossover road until the permission of the Signalman controlling that signal has been obtained, by telephone.

Rule 198—Clause (a)—

Wherever possible block working in accordance with Absolute Block Regulation 25 (a) (iii) must be instituted in both directions for the section being used as a single line.

Clause (c)—

Where the occupation of a track circuit in the obstructed line prevents the use of a ground frame for single line working the Lineman must be requested in writing by the Person arranging single line working, to disconnect the control of the track circuit concerned.

Before normal working is resumed such control must be restored.

Rule 199—

The crossover road where trains are crossed to their proper line must be treated as not protected by fixed signals for trains running in the wrong direction over the single line and the provisions of this Rule must be observed.

Rule 215—Modified—

In every case the permission of the Signalman must be obtained before a trolley is placed on the line. Such permission must not be given unless the Signalman can protect the trolley by placing to Danger the nearest signal in rear of the trolley which can be so operated. Should there be no signal which the Signalman can replace to Danger in rear of the trolley he must request the Signalman in rear to afford the necessary signal protection. Reminder appliances must be placed on the levers or switches concerned.

The Signalman must be advised when the trolley has been removed from the line.

This modification does not affect the provision of Handsignalmen.

In no circumstances must a trolley be moved in the wrong direction and clause (g) (ii) will not apply.

Rule 216—Modified—

In no circumstances must a ballast train be set back in the wrong direction and clause (j) will not apply.

Rule 217—Modified—

In the circumstances outlined in the third paragraph of clause (a) the Ganger or man in charge, in addition to appointing Handsignalmen to protect the obstruction must also advise the Signalman as soon as possible. The Signalman must protect the obstruction by placing to Danger the nearest signal in rear of the obstruction which can be so operated. Should there be no signal which the Signalman can replace to Danger in rear of the obstruction he must request the Signalman in rear to afford the necessary signal protection. Reminder appliances must be placed on the levers or switches concerned.

In all cases the permission of the Signalman must be obtained before a rail is taken out or relaying operations are commenced.

In connection with clauses (g) or (h), if when going back the Handsignalman arrives at a signal he must advise the Signalman of the circumstances by telephone. If the Signalman can operate the signal to Danger the Handsignalman must remain at the signal exhibiting a hand Danger signal and place a detonator on the line. The Signalman must maintain the signal concerned at Danger and must not take it off for a train to proceed until he has obtained an assurance from the Handsignalman that the Driver has been advised of the circumstances. When each train is brought to a stand at the signal, the Handsignalman must advise the Driver of the circumstances existing ahead giving details of the speed restriction in force and the points between which it is operative and then inform the Signalman that this has been done.

Where, however, the Signalman is unable to place the signal to Danger, the Handsignalman must not remain at the signal but must continue back and carry out the instructions laid down in Clauses (g) and (h).

Should it be necessary for a speed restriction more severe than 15 m.p.h. to be imposed, however, the Signalman at the box in rear must be advised and arrangements made for trains to be stopped at the most convenient signal in rear of the obstruction and Drivers advised of the circumstances ahead.

In connection with clauses (c) and (d) where, owing to distance from the box, it is impossible for the Ganger or man in charge to sign the Train Register Book entry, the Signalman must ascertain the name of the Person concerned and record this in the Train Register Book beneath the entry.

LOADS OF PASSENGER TRAINS

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

★ PAGE 5.

Mixed Traffic and Freight Engines—*Amend* last sentence.

Class 9F (2–10–0) and Class 8F (2–8–0) freight tender engines must not be used for working passenger-or-excursion trains, except where specially authorised or in emergency.

★PAGE 6. ADD:—

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

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

(W.E.3043)

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

Station or line	To or from	Normal maximum load or equivalent (bogie vehicles)	Special conditions under which load may be exceeded	Additional or other restriction
PAGE 14.—				
AMEND:				
Edinburgh, Princes St.	To	11 10	57-ft. vehicles. B.R. standard.	
Glasgow, Buchanan St.	To	12 11	57-ft. vehicles. B.R. standard.	Inward trains must have a brake vehicle at each end.
Leeds City North	To	—	—	Inward trains must not exceed 850 ft. including engine or engines.
		12 and one locomotive 11 and two locomotives	Trains formed wholly of B.R. standard stock 63′ 5″ in length over headstocks	
		13 and one locomotive 12 and two locomotives	57-ft. bogie vehicles.	
			In calculating the length, one 65-ft. dining car only in each train may be counted as one 57-ft. bogie vehicle. *Note.*—The above lengths are calculated as under:— 57-ft. bogie vehicles are counted 60-ft. overall. 65-ft. dining cars are counted 68-ft. overall. Locomotive and tender are counted 58-ft. overall.	
★ADD—				
Kingswear, Paignton, Torquay	To or from	10	On authority of Line Traffic Officer (Operating).	Applies on Saturdays only during the period of the Summer Time Table. Additional vehicles for Newton Abbot must not be attached to a train for destinations on the Kingswear Branch without special authority.
Liverpool, Lime St.	To	13	As shown in Marshalling Circular.	Inwards trains must not convey more than equal to 4½ passenger-carrying vehicles in front of the leading brake vehicle, and all trains conveying 5 or more vehicles must be made up with two brake vehicles.

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

PAGE 16.
Restrictions in the Loads of Passenger and other Coaching Stock Trains over Certain Sections of Line:—
DELETE:—Walton—Wakefield.

DIVERSION OF TRAINS IN CASE OF ACCIDENT OR OTHER EMERGENCY
(Booklet O.7602 dated April, 1956)

PAGE 5.

YORK, SKELTON AND THIRSK

AMEND "Available Route" column to read:—
Via Starbeck and Pickhill.

PAGE 17.
DELETE the following entries:—
Melmerby North and Thirsk
Melmerby North and Cordio Junction
Northallerton Cordio Loop

PAGE 22.

NOTE No. 17.

Special arrangements between Gateshead and Pelaw.
ADD at end of third paragraph:—
"..... nor over the Up and Down Goods lines between High Street and Park Lane Signal Boxes." (O. 5900)

PAGE 30.
★**DELETE**—Hessle Road and Hull Paragon item.

STANDARD CODES FOR TELEGRAMS
Booklet 87222

The following amendments and additions to the above booklet apply forthwith:—

★**PAGE 6.**
INSERT:—

Station	Abbreviation
Manchester (Piccadilly)	MANCHR PICCY

DELETE:—

Manchester (London Road)	MANCHR LR

★**PAGE 64.**

Code	Interpretation **Amend to read:—**
Hopping	Engineers'*..... train will be ready to leave ..... at ..... for..... All concerned should arrange to give this train prompt working.
Skipping	Engineers'*..... train No..... arrived at .....(time).
Jumping	Engineers'*..... train for..... released and put into traffic at..... at.....(time). All concerned to arrange prompt return working of train.

* Type of train to be inserted.

★**PAGE 72.** "MISCELLANEOUS TRAFFIC VANS"—**AMEND** item re "Covered Carriage Truck" to read:—

Type	Description	Code
—	Covered Carriage Truck (4-wheeled)	CCT

INSERT additional item:—

—	Covered Carriage Truck (8-wheeled)	GUV

★**Additions:—**

Page No.	Type	Description	Code
70	Restaurant Kitchen Car	Miniature Buffet Car	RMB
71	Diesel Stock	Motor Brake Second Lavatory	MBSL
72	Under heading—Miscellaneous	Traffic Vans— Tiered Car Van	TCV
75	Container Flat	Wagon for carrying two "LG" type containers (modified plate wagons V.B).	CONFLAT LG
82	Bulk Material	For grain or malt in bulk loading through roof and gravity discharge.	Box LG
85	Under heading—Trolley flat		FLATROL MJ

★STANDARD LIST OF TELEGRAPHIC ADDRESSES

Booklet No. 3, dated November, 1958

Newcastle-on-Tyne Telegraph Office is now connected to the Post Office T.A.S. network and the postal telegraphic address for railway establishments in Newcastle should now read:—

* Rail Newcastle-on-Tyne TASN

The relevant entries on pages 4, 13 and 14 of the above booklet should be amended.

* Departmental prefix to be inserted.

The following item should be added on page 15 under the heading "Other Stations, Depots etc.":—

Title	Railway Telegrams	Postal Telegrams
Newcastle-on-Tyne	† Ncle TASN	† Rail Newcastle-on-Tyne

† Departmental prefix to be inserted

The following new entry is required on page 20 (Western Region) immediately following that relating to General Manager:—

Title	Railway Telegrams	Postal Telegrams
Assistant General Manager (Traffic) Paddington	Headtraf Paddn	Headtraf Wesrail London TASN

BRITISH RAILWAYS GENERAL APPENDIX

PAGE 39.

★WORKING MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

★ADD new clause 7A:—

LOUDAPHONE COMMUNICATION:

7A:—

The Loudaphone apparatus is a means by which the Driver and Guard may speak to each other, or exchange bell signals but it does not in any way relieve staff from their obligation to carry out the relevant Rules and Regulations.

A bell, which is actuated by the depression of the "Call" button on the loudaphone, is provided in both the Guard's and Driver's compartments and the bell communication must always be used for the exchange of signals in accordance with the standard code shown above.

Standard bell codes will be used for all normal movements but the Driver, if requiring to speak to the Guard, or the Guard, if requiring to speak to the Driver, must send on the call button the code 3 pause 3 "Guard required to speak to Driver", or "Driver required to speak to Guard", and the man at the other end must acknowledge by repetition as detailed in the Instructions referred to above. Conversation may then proceed provided both men keep the "Speak" button depressed.

The apparatus must only be used for essential conversations on matters affecting the working of the train and, except in the case of emergency, should not be used when the train is in motion. The apparatus may also be used by shunters, in the absence of Guards, in order to communicate with Drivers in connection with shunting operations.

In order to avoid any possibility of unauthorised use of the apparatus in Drivers' cabs the door leading to the Driver's compartment must be kept locked when the Driver's cab is not in use.

An additional bell push is provided over each Guard's compartment door which will ring the bell in the Driver's cab.

(**Note.**—When coupled to units not fitted with loudaphone communication the bell communication only must be used.)

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

PART II—MULTIPLE-UNIT STOCK

★PAGE 98.

ADD:—under sub-heading **Procedure** new clause 3.

(3) **Conveyance of Diesel Multiple Units by Steam-Hauled Trains.**

(a) A maximum of two diesel multiple-unit vehicles may be conveyed by passenger, parcels or empty coaching stock trains between the North Eastern, Eastern and London Midland Regions, provided the above instructions are first carried out, the vehicles marshalled on the extreme rear of the train, and the service has been pre-arranged.

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)

"TABLE A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS) etc.															
	★ PAGE 13. AMEND:— Killingworth Station							**25**	**25**	**Over Junction and Killingworth Colliery Sidings.**						
	★ PAGE 15. AMEND:— Alnmouth Station							**70**	**70**	**35 miles 52 chains to 35 miles 70 chains.**						
	★PAGE 17. DELETE:— Marshall Meadows									C.—Down line, 3,323 yards before reaching Down Auto Home Signal.	190					
										C.—Down line, 600 yards before reaching Down Auto Home Signal D.54.	190					
										C.—Down line, 2,700 yards before reaching Burnmouth Down Main Outer Home Signal.	190					
	★ INSERT:— Marshall Meadows									C.—Down line, 800 yards in rear of Down Auto Signal D.68	190					
										C.—Down line, 560 yards in rear of Down Auto Signal D.69.	190					
										C.—Down line, 600 yards in rear of Down Auto Signal D.54.	190					
										C.—Down line, 560 yards in rear of Down Auto Signal D.53.	190					
										C.—Down line, 560 yards in rear of B.9 Burnmouth Down Outermost Home Signal.	190					

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	★ **PAGE 17— Between Burnmouth and Marshall Meadows. DELETE:—** from column headed "Description of Block Signalling" etc. **Automatic and Semi-Automatic Signalling*** and **INSERT:—**Automatic and Controlled Colour light signalling.															
	★ **PAGE 17— DELETE:—***footnote—Absolute Block Working is in operation when either Burnmouth or Marshall Meadows Signal Boxes is closed.															
	★ **DELETE:—** speed restriction Burnmouth Station							60	60	54 miles 42 chains to 54 miles 22 chains (Scottish Region Mileage)						
	NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION, etc.															
	★ **PAGE 26. AMEND:—**															
	Blackhall Rocks Station							20	20	**Over Junction to and from Blackhall Colliery.**						
	★ **PAGE 27. AMEND:—**															
	Seaham Station							15	15	**Over Junction to and from Swine Lodge incline (Branch Speed Limit).**						
	BACKWORTH TO MORPETH VIA SEGHILL etc.															
	★ **PAGE 37. AMEND:—**															
	Bedlington North							20		**Over Junction towards Newbiggin, 0 miles 0 chains to 0 miles 6 chains. (Bedlington to Newbiggin Mileage).**						
	BEDLINGTON TO NEWBIGGIN etc.															
	★ **PAGE 40. AMEND:—**															
	Bedlington North West							—	20	**0 miles 0 chains to 0 miles 6 chains.**						
	Sleekburn							20	—	**Over Junction towards North Blyth, 0 miles 0 chains to 0 miles 26 chains. (Cambois Branch Mileage).**						

★ **PAGE 71.**
BLAYDON LOOP

DELETE:— "†" sign and dotted line between Blaydon Main and Blaydon South signal boxes in column headed "Description of Block Signalling etc." and **INSERT** unbroken line between these signal boxes. This section of line is now worked in accordance with the Absolute Block Regulations.

