

# BRITISH RAILWAYS NORTH EASTERN REGION SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 7th APRIL, 1962, UNTIL FURTHER NOTICE

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★ Denotes new or amended items.

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

YORK  
7th APRIL, 1962.

F. L. HICK  
OPERATING OFFICER

**THIS SUPPLEMENTARY OPERATING INSTRUCTIONS  
BOOKLET SUPERSEDES THE SUPPLEMENTARY  
OPERATING INSTRUCTIONS BOOKLET DATED  
7th OCTOBER, 1961**

## ALTERATIONS TO B.R. RULE BOOK (Dated January, 1962)

### ★RULE 133 (c).—AMEND final paragraph to read:—

When either Driver finds it necessary for the train to be stopped, he must give three or more short sharp whistles as a signal to the other Driver to shut off power and apply his brake.

### ★RULE 148 (e).—AMEND to read:—

When a driver requires the assistance of the Guard's brake, he must give three or more short sharp whistles and the Guard or Guards must immediately apply their brakes.

## MISCELLANEOUS NOTICES

### ★RULE 35—IDENTIFICATION OF INTERMEDIATE BLOCK HOME SIGNALS

Rule 35 (c) (iii) in the reprinted Rule Book shows that Intermediate Block Home signals are provided with an oblong white plate with a vertical black stripe upon it, for identification purposes.

Some time may elapse, however, before all such signals are equipped and in the interim should any doubt exist as to the identity of a signal, trainmen are reminded that all Intermediate Block Home signals are indicated in Table A of the Sectional Appendices.

### WIRING OF SPECIAL TRAFFICS ON FREIGHT TRAINS

The following instructions appear in Marshalling Yard pamphlets issued for the Main Yards on the North Eastern Region:—

#### Following Traffics must be wired forward:—

Blocks of 10 or more wagons for one destination on the load.

Assured Arrival  
Export Express  
Fruit and Perishables  
Green Arrow

Household Removals  
Livestock  
Shipping Traffics  
Other Traffics covered by current instructions.

It is essential that these instructions are strictly carried out, and Inspectors, Guards and all others connected with the wiring of Freight trains should pay special attention to this important matter.

### DIESEL TRACTION—MOVEMENTS UNDER FLOOD WATER CONDITIONS

The following instructions, which are applicable to all forms of diesel traction, i.e. diesel-electric, diesel-mechanical and diesel-hydraulic, must be observed under flood conditions:—

1. Normal movement of diesel locomotives, multiple unit trains and rail cars should cease when the water level reaches 1 inch below the underside of the head of the running line.
2. Emergency running at 3 m.p.h. is permissible, whether conductor rails are present or not, with the water level not exceeding 4 inches above the top of the running rail, except that in the case of diesel main line locomotives, with hydraulic transmission a limit of 6 inches will apply.
3. Movement should not be permitted when the water level exceeds 4 inches above the top of the running rail (6 inches in the case of diesel Main line locomotives with hydraulic transmission).

(113/10/60)

### OCCUPATION LEVEL CROSSING GATES

Attention is called to the danger arising from the large number of occupation crossing gates which are consistently being left open contrary to the owners' statutory obligation.

It is necessary for an all-out effort to be made to stop this practice and commencing forthwith all staff whose business takes them along the railway must report to the nearest Station Master any case of gates being found open at an occupation crossing which is not being used at the time. Care should be taken to ensure the correct identification of the crossing concerned. In addition, the gates should be closed.

When train staff observe the gates of these crossings open at a time when a vehicle is not present full details should be reported at their home station or depot. These details must be sent immediately to the Station Master concerned.

Station Masters must, by a personal visit, call the attention of the owners to all cases brought to their notice, remind them of the danger they create for themselves and other people, and the penalties involved. Station Masters must also report all cases to the Traffic Manager and state the action taken.

(O.6093)

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

When an engine is hauling one or more dead engines (up to the authorised maximum) it is signalled as a Through freight train and must carry the appropriate headcode.

The rear engine must carry a tail lamp only.

### ★STOURTON DOWN SIDINGS

Until further notice, No. 6 ("In the Bottom") Siding has been extended by the addition of a new lead and two temporary Engineer's Sidings approximately 100 yards long. These sidings are used for storing ashes for the construction of Stourton New Marshalling Yard.

### ★SALTAIRE STATION

Until further notice, the wooden portions of the Down and Up platforms at the Keighley end of Saltaire Station are out of use pending removal.

## MISCELLANEOUS NOTICES—continued

### ★BRADFORD GOODS YARD—FORMER TRAFALGAR STREET CROSSING.

Contractor's plant and vehicles will be using the above crossing between the hours of 8.0 am and 6.0 pm each day, including Saturday and Sunday. Drivers to keep a sharp look-out for hand signals.

### ★NOSTELL NORTH JUNCTION AND NOSTELL SOUTH JUNCTION TO WHARNCLIFFE WOODMOOR

Until further notice, the lines from Nostell North Junction and Nostell South Junction to Wharncliffe Woodmoor have been closed to all through traffic. Until the permanent way is removed, the Up and Down lines will be used for the storage of empty wagons from a point opposite to Nostell Up Branch Home signals Nos. 37/59 to a point opposite to Wharncliffe Woodmoor Up Starting signal No. 14.

A notice board, lettered "stop and telephone for instructions," applicable to the Down line, has been provided at a point opposite to Nostell Up Branch Home signals Nos. 37/59, the telephone at these signals being used for this purpose. Wintersett and Ryhill Station Signal Box and Notton and Royston Station Signal Box have been closed as block posts.

### ★USER OF CARR LANE OCCUPATION LEVEL CROSSING BETWEEN HECKMONDWIKE (CEN.) AND RAVENSTHORPE

Conveyance of gravel and sludge in lorries is taking place over Carr Lane Occupation Level Crossing, situated between Heckmondwike (Cen.) and Ravensthorpe.

Drivers of Up and Down trains must keep a sharp look-out when approaching the crossing.

### ★CROFTON EAST CONSTRUCTION OF NEW PERMANENT WAY DEPOT

In connection with the above, road vehicles and mechanical equipment will be using Crofton Old Station Occupation Level Crossing at frequent intervals between 7.30 am and 5.0 pm each day. Drivers to sound whistles or horn when approaching the crossing and to keep a sharp look-out.

### ★LEEDS CITY NORTH: NORTH CARRIAGE SIDINGS

Until further notice, due to the renewal of Canal Bridge No. 1 and lifting of the adjacent track, No. 2 Dead End at Leeds City Junction end of the Sidings has been shortened by 90 feet and temporary buffer stops erected.

### ★LEEDS CITY NORTH: SOUTH CARRIAGE SIDINGS

Until further notice, due to the stabling of temporary office coaches, the Far Road, Back Side has been shortened by approximately 50 yards, and a temporary stop block erected.

### ★MYTHOLMROYD WEST SIGNAL BOX

Until further notice, the Up Slow Shunt Spur, situated approximately 300 yards on Hebden Bridge side of the Signal Box, must not be used for traffic purposes and the relative No. 17 trailing points must be regarded as catch points only.

### ★THORNHILL MIDLAND JUNCTION

Trap points will be installed at the following points:—

Down Slow—41 miles 62 chains.

Up Slow—41 miles 63½ chains.

The points will be clamped and spiked in the closed position until further notice.

### ★SUDFORTH LANE AND WHITLEY BRIDGE

New crossovers have been installed from the Colliery Sidings to Down Goods, Down Goods to Down Main, and Main to Main, between 62 miles 52 chains and 62 miles 56 chains. They have been clamped and spiked out of use until further notice.

### ★NORTON STATION

Until further notice, the platform coping stones will be removed for a distance of 30 yards on the Down side and 60 yards on the Up side. Trainmen to exercise caution.

### ★WALTON, SNYDALE

A new crossover Down Goods to Down Main has been installed at approximately 183 miles 20 chains and has been spiked and clamped out of use, until further notice.

### ★USER OF GYPSY LANE OCCUPATION LEVEL CROSSING BETWEEN CASTLEFORD OLD STATION AND LEDSTON

Conveyance of coal in lorries is taking place over Gypsy Lane Occupation Level Crossing situated between Castleford Old Station and Ledston.

Drivers of trains must keep a sharp look-out when approaching crossing.

### ★CHICKENLEY HEATH BRANCH—SHAW CROSS COLLIERY

Until further notice, contractors are using a temporary road crossing approximately 50 yards ahead of the "Stop and Await Instructions" Board at Shaw Cross Colliery. A hand-signalman is in attendance to safeguard movements over the crossing. Trainmen to keep a sharp look-out.

### ★HULL (KING GEORGE DOCK) AND LITTLE WIGHTON

Commencing forthwith the permanent way West of Little Wighton is being removed and the following arrangements will operate for the working of ballast trains proceeding beyond Little Wighton.

On arrival at Willerby and Kirkella on the outward journey Drivers must await instructions from the Station Master. Providing there is no other train between Willerby and Kirkella and Little Wighton the Station Master may give permission for the train to proceed unaccompanied to Little Wighton, where the Guard must, before proceeding further, advise the Station Master at Willerby and Kirkella, by means of the telephone fixed near the signal Box, that his train has arrived complete.

On the return journey the train must stop at Little Wighton and the guard obtain permission by telephone from the Station Master at Willerby and Kirkella to proceed as far as Willerby and Kirkella Down Home signal.



## MISCELLANEOUS NOTICES—continued

### 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)

### 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 Pitlington 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 PIOTMAN'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)

### SPEEDS OF FREIGHT ROLLING STOCK

#### PALLET VANS

Until further notice, trains conveying pallet vans with a wheel base of less than 11 ft., whether loaded or empty, must not exceed a maximum speed of 40 m.p.h. and must not be conveyed on Class "C" or "D" freight trains **EXCEPT** pallet vans with springs painted yellow. These can be conveyed on trains up to and including Class "C", except on Great Northern Main line South of Doncaster (Black Carr) exclusive, provided the maximum speed does not exceed 55 m.p.h. Guards must inform their drivers when such vehicles are conveyed and Drivers must regulate the speed of their trains accordingly.

### 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."

### ★HORSFORTH

Until further notice, the Down Loop line has been spiked out of use pending abandonment.

### ★SCARBOROUGH CENTRAL AND LONDESBOROUGH ROAD STATIONS

All Guards working passenger trains into Scarborough Central and Londesborough Road Stations should assist with closing windows and doors in order to speed disposal of their trains and they must report to the inspector on duty before leaving the platform. During the absence of a Shunter the Guard will be responsible for disposing of the train into the sidings.

## MISCELLANEOUS NOTICES—continued

### ★PROSPECT HILL TO WHITBY WEST CLIFF

The line between Prospect Hill Signal Box and Whitby West Cliff Station has been closed at a point 525 yards on the West Cliff side of Prospect Hill Signal Box. Trains from the direction of Bog Hall or Robin Hoods Bay must proceed along the Single line only a sufficient distance to clear Prospect Hill's directing signal from the direction of West Cliff.

### ★ENTHORPE AND MARKET WEIGHTON EAST

Whistle boards have been erected on the Up side between Enthorpe and Market Weighton East at 1 mile 50 chains and 0 miles 68 chains.

### ★FERRYBRIDGE

The Down Platform has been permanently shortened by 39 yards at the North end.

### ★KNARESBOROUGH GOODS AND BRAFFERTON

Until further notice, a temporary unattended level crossing has been provided at 6 miles 18 chains for use in connection with contractors working on the Boroughbridge Bye-pass Bridge.

"Stop, Look, Listen" warning boards have been provided on the road approaches, and "Unattended level Crossing" warning boards have been situated  $\frac{1}{4}$  mile on either side of rail approach. Drivers must exercise extreme care when approaching this crossing.

### ★CHURCH FENTON NORTH—WETHERBY EAST

Until further notice, the Up line between Wetherby East and Church Fenton North is blocked for the purpose of storing wagons and traffic is being worked over the Down line under "Single Line Working by Pilotman" regulations.

The vehicles are being stabled from the Church Fenton North end of the branch and initially the single line working has been instituted between Church Fenton North and Tadcaster, and as the occupation of the Up line is extended the single line working will be extended accordingly to Newton Kyme, Thorpe Arch and Wetherby East and drivers requiring to pass over the line under single line working conditions will be advised the extent of the single line section.

The single line working will not be in operation constantly during the time of the blockage, but will be introduced and withdrawn according to traffic requirements.

### ★GASCOIGNE WOOD

Guards of trains requiring to enter or leave Gascoigne Wood Yards must inform the Signaller at Gascoigne Wood or Hagg Lane, as the case may be, of intended movements before these are made.

### ★EARSWICK STATION

The connection from the Up Main line to Sidings Nos. 2, 3 and 4 (Dgm. No. 61) have been clamped out of use pending abandonment.

### 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.

### 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 Signaller 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 Signaller 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.

## MISCELLANEOUS NOTICES—continued

### 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 Signaller 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.

### BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOXES

The Down line between Wingate Station and Trimdon Grange Signal Boxes is being used for the storage of surplus mineral wagons and until further notice the Up line will be worked in accordance with the Regulations for Train Signalling on Single Lines of Railways by the Electric Token Block System between Wingate Station Signal Box and Trimdon Grange East Crossover (No. 4).

THE ELECTRIC TOKEN BLOCK SECTION WILL BE BETWEEN WINGATE STATION AND TRIMDON GRANGE SIGNAL BOX.

#### TRIMDON STATION

The Signal Box at Trimdon Station has been dispensed with and a Ground Frame released by the Electric Token installed from which the Goods Yard points are worked.

### 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)

### ★BROOMHILL: TOGSTON SEWERAGE AND DISPOSAL WORKS CROSSING

**Until further notice,** there will be increased use of the above level crossing at 2 miles 68 chains on the Amble Branch by road vehicles and a hand signalman will be in attendance.

Drivers of trains approaching the crossing must keep a sharp lookout, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

### ★ASHINGTON, HIRST LANE LEVEL CROSSING

There is increased use of the above crossing due to coal being conveyed in lorries by the National Coal Board on weekdays between 7.0 am and 5.30 pm, Monday to Friday.

Drivers of trains must maintain a sharp lookout and give audible warning on approaching the crossing; and be prepared to act on hand signals from the crossing keeper.

### ★CULLERCOATS COAL DEPOTS

**Until further notice,** points leading to Coal Cells on Sidings Nos. 13 and 14 have been clamped out of use pending recovery of track.

### ★HOW MILL STATION

**Until further notice,** No. 10 Siding (Dgm. No. 1002) alongside the loading dock has been placed out of use pending abandonment. Points leading to the siding will be clamped and spiked out of use until the siding is recovered.

### ★SCOTSWOOD, MONTAGUE SIGNAL BOX

**Until further notice,** all points at Montague Signal Box have been clamped and padlocked out of use pending abandonment and recovery of the Sidings.

### ★PELTON STATION

Crossover No. 4, Dgm. No. 1055, has been spiked, clamped and padlocked out of use pending abandonment and recovery of the sidings.

### ★HEDWORTH LANE

#### N.C.B. ACCOMMODATION LEVEL CROSSING

There is increased use of the above level crossing, which is situated on the Stella Gill to Tyne Dock Bottom Branch at 3 miles 16 chains between Pontop Crossing and Hedworth Lane Signal Boxes, by lorries proceeding to and from N.C.B. Stacking Ground.

The crossing is in charge of a look-out man and drivers of trains approaching the crossing must keep a sharp look-out, sound the engine whistle and be prepared to act on any hand signals that may be exhibited.

(O.8241)

## MISCELLANEOUS NOTICES—continued

### ★SHINCLIFFE—OCCUPATION LEVEL CROSSING AT 4 MILES 26 CHAINS— FERRYHILL AND PELAW BRANCH

Until further notice, there will be increased user of the above level crossing which is situated between Bowburn and Shincliffe Station Signal Boxes by N.C.B. dumper trucks conveying spoil from the colliery to the waste heaps on the opposite side of the railway.