DELETE:— "†" sign and note at the foot of this table.

★ **PAGE 87.— THORNLEY COLLIERY BRANCH (GOODS LINES)**

This branch is now worked under the "One Engine in Steam" Regulations.

DELETE:— 'N.B.' in first column and **INSERT:—**"One engine in steam".

BARNARD CASTLE EAST TO DURHAM (RELLY MILL) etc.																
★ **PAGE 93. AMEND:—**																
Evenwood Spring Gardens										**15**	**Over Junction to Butterknowle Branch, 0 miles 0 chains to 0 miles 5 chains. (Spring Gardens to Butterknowle Mileage).**					
WEAR VALLEY TO WEARHEAD																
★ **PAGE 96. AMEND:—**																
Etherley Wear Valley										**15** (Both directions)	**0 miles 3 chains (Branch Mileage) to 14 miles 44 chains. (Darlington, Parkgate to Tow Law Mileage).**					
THORNABY (BOWESFIELD) TO WELLFIELD (GOODS LINES) etc.																
★ **PAGE 117. AMEND:—**																
Thornaby Bowesfield										**25**	**25**	**0 miles 5 chains to 3 miles 41 chains.**				
DARLINGTON SOUTH TO SALTBURN etc.																
Thornaby Bowesfield										**15**	**15**	**Over connections to and from Goods Lines, 10 miles 30 chains to 10 miles 34 chains.**				
★ **PAGE 122. AMEND:—**																
South Bank Station										**15**	**15**	**Over Junction to and from Clay Lane, 17 miles 15 chains to 17 miles 19 chains.**				
★ **PAGE 123. AMEND:—**																
Marske Tofts										**40**	**40**	**26 miles 59 chains to 27 miles 11 chains.**				

TABLE F

PROPELLING TRAINS OR VEHICLES

(NORTHERN SECTION)—continued

From	To	Line	Number of vehicles and Special Conditions
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION, ETC.			
PAGE 158.			
★INSERT:—			
†Low Gates	Northallerton Station ..	Up	Freight wagons with or without brake van.

TABLE HI

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Number of Vehicles and Special Conditions
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION, ETC.			
PAGE 171.			
★DELETE:—			
Low Gates	Northallerton Station ..	Up	—

TABLE J

LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133

From	To	Class of Train	Conditions	Remarks
CONSETT NORTH TO BIRTLEY (OUSTON) ETC.				
PAGE 185.				
★INSERT:—				
Carr House West ..	Consett East	F	—	—

GENERAL INSTRUCTIONS

★PAGE 223.

DELETE heading "GENERAL NOTES".

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

★PAGE 238.—INSERT:—

A. HEATING AND LIGHTING OF TRAINS.

Heating

Position of Heater Switches.

The switches for operating the heaters are placed:—

1. In the Driver's compartment of driving vehicles.
2. In the Guard's van of brake vehicles without a Driver's compartment.
3. Over one of the doorways inside trailer cars without either a Driver's compartment or Guard's van.
4. In the Guard's van of units fitted with through heating control.

Covers are eventually to be fitted over the switch control. Panels in Driver's compartments and in trailer cars without Guard's vans on cars fitted with through heating control.

NOTES:—

A. Type of Heater.

Each vehicle is separately heated by means of one or two oil heaters. Each heater is operated by a glow-plug igniting a spray of oil in an enclosed chamber, known as the combustion chamber. The products of combustion pass from the combustion chamber through radial ports into the heat exchanger through which they flow to the discharge outlet. The heat generated by combustion is transferred through the heat exchanger to the air used as a medium for space heating.

It should be noted that the air used as a medium for heating the car is entirely separate from the air supply used to maintain combustion of the oil spray within the combustion chamber.

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS—continued

A. HEATING AND LIGHTING OF TRAINS—continued

Operation of Heater.

Heaters not fitted with Through Heating Control.

(i) Turn heater switch in a clockwise direction to "FULL HEAT" position. The "Glow Plug" light on the indicator panel should then be illuminated to indicate that the glow plug has started to operate. If the light does not appear, wait for 30 seconds and if the "Air Fan" light is not illuminated or the "Air Fan" does not start up, return the heater switch to the "Off" position.

(ii) After a period of 30 seconds the "Air Fan" light should be illuminated on the indicator panel denoting that the "Air Fan" and fuel pump are working.

(iii) In approximately 3½ minutes the "Glow Plug" indicator light will be extinguished and the "Air Fan" light will remain illuminated indicating that the heater is now working normally.

(iv) If the oil fails to ignite in the period of 3½ minutes previously mentioned the fan and fuel pump are automatically switched off and it is necessary to return the heater switch to the "Off" position and re-start. No more than two further attempts should be made to start the apparatus, after which it must be reported as defective.

(v) If the heater switch is in the "FULL HEAT" position when the heater has been working normally and the heater then cuts out for any reason, the "Air Fan" light will be extinguished. In this event return heater switch to the "OFF" position and then re-start by turning the heater switch to the "FULL HEAT" position. If the heater does not operate normally after 3½ minutes proceed as in paragraph (iv).

Note:—For technical reasons the "REDUCED HEAT" position on the control panel is now connected to the "FULL HEAT" position so that reduced heat is no longer available on each heater, with the effect that the "FULL HEAT" is obtained in both positions of the heater switch.
In the case of cars fitted with only one heater, it will not now be possible to obtain reduced heat, but in the case of those fitted with two heaters, the heating in the saloon can be reduced by switching one heater off.

Heaters fitted with Through Heating Control.

1. The Guard exercises full control of the heating from a "Through Heating Control Panel" in the guard's van on each unit of 2 or 4 cars; this controls heating throughout the unit which is thereafter thermostatically controlled in each vehicle. Where trains are composed of more than one unit it will be necessary to operate the through control panel in each guard's van.
2. Each heater has a local control panel in each vehicle which enables maintenance staff to check heaters individually. If the "ISOLATOR" switch is left "ON" by the maintenance staff, or any other person, the guard cannot switch off this heater by the "Through Heating Control" system. The heater will be localised and require switching off independently at its own particular panel.
3. Under normal circumstances the guard has full control of the heating system, and when he switches off on leaving the train the heaters will shut down automatically. It will, of course, be necessary to switch off on each complete unit.
4. In order to prevent a heater remaining switched "ON" due to the conditions shown in Clause 2, it will be necessary for the guard, after switching off at the guard's through control panel to satisfy himself that there are no local control panel isolator switches in the "ON" position.
An instruction panel is fixed adjacent to the Through Heater Control in each guard's van and these instructions are as shown:—

Heat Cycling.

1. Select heating.
2. Switch isolator on. Isolator and failure indicator will light up.
3. Press starter button. Failure indicator will go out and heater will operate automatically. If failure indicator lights up, allow 1 minute and press starter again. If failure is still indicated after three such starts a report should be made.

Cold Ventilating.

1. Select ventilating.
2. Switch isolator on. Isolator indicator will light up and heater fans will run.

Switch off.

1. Switch off isolator.

★HEATING OF INTER-CITY DIESEL TRAINS

Position of Heater Switches.

1. In the Driver's compartment of driving vehicles.
2. In the Guard's van of brake vehicles without a Driver's compartment.
3. In the switch box at the vestibule end of the buffet compartment of buffet car vehicles.
4. In the cupboard at the end of the vestibule of the trailer open second.

Operation of Heaters.

(i) The Guard exercises control of the heating throughout the train by use of one of the through control switch panels situated in the Guard's vans. These panels are independently wired and the Guard must use the through control panel of the van in which he is riding to switch the heating or ventilating "ON" or "OFF". When in operation each heater is controlled by a thermostat located inside the vehicle, these thermostats are pre-set and must not be adjusted by other than authorised staff.

(ii) In the compartment stock a separate regulator is located on the body side above the seat, this enables passengers to control the flow of hot air or cold ventilating air into the compartment.

Defects of Heater.

Responsibility for the maintenance of the heaters rests with the Carriage and Wagon Engineer. If any heater fails completely or becomes defective in service, C. & W. staff must be advised. If it is not possible to effect any immediate repair the Guard should notify the Driver who will include the details on a repair card for the necessary attention to be given at the depot.

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS—continued

A. HEATING AND LIGHTING OF TRAINS—continued

Pre-heating.

During the heating season it will be necessary to arrange pre-heating for a minimum of 20 minutes (30 minutes if outside temperature is 35° or less) before advertised departure time of the train. When vehicles are stabled in or near a diesel depot it will be the responsibility of the depot staff to operate the switches at the required time and staff must be deputed to do this work. If the vehicles are stabled away from a diesel depot, it will be the responsibility of the Station Master to depute staff to turn the switches at the required time.

In either case where the Guard is in charge of the train at the commencement of the stipulated heating period as set out above, he will be responsible for turning the switches to "FULL HEAT" including the heating switch in the Driver's compartment to which the Guard can obtain access by the vestibule key provided. Where the unit is equipped with through heating control, this should be switched on from the Guard's van or vans.

Units out of use during the day.

If a unit is out of service during the day for 60 minutes or more, the heating should be turned "OFF" by the Guard in all vehicles and subsequently re-applied in accordance with the instructions given above. This is most important, otherwise over-taxing of the batteries will occur and there will be difficulty when it is necessary to start the engines.

Warm Weather.

In warm weather cool air can be supplied to the coaches by turning the heater switch in an anti-clockwise direction or to "Ventilating".

In the case of Inter-City diesel trains it will be necessary to ensure the heat regulator for the use of passengers in compartment stock is turned to the "Heat" position before pre-heating.

Lighting

The lighting controls are similar to those in operation on British Railways standard vehicles but special care must be taken to see that the lights are not used unnecessarily otherwise the batteries will be over-taxed and there will be difficulty when it is necessary to start the engines.

B. TRAIN HAND BRAKES.

1. APPLICATION OF HAND BRAKES WHEN TRAIN IS TO BE LEFT UNATTENDED.

   The Driver must apply the hand brakes in the leading and rear driving compartments. The Guard or Shunter or person acting in that capacity must apply the hand brakes in the Guard's compartments on the trains.

2. RELEASE OF HAND BRAKES BEFORE TRAIN IS MOVED.

   The Driver must release the hand brakes in all the driving compartments and the Guard or Shunter or person acting in that capacity must release those in the Guard's compartments.

   Before starting a train there must be a clear understanding between Driver and Guard or Shunter or person acting in that capacity that all hand brakes on the train have been released.

   At Depots when no Guard or Shunter is in attendance the Driver in charge of the train is responsible for seeing that all hand brakes are released before the train is moved.

C. FIRE-FIGHTING EQUIPMENT.

All Diesel railcars are fitted with the following equipment:—

1. An automatic extinguisher system with detonators and outlets above each individual diesel engine.
2. Two hand-operated extinguishers of the C.O.2 gas type, 2½ lb. capacity, in each driving cab.
3. One two-gallon C.O.2 water type hand-operated extinguisher in the brake compartment of all vehicles so fitted.
4. In non-brake compartment vehicles one two-gallon C.O.2 water type hand-operated extinguisher in the passenger compartment at the lobby end.

The automatic extinguishing system consists of a high pressure container in which the extinguishing agent (Chlorobromomethane, known as C.B.) is carried in liquid form, a pipeline from the container to the engine, and a detector wire strategically placed over each engine.

When the detector wire is subject to abnormal heat it operates an electric switch which:—

(a) detonates a cartridge in the high pressure container, thereby releasing the extinguishing agent. The latter passes along the pipelines from which it is sprayed over the engine concerned and extinguishes the fire by forming a blanket of gas over it.

(b) operates the alarm system causing the alarm bells to ring and illuminates a warning light on the fire alarm control box mounted on the solebar adjacent to the affected engine.