The crossing will be in charge of a lookout man and drivers of trains approaching the crossing must keep a sharp lookout, sound horns or whistles and be prepared to act on any hand signals which may be exhibited.

### ★BETWEEN DURHAM, FRANKLAND AND FENCEHOUSES, LEAMSIDE WOODHALL FARM LEVEL CROSSINGS AT 1 MILE 4 CHAINS

Until further notice, there will be increased use of the above level crossing by road vehicles. Enginemmen to keep a sharp lookout, sound horns or whistles and be prepared to act on any hand signals that may be exhibited.

### ★WINGATE COLLIERY

Until further notice, trestling will be fixed at Bridge No. 15 at 6 miles 14 chains, giving limited clearance of 4 feet in the Up Cess.

### ★AINDERBY STATION

Until further notice, engines are not permitted to travel over Coal Depot lines at the ends of Lines Nos. 7 and 8, Dgm. No. 470.

### ★HAVERTON HILL STATION COAL DEPOT

Until further notice, Coal Cell Siding (Line No. 43, Dgm. 542) will be shortened by 10 yards due to Contractors extending retaining wall.

### ★MIDDLESBROUGH CARRIAGE SIDINGS

Until further notice, a temporary sleeper crossing is in use at the junction of Lines Nos. 99, 90 and 108, Dgm. No. 581.

### ★SALTBURN STATION

Until further notice, engines will not be permitted to pass under the canopy at the East end of the station and approach to Zetland Hotel.

### ★TEES UP YARD

Tees Up Yard is now in use. The entrance to the six Reception lines is under the control of a head Shunter at the East end of the Receptions.

No. 1 Reception line is the Reception line nearest the Main line.

No. 6 Reception line is used as a return engine line for Hump pilots and for disposing of train engines of incoming trains.

The Control Tower Operator must advise the Shunter when a Reception line is clear.

The Shunter must advise the Control Tower Operator when a train enters a Reception line.

A train, other than a propelled train, may be allowed to enter a Reception line behind a Pilot propelling a train over the Hump.

A train being propelled may be combined with one standing on a Reception line provided the Hump Inspector's permission is obtained. (O.7852)

### ★No. 2 UP GOODS LINE BETWEEN NEWPORT EAST, OLD RIVER AND THORNABY EAST SIGNAL BOXES

Until further notice, No. 2 Up Goods line between Newport, Old River and Thornaby East Signal Boxes is worked in accordance with the "Regulations for working trains over Goods lines not worked on any Block System ('No Block Regulations') on pages 22 and 23 of the General Appendix.

The two-way transfer line between the Motive Power Depot and No. 2 Up Goods line will be used in one direction only, i.e., from the Motive Power Depot to the No. 2 Up Goods line and:—

(a) the notice board at the Motive Power Depot end of this Transfer line has been removed;

(b) the points loading from the Motive Power Depot Outlet line to the Transfer line are spring points lying normal for the Transfer line.

A new line is provided connecting the Motive Power Depot Outlet line to the No. 2 Goods line.

Trailing connections to the No. 2 Up Goods line are installed:—

(i) for trains and engines ex Tees Up Yard and the Transfer Line between the Motive Power Depot and the No. 2 Up Goods line.

(ii) for engines from the Motive Power Depot via the new line from the Motive Power Depot Outlet lines to the No. 2 Up Goods line.

Notice Boards have been provided:—

(i) at the exit end of the Transfer line where it joins the Outlet from the Tees Up Yard;

(ii) at the exit end of the new line from the Motive Power Depot where it connects into the No. 2 Up Goods line west of the Transfer line connection into this No. 2 Up Goods line.

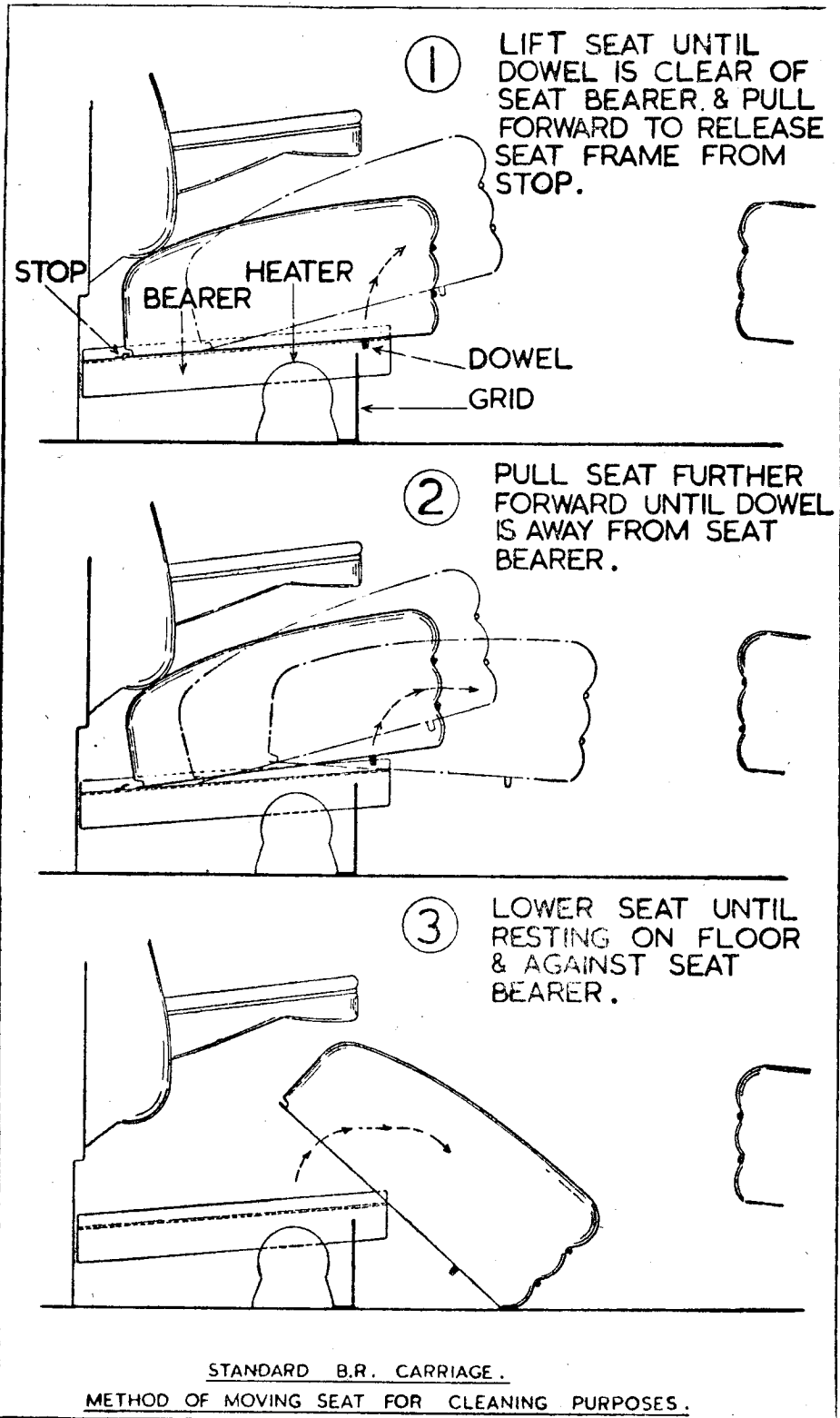
All drivers must stop at these Boards and obtain permission by telephone of the Yard Inspector before proceeding.

An Up Goods siding has been brought into use between Newport East and Thornaby East Signal Boxes with a facing connection and stop signal worked from a ground frame operated by a Pointsman. This connection gives an exit from the Motive Power Depot. At the Thornaby East End this siding is connected to the emergency exit from the Motive Power Depot and a subsidiary signal worked from Thornaby East Signal Box has been provided. (O.7852)

### 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:—





## MISCELLANEOUS NOTICES—continued

### 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.

### 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)

### 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.

##### 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.

## MISCELLANEOUS NOTICES—continued

### 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.

### 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)

## MISCELLANEOUS NOTICES—continued

### 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)

### 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.

### 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)

### WINDSCREENS ON GANGWAY STOCK.

Claims continue to arise in respect of damage by grease to passengers' clothing as a result of the absence of wind-screens in gangways, and the attention of all concerned is again directed to the need for seeing that the protective wind-screens 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 windcreens are placed in position when gangway stock is coupled up, and that the windcreens are unfastened before gangwayed vehicles are uncoupled.

Guards working gangwayed trains must satisfy themselves that windcreens 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 windcreens during shunting operations. Not only is this practice likely to lead to damage to the windcreens, 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)

### 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)

### 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.

#### 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)

## MISCELLANEOUS NOTICES—continued

### 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)

### 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)

### 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 Region to which they belong.

If "foreign" brakes of this description are received in the North Eastern Region 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 and Guards from other depots working trains into Skelton New Yard must report to the Traffic Inspector at that point as soon as possible after arrival.

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/.)

### 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.

# MISCELLANEOUS NOTICES—continued

## 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:—

Wheel arrangement	Former designation		Revised designation	
	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. (Tank L.M. 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).

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
<b>TENDER:</b>		
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
3	2-6-0	77,000
2	2-6-0	78,000
<b>TANK:</b>		
4	2-6-4	80,000
3	2-6-2	82,000
2	2-6-2	84,000
The classification of Diesel locomotives is as under:—		
7P/6F	1CO+CO1	Ex S.R. Diesel Electric, No. 10203. Ex S.R. Diesel Electric, Nos. 10201 and 10202. Ex L.M.S. Diesel Electric, Nos. 10000 and 10001.
5	1CO+CO1	
5	CO+CO	
6P/5F	4-8-4	
3	BO+BO	



**MISCELLANEOUS NOTICES—continued****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 (Piccadilly) 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 ELECTRIFIED LINES****ARDWICK No. 1—MANCHESTER PICCADILLY  
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. East Engine Siding.
and	
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 Ducie Street Goods Depot.
and	
Manchester Piccadilly Station (Structure No. M.188/91)	

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.

**EASTERN REGION****TUXFORD NORTH**

**Until further notice,** a temporary level crossing has been brought into use between Tuxford North and Dukeries Junction, near 131½ m.p., for Contractor's men using a mechanical dumper. **Trainmen to keep a sharp lookout.**

**WHITEMOOR JUNCTION AND MARCH EAST: UP GOODS AVOIDING LINE**

**Until further notice,** Drivers of trains or engines leaving the yards or Motive Power Depot at Whitmoor and requiring to travel via the Up Goods Avoiding line must be prepared to find the line occupied notwithstanding that they may not have been brought almost to a stand at the signal leading to the line concerned.

**MAXIMUM SPEEDS OF FREIGHT TRAINS ON EASTERN REGION**

**Until further notice,** no Freight train must exceed a maximum speed of 60 m.p.h. at any point on the Eastern Region.

**STAVELEY WORKS (G.C.)—LEAD TO DEVONSHIRE WORKS**

A roadway is being constructed from the Staveley Works Goods Yard to the Staveley Coal and Iron Co's New Works Tip which will cross the Devonshire Works lead approximately 200 feet beyond the Shunter's Cabin. Red road traffic lights will be installed on either side of it to control road vehicles. "Stop and Await Instructions" boards will be erected on each side of the crossing and no train movements must be made over the crossing until authorised by the Foreman or Shunter in charge after the traffic lights have been put to "Red" against the road traffic.

**SCOTTISH REGION****BETWEEN MEADOWS AND KING'S ROAD**

**Until further notice,** the Up Goods Independent line has been put out of use as a running line and is being used as a siding at the King's Road end. All light engines running between Meadows and King's Road must travel over No. 2 loop and Drivers must satisfy themselves that the hand points are in the proper position and be prepared to stop short of other movements at the King's Road end of Meadows Yard. 30/5/59

**MIDLAND REGION (CENTRAL LINES)****HELMSHORE SHOE MILL SIGNAL BOX. (SAND DRAG IN DOWN LINE)—**

The published hours of the opening of Shoe Mill box may be curtailed as expedient and Drivers must therefore be prepared for the Sand Drag in the Down line to be inoperative.

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

Postal Number	District	Traffic Delivered from	Sorting Number
<b>Page 61</b>			
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. 1X
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.
<b>Page 62</b>			
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.20	S.E.	S.E.19	S.C.
S.E.22	S.E.	S.E.20 (Anerley)	S.C.
		S.E.20 (Penge)	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	1X (East Ham)
5	S.E.20	150 (Beckton Gas Works)
5	S.E.21	S.C. (Anerley)
5	S.E.24	S.K. (Penge)
5	S.W.20 (additional)	S.K.
		S.K.
		S.W.

# AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.29760 (EASTERN, NORTH EASTERN, SCOTTISH (EASTERN SECTION) REGIONS)

ISSUE DATED 2.1.61

Page No.	DESTINATION	Principal Col	Forwarding towards				Page No.	DESTINATION	Principal Col	Forwarding towards			
			N	S	E	W				N	S	E	W
3	Amend Chesterfield (Midland) 47 to read Chesterfield 47						★21	Crank .. .. .	23				
							★21	Cressington and G .. .	23				
4	Amend Zone Centre No. 18 to read Manchester, Piccadilly or Mayfield and Zone Centre No. 144 to read Manchester, Piccadilly						★21	Crompton .. .	35				
							★21	Crosby .. .	23				
							★22	Crowden .. .	142				
							★22	Cudworth .. .	—	46T	44	44	44
							★22	Daisy Hill .. .	31				
							★23	Delph .. .	35				
							★23	Denton .. .	35				
							★23	Diggle .. .	35				
★ 4	Amend 23 Liverpool Lime St. and Exchange to read 23 Liverpool Wavertree						★24	Dinting .. .	142				
	Delete 23M. Isle of Man via Liverpool						★24	Ditton .. .	23				
	Delete 23X. Alexandra Dock						★24	Dobcross .. .	35				
	Insert 31X Bury (Lancs.)						★24	Douglas (I.O.M.) .. .	23				
	Delete 35 Rochdale						★24	Downholland .. .	23				
	Insert 35 Oldham (Clegg St.)						★24	Droylesden .. .	35				
	Insert 48 Romiley						★25	Dukinfield Central amend to read Dukinfield Ashton .. .	35				
	Delete 143 Guide Bridge						★25	Dunford Bridge .. .	142				
★ 6	Aigburth (New Entry) ..	23					★26	Edgeware .. .	60Y				
★ 6	Aintree .. .	23					★26	Ellenbrook .. .	31				
★ 6	Alexandra Bridge .. .	23					★26	Eccles .. .	—	22	19T	—	19T
★ 7	Allerton .. .	23					★26	Eccleston .. .	23				
★ 7	Alva .. .	81					★26	Edenfield .. .	31X				
★ 7	Appleton .. .	23					★26	Edge Hill (New Entry) ..	23				
★ 8	Ashton (Charlestown) ..	35					★26	Edge Lane .. .	26				
★ 8	Ashton (Park Parade) ..	35					★27	Elmswell .. .	160				
★ 8	Audenshaw .. .	35					★27	Elsenham .. .	165				
★ 8	Aughton .. .	23					★27	Ewood Bridge .. .	19T				
★ 8	Aughton Park .. .	23					★27	Ewood Bridge & E. ..	31X				
★ 9	Banbury .. .		W20	132	—	3	★27	Failsforth .. .	35				
★ 9	Bacup .. .	31X					★28	Festiniog .. .	15X				
★ 9	Bank Hall .. .	23					★28	Farnworth (Widnes) ..	23				
★ 10	Baxenden .. .	34					★28	Farnworth & Bold ..	23				
★ 13	Insert Bolsover .. .	47					★28	Fazakerley .. .	23	131	132	—	—
★ 13	Bosley .. .		52	17	—	52	★29	Fulwell and Westbury ..					
★ 13	Blundellsands & C. ..	23					★29	Ford (Lancs.) .. .	23				
★ 13	Bootle (Lancs) .. .	23					★29	Friezland (New Entry) ..	35				
★ 14	Bradley Fold .. .	31					★30	Glaisdale .. .	190T				
★ 14	Breck Road .. .	23					★30	Garston .. .	23				
★ 14	Broadbottom for Mothram .. .	142					★30	Gateacre .. .	23				
★ 14	Broadfield .. .	35					★31	Glossop .. .	142				
★ 14	Broad Green .. .	23					★31	Godley Junction .. .	35				
★ 15	Broughton Astley .. .	57T					★31	Grassendale (New Entry) ..	23				
★ 16	Bury (Lancs) .. .	31X					★32	Grimoldby .. .	122				
★ 17	Caton .. .	26					★32	Greenfield .. .	35				
★ 17	Castleton (Lancs) ..	35					★32	Greenmount .. .	31X	183	190	—	—
★ 18	Delete Chesterfield (Central) and Chesterfield (Midland) and substitute CHESTERFIELD	47					★32	Grosmont .. .					
★ 18	Choppington .. .	197T					★32	Grotton & S. .. .	35				
★ 18	Childwall .. .	23					★32	Guide Bridge .. .	35				
★ 18	Chiseldon .. .	W2					★32	Hadfield (for T & H) ..	142				
★ 19	Clifton Junction .. .	19					★32	Halebank .. .	23				
★ 19	Clock Face .. .	23					★32	Halewood .. .	23				
★ 19	Clough Fold .. .	31X					★32	Halifax (LMR) amend to HALIFAX .. .	38				
★ 19	Clubmoor .. .	23					★32	Delete Halifax (North Bridge) .. .	—				
★ 20	Cockfield .. .	161					★32	Delete Halifax (Old) ..	—				
★ 21	County School .. .		—	172	172	169	★33	Harringay Stadium .. .	IX				
★ 21	Countesthorpe .. .	57					★33	Hall Road .. .	23				
							★33	Halsall .. .	32				
							★33	Halshaw Moor .. .	31				
							★33	Haslingden .. .	34				
							★34	Heath .. .	47				
							★34	Haydock .. .	23				
							★34	Hazelhead Bridge .. .	142				
							★34	Helmshore .. .	34				