(c) stops the engine concerned.

Consequent upon the foregoing, since the engine stops automatically, the location of the fire will be indicated to the Driver by the oil pressure warning light being extinguished.

NOTE. If more power cars are coupled in the train than are catered for on the indicator panel, the oil pressure warning light may be maintained.

In addition to the detector wire, which must be replaced after one operation, the fluid flywheel is protected by a re-setting thermostat fixed above it. This will operate when the temperature in the vicinity rises to a dangerous level and fulfils the functions set out above, irrespective of the state of the detector wire.

INSTRUCTIONS IN THE EVENT OF FIRE.

The heater in the affected vehicle must be turned off as quickly as possible and the Driver must inspect the engine that has been affected as shown by the indicator light, taking with him a fire extinguisher from the cab. An additional indication of the engine concerned will also be given by the red warning light which will be illuminated on the appropriate fire alarm control box.

After ensuring that the fire has been extinguished, the small metal tab on the front of the fire alarm control box should be pulled off. This will uncover a switch which should be operated to stop the alarm bell and extinguish the warning light. It will also render it impossible to re-start the affected engine and after this has been done the train can proceed.

The alarm isolating switch referred to does not cut out the re-setting thermostat and should this operate through a recurrence of fire on the engine or fluid flywheel, the alarm bells will ring and the warning light will be lit. In this event the fire will not be extinguished automatically, as the extinguishing agent will have been previously discharged. It is essential therefore, for the remaining hand-operated fire-fighting equipment to be used as a matter of the utmost urgency after the train has been stopped.

Any car on which a fire has occured should be withdrawn from traffic without delay in order that the high pressure container and the detector wire can be replaced. When this is done the switch on the fire alarm control box should be "switched on" and the metal tab on the cover replaced.

The discharged container can be identified, if necessary, by a small pin which will be found protruding ⅛" from the screw cap on the end of the junction box, on the neck of the container. This pin is flush under normal conditions. Before fitting a new container, cartridge unit and detector wire, it is necessary to ensure that both the flame switch and the re-setting thermostat are in the "off" position. Failure to do this may result in the firing of the cartridge and release of the extinguishing agent.

(O. 9049)

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS—continued

★**PAGE 238.—INSERT:—**

MAXIMUM PERMISSIBLE SPEEDS AND PERMANENT SPEED RESTRICTIONS

Drivers of Multiple-Unit Diesel trains may exceed the Speed Limits and Permanent Speed Restrictions specified in Table A of the Sectional Appendix for the undermentioned lines to the extent of not more than 5 miles per hour, except when conveying tail traffic (when specially authorised), in which case the normal Speed Limits and Permanent Speed Restrictions must be observed:—

DARLINGTON SOUTH AND SALTBURN

ERYHOLME AND RICHMOND

NEWCASTLE AND CARLISLE (DURRAN HILL)

MIDDLESBROUGH AND NEWCASTLE.

Note:—This relaxation does NOT apply to Temporary Speed Restrictions for Permanent Way Works, etc., shown in the Weekly Programme of Permanent Way Operations, etc., or where otherwise imposed. In such cases the Temporary Speed Restrictions must be strictly observed. (O.9049)

LOCAL INSTRUCTIONS

★**PAGE 253. INSERT:—**

BETWEEN BELFORD AND CRAG MILL

Up and Down Slow Lines—Drivers of freight trains brought to a stand at the signal controlling the entrance to the section before entering on to the Up or Down Slow lines must be prepared to find the section occupied.

A green hand signal will not be given.

NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION ETC. (BETWEEN PELAW AND FELLING)

★**PAGE 255.**

International Ground Frame

AMEND third paragraph to read:—

"Drivers of trains leaving the siding must, in all cases, go forward prepared to stop short of any obstruction before reaching the next stop signal".

CONSETT NORTH TO BIRTLEY (OUSTON)

★**PAGE 265.**

CONSETT

INSERT:—

CONSETT SOUTH SIGNAL BOX—Consett Iron Company's Plate Mill Sidings

The entry to the Sidings is controlled by Ground frame released from Consett South signal box.

A notice board lettered 'NO MOVEMENT TO BE MADE PAST THIS BOARD WITHOUT PERMISSION OF THE YARD STAFF' is provided at the entry to the Sidings.

A train requiring to enter the Sidings will be propelled from Consett South signal box, and must not pass this notice board until authorised by the Shunter who will give permission when he has operated the Ground Frame points.

After a train has entered the Sidings the Ground Frame points must be replaced to normal to allow shunting to be performed between the Sidings and Shunt Spur as necessary.

When a train or engine is ready to leave the Sidings for Consett South, the Shunter must telephone the Signalman, and when permission has been obtained, operate the points and lower the signal for the train or engine to depart in accordance with instructions given at the Ground Frame.

★**PAGE 268.**

INSERT:—

BLAYDON

Blaydon Main Signal Box. Warning Arrangement—Drivers of trains travelling in the direction of Blaydon South who receive a warning at Blaydon Main signal box in accordance with the warning arrangement must understand that such warning applies as far as Scotswood Bridge Home signal as no warning will be given by the Signalman at Blaydon South.

★**PAGE 275.**

DARLINGTON (PARKGATE) TO TOW LAW ETC.

DARLINGTON

DELETE:—

Heading **Corporation Sidings** and relative instructions.

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	SHAFTHOLME TO NORTHALLERTON (LONGLANDS JUNCTION) ETC.															
	★**PAGE 5.** **DELETE:—** **Selby** North							**40** **45**	**40** **45**	**Over Swing Bridge No. 38, 174 miles 30 chains to 174 miles 36 chains** **174 miles 36 chains to 174 miles 78 chains**						
	★**INSERT:—** **Selby** North							**40** **45** **40** **45**	**40** **45** **—** **—**	**Over Swing Bridge No. 38, 174 miles 30 chains to 174 miles 38 chains** **174 miles 38 chains to 174 miles 78 chains** **Over junction to Down Slow line, 174 miles 38 chains to 174 miles 47 chains (30 miles 56 chains Hull to Selby Mileage)** **Slow line, 30 miles 56 chains to 30 miles 24 chains (Hull to Selby mileage)**						
	LEEDS CITY (WEST) AND LEEDS CENTRAL 'B' NORTHALLERTON ETC.															
	★**PAGE 23.** **AMEND:—** **Nidd Bridge** Ripley							**25**	**—**	**Over Junction towards Pateley Bridge (Branch Speed Limit)**						
	PAGE 27.									**RILLINGTON TO WHITBY TOWN** etc.						
	★**DELETE:—** bracket and word "Permissive" between Pickering, Bridge Street and High Mill signal boxes in column headed "Description of Block Signalling etc.". This section of line is worked under Absolute Block Regulations.															
	PILMOOR TO MALTON (SCARBOROUGH ROAD)															
	★ **PAGE 32.** **INSERT:—** **Pilmoor** Pilmoor									CW. Down direction 600 yards before reaching Sunbeck Down Home signal	175					

THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) ETC.			
★ PAGE 41. INSERT:— Farnley Junction	25	—	Over Junction towards Copley Hill—Farnley Junction to 41 mile 21 chains (Manchester to Whitehall Junction via Copley Hill mileage)
★ PAGE 41. AMEND:— Leeds City West	15	15	42 miles 22 chains to 42 miles 49 chains
★ PAGE 42. AMEND:— Leeds City East	10	10	All lines, 42 miles 49 chains (Manchester to Leeds City mileage) to 20 miles 25 chains (Selby to Leeds mileage)
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON) ETC.			
★PAGE 46. DELETE:— Selby North	40 45	40 45	Over Swing Bridge 30 miles 72 chains to 30 miles 67 chains 30 miles 67 chains to 30 miles 24 chains
★INSERT:— Selby North	40 45	40 45	Over Swing Bridge, 30 miles 72 chains to 30 miles 56 chains 30 miles 56 chains to 30 miles 24 chains
CASTLEFORD CUTSYKE TO CASTLEFORD CENTRAL			
★ PAGE 56. AMEND:— Castleford Glasshoughton to read Glasshoughton North			
SHAFTHOLME TO FERRYBRIDGE			
★ PAGE 61. AMEND:— Arksey Shaftholme to read *Balne* Shaftholme			

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	HULL YARDS															
	HESSLE EAST TO MANOR HOUSE															
	★ PAGE 74. AMEND:—															
	ALBERT DOCK							15	—	Main Goods Line. Over Junction towards Albert Dock South Branch (Branch Speed Limit)						
	ALBERT DOCK							15	—	No. 1 Goods Line. Over Junction towards Albert Dock North Branch (Branch Speed Limit)						
	HULL YARDS															
	NEPTUNE STREET TO ALEXANDRA DOCK S.B.															
	★ PAGE 78. AMEND:—															
	SCULCOATES							15	15	Over Junction to and from Sculcoates Goods Station (Branch Speed Limit)						
	HOLBECK TO BRADFORD EXCHANGE ETC. PAGE 122. AMEND:—															
	BRADFORD EXCHANGE St. Dunstans							10	—	Over St. Dunstan's East Junction towards St. Dunstans West Junction (Branch Speed Limit)						
	LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION ETC.															
	★ PAGE 123 AMEND:—															
	LAISTERDYKE (QUARRY GAP) AND SHIPLEY JUNCTION							25	25	Maximum permissible speed on Main and Single lines.						
	BRADFORD (ST. DUNSTANS) TO CULLINGWORTH ETC.															
	★ PAGE 125. AMEND:—															
	BRADFORD (ST. DUNSTANS EAST JUNCTION TO WEST JUNCTION)							10	10	Maximum permissible speed on Main lines.						

HEBDEN BRIDGE TO NORMANTON, GOOSEHILL, ETC.				
★ PAGE 135. **AMEND:—** **Brighouse** Station	40	40	Fast lines 34 miles 33 chains to 34 miles 53 chains.	
★ PAGE 136. **AMEND:—** **Thornhill** L.N.W. Junction	35	—	Slow line, over junction towards Leeds City, 32 miles 18 chains to 32 miles 23 chains (Manchester to Leeds City Mileage)	
PAGE 138. **★DELETE:—** **Wakefield** **(Kirkgate)** East	15	—	Down Through line, 47 miles 66 chains to 47 miles 72 chains	
★ INSERT:— **Wakefield** **(Kirkgate)** East	15	15	Through lines, 47 miles 66 chains to 47 miles 72 chains	
DARFIELD TO LEEDS CITY NORTH ETC.				
★PAGE 160. **DELETE:—** **Normanton** Altofts	25	25	185 miles 76 chains to 186 miles 2 chains	
★ INSERT:— **Normanton** Altofts	40	40	185 miles 76 chains to 186 miles 2 chains	
★ PAGE 162. **AMEND:—** **Hunslet** Station Junction	20	20	Goods lines, 194 miles 6 chains to 195 miles 18 chains	
LEEDS CITY NORTH TO SKIPTON ETC.				
★ PAGE 164. **AMEND:—** **Leeds City** **North** Whitehall Junction	10	—	Slow line, over junction towards Copley Hill, 42 miles 24 chains to 41 miles 37 chains (Manchester to Whitehall Junction Mileage)	
APPERLEY JUNCTION TO EMBSAY JUNCTION ETC.				
★ PAGE 171. **AMEND:—** **Menston** Junction	20	—	Over junction towards Milnerwood Junction (Branch Speed Limit)	

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	★ PAGES 127, 128, 129 and 130. INSERT:—															
	★ MAXIMUM PERMISSIBLE SPEEDS AND PERMANENT SPEED RESTRICTIONS APPLICABLE TO MULTIPLE UNIT DIESEL TRAINS ONLY															
	SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.															
	MILNER ROYD JUNCTION TO HALIFAX EAST							65	65	Maximum permissible speed on Main lines						
	Sowerby Bridge															
	Milner Royd Junction							55	55	29 miles 34 chains to 29 miles 20 chains						
								45	45	30 miles 44 chains to 30 miles 76 chains						
	Halifax															
	Dryclough Junction							60	—	30 miles 76 chains to 31 miles 36 chains						
								—	25	Over Junction towards Greetland, 0 miles 0 chains to 0 miles 4 chains. (Dryclough Junction to Greetland mileage)						
	Holdsworth Bridge							10	10	All lines other than Main line between Holdsworth Bridge and Halifax East, 31 miles 72 chains to 32 miles 31 chains						
	West							30	30	Main line, 31 miles 67 chains to 32 miles 31 chains						
	East							45	50	32 miles 31 chains to 32 miles 41 chains						
								10	—	Down Loop. Over Junction towards North Bridge, 200 miles 63 chains to 200 miles 59 chains						
	HALIFAX EAST AND BRADFORD (EXCHANGE)							55	55	Maximum permissible speed on Main lines						
	Low Moor															
	No. 1							25	—	Over junction towards Low Moor No. 5 (Branch Speed Limit)						
								20	—	Down Side. All lines other than Main lines, 37 miles 18 chains to 37 miles 77 chains						
	No. 2 West							—	10	All lines. Over junction towards Cleckheaton, 0 miles 0 chains to 0 miles 8 chains (Low Moor No. 2 West to Mirfield Mileage)						
								50	50	37 miles 23 chains to 37 miles 59 chains						
	No. 3							—	20	Up Side. All lines other than Main lines, 37 miles 75 chains to 37 miles 10 chains						
	No. 4							—	10	Up Loop, 37 miles 78 chains to 37 miles 75 chains						