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. 29760 (EASTERN, NORTH EASTERN, SCOTTISH (EASTERN SECTION) REGIONS)—continued

Page No.	DESTINATION	Principal Col	Forwarding towards				Page No.	DESTINATION	Principal Col	Forwarding towards			
			N	S	E	W				N	S	E	W
★35	Heywood .. .. .	35					56	Royston & Notton .. ..		139	44	46T	139
★35	Henlow Camp .. ..		102	103	102	102	56	Rudyard Lake .. ..	51				
★35	Holcombe Brook ..	31X					★56	Roby .. .. .	23				
★35	Hollinwood .. ..	35					★56	Rochdale .. .. .	35				
★36	Holme Hale .. ..		—	172	172	169	★56	ROMILEY .. .. .	144				
★36	Hough Green (for Ditton)	23					★56	Rookery .. .. .	23				
★37	Hykeham .. .. .	119					★56	Rose Hill (New Entry)	144				
★37	Hunt's Cross .. ..	23					★56	Royton .. .. .	35				
★37	Huyton .. .. .	23					★56	Runcorn .. .. .	13				
★37	Huyton Quarry .. ..	23					57	Rushton (Staffs.) ..	51				
★37	Hyde (Ches.) .. ..	35					57	Ryburgh .. .. .		—	172	172	169
★37	Isle of Man .. ..	23					57	Rye House .. .. .	164				
★38	Kelvedon .. .. .	152					57	Saltfleetby .. ..	122				
★38	Kenyon Junction ..	C1					★57	Saddleworth .. ..	35				
★38	Keighley .. .. .	21T					★57	St. Helens .. .. .	23				
★39	Kirby (Lancs.) .. .	23					★57	St. Helens Junction	23				
★39	Kirkdale .. .. .	23					★57	St. Michaels .. ..	23				
★40	Lavenham .. .. .	161					★58	Sandhills .. .. .	23				
★40	Knotty Ash & Stanley	23					★58	Seaforth & L. .. ..	23				
★40	Laisterdyke .. ..	113					★58	Sefton and Maghull	23				
★41	Lea Green .. .. .	23					★58	Sefton Park .. ..	23				
★41	Lees .. .. .	35					★59	Shaw & C. .. .. .	35				
★41	Linacre Road .. ..	23					★59	Sheffield .. .. .		102	103	102	102
★42	Litherland .. ..	23					★59	Shirdley Hill .. ..	32				
★42	LIVERPOOL WAVERTREE	23					★59	Shustoke .. .. .	5X				
	(New Entry)						★60	Skelmersdale .. ..	23				
★42	Liverpool Central ..	23					61	Staveley Central ..	47				
★42	Liverpool Lime St.	23					61	Staveley Works ..	47				
★43	Lockington .. ..	181					★61	Southill .. .. .		102	103	102	102
★44	Mablethorpe .. ..	121					★61	Spellow .. .. .	23				
★44	Maentwrog Road ..	15X					★61	Springhead .. ..	35				
★44	Low Moor .. .. .	113					★61	Stacksteads .. ..	31X				
★44	Ludgershall .. ..	SW					★61	Staley and Millbrook	35				
★44	Lydrate .. .. .	23						(New Entry)					
★44	Maghull .. .. .	23					★61	Stalybridge .. ..	35				
★45	Manod .. .. .	15X					★61	Stanley (Lancs.) ..	23				
★45	Marsh Lane (Lancs.)	23					★61	Stanley for Tue Brook	23				
★46	Mersy Road .. ..	23					★62	Strand Road (Lancs.)	23				
★46	Micklehurst (New Entry)	35					★62	Streetly .. .. .	6				
★46	Middleton (Lancs.)	35					★62	Stretton to be Stretton					
★46	Middleton Junction	35						for Ashover .. ..	49				
★46	Millbrook (Ches.) ..	35					63	Sutton-on-Sea .. ..	121				
	(New Entry)						★63	Stubbins .. .. .	31X				
★47	Monton Green .. ..	19T					★63	Summerseat .. ..	31X				
★47	Moorside & Wardley	19					★63	Sutton Oak .. .. .	23				
★47	Moss Bank .. .. .	23					★63	Swinton (Lancs.) ..	19				
★47	Mossley (Lancs.) ..	35					★63	Tanhouse Lane .. ..	23				
★47	Mossley Hill for A ..	23					64	Theddlethorpe .. ..	122				
★47	Mottram (Ches.) ..	142					64	Thurston .. .. .	160				
	(New Entry)						★64	Thatto Heath .. ..	23				
48	Mumby Road .. ..	121					65	Trawsfynydd .. ..	15X				
★48	Nethy Bridge .. ..	75					★65	Tottington .. ..	31X				
★48	Newchurch (Lancs.)	31X					★65	Town Green and A ..	23				
49	North Elmham .. ..		—	172	172	169	★66	Tue Brook .. .. .	23				
★49	New Mills (Derby) ..	144					★66	Ullesthorpe .. ..	8				
★49	Newton (Ches.) ..	35					★66	Valehouse .. .. .	142				
★49	Northenden (for Wythen-						★67	Walton and Anfield	23				
	shawe) .. .. .	18					★67	Walton Junction ..	23				
50	North Rode .. ..		52	17	—	52	★67	Warbreak .. .. .	23				
★50	Notton & Royston ..		139	44	46T	139	68	Welnetham .. ..	161				
★50	OLDHAM (CLEGG ST.)	35					68	Wembley Park .. ..		2X	2	—	—
★51	Old Roan .. .. .	23					★68	Waterfoot .. .. .	31X				
★51	Ormskirk .. .. .	23					★68	Waterloo (Lancs.) ..	23				
★51	Orrell Park .. .. .	23					★68	WAVERTREE .. ..	23				
★51	Otterspool .. .. .	23					★68	Weeton .. .. .	185				
★51	Pannal .. .. .	185					★68	West Allerton .. ..	23				
★51	Park Bridge .. ..	35					★68	West Derby .. ..	23				
52	Partington .. ..	C1					★69	Weyhill .. .. .	SW				
★52	Pendlebury .. ..	19					70	Winterset .. .. .		139	44	46T	139
53	Platt Bridge .. ..	24					★70	Widnes .. .. .	23				
★54	Prescot .. .. .	23					★70	Withington Halt ..	W13				
★54	Preston Road (Lancs.)	23					★71	Woodhead .. .. .	142				
★55	Rainford Junction ..	23					★71	Woodvale .. .. .	32				
★55	Rainford Village ..	23					★71	Woolfold .. .. .	31X				
★55	Rainhill .. .. .	23							Zone				
★55	Ramsbottom .. ..	31X							No.				
★55	Rawtenstall .. ..	31X					73	Anerley .. .. .	SK				
★55	Reddish .. .. .	17					73	Brook Green .. ..	W				

# AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

## (LONDON MIDLAND REGION) SCOTTISH REGION (WEST)

Page No.	DESTINATION	Forwarding towards					Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W			1st Col	N	S	E	W
1	Amend Index						8	Bittaford ..	W10				
	IX Eastern Region						8	Blackwood (Mon.) ..	W3				
	(L.T. & S. Section)						9	Borwick ..	30				
	To read IX St. Pancras						9	Bosley ..	52	17	17	52	
	Transfers						9	Blake Street ..	7X				
1	Birmingham (New St.) ..	6					9	Bloxwich ..	7X				
	To read						9	Bordesley ..	6				
	Birmingham (Central) ..	6					10	Brandon & W. ..	5X				
	Delete Birmingham ..	6M					10	Braceborough Spa ..	57T				
	(mid transfers)						10	Brackley ..	133				
	Walsall—New Entry ..	7X					10	Brinscall ..	33				
1	Amend Zone Centre						10	Branston & Heighington	56T				
	No. 18 to read Man-						10	Bredon ..	W25				
	chester, Piccadilly or						10	Brindley Heath ..	7X				
	Mayfield						11	Delete entry for Burnt					
2	Delete entry for							Mill ..	150	165			
	Chesterfield (Central)						11	Bromley (London) ..	1				
2	Amend Zone Centre						11	Bubwith ..	182				
	No. 144 to read Man-						11	Brooklands (Cheshire) ..	C2				
	chester, Piccadilly						11	Bromsgrove ..	W25				
2	Delete 105 Essendine ..						11	Broom Junction ..	W25				
2	Add 149 Fenchurch St.						11	Brownhills ..	7X				
3	Aintree ..	23					11	Broughton in Furness	28	28X			
3	Acle ..	159					11	Burnage ..	18				
3	Abergoed ..	W5					11	Brynmawr ..	W3				
3	Abercairny ..		74	75			12	Burwell ..	166	167			
3	Adlington ..	31					12	Capel ..	156				
3	Albion ..	6					12	Canning Town ..	1				
3	Alcester ..	W25					12	Calcots ..	76				
3	Aldridge ..	7X					12	Buxworth ..	49	46T	49	46T	
4	Arkholme ..	30					12	Bynea ..	W5				
4	Arley & F. ..	5X					12	Byfield ..	133				
4	Althorp Park ..	4					12	Calvert ..	3				
4	Anerley ..	SK					12	Cannock ..	7X				
4	Annisford ..	197					13	Caton ..	26				
4	Altrincham ..	C2					13	Cavendish ..	161				
4	Alvechurch ..	6					13	Chalkwell ..	149				
4	Arley & F. ..	57					13	Charwelton ..	133				
5	Bacup ..	19T					13	Carlton Towers ..	180				
5	Ashchurch ..	W25					13	Cefn Coed ..	W5				
5	Ashton-u-Hill ..	W25					14	Chettisham ..	167				
6	Barnham ..	161					14	Cliff Common ..	182				
6	Baldersby ..	186					14	Clayton (Yorks.) ..	37				
6	Banbury ..	W22					14	Chorley ..	24	25T	24	31	
6	Barnsley (C.H.) ..	46T					14	Chepstow ..	W14				
6	Barking ..	150					14	Cherry Burton ..	181				
6	Balne ..		109	109			14	Cheslyn Hay ..	7X				
6	Barnt Green ..	6					14	Chester Road ..	6				
6	Barrasford ..	197					14	Chollerton ..	197				
7	Baschurch ..	10					14	Chollerton ..	27T				
7	Battysford ..		20	21T	113	21T	15	Clough Fold ..	19T				
7	Bay Horse ..	26					15	Cobbinshaw ..	64				
7	Bentley ..	156					15	Cockfield ..	161				
7	Becontree ..	149					15	Clutton ..	SD				
7	Belton & Burgh ..	159					15	Coniston ..	29X				
7	Beckingham ..	108					15	Clipston & O. ..	57X				
7	Benfleet (for Canvey						15	Codwall to read Colwall ..					
	Island) ..	149					15	Cockfield Fell ..	188				
7	Basford ..	56					15	Coniston ..	28	28X			
7	Bedlinog ..	W5					15	Coleshill ..	50				
7	Beckford ..	W25					15	Copmanthorpe ..	182				
7	Bengeworth ..	W25					16	County School ..		172	172	169	
7	Bellingham ..	197					16	Corby Glen ..	106				
7	Beningbrough ..		182	188			16	Cowton ..	187				
7	Beaufort ..	W3					16	Cornwood ..	W10				
7	Bedwelty Pits ..	W3					16	Coseley & Deepfields	7				
7	Bawtry ..	109					16	Coughton ..	W25				
8	Billingborough & H. ..	116					17	Crigglestone ..	110				
8	Black Bank ..	167					17	Cropredy ..	W22				
8	Blackrod ..	31					17	Culworth ..	133				
8	Berkswell ..	5					17	Delete Cumberworth	20				
8	Bescot ..	7X					17	Custom House ..	1				
8	Bidford-on-Avon ..	W25					17	Dagenham (to be made					
8	Binton ..	W25						Dagenham East)					
8	Blackwell ..	W25					17	Dagenham Dock ..	149				