Bradford (Exchange) Bowling Junction								30	—	Over junction towards Laisterdyke, 192 miles 25 chains to 192 miles 20 chains (King's Cross to Bowling Junction Mileage)
Mill Lane Junction								10	—	40 miles 22 chains to Exchange Station
★ PAGES 119, 120, 121 and 122. INSERT:—										
★ MAXIMUM PERMISSIBLE SPEEDS AND PERMANENT SPEED RESTRICTIONS APPLICABLE TO MULTIPLE UNIT DIESEL TRAINS ONLY										
HOLBECK TO BRADFORD EXCHANGE (VIA STANNINGLEY)										
HOLBECK TO	B R A	D F O	RD	EXCHA	NGE			60	60	Maximum permissible speed on Main lines
								40	40	Maximum permissible speed on Goods lines
Leeds Holbeck Junction								—	15	Main lines No. 1 and 2, 185 miles 4 chains to 185 miles 22 chains. (King's Cross to Leeds Mileage)
								30	—	0 miles 0 chains to 0 miles 4 chains
								45	—	0 miles 4 chains to 0 miles 29 chains
								—	45	0 miles 29 chains to 185 miles 4 chains (King's Cross to Leeds Mileage)
Wortley East								5	—	Copley Hill Loco. and Carriage Sidings Departure line from Loco. Depot points to Departure signal
								5	5	Copley Hill Carriage Sidings: board on East side of ground frame points
Wortley West								—	15	Over junction towards Wortley South (Branch Speed Limit)
Armley Moor Station								45	50	1 mile 26 chains to 1 mile 48 chains
Bramley Station								25	—	Over junction towards Pudsey, 0 miles 0 chains to 0 miles 7 chains (Bramley to Laisterdyke, Cutlers Junction Mileage)
								15	—	Goods line over junction towards Pudsey, 0 miles 0 chains to 0 miles 8 chains (Bramley to Laisterdyke, Cutlers Junction Mileage)
								15	15	Over connections to and from Goods lines, 3 miles 40 chains to 3 miles 49 chains
Stanningley Station								50	55	5 miles 17 chains to 5 miles 30 chains
Laisterdyke East								—	15	Over junction towards Cutlers Junction, 190 miles 29 chains to 190 miles 24 chains (King's Cross to Laisterdyke Mileage)
								35	—	6 miles 50 chains (Holbeck to Laisterdyke Mileage) to 190 miles 33 chains (King's Cross to Bradford Mileage)
								25	—	190 miles 40 chains to 190 miles 50 chains
								—	25	Fast and Slow lines, 190 miles 50 chains (King's Cross to Bradford Mileage) to 6 miles 50 chains (Holbeck to Laisterdyke Mileage)

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	★ **PAGES 119, 120, 121 and 122—continued**															
	Laisterdyke West							15	—	**Over junction towards Bowling Junction, 190 miles 41 chains to 190 miles 54 chains (King's Cross to Bowling Junction Mileage)**						
	Bradford (Exchange) Hammerton Street							40	35	**191 miles 19 chains to 191 miles 35 chains**						
	St. Dunstans							10	—	**Over St. Dunstans East Junction towards St. Dunstans West Junction, 191 miles 63 chains to 191 miles 74 chains (King's Cross to Cullingworth Mileage)**						
								20	25	**191 miles 52 chains to 191 miles 79 chains**						
								—	15	**Over St. Dunstans North Junction towards St. Dunstans West Junction (Branch Speed Limit)**						
	Mill Lane							10	—	**40 miles 22 chains to Exchange Station**						
	PAGE 131. INSERT:— LAISTERDYKE WEST TO BOWLING JUNCTION															
	Bradford Bowling Junction							30	—	**192 miles 20 chains to 192 miles 25 chains (DIESEL MULTIPLE UNIT TRAINS ONLY)**						

ALTERATIONS TO NORTH EASTERN SECTIONAL APPENDIX (SOUTHERN SECTION)—continued

TABLE F—PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
SCARBOROUGH (FALGRAVE) TO	**WHITBY (WEST CLIFF) ETC.**		
PAGE 188.			
★INSERT:—			
Whitby (Prospect Hill)	Hawsker	Single	6 freight wagons. (O. 8392)
THORNHILL (L.N.W. JUNCTION) TO HULL PARAGON ETC.			
PAGE 189.			
★INSERT:—			
Neville Hill East	Cross Gates	Down Slow ..	Parcels van in clear weather. (O. 7388)
HULL DOCKS ETC.			
★PAGE 192.			
DELETE:—			
Holderness Drain North	King George Dock ..	Down (High Level)	Freight wagons with or without brake van.
		Down (Low Level)	15 freight wagons with or without brake van.
★INSERT:—			
Holderness Drain South	King George Dock ..	Down (High Level)	Freight wagons with or without brake van.
		Down (Low Level)	15 freight wagons with or without brake van.
★DELETE:—			
Holderness Drain South	King George Dock ..	Down	Freight wagons with or without brake van.
★INSERT:—			
Holderness Drain North	King George Dock ..	Down	Freight wagons with or without brake van.
WAKEFIELD (WESTGATE) BALNE LANE TO LAISTERDYKE EAST, ETC.			
PAGE 196.			
★INSERT:—			
Laisterdyke East	Quarry Gap	Down	Freight trains.
Quarry Gap	Laisterdyke East	Up	Empty Coaches.
Quarry Gap	Laisterdyke East	Up	Freight trains. East Box Home signal must not be lowered until train has been offered to and accepted by Laisterdyke West Box.

TABLE G

WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
LEEDS CENTRAL 'B' TO	**NORTHALLERTON (CORDIO JUNCTION)**			
★PAGE 204.				
DELETE:—				
Geldard	Wortley North ..	—	Main	May be drawn only.

TABLE J

LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133

From	To	Class of Train	Conditions	Remarks
HOLBECK TO BRADFORD EXCHANGE VIA		**STANNINGLEY ETC.**		
PAGE 222.				
★INSERT:—				
Bradford Exchange ..	St. Dunstans	P	N	—

ALTERATIONS TO NORTH EASTERN SECTIONAL APPENDIX (SOUTHERN SECTION)—continued

TOWING OF VEHICLES—RULE 110(C)

TABLE 'U'

★PAGE 239.
Wilmington to Hornsea etc.
Sutton-on-Hill Should read:—Sutton-on-Hull.

TABLE S2

TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF RAILWAY TO THE TOKEN OR STAFF STATION IN THE REAR

Siding from	To	Remarks
SCARBOROUGH (FALSGRAVE) TO WHITBY (WEST CLIFF) ETC.		
PAGE 237. ★**INSERT:—** Whitby (Prospect Hill)	Hawsker	6 freight wagons. (O. 8392)

GENERAL INSTRUCTIONS

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

PAGE 268.
★**CLAUSE 5—TAIL TRAFFIC**
ADD:—

Route	Train Formation or multiples thereof	Minimum Horse Power
York and Scarborough (both directions)	4 cars .. .. 8 cars	600 bhp 1200 bhp

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS

★**PAGE 268.**
INSERT:—

A. HEATING AND LIGHTING OF TRAINS.

Heating

Position of Heater Switches.

The switches for operating the heaters are placed:—

1. In the Driver's compartment of driving vehicles.
2. In the Guard's van of brake vehicles without a Driver's compartment.
3. Over one of the doorways inside trailer cars without either a Driver's compartment or Guard's van.
4. In the Guard's van of units fitted with through heating control.

Covers are eventually to be fitted over the switch control. Panels in Driver's compartments and in trailer cars without Guard's vans on cars fitted with through heating control.

NOTES:—

A. **Type of Heater.**

Each vehicle is separately heated by means of one or two oil heaters. Each heater is operated by a glow-plug igniting a spray of oil in an enclosed chamber, known as the combustion chamber. The products of combustion pass from the combustion chamber through radial ports into the heat exchanger through which they flow to the discharge outlet. The heat generated by combustion is transferred through the heat exchanger to the air used as a medium for space heating.

It should be noted that the air used as a medium for heating the car is entirely separate from the air supply used to maintain combustion of the oil spray within the combustion chamber.

Operation of Heater.

Heaters not fitted with Through Heating Control.

(i) Turn heater switch in a clockwise direction to "FULL HEAT" position. The "Glow Plug" light on the indicator panel should then be illuminated to indicate that the glow plug has started to operate. If the light does not appear, wait for 30 seconds and if the "Air Fan" light is not illuminated or the "Air Fan" does not start up, return the heater switch to the "Off" position.

(ii) After a period of 30 seconds the "Air Fan" light should be illuminated on the indicator panel denoting that the "Air Fan" and fuel pump are working.

(iii) In approximately 3½ minutes the "Glow Plug" indicator light will be extinguished and the "Air Fan" light will remain illuminated indicating that the heater is now working normally.

(iv) If the oil fails to ignite in the period of 3½ minutes previously mentioned the fan and fuel pump are automatically switched off and it is necessary to return the heater switch to the "Off" position and re-start. No more than two further attempts should be made to start the apparatus, after which it must be reported as defective.

(v) If the heater switch is in the "FULL HEAT" position when the heater has been working normally and the heater then cuts out for any reason, the "Air Fan" light will be extinguished. In this event return heater switch to the "OFF" position and then re-start by turning the heater switch to the "FULL HEAT" position. If the heater does not operate normally after 3½ minutes proceed as in paragraph (iv).

Note:—For technical reasons the "REDUCED HEAT" position on the control panel is now connected to the "FULL HEAT" position so that reduced heat is no longer available on each heater, with the effect that the "FULL HEAT" is obtained in both positions of the heater switch.
In the case of cars fitted with only one heater, it will not now be possible to obtain reduced heat, but in the case of those fitted with two heaters, the heating in the saloon can be reduced by switching one heater off.

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS—continued

A. HEATING AND LIGHTING OF TRAINS—continued

Heaters fitted with Through Heating Control.

1. The Guard exercises full control of the heating from a "Through Heating Control Panel" in the Guard's van on each unit of 2 or 4 cars; this controls heating throughout the unit which is thereafter thermostatically controlled in each vehicle. Where trains are composed of more than one unit it will be necessary to operate the through control panel in each Guard's van.
2. Each heater has a local control panel in each vehicle which enables maintenance staff to check heaters individually. If the "ISOLATOR" switch is left "ON" by the maintenance staff, or any other person, the Guard cannot switch off this heater by the "Through Heating Control" system. The heater will be localised and require switching off independently at its own particular panel.
3. Under normal circumstances the Guard has full control of the heating system, and when he switches off on leaving the train the heaters will shut down automatically. It will, of course, be necessary to switch off on each complete unit.
4. In order to prevent a heater remaining switched "ON" due to the conditions shown in Clause 2, it will be necessary for the Guard, after switching off at the Guard's through control panel to satisfy himself that there are no local control panel isolator switches in the "ON" position.
   An instruction panel is fixed adjacent to the Through Heater Control in each Guard's van and these instructions are as shown:—

   Heat Cycling.

   1. Select heating.
   2. Switch isolator on. Isolator and failure indicator will light up.
   3. Press starter button. Failure indicator will go out and heater will operate automatically. If failure indicator lights up, allow 1 minute and press starter again. If failure is still indicated after three such starts a report should be made.

   Cold Ventilating.

   1. Select ventilating.
   2. Switch isolator on. Isolator indicator will light up and heater fans will run.

   Switch off.

   1. Switch off isolator.

★HEATING OF INTER-CITY DIESEL TRAINS

Position of Heater Switches.

1. In the Driver's compartment of driving vehicles.
2. In the Guard's van of brake vehicles without a Driver's compartment.
3. In the switch box at the vestibule end of the buffet compartment of buffet car vehicles.
4. In the cupboard at the end of the vestibule of the trailer open second.

Operation of Heaters.

(i) The Guard exercises control of the heating throughout the train by use of one of the through control switch panels situated in the Guard's vans. These panels are independently wired and the Guard must use the through control panel of the van in which he is riding to switch the heating or ventilating "ON" or "OFF". When in operation each heater is controlled by a thermostat located inside the vehicle, these thermostats are pre-set and must not be adjusted by other than authorised staff.

(ii) In the compartment stock a separate regulator is located on the body side above the seat; this enables passengers to control the flow of hot air or cold ventilating air into the compartment.

Defects of Heater.

Responsibility for the maintenance of the heaters rests with the Carriage and Wagon Engineer. If any heater fails completely or becomes defective in service, C. & W. staff must be advised. If it is not possible to effect any immediate repair the Guard should notify the Driver who will include the details on a repair card for the necessary attention to be given at the depot.

Pre-heating.

During the heating season it will be necessary to arrange pre-heating for a minimum of 20 minutes (30 minutes if outside temperature is 35° or less) before advertised departure time of the train. When vehicles are stabled in or near a diesel depot it will be the responsibility of the depot staff to operate the switches at the required time and staff must be deputed to do this work. If the vehicles are stabled away from a diesel depot, it will be the responsibility of the Station Master to depute staff to turn the switches at the required time.

In either case where the Guard is in charge of the train at the commencement of the stipulated heating period as set out above, he will be responsible for turning the switches to "FULL HEAT" including the heating switch in the Driver's compartment to which the Guard can obtain access by the vestibule key provided. Where the unit is equipped with through heating control, this should be switched on from the Guard's van or vans.

Units out of use during day.

If a unit is out of service during the day for 60 minutes or more, the heating should be turned "OFF" by the Guard in all vehicles and subsequently re-applied in accordance with the instructions given above. This is most important, otherwise over-taxing of the batteries will occur and there will be difficulty when it is necessary to start the engines.

Warm Weather.

In warm weather cool air can be supplied to the coaches by turning the heater switch in an anti-clockwise direction or to "Ventilating".

In the case of Inter-City diesel trains it will be necessary to ensure the heat regulator for the use of passengers in compartment stock is turned to the "Heat" position before pre-heating.

Lighting

The lighting controls are similar to those in operation on British Railways standard vehicles but special care must be taken to see that the lights are not used unnecessarily otherwise the batteries will be over-taxed and there will be difficulty when it is necessary to start the engines.

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS—continued

B. TRAIN HAND BRAKES.

1. APPLICATION OF HAND BRAKES WHEN TRAIN IS TO BE LEFT UNATTENDED.
   The Driver must apply the hand brakes in the leading and rear driving compartments. The Guard or Shunter or person acting in that capacity must apply the hand brakes in the Guard's compartments on the trains.
2. RELEASE OF HAND BRAKES BEFORE TRAIN IS MOVED.
   The Driver must release the hand brakes in all the driving compartments and the Guard or Shunter or person acting in that capacity must release those in the Guard's compartments.
   Before starting a train there must be a clear understanding between Driver and Guard or Shunter or person acting in that capacity that all hand brakes on the train have been released.
   At Depots when no Guard or Shunter is in attendance the Driver in charge of the train is responsible for seeing that all hand brakes are released before the train is moved.

C. FIRE-FIGHTING EQUIPMENT.

All Diesel railcars are fitted with the following equipment:—

1. An automatic extinguisher system with detonators and outlets above each individual diesel engine.
2. Two hand-operated extinguishers of the C.O. 2 gas type, 2½lb. capacity, in each driving cab.
3. One two-gallon C.O.2 water type hand-operated extinguisher in the brake compartment of all vehicles so fitted.
4. In non-brake compartment vehicles one two-gallon C.O.2 water type hand-operated extinguisher in the passenger compartment at the lobby end.

The automatic extinguishing system consists of a high pressure container in which the extinguishing agent (Chlorobromomethane, known as C.B.) is carried in liquid form, a pipeline from the container to the engine, and a detector wire strategically placed over each engine.

When the detector wire is subject to abnormal heat it operates an electric switch which:—

(a) detonates a cartridge in the high pressure container, thereby releasing the extinguishing agent. The latter passes along the pipelines from which it is sprayed over the engine concerned and extinguishes the fire by forming a blanket of gas over it.

(b) operates the alarm system causing the alarm bells to ring and illuminates a warning light on the fire alarm control box mounted on the solebar adjacent to the affected engine.

(c) stops the engine concerned.

Consequent upon the foregoing, since the engine stops automatically, the location of the fire will be indicated to the Driver by the oil pressure warning light being extinguished.

NOTE. If more power cars are coupled in the train than are catered for on the indicator panel, the oil pressure warning light may be maintained.

In addition to the detector wire, which must be replaced after one operation, the fluid flywheel is protected by a re-setting thermostat fixed above it. This will operate when the temperature in the vicinity rises to a dangerous level and fulfils the functions set out above, irrespective of the state of the detector wire.

INSTRUCTIONS IN THE EVENT OF FIRE.

The heater in the affected vehicle must be turned off as quickly as possible and the Driver must inspect the engine that has been affected as shown by the indicator light, taking with him a fire extinguisher from the cab. An additional indication of the engine concerned will also be given by the red warning light which will be illuminated on the appropriate fire alarm control box.

After ensuring that the fire has been extinguished, the small metal tab on the front of the fire alarm control box should be pulled off. This will uncover a switch which should be operated to stop the alarm bell and extinguish the warning light. It will also render it impossible to re-start the affected engine and after this has been done the train can proceed.

The alarm isolating switch referred to does not cut out the re-setting thermostat and should this operate through a recurrence of fire on the engine or fluid flywheel, the alarm bells will ring and the warning light will be lit. In this event the fire will not be extinguished automatically, as the extinguishing agent will have been previously discharged. It is essential therefore, for the remaining hand-operated fire-fighting equipment to be used as a matter of the utmost urgency after the train has been stopped.

Any car on which a fire has occurred should be withdrawn from traffic without delay in order that the high pressure container and the detector wire can be replaced. When this is done the switch on the fire alarm control box should be "switched on" and the metal tab on the cover replaced.

The discharged container can be identified, if necessary, by a small pin which will be found protruding ⅛" from the screw cap on the end of the junction box, on the neck of the container. This pin is flush under normal conditions. Before fitting a new container, cartridge unit and detector wire, it is necessary to ensure that both the flame switch and the re-setting thermostat are in the "off" position. Failure to do this may result in the firing of the cartridge and release of the extinguishing agent. (O.9049)

★INSERT:— MAXIMUM PERMISSIBLE SPEEDS AND PERMANENT SPEED RESTRICTIONS

Drivers of Multiple-Unit Diesel trains may exceed the Speed Limits and Permanent Speed Restrictions specified in Table 'A' of the Sectional Appendix for the undermentioned lines to the extent of not more than 5 miles per hour, except when conveying tail traffic (when specially authorised), in which case the normal Speed Limits and Permanent Speed Restrictions must be observed:—

THORNE NORTH AND STADDLETHORPE
HULL (WEST PARADE) AND WITHERNSEA
HULL (WEST PARADE) AND SEAMER WEST
WILMINGTON AND HORNSEA
BEVERLEY (NORTH) AND YORK (BOOTHAM)
HULL (WEST PARADE) AND STADDLETHORPE

Note:—This relaxation does NOT apply to Temporary Speed Restrictions for Permanent Way Works, etc., shown in the Weekly Programme of Permanent Way operations, etc., or where otherwise imposed. In such cases the Temporary Speed Restrictions must be strictly observed. (O.9049)

WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS—continued

LOCAL INSTRUCTIONS

★**PAGE 278.**

YORK STATION. ELECTRIC BELLS AND INDICATORS FOR STARTING OF TRAINS.

AMEND reference to Table 'Z' to read Table 'Y'.

YORK (WATERWORKS) TO SCARBOROUGH

★**PAGE 291:—INSERT**

SCARBOROUGH STATION SIGNAL BOX—Trains not completely within fixed signals.

Referring to page 61 of the General Appendix, the following additional instructions apply:—

When the engine of a train is ahead of the Starting signal of Platforms 3 to 9 the "Proceed" aspect of the relative subsidiary signal will be given and the Station Inspector or person in charge must arrange to instruct the Driver verbally to start, and to proceed at CAUTION as far as the next running signal, whatever may be its aspect. This instruction must not be given until the Guard has given his signal to start.

When the engine is ahead of the Platform Starting signal during shunting operations the "Proceed" aspect of the relative subsidiary signal will be given and the person in charge must arrange to instruct the Driver verbally to Proceed at Caution.

YORK (SKELTON) TO HARROGATE (DRAGON)

PAGE 293.

★**DELETE:—**

KNARESBOROUGH

Station Signal Box—Trains not completely within fixed signals and relative instructions.

LOCAL AND GENERAL INSTRUCTIONS—INDEX

★**PAGE 332.**

Epworth and Bilton Should read:—Epworth and Belton.

TABLE "A"

LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	MILES PLATTING (PHILIPS PARK No. 1) TO MANCHESTER (LONDON ROAD), ARDWICK JUNCTION															
	★ **PAGE 27. AMEND:—**															
	Manchester London Road Ardwick Jn. (controlled from Manchester London Road box)	—	968							C. Up line, 360 yards in rear of Outer Home signal (Sand Drag).	137					
	★ **DELETE:—**			Engine whistle:—3S 1L.												
	PATRICROFT, ECCLES JUNCTION TO HOWE BRIDGE WEST JUNCTION															
	★ **PAGE 35. AMEND:—**															
	Howe Bridge West Junction	—	572													

ALTERATION TO INSTRUCTIONS TO DRIVERS, GUARDS AND OTHERS WORKING OVER L.M. REGION (CENTRAL LINES)—continued

GENERAL INSTRUCTIONS

SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS APPLICABLE TO CERTAIN TYPES OF LOCOMOTIVES

Section of Line	Class and type of engines affected	Speed Restrictions M.P.H.
★**PAGE 100.—ADD:—**		
Clapham Junction and Settle Junction	Ex L.N.E. A3	40
Ingleton and Clapham Junction	Ex L.N.E. A3	20

TABLE F

PROPELLING TRAINS OR VEHICLES

From	To	Line	No. of Vehicles and Special Conditions
★**PAGE 109.—ADD:—**			
Ashton (Charlestown) East	West	Up Goods	10 wagons without brake van. In clear weather only.
★**AMEND:—**			
Miles Platting, Midland Junction ..	Ardwick Junction (controlled from London Road Box)	Down	Brake vans.

TABLE G

WORKING IN WRONG DIRECTION

From	To	Line	Remarks
★**Page 122.** **DELETE:—**			
Oldham (Mumps) No. 2	No. 1..	Down Main ..	6 coaching stock vehicles without brake van.
★**INSERT:—**			
Oldham (Mumps) No. 2	No. 1..	Down Main	P. Coaching stock: 6 coaching stock vehicles without brake van.
★**PAGE 123.—AMEND:—**			
Ashton (C) West	East	Up Goods ..	10 wagons without brake van. In clear weather only.
Ashton (C) East	West..	Down Goods	

LOCAL INSTRUCTIONS
MIDDLETON JUNCTION

★**PAGE 162.**

CHADDERTON GOODS YARD

AMEND:—"in Chadderton Junction Box" in second line to read "in Middleton West Junction Signal Box."

LOCAL INSTRUCTIONS
BLACKPOOL (CENTRAL)

★**PAGE 177.**

ADD:—Engines of arriving trains—

Unless instructions to the contrary are given by the Station Master, engines detached at the buffers must follow the departing train out at a safe distance to the Platform Starting signal, but must not pass that signal until it has been placed to Danger and again taken off. Repeating signals working in conjunction with the respective Starting signals are provided on Platforms Nos. 1 to 6.

★**PAGE 178.—DELETE:**—Repeating signals—Nos. 1 to 6 platform roads.

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE (exclusive) (VIA LEICESTER AND TRENT)															
	★ PAGE 198.															
	DELETE:—															
	Luton Midland Road															
	Station							**30**	—	**On No. 3 Platform line.**						
	INSERT:—															
	Luton Midland Road															
	Station							**15**	—	**On No. 3 Platform line.**						
	★ PAGE 218.															
	DELETE:—															
	Manton															
	Station							**75**	**75**	**Over curve and through junction from and to Glendon South Junction**						
	INSERT:—							**75**	**75**	**Over curves between 89¼ and 90¼ mile posts and through junction from and to Glendon South Junction**						
	DORE AND TOTLEY TUNNEL EAST (exclusive) TO CHINLEY NORTH AND SOUTH JUNCTIONS															
	★ PAGE 235.															
	INSERT:—															
	Hope															
	Earle's Sidings									C—Down line 935 yards rear of Norman's Bank I.B. Home Signal.	100					
	DELETE:—															
	Hope															
	Norman's Bank—All particulars															
	INSERT:—															
	Up IBS 2M 76 yards from Edale Station Box															
	Down IBS, 2 miles 106 yards from Earle's Sidings box															
	AMEND:—															
	Edale															
	Station	4	58							C—Down line 1 mile 967 yards in rear of Outer Home signal.	100					

ALTERATION TO INSTRUCTIONS TO DRIVERS, GUARDS AND OTHERS WORKING OVER L.M. REGION (MIDLAND LINES)—continued

PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
PAGE 268. ★**INSERT:—** Stapleford & Sandiacre ..	Toton Centre .. .	Up Goods..	10 wagons without brake van in front in clear weather only.

TABLE 'F'
PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
★**PAGE 268. DELETE:—** Leicester, Bell Lane	Humberstone Road Jn. ..	Nos. 1 and 2 Down Reception	15 coaching stock vehicles or 50 freight vehicles without brake van.
★**PAGE 271. INSERT:—** Chaddesden South Junction..	Derby South Junction ..	Down Main .. .	Coaching stock vehicle fitted with hand brake.
Derby South Junction ..	Derby Junction	Down Main .. .	Coaching stock vehicle fitted with hand brake.

TABLE 'G'
WORKING IN WRONG DIRECTION

From	To	Line	Remarks
★**PAGE 275. DELETE:—** Humberston Road Junction	Leicester, Bell Lane ..	Nos. 1 and 2 Down Reception	15 coaching stock vehicles; freight vehicles without brake van.
★**PAGE 276. AMEND:—** Derby—London Road Jn. ..	Way & Works Sidings ..	Down Main	Trains for Engineer's Stores 'H' Depot; empty coaching stock; light engines.

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

From	To	Line	Number of Vehicles and Special Conditions
★**PAGE 279. DELETE:—** Leicester, Bell Lane	Humberstone Road Jn. ..	Nos. 1 and 2 Down Reception	—

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

From	To	Line	Number of Vehicles and Special Conditions
★**PAGE 281. INSERT:—** Birmingham, New St. No. 2 (Western Lines)	Duddeston Road ..	Up Midland to Grand Junction thence Up Main	Loco. Stores van.

ALTERATION TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES. (WESTERN LINES)

TABLE "A"

LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	★**Page 331**															
	Carlisle	**DEL**	**ETE:**— "B" additional Down line between Nos. 4A and 4 signal boxes and													
	DELETE from † note at foot of the page—second line—"B line between Nos. 4A and 4 boxes is worked as a down line".															
	★ **PAGES 354, 356 and 358**															
	AMEND line heading to read **CREWE NORTH JUNCTION TO MANCHESTER LONDON ROAD**															
	★**PAGES 357 and 358**—Longsight No. 1 to Manchester London Road No. 3—**D**															
	DELETE all existing particulars and **SUBSTITUTE:**—															
	Longsight No. 1 (Signals "Up & Down" Goods line only)	—	1105		Excursion line										1C 4S	Loco shed from loop.
‡	**Manchester London Road** Ardwick Jn. (Controlled from London Road Box)	—	1574		†East line		†East line	**40**	**40**	**Through junction, Slow lines**						
								45	**45**	**Through junction, Fast lines**						
								—	**40**	**Through junction, Fast line to Guide Bridge**						
								—	**15**	**Through junction to Phillips Park Branch**						
								20	—	**Through all connections except slip roads between Ardwick Junction and London Road**						

London Road	—	899	●	●	●	●			—	20	**Through all connections except slip Roads between London Road and Ardwick Junction**	Drivers of all diesel trains must sound their horns when entering and leaving Nos. 7, 11 and 12 Platforms as a warning to staff engaged in examining trains, etc.	

†—The Down and Up Slow lines between Ardwick Junction and London Road are used in both directions.

‡—Multi-aspect colour light signalling (Rule 43) together with continuous track circuiting is provided on all running lines between Heaton Norris Junction and Manchester London Road

★ PAGE 358.
HEATON NORRIS JUNCTION TO MARSDEN JUNCTION (N.E.R.)

INSERT:—

Heaton Norris Junction									—	25	**Through junction from Stalybridge except as shown below**		
									—	15	**Through junction Up Fast Stalybridge to UP Slow**		

★ PAGE 363.
OXFORD ROAD STATION TO CASTLEFIELD JUNCTION

Oxford Road Station	**INSERT—** No. 2 Platform line is an "Up and Down" line.								**20**	**20**	**Through station on "Up and Down" line and Down Main line.**		

★PAGES 368 and 369—ADD note:—The Up and Down North (Slow) and Up and Down South (Fast) lines between Edge Hill No. 2 and Huyton Station are now known as Up and Down Slow and Up and Down Fast lines only.

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

(WESTERN LINES)—continued

TABLE 'F'
PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of vehicles and Special Conditions
★PAGE 386. ADD:—			
Gretna Junction	Carlisle No. 3	Up Main and Fast ..	12 freight wagons in clear weather only.
Carlisle No. 3	Gretna Junction	Down Main and Fast ..	12 freight wagons in clear weather only.
Floriston Station	Rockcliffe Station ..	Up Slow	12 freight wagons in clear weather only.
Rockcliffe Station	Floriston Station ..	Down Slow	12 freight wagons in clear weather only.
Carlisle No. 3	Dentonholme North Junction	Up Viaduct	12 freight wagons in clear weather only.
Dentonholme North Junction	Carlisle No. 3	Down Viaduct	12 freight wagons in clear weather only.

TABLE 'G'
WORKING IN WRONG DIRECTION

From	To	Line	Remarks
★PAGE 395. DELETE:—			
Carlisle No. 4	Carlisle No. 4A (platform)	Road "B"	P. Coaching stock and freight wagons without brake van.

TABLE 'HI'
WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Number of Vehicles and Special Conditions
★PAGE 399. INSERT:—			
Durran Hill So. Sidings ..	Durran Hill Junction ..	Down Main	15 freight wagons for London Road Yard
Durran Hill Junction ..	Petteril Bridge Junction	Down Goods	15 freight wagons for London Road Yard

GENERAL INSTRUCTIONS

TABLE 'J'
ENGINES ASSISTING IN REAR OF TRAIN

From	To	Class of Train	Conditions	Remarks
★PAGE 404. AMEND:—				
London Road (controlled from London Road Box)	Longsight	ECS	—	—
Longsight	London Road (controlled from London Road Box)	ECS	—	—
Ardwick Junction	Longsight (controlled from London Road Box)	All	—	—
Longsight	Ardwick Junction (controlled from London Road Box)	All	—	—

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

(WESTERN LINES)—continued

LOCAL INSTRUCTIONS

CHESTER

PAGE 428.

★INSERT:—

Turntable Sidings, Nos. 4 and 5 Signal Boxes.—A telephone communicating with Nos. 4 and 5 Signal Boxes is provided on the wall of the water tank building near the turntable sidings. Drivers of engines entering these sidings must use the telephone to inform the Signalman at the appropriate box when they are inside clear of the trap points, and also when they require to leave.

★PAGE 430.

Ardwick Junction:—

★DELETE:—

Rule 55 is exempt for trains detained at the Down Philips Parks Branch Home signal for Ardwick Junction signal box.

★AMEND:—

Working of trains into Bennett's Sidings.—During the time that Ardwick South Yard is open, no train or engine must be allowed to enter Bennett's Sidings without the permission of the Shunter in charge at the South Yard.

When Ardwick South Yard is closed, the Guard or Shunter in charge of a train or engine requiring to enter Bennett's Sidings must ascertain that these are clear before allowing the movement to proceed.

★ADD:—

Kobo Sidings.—Trains must not set back direct from the Main line into these sidings until the Shunter has ascertained that there is room for the train and that Messrs. Beatties' staff are not engaged in unloading.

★DELETE:—

Working of freight trains from Bennett's Yard and relative instructions.

★AMEND:—

Ardwick and Longsight "Up and Down" Goods line.—When two or more empty carriage trains are on the "Up and Down" Goods line, it will only be necessary for the Guard of the rear train to remain with his train and carry out the instructions respecting the protection of trains on lines worked on the Permissive Block System shown on page 21 of the General Appendix.

PAGE 431.—Manchester–London Road Station:—

★Down trains approaching station during fog or falling snow—

★AMEND reference to "the calling-on arm" to read "a calling-on aspect".

★DELETE—Invoices and correspondence arriving at Manchester (London Road).

★ADD:—

Train starting indicators.—Indicators, not normally illuminated, are provided on the Starting signals for Platforms Nos. 1 to 12 and immediately the Guard's signal to start a train (other than a multiple-unit) has been given, the person in charge of the platform must press the plunger on the platform concerned. This will cause the indicator to exhibit an illuminated letter 'R', as an indication to the Driver that the Guard's signal to start has been given.

★PAGE 433.—MACCLESFIELD CENTRAL—DELETE:—

Engines returning to Hibel Road and relative instructions.

★PAGE 435. Liverpool—Lime Street Station—Banking of Loaded Passenger Trains—AMEND "200 yards" in penultimate line of third paragraph to read "90 yards".

TABLE "A"

LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	MEXBOROUGH TO BARNSLEY JUNCTION (VIA BARNSLEY)															
	★ PAGE 61.															
	INSERT:—															
	Quarry Junction							**20**	**20**	**Through junction to and from Monk Spring Junction**						

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES—continued

TABLE 'F'

PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
KING'S CROSS TO SHAFTHOLME JUNCTION (N.E.R.)			
★**PAGE 101.** **INSERT:—** Huntingdon North No. 2 ..	Huntingdon North No. 1 ..	Up Main	5 freight vehicles with or without brake van leading.

TABLE 'G'

WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
KING'S CROSS TO SHAFTHOLME JUNCTION (N.E.R.)				
★**PAGE 111. DELETE:—** Huntingdon North No. 1 ..	Huntingdon North No. 2 ..	—	Main	To sidings—drawn only.
INSERT:— Huntingdon North No. 1 ..	Huntingdon North No. 2 ..	—	Main	5 freight vehicles.
★**PAGE 112. DELETE:—** Essendine North	Essendine South	Goods	—	Light engines.
INSERT:— Essendine North	Essendine South	Goods	—	Light engines or engine and not more than 5 wagons.

TABLE 'H1'

WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Number of Vehicles and Special Conditions
KING'S CROSS TO SHAFTHOLME JUNCTION (N.E.R.)			
★**PAGE 118. INSERT:—** Finsbury Park No. 3	Finsbury Park No. 2 ..	Down Goods No. 2	13 in wrong direction.

LOCAL INSTRUCTIONS

KING'S CROSS TO SHAFTHOLME JUNCTION

PAGE 144.

★**ADD:—**

FLETTON

Fletton Junction

Marker boards are provided at 30, 40 and 50 wagon lengths respectively from the outlet points at the Woodstone end of the Longueville Curve line, for the guidance of Drivers propelling trains on to the Peterborough East to Rugby line.

Drivers must ensure that the leading brake van is brought to a stand short of the outlet points and await a signal from the Guard before proceeding.

★**PAGE 151. DELETE:—**

BETWEEN DIGBY AND RUSKINGTON

sub-heading **Bloxholme Siding** and relative instructions.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES

(Booklet dated 1st October, 1960).

TABLE "A"

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
												Down		Up		For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	NIDDRIE SOUTH TO HAYMARKET WEST JUNCTION															
	★ **PAGE 18. AMEND:— Morningside Road** Station									C. Up line: 820 yards before reaching Up Main Home signal.	70					

INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES—continued

(Booklet dated 1st October, 1960)—continued

PAGE 34.
SINGLE LINES WORKED BY NON-TOKEN BLOCK—INSTRUCTIONS TO TRAINMEN NON-TOKEN BLOCK SYSTEM

★**Clause 1—AMEND** last sentence to read:—
This is accomplished by special signalling arrangements which make it unnecessary for Drivers to carry a token.

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS ETC.

(Booklet dated 4th April, 1960, until further notice).

Page	Description of block system on Main lines			Signal Box	Distance between boxes		Additional Running Lines	Hours signal box open
★Q.1	**Riccall** North			2.0 p.m. **Sun**day to 6.0 a.m. **S**unday				
	★**Escrick** South			6.0 a.m. **Mon**day to 6.0 a.m. **Su**nday.				
Q.1								
★**DELETE:—**								
Absolute Block (Automatic and Semi-Automatic colour light signals)	**Pilmoor** South	4	370		RS	73		Continuously.
	North	0	1376					6.0 a.m. Mon. to 6.0 a.m. Sun.
	Thirsk Station	5	1684					Continuously.
★**INSERT:—**								
Absolute Block (Automatic and Semi-Automatic colour light signals)	**Pilmoor** Pilmoor	5	1188					Continuously.
	Thirsk Station	6	1300					Continuously.
★**DELETE:—**								
Complete entry	**Alne** Station							Closed.
AMEND:— Up Additional Running Lines to be shown as continuous black line from Skelton Bridge to North allerton Station								
Q.2				★**Ferryhill** No. 3				Continuously.
				★No. 1				Continuous from 7.20 p.m. **Sunday** until cessation of traffic at approx. 12 noon **Sunday.**
				★Hett Mill				Continuous from 7.20 p.m. **Sunday** until 6.15 a.m. **Sunday** or after passing of WTT 124, 11.55 p.m. S. King's Cross to Newcastle.
				★**Durham** Browney				Continuous from 12.1 a.m. M. until 6.15 a.m. **Sunday** or after passing of WTT 124, 11.55 p.m. S. King's Cross to Newcastle.

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS ETC.—continued

(Booklet dated 4th April, 1960, until further notice)—continued

Page	Description of block system on Main lines	Signal Box	Distance between boxes	Additional Running Lines	Hours signal box open
Q.2	★**Durham** Bridge House	5.30 a.m. **Monday** to 5.30 a.m. **Sunday.**			
Q.3	★**Heaton** Little Benton South ..	6.0 a.m. **Monday** to 10.0 p.m. **Saturday.**			
	Little Benton North ..	6.0 a.m. **Monday** to 10.0 p.m. **Saturday.**			
Q.3	★**Alnmouth** Station .. .. .. Wooden Gate	Remarks—Up additional running time should be shown as solid black line.			
Q.3		**Longhoughton**			
	DELETE:—	Howick Heugh—all entries			
	★**AMEND:—**	Little Mill—distance between signal boxes to read 1 mile 1,721 yards.			
Q.4	★**AMEND:—**				
	Absolute Block	**Belford**			
		Lucker Station			
		Station			
		Crag Mill			
		Smeafield			Continuously.
	Absolute Block (Automatic and controlled colour light signals)	**Beal**		Slow lines	
		Station			
		Goswick			
		Berwick			
		Tweedmouth South	4 miles 1,581 yards		
	Absolute Block	Tweedmouth North			
		Station			
		Marshall Meadows			
	★**DELETE:—**	Scremerston			Now a Gate Box.
Q.4	★**Beal** Station .. .. Goswick	Additional running lines redesignated Slow lines.			
R.1	**Middlesbrough** Old Town ..	6.0 a.m. **Monday** to cessation of freight traffic **Sunday.**			
R.2	**Middlesbrough** Goods Yard ..	6.0 a.m. **Monday** to cessation of freight traffic **Sunday.**			
R.2	**Picton** Station				
	Loops and Refuge Sidings, Up Line R.S. amended to '45'.				
			INSERT in Remarks Column:—		
		Picton			
★R.2	Absolute	Station	Intermediate Block Signals Up line		
★R.4	**DELETE:—**	**Brotton**			
		Lumpsey			Closed
		Loftus			As required
		Kiltonthorpe			As required
R.5	**Battersby** Station	7.25 a.m. to 10.50 p.m. **Monday** to **Saturday,** as required **Sunday.**			
★R.5		**Redmarshall** East			As required between 8.0 a.m. and 6.0 pm. M. to F. and 8.0 a.m. and 5.0 p.m. S.
★R.6		**Redmarshall** South			7.5 a.m. to 9.20 p.m. M. to S. as required.
		North			As required between 8.0 a.m. and 6.0 p.m. M. to F. and 8.0 a.m. to 5.0 p.m. S.
★R.7		**Westgate In Weardale** Station			7.0 a.m. to 5.0 p.m. M. to F. 7.30 a.m. to 12 noon S.

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS ETC.—continued

(Booklet dated 4th April, 1960, until further notice)—continued

Page	Description of block system on Main lines	Signal Box	Distance between boxes	Additional Running Lines	Hours signal box open
R.7	**Darlington** Albert Hill	5.30 a.m. to cessation of freight traffic **Sunday.**			
R.8	**Piercebridge** Station	1.15 a.m. to cessation of traffic **Monday.** 6.20 a.m. to cessation of traffic **Tuesday** to **Saturday.**			
	Winston Station	1.10 a.m. to cessation of traffic **Monday.** 6.15 a.m. to cessation of traffic **Tuesday** to **Saturday.** As required **Sunday.**			
	Broomielaw Station	1.0 a.m. to cessation of traffic **Monday.** 6.30 a.m. to cessation of traffic **Tuesday** to **Saturday.** As required **Sunday.**			
	Barnard Castle East	12.40 a.m. to cessation of traffic about 11.30 p.m. **Monday.** 6.25 a.m. to cessation of traffic about 11.30 p.m. **Tuesday** to **Friday.** 6.25 a.m. to cessation of traffic about 11.50 a.m. **Saturday.** As required **Sunday.**			
	Barnard Castle West	12.40 a.m. to cessation of traffic about 11.30 p.m. **Monday.** 6.25 a.m. to cessation of traffic about 11.30 a.m. **Tuesday** to **Friday.** 6.25 a.m. to cessation of traffic about 11.50 p.m. **Saturday.** As required **Sunday.**			
S.1	**Goole,** Potters Grange	4.30 a.m. **Monday** to 4.30 a.m. or cessation of traffic **Sunday.** As required **Sunday.**			
	Goole, Dutch River	4.30 a.m. **Monday** to 4.30 a.m. or cessation of traffic **Sunday.** As required **Sunday.**			
S.2	★**Lockington** Kilnwick	Closed—Retained as Gate Box.			
	★**Hutton Cranswick** Station ..	Distance between signal boxes reverts to as printed i.e. 2 miles 378 yards.			
★**AMEND** to read:—					
S.3		Burton Agnes	During running of traffic.		
S.6	★**Hull** Locomotive	**Monday** to **Saturday** 8.50 a.m. to 4.10 p.m.			
T.1	**Pontefract (Baghill)** Brackenhill	6.0 a.m. **Monday** to 6.0 a.m. **Sunday.**			
T.1	★**Burton Salmon**				
	★Milford South	**AMEND** distance between signal boxes to read: 1 mile 1,744 yards.			
	★Milford North	**AMEND** distance between signal boxes to read: 1,160 yards.			
T.2	★**Milford and Gascoigne Wood**	**AMEND** distance between Milford South and Gascoigne Wood signal boxes to read : 1 mile 491 yards.			
	★**Haxby** Station	**AMEND** the hours of opening for Saturday and Sunday to read "During running of traffic".			
	★**Flaxton** Station				
	★**Heslerton** Station				
	★**Ganton** Station				
	★**Malton** Houlbeckfield	As required.			
	★**Womersley** Criddling Stubbs ..	**DELETE:**—Down Refuge Siding.			
T.2	**Askern** Station	6.0 a.m. to 8.40 p.m. **Monday** to **Saturday.** As required **Sunday.**			
	Norton Station	6.0 a.m. to 8.40 p.m. **Monday** to **Saturday.** As required **Sunday.**			
	Womersley Station	6.0 a.m. to 8.40 p.m. **Monday** to **Saturday.** As required **Sunday.**			
	Cridling Stubbs ..	6.0 a.m. to 8.40 p.m. **Monday** to **Saturday.** As required **Sunday.**			
T.3	**Tadcaster** Station	7.30 a.m. to 2.50 p.m. **Monday** to **Saturday.**			
	Newton Kyme Gates	7.35 a.m. to 2.55 p.m. **Monday** to **Saturday.**			
	Walton Gates	7.40 a.m. to 3.0 p.m. **Monday** to **Saturday.**			
	Thorp Arch West	7.40 a.m. to 3.0 p.m. **Monday** to **Saturday.**			
T.3	★**Ripon** Littlethorpe	4.45 a.m. **Monday** to 6.0 a.m. **Sunday.** 10.15 a.m. **Sunday** to 12.15 p.m. **Sunday.**			
	★**Ripon** Station	4.45 a.m. to 9.25 p.m. **Monday.** 5.15 a.m. to 9.25 p.m. **Tuesday** to **Saturday.**			
T.4	★**Malton** Huttons Ambo	**ADD:**—"As required" **Sunday.**			
T.4	★**Rillington** Station	**AMEND** distance between signal boxes to read 2 miles 954 yards.			
	★**Knapton** Station	**AMEND** distance between signal boxes to read 2 miles 48 yards.			
T.5	★**Marishes Road** Station	**AMEND** distance between signal boxes to read 3 miles 420 yards			
T.7					
★**DELETE:**— Absolute Block	**Pilmoor** South 0 0 Sunbeck 0 695	See Doncaster and Berwick Table			7.45 a.m. to 3.5 p.m. Mon. to S.
★**INSERT:**— Single Line— No token	**Pilmoor** Pilmoor 0 0 Sunbeck 0 695	See Doncaster and Berwick Table			7.45 a.m. to 3.5 p.m. Mon. to S.
T.7	**Knaresborough** Goods Station	7.45 a.m. to 3.5 p.m. and as required **Monday** to **Saturday.** 6.20 a.m. to 9.20 p.m. **Monday** to **Saturday** (All year). 10.45 a.m. to 10.10 p.m. **Sunday** (Summer).			

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS ETC.—continued

(Booklet dated 4th April, 1960, until further notice)—continued

Page	Description of block system on Main lines	Signal Box	Distance between boxes	Additional Running Lines	Hours signal box open
T.8	**Warthill** Station	.. 7.25 a.m. to cessation **Monday** to **Saturday.**			
	Stamford Bridge Station	.. 7.15 a.m. to cessation **Monday** to **Saturday.**			
	Pocklington Station ..	.. 7.15 a.m. to cessation **Monday** to **Saturday.**			
UV.1	**Ryhope** Silksworth ..	.. 6.45 a.m. to 9.25 p.m. **Monday** to **Friday.** **Saturday** as required.			
UV.2	**Seaton** Station	.. **DELETE** from remarks column:— "Intermediate Block Signals Up Line".			
★UV.3		**Hebburn** Station			5.30 a.m. to 8.10 p.m. M. to S.
		South Shields Station			5.35 a.m. **Su,** continuous to
★UV.3 and 4		**Dunston-on-Tyne** Norwood			1.30 a.m. **Su.** Delete § sign.
★UV.4	**Consett** Carr House East	.. 5.30 a.m **Monday** to cessation of traffic **Sunday.**			
	★**Hetton** Hetton Colliery	.. Closed* * Pilot Guard will accompany all trains working onto the branch from Murton Signal Box.			
	Hetton Station	.. Closed			
UV.5	★**Ryhope** Station	.. 6.45 a.m. to 9.25 p.m. **Monday** to **Saturday.**			
★UV.6	South	.. Closed—**DELETE** all entries.			
	North	.. **AMEND** distance between signal boxes to read 1 mile 911 yards.			
★UV.6		**Ferryhill** No. 2			Continuous 5.0 a.m. M. until cessation of traffic about 12 noon **Su.**
UV.7	**Knitsley** Station	.. 5.30 a.m. **Monday** to 5.30 a.m. **Sunday.**			
	Lanchester Station ..	.. 5.30 a.m. **Monday** to 5.30 a.m. **Sunday.**			
UV.7	**Brandon Colliery** Baxter Wood No. 2 ..	.. 5.40 a.m. **Monday** to cessation of freight traffic **Sunday.**			
UV.8	**Lanchester** Station ..	.. 5.30 a.m. **Monday** to 5.30 a.m. **Sunday.**			
	Washington Biddick Lane	.. 6.15 a.m. to 8.55 p.m. or cessation of traffic **Monday** to **Saturday.**			
UV.9	**Corbridge** Dilston Crossing	.. Remarks—Intermediate Block Signal Up Line.			
	Haydon Bridge Station..	.. Remarks—Up Relief entered by facing points.			
	Brampton Station ..	.. 6.10 a.m. to 1.30 p.m. **Monday** to **Saturday.**			
	Wetheral Corby Gates ..	.. Remarks—Now supervised by Heads Nook.			
★UV.9		**Blaydon** Cowne's Crossing Addison		Delete Down RS.23 Insert Down RS. 23	
		Wylam Clara Vale			8.0 a.m. to 4.0 p.m. M. to F. 8.0 a.m. to 12 noon S.
		Haydon Bridge Bardon Mill Station			6.0 a.m. **M** to 6.0 a.m. **Su.**
UV.10	**Scotswood** Montague ..	.. Closed.			
	Newburn Walbottle ..	.. 8.15 a.m. to 4.15 p.m. **Monday** to **Friday.** 8.15 a.m. to 12.15 p.m. **Saturday.**			
UV.11	**Rowlands Gill** Swalwell Station	.. Closed.			
UV.12	**Newsham** §North Isabella ..	.. Remarks—Insert additional running Up and Down (permissive).			

LIST OF SIGNAL BOXES, ADDITIONAL RONNING LINES, LOOPS AND REFUGE SIDINGS ETC.—continued

(Booklet dated 4th April, 1960, until further notice)—continued

Page	Description of block system on Main lines	Signal Box	Distance between boxes	Additional Running Lines	Hours signal box open
★UV.12		**Newsham** Bebside Station			5.30 a.m. M, until after passing of 12.40 a.m. **Su.** Class 'C' ex Newbiggin.
UV.13	**Ponteland** Allerton Station ..	Remarks—Amend to read Callerton Station.			
UV.14	**Walkergate** Heaton East ..	Remarks—Supervised by Heaton.			
	South Gosforth Station ..	4.0 a.m. to 7.50 p.m. **Monday** to **Saturday.** Remarks—Up Relief Siding entered by facing points.			
★UV.14	**South Gosforth** Station ..	4.0 a.m. to 7.50 p.m. **Monday** to **Saturday.**			
★UV.14		**Benton** East			4.0 a.m. **M** to 11.59 p.m. **S** or cessation of freight traffic. Open 3.30 a.m. third Monday in October to first Monday in April inclusive As required **Su.**
★UV.15		**Carville** Station			6.0 a.m. to 8.40 p.m. MWFO 6.0 a.m. to 9.5 p.m. TTEO 6.0 a.m. to 6.0 p.m. SO.
UV.15	**Benton** Killingworth Crossing ..	Remarks—Intermediate Block Signal, Down line, Insert Up GL (25) entered by facing points.			
	Bellingham Reedsmouth Junction .. Station	Remarks—Now supervised by Woodburn.			
W.1	★**South Elmsall** Station ..	Continuously.			
	★**Hare Park** Station ..	Continuously.			
	★**Beeston** Junction.. ..	4.0 a.m. **Monday** to 12.0 midnight **Saturday.** 7.15 a.m. to 10.30 p.m. **Sunday.**			
W.2	★**Hare Park** Sharlston West ..	10.20 a.m. to 6.20 p.m. **Monday** to **Saturday.**			
	★**Crofton** Crofton West Junction	10.30 p.m. **Sunday** to 8.0 a.m. **Sunday.** 1.20 p.m. **Sunday** to 2.30 p.m. **Sunday.**			
W.3	★**Leeds Central** Wortley West Junction	3.30 a.m. **Monday** to 12.0 midnight **Saturday.** 6.45 a.m. to 9.45 a.m. and 6.0 p.m. to 12.0 midnight **Sunday.**			
	★**Bramley** Station	6.45 a.m. **Sunday** to 1.0 a.m. **Sunday** or passing of last Down Diesel train.			
W.4	★**Laisterdyke** Cutler's Junction	5.0 a.m. **Monday** to 12.0 midnight **Saturday.**			
W.6	★**Great Horton** Station	7.30 a.m. to 3.30 p.m. **Monday** to **Friday.** 7.30 a.m. to 11.30 a.m. **Saturday.**			
W.7	★**Bradford Exchange** Mill Lane Junction	5.0 a.m. **Monday** to 5.50 a.m. **Sunday.** 4.30 p.m. to 7.0 p.m. **Sunday.**			
W.8	★**Thornhill** Midland Junction ..	11.59 p.m. **Sunday** to 6.0 a.m. **Sunday** or earlier on Control Instructions.			
	★**Mirfield** No. 5	6.0 a.m. **Monday** until last train into Mirfield Up Sidings **Sunday.**			
	★**Thornhill** No. 2	Closed—**DELETE** all particulars.			
	Dewsbury West Junction ..	Closed—**DELETE** all particulars.			
	Dewsbury East Junction	**AMEND** distance to read: 1,656 yards. **AMEND** hours to read: 5.0 a.m. to 7.30 p.m. **Monday** to **Saturday.**			

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS ETC.—continued

(Booklet dated 4th April, 1960, until further notice)—continued

Page	Description of block system on Main lines	Signal Box	Distance between boxes	Additional Running Lines	Hours signal box open
W.9		★**Low Moor** No. 2 West			Continuous.
		No. 4..			5.0 a.m. **Monday** to 2.0 p.m. **Sunday.**
W.10		★**Knottingley** Depot West ..			**Monday** to **Saturday** 5.15 a.m. to 11.15 p.m.
		★**Sharlston** Streethouse West ..			4.0 a.m. **Monday** to 5.0 a.m. **Sunday** or until last train has cleared.
		★**Featherstone** Station			4.15 a.m. **Monday** to 5.0 a.m. **Sunday** or until last train has cleared.
		★**Knottingley 'A'**			4.30 a.m. **Monday** to 5.0 a.m. **Sunday** or until last train has cleared.
		★**Pontefract (Monkhill)** West ..			4.30 a.m. **Monday** to 5.0 a.m. **Sunday** or earlier on Control Instructions.
		★**Darton** Station			**Monday** to **Saturday** 5.30 a.m. to 9.20 p.m.
		★**Horbury (Millfield Road)** Flockton Siding			**Monday** to **Friday** 12.50 p.m. to 2.0 p.m.
		South			**Monday** to **Saturday** 6.40 a.m. to 8.30 p.m.
W.11		★**Grimethorpe** Shafton			**Monday** to **Friday** 6.0 a.m. to 9.50 p.m. **Saturday** 5.0 a.m. until cessation of traffic.
		★Grimethorpe Sidings			**Monday** to **Friday** 5.30 a.m. to 9.20 p.m. **Saturday** 5.30 a.m. to 1.20 p.m.
		★**Castleford** Lofthouse Junction			**Monday** to **Saturday** 10.0 a.m. to 5.10 p.m.
		★**Castleford** Whitwood Sidings			**Monday** to **Saturday** 10.0 a.m. to 5.10 p.m.
		★**Castleford** Cutsyke Junction			**Monday** to **Saturday** 5.45 a.m. to 11.45 p.m. or until last train has cleared.
		★**Pontefract (Monkhill)** Prince of Wales Siding			**Monday** to **Saturday** 5.35 a.m. to 11.35 p.m. or later on Control Instructions.
		★**Halifax** North Bridge South ..			**Monday** to **Friday** 6.10 a.m. to 6.10 p.m. **Saturday** 6.10 a.m. to 1.20 p.m.
		★North Bridge North			Box closed.
		★Holmfield Station			Box closed.
X.1		**Micklefield** Station			Remarks—**AMEND** standage of Up Refuge Sidings to read "25".
X.2		★**Wetherby** West			As required.
X.3		**Upton and North Elmsall** Wrangbrook **Moorhouse and South Elmsall** Station			Remarks—**AMEND** description of Block System between these two points to read "Electric Token".
		Moorhouse and South Elmsall 0Station			8.30 a.m. to 4.20 p.m. **Monday** to **Friday.** 8.30 a.m. to 12.20 p.m. **Saturday.**
X.7		**Poole-in-Wharfedale**			Remarks—**DELETE** 0 sign from second entry (Item 4).
★X.7		**Menston** Milnerwood Junction			11.15 a.m. to 1.20 p.m. **Monday** to **Saturday.** 10.0 a.m. to 9.50 p.m. **Sunday.**
		Manningham Sidings			6.0 a.m. to 8.30 p.m. **Monday** to **Saturday.**
		Keighley G.N. Junction ..			6.30 a.m. to 9.50 p.m. **Monday** to **Friday** 6.30 a.m. to 11.55 p.m. **Saturday.**
X.8		**Golcar** Linthwaite			**Monday** 5.0 a.m. to 12.10 p.m. **Tuesday** to **Saturday** 7.0 a.m. to 2.10 p.m.
X.10		**Mirfield** Battyeford Station ..			**Monday** to **Friday** 6.0 a.m. to 1.50 p.m. and 4.30 p.m. to 12.20 a.m. **Saturday** 6.0 a.m. to 10.50 p.m.
		Morley Low Gildersome East ..			**Monday** to **Friday** 6.0 a.m. to 1.15 p.m. and 4.30 p.m. to 12.20 a.m. **Saturday** 6.0 a.m. to 10.50 p.m.
★X.10		**Morley Low** Gildersome East ..			6.0 a.m. to 1.50 p.m. and 4.30 p.m. to 12.20 a.m. **Monday** to **Friday.** 6.0 a.m. to 10.50 p.m. **Saturday.**
★X.2		★**Headingley** Cardigan Road** ..			**ADD** to remarks column:— **Supervised by Goods Agent, Wellington Street.
		Arthington North			6.30 a.m. to 9.0 p.m. **Monday** to **Saturday.** 10.25 a.m. to 9.45 p.m. **Sunday.**

LIST OF SIGNAL BOXES, ADDITIONAL RUNNING LINES, LOOPS AND REFUGE SIDINGS ETC.—continued

(Booklet dated 4th April, 1960, until further notice)—continued

Page	Description of block system on Main lines	Signal Box	Distance between boxes	Additional Running Lines	Hours signal box open
★X.4	**Cudworth** Storrs Mill				6.0 a.m. to 9.50 p.m. **Monday** to **Saturday.**
★X.5	**Cudworth** Monckton Empty Sidings.. ..				**Monday** to **Friday** 7.30 a.m. to 3.20 p.m. **Saturday** 7.30 a.m. to 11.20 a.m.
	★**Shipley** Guiseley Junction ..				6.30 a.m. to 10.30 p.m. **Monday** to **Saturday.** 9.50 a.m. to 10.5 p.m. **Sunday.**
	★**Keighley** North				**DELETE** all particulars.
	★**Steeton**				**AMEND** distance to read 2 miles 1,431 yards.
★X.6	**Guiseley** Esholt Junction ..				6.30 a.m. to 10.40 p.m. **Monday** to **Saturday.** 9.45 a.m. to 10.0 p.m. **Sunday.**
	★**Menston** Junction				11.10 a.m. to 6.25 p.m. **Monday** to **Friday.** 11.10 a.m. to 1.50 p.m. **Saturday.** 9.55 a.m. to 10.0 p.m. **Sunday.**
	★**Burley-in-Wharfedale** Burley Junction				5.50 a.m. to 11.15 p.m. **Monday** to **Saturday.** 11.15 a.m. to 8.30 p.m. **Sunday.**
	★**Ilkley** Junction				5.0 a.m. to 11.20 p.m. **Monday** to **Saturday.** 9.45 a.m. to 9.30 p.m. **Sunday.**
	★**Bolton Abbey** Station				10.35 a.m. to 11.15 a.m. **Monday** to **Saturday.** 10.10 a.m. to 7.50 p.m. **Sunday.**

LM.56 HEATON NORRIS No. 2 JUNCTION TO DIGGLE

INSERT immediately after **Stalybridge** No. 1

Stalybridge				
§ No. 2	1	187	Continuously.	
No. 3	–	330	5.40 a.m. **Monday** to 1.30 a.m. **Sunday** or later on Control instructions.	
No. 4	–	321	Continuously.	
Mossley				
Black Rock ..	1	761	6.0 a.m. **Monday** to 3.0 a.m. **Sunday.**	
Station	1	158	**Monday** to **Saturday** 6.40 a.m. to 9.0 p.m.	
Greenfield				
Junction	1	1732	Continuously.	
Delph Junction ..	–	1319	**Monday** to **Saturday** 6.0 a.m. to 8.30 p.m.	
Diggle				
§ Junction	1	737	Continuously.	

LM.57 DIGGLE JUNCTION—CONTINUOUSLY

DELETE following items:—

Stalybridge				
§ No. 2	1	187	Continuously.	
No. 3	–	330	5.40 a.m. **Monday** to 1.30 a.m. **Sunday** or later on Control instructions.	
No. 4	–	321	Continuously.	
Mossley				
Black Rock ..	1	761	6.0 a.m. **Monday** to 3.0 a.m. **Sunday.**	
Station	1	158	**Monday** to **Saturday** 6.40 a.m. to 9.0 p.m.	
Greenfield				
Junction	1	1732	Continuously.	
Delph Junction ..	–	1319	**Monday** to **Saturday** 6.0 a.m. to 8.30 p.m.	
Diggle				
§ Junction	1	737	Continuously.	

Albert Gait Ltd., Grimsby.