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

Page No.	DESTINATION	Forwarding towards					Page No.	DESTINATION	Forwarding towards				
		Ist Col	N	S	E	W			Ist Col	N	S	E	W
17	Cwncarn to read						26	Hallstrow .. ..	S.D.				
17	Cwmcarn						26	Hammerwich .. ..	7X				
17	Cwmsyflog .. ..	W5					22	Hampton-in-Arden ..	5				
17	Crow Park .. ..	56T					27	Haslingden .. ..	19T				
18	Deepcar .. ..	139					27	Amend Harlow to read					
18	Denholme .. ..	37						Harlow Mill .. ..	150	165			
18	Dingestow .. ..	W14					27	Add new entry Harlow					
18	Danby Wiske .. ..	187						Town .. ..	150	165			
18	Deadwater .. ..	197					27	Haughley .. ..	160				
18	Darlaston .. ..	7					27	Hathern .. ..	57T				
18	Defford .. ..	W25					27	Heapey .. ..	31	25T	31	31	
19	Dullingham .. ..		166	167			27	Harvington .. ..	W25				
19	Dodworth .. ..	46T					27	Hawkesbury Lane ..	5X				
19	Dovecliffe .. ..	46T					27	Haxelwell .. ..	6				
19	Dowlais .. ..	W5					27	Heathfield (Devon) ..	W8				
19	Droitwich Spa ..	W25					27	Haxey & Epworth ..	109				
19	Dudley .. ..	W22					28	Helmdon .. ..	133				
19	Dudley Port .. ..	7					28	Hethersett .. ..	162				
20	Dunham .. ..	169					28	High Wycombe .. ..	130T				
20	East Tilbury .. ..	149					28	Highfield .. ..	182				
20	Dunstall Park ..	7					28	Hindley Green .. ..	24				
20	East Barkwith ..	119					28	Hednesford .. ..	7X				
21	Edgeware .. ..	60Y					28	Heck .. ..	109	109	40		
21	Elland .. ..		20	39	36	39	29	Hoghton .. ..	33T				
21	Elmswell .. ..	160					29	Holme Hale .. ..	172				
21	Elsenhams .. ..	165					29	Hornchurch .. ..	149				
21	Essendine .. ..	57T					29	Holme Moor .. ..	182				
21	Elm Park .. ..	149					29	Horton Park .. ..	37				
21	Emerson Park ..	149					29	Hinton (Glos.) .. ..	W25				
21	Eccleshill .. ..	37					29	Holly Bush .. ..	W3				
21	Enthorpe .. ..	182					30	Isleham .. ..	166	167			
21	Eckington (Worcs.)	W25					30	Huntingdon .. ..	103	104			
21	Elford .. ..	8X					30	Idle .. ..	37				
22	Everingham .. ..	182					30	Humshaugh .. ..	27T				
22	Ettingshall Road ..	7					30	Huyton Quarry .. ..	23T	24		19T	
22	Evesham .. ..	W25					30	Humshaugh .. ..	197				
22	Falstone .. ..	197					30	Ingham .. ..	161				
22	Farthinghoe .. ..	133					30	Ivybridge .. ..	W10				
22	Feniscowles .. ..	33					31	Kelvedon .. ..	152				
22	Fernhill Heath ..	W25					31	Kenyon Junction ..	CI				
22	Festiniog .. ..	15X					31	Kenton .. ..	160	162			
22	Fillongley .. ..	57					31	Kilsby & Crick .. ..	5				
23	Finmere .. ..	3					31	Kelmarsh .. ..	57X				
23	Finningham .. ..	160					31	Kielder Forest .. ..	197				
23	Flordon .. ..	162					32	Kirk Smeaton .. ..		40	21T	40	
23	Fornsett .. ..	162					32	Kimbolton .. ..	103	104			
23	Fransham .. ..	169					32	Kinross Junction ..	75	75			
23	Fochriw .. ..	W5					32	Kingsbury (Warwicks.)	50				
23	Four Ashes .. ..	7					32	Kings Norton .. ..	6				
23	Forgandenny .. ..		74	75			33	Lavenham .. ..	161				
23	Foggathorpe .. ..	182					33	Leaton .. ..	10				
23	Fleur-de-Lys (New Entry)	W5					33	Leek .. ..	51				
23	Flecknoe .. ..	5					33	Laindon .. ..	149				
23	Four Ashes .. ..	9					33	Leigh on Sea .. ..	149				
23	Four Oaks .. ..	6					33	Ledsham .. ..	14	22	14	22	
24	Fulwell & Westbury	133					33	Langley Green .. ..	W22				
24	Glemsford .. ..	161					33	Langley Hall .. ..	6				
24	Glendon & R. ..	58					34	Little Bytham .. ..	57T				
24	Gailey .. ..	9					34	Leytonstone (High Rd.)	IX				
25	Golborne .. ..		22	24	—	19T		(New Entry) .. ..					
25	Gorleston-on-Sea ..	159					34	Leyton .. ..	1				
25	Great Chesterford ..		165	166			34	Llandenny .. ..	W3				
25	Grays .. ..	149					34	Leyburn .. ..	187				
25	Govilon .. ..	W3					35	Lockington .. ..	181				
25	Grafton & Burbage ..	W13					35	Lofthouse & Outwood	40				
25	Great Horton .. ..	37					35	Longbridge .. ..	6				
25	Graveley Hill .. ..	6					35	Long Itchington ..	5				
25	Great Bridge .. ..	7X					35	Longwood & M. ..	20				
26	Golcar .. ..	20					35	Llangennech .. ..	W5				
26	Grimoldby .. ..	122					36	Low Street .. ..	149				
26	Haddenham (Bucks)	130T					36	Mablethorpe .. ..	121				
26	Haddiscoe .. ..	157					36	Maentwrog Road ..	15X				
26	Hadleigh .. ..	156					36	Maescwmmmer .. ..	W5				
26	Guthrie .. ..	77					36	Maghull .. ..		23T	25T		25T

## AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

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

Page No.	DESTINATION	Forwarding towards					Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W			1st Col	N	S	E	W
37	Manod .. ..	15X					46	Rhymney Bridge ..	W5				
37	Marshfield ..	W5					46	Riccall .. ..	180				
37	Mells Road ..	SD					46	Ripple .. ..	W25				
37	Morkham Village ..	W3					46	Reedsmouth .. ..	197				
38	Milnbridge ..	20					47	Royston & Notton ..	46T				
38	Mirfield .. ..		20	21T	113	21T	47	Rushton .. ..	51				
38	Monsal Dale ..	49					47	Rudyard Lake ..	51				
38	Monmouth .. ..	W14					47	Ryburgh .. ..			172	172	169
38	Menthorpe Gate ..	182					47	Ryehouse .. ..	164				
38	Midsomer Norton ..	SD					47	Ryhall .. ..	57T				
	(Delete Welton)						47	St. Briavels .. ..	W14				
38	Merthyr .. ..	W5					47	St. Dunstons .. ..	37				
39	Morton Pinkney (for						47	St. Olaves .. ..	158				
	Sulgrave) .. ..	133					47	Rushton (Northants)	58				
39	Mumby Road ..	121					47	Sale .. ..	C2				
39	Narborough & Pantney	172					48	Saltfleetby .. ..	122				
39	Nantybwh .. ..	W5					48	Saltney .. ..	14				
39	Napton & Stockton ..	5					4	Saunderton .. ..	130T				
40	Needham .. ..	160					48	Salford Priors .. ..	W25				
40	Newport (Essex) ..		165	166			48	Saughtree .. ..	197				
40	Newthorpe .. ..		56T	47	56T	56T	48	Saxby .. ..		57T	56T	57T	—
40	Newtonhill .. ..	75					49	Northorpe (Yorks.)		20	21T	113	21T
41	North Elmham ..			172	172	169	49	Shelford .. ..	166				
41	North Rod .. ..		52	17	17	52	49	Delete Shelley ..	20				
41	Notton .. ..	46T					49	Shoeburyness ..	149				
41	North Woolwich ..	1					49	Silkstone .. ..	46T				
41	Ockendon .. ..	149					49	Shieldhill .. ..	72				
41	Offord & Buckden ..		103	104			49	Shenstone .. ..	7X				
41	North Cave .. ..	180					49	Short Heath (Birmingham)	6				
41	New Tredegar ..	W5					49	Short Heath (Wolves.)	7				
41	Nine Mile Point ..	W3					49	Shustoke .. ..	57				
41	Oakley (Beds.) ..	60					50	Six Mile Bottom ..		166	167		
41	Offord & Buckden ..	58					50	Slaithwaite .. ..	20				
42	Partington .. ..	C1					50	Southend on Sea ..	149				
42	Oulton Broad ..	158						(Central)					
42	Oughty Bridge ..	139					50	South Cave .. ..	180				
42	Oxendon .. ..	57X					50	Southam Rd. & Harbury	W22				
42	Otterington .. ..	187					50	Southam & L.I. ..	5				
43	Pitsea .. ..	149					50	Sirhowy .. ..	W3				
43	Picton .. ..	189					51	Stamford .. ..	57T				
43	Pensford .. ..	SD					51	Stoke Canon .. ..	W6				
43	Pelsall .. ..	7X					51	Stanford le Hope ..	149				
43	Penns .. ..	6					51	Stairfoot (for Ardsley)	46T				
43	Penkridge .. ..	9					51	Springside .. ..		69	68		
43	Pengam .. ..	W5					51	Stannington .. ..	198				
43	Penyrhed .. ..	W5					51	Stoke Works .. ..	W25				
44	Platt Bridge .. ..	24					51	Stockton (Warwicks.)	5				
44	Portlethen .. ..	75					52	Stow Bedon .. ..	168				
44	Port of Mentieth ..	82					52	Summer Lane .. ..	46T				
44	Pontllanfraith ..	W3					52	Stretford .. ..	C2				
44	Pontypool .. ..	W3					52	Streetly .. ..	7X				
44	Pleck .. ..	7					52	Studley & A.B. ..	6				
44	Plashtets .. ..	197					52	Sutton Coldfield ..	6				
44	Plympton .. ..	W10					52	Sutton-on-Sea .. ..	121				
44	Pontsearn (for Vaynor)	W5					52	Sutton Park .. ..	6				
45	Pudsey .. ..	21T					52	Swan Village .. ..	7X				
45	Princes Risborough ..	130T					53	Tallington .. ..	104				
45	Raydon Wood .. ..	156					53	Swinton (Yorks.) ..		46T	40	40	
45	Purfleet .. ..	149					53	Tamerton Folist ..	W10				
45	Rainham (Essex) ..	149					53	Temple Sowerby ..		41	27T	21T	
45	Rounds .. ..	59					53	Tewkesbury .. ..	W25				
45	Quainton Road ..	131					53	Theddlethorpe ..	122				
45	Queensbury (Yorks.)	37					53	Thorneyburn .. ..	197				
45	Redbrooke-on-Wye ..	W14					53	Tarset .. ..	197				
45	Radstock .. ..	SD					54	Thurston .. ..	160				
45	Raglan .. ..	W3					54	Torver .. ..	29X				
45	Redditch .. ..	6					54	Thorpe Bay .. ..	149				
45	Ranskill .. ..	108					54	Tilbury .. ..	149				
46	Rednall & West Felton	W11					54	Thrapston .. ..	4				
46	Redmarshall .. ..	189					54	Tintern .. ..	W14				
46	Renishaw .. ..	139					54	Tidenham .. ..	W14				
46	Rossington .. ..	109					54	Tonyrefail .. ..					
46	Rhymney .. ..	W5						To read Tonyrefrail					

## AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

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

Page No.	DESTINATION	Forwarding towards					Page No.	DESTINATION	Forwarding towards				
		1st Col	N	S	E	W			1st Col	N	S	E	W
54	Turver .. ..		28	28X			57	West Ham .. ..	150				
54	Tile Hill .. ..	5					57	West Horndon .. ..	149				
54	Tipton .. ..	7					57	Wentworth .. ..	46T				
54	Timperley .. ..	C2					57	Welton (Somerset)	SD				
54	Trawsfynydd .. ..	15X						(New Entry)					
54	Tredegar .. ..	W3					57	Wetwang .. ..	181				
55	Usk .. ..	W3					58	Whittington (Salop)	W11				
55	Upminster .. ..	149					58	Wimblington .. ..	170				
55	Upney .. ..	150					58	White Bear .. ..	31				
55	Upton Park .. ..	150					58	Wildsen .. ..	37				
55	Usworth .. ..	197					58	Whitacre .. ..	50				
55	Upton on Severn .. ..	W25					58	Willenhall .. ..	7				
56	Wappenham .. ..	133					58	Wilnecote .. ..	50				
56	Warbreck .. ..	23					59	Wolston .. ..	5X				
56	Walton (Yorks.) .. ..	44					59	Womersley .. ..	109				
56	Waverton .. ..	14					59	Woodgrange Park	1X				
56	Walthamstow .. ..	1						(New Entry)					
56	Wanstead Park .. ..	1					59	Winsford .. ..	C2				
56	Wath Central .. ..	46T					59	Wombwell Central	46T				
56	Waenavon .. ..	W3					59	Withnell .. ..	33				
56	Wodborough .. ..	W25					59	Wortley .. ..	139				
56	Walsall .. ..	7X					59	Woodland .. ..		28	28X		
56	Water Orton .. ..	50					59	Wrangaton .. ..	W10				
56	Wendesbury .. ..	7X					59	Wixford .. ..	W25				
56	Wednesfield .. ..	7					59	Wood Green (Old Bescot)	7X				
56	Weedon .. ..	4					60	Wretham & Hockham	168				
56	Wark .. ..	197					60	Yarm .. ..	189				
56	Walkeringham .. ..	108					60	Wylde Green .. ..	6				
57	Welnetham .. ..	161					60	Wyrley & C.H. .. ..	7X				
57	Wendling .. ..	169					60	Yardley .. ..	6				
57	Westbury (Bucks.) .. ..	133					60	Ynysddu .. ..	W3				
57	Westcliffe-on-Sea .. ..	149											

# 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 I. 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."

### ★CLASSIFICATION AND TYPES OF ENGINES (Ex L.N.E.R.)

Engines are referred to in this pamphlet by the code given in the first column of the table below.

Classification Code	Motive Power Class	Wheel Arrangement	Type
A.1	8P/6F	4-6-2	Passenger Tender (Ex L.N.E.)
A.1/1	8P/6F	4-6-2	Passenger Tender (Ex L.N.E.)
A.2	8P/7F	4-6-2	Passenger Tender (Ex L.N.E.)
A.2/3	8P/7F	4-6-2	Passenger Tender (Ex L.N.E.)
A.3	7P/6F	4-6-2	Passenger Tender (Ex L.N.E.)
A.4	8P/6F	4-6-2	Passenger Tender (Ex L.N.E.)
B.1	5MT	4-6-0	Mixed Traffic Tender (Ex L.N.E.)
B.16/2	5P/6F	4-6-0	Mixed Traffic Tender (Ex N.E.)
B.16/3	5P/6F	4-6-0	Mixed Traffic Tender (Ex N.E.)
J.6	2P/3F	0-6-0	Freight Tender (Ex G.N.)
J.11	2P/3F	0-6-0	Freight Tender (Ex G.C.)
J.11/3	2P/3F	0-6-0	Freight Tender (Ex G.C.)
J.15	1P/2F	0-6-0	Freight Tender (Ex G.E.)
J.17	2P/4F	0-6-0	Freight Tender (Ex G.E.)
J.19	3P/5F	0-6-0	Freight Tender (Ex G.E.)
J.20/1	5F	0-6-0	Freight Tender (Ex G.E.)
J.25	3F	0-6-0	Freight Tender (Ex N.E.)
J.26	5F	0-6-0	Freight Tender (Ex N.E.)
J.27	5F	0-6-0	Freight Tender (Ex N.E.)
J.35/4	3F	0-6-0	Freight Tender (Ex N.B.)
J.35/5	3F	0-6-0	Freight Tender (Ex N.B.)
J.36	2F	0-6-0	Freight Tender (Ex N.B.)
J.37	5F	0-6-0	Freight Tender (Ex N.B.)
J.38	6F	0-6-0	Freight Tender (Ex L.N.E.)
J.39/1	4P/5F	0-6-0	Freight Tender (Ex L.N.E.)
J.39/2	4P/5F	0-6-0	Freight Tender (Ex L.N.E.)
J.39/3	4P/5F	0-6-0	Freight Tender (Ex L.N.E.)
J.50/1	4F	0-6-0	Freight Tank (Ex G.N.)
J.50/2	4F	0-6-0	Freight Tank (Ex G.N.)
J.50/3	4F	0-6-0	Freight Tank (Ex G.N.)
J.50/4	4F	0-6-0	Freight Tank (Ex G.N.)
J.66	2F	0-6-0	Freight Tank (Ex G.E.)
J.69/1	2F	0-6-0	Freight Tank (Ex G.E.)
J.72	2F	0-6-0	Freight Tank (Ex N.E.)
J.83	2F	0-6-0	Freight Tank (Ex N.B.)
J.88	OF	0-6-0	Freight Tank (Ex G.N. of S.)
J.94	4F	0-6-0	Freight Tank (Ex M.O.S.)
K.1	5P/6F	2-6-0	Mixed Traffic Tender (Ex L.N.E.)
K.2/2	4MT	2-6-0	Mixed Traffic Tender (Ex G.N.)
K.3/2	5P/6F	2-6-0	Mixed Traffic Tender (Ex G.N.)
K.3/3	5P/6F	2-6-4	Mixed Traffic Tender (Ex G.N.)
K.4	5P/6F	2-6-0	Mixed Traffic Tender (Ex L.N.E.)
L.1	4MT	2-6-0	Mixed Traffic Tank (Ex L.N.E.)
N.2/2	3P/2F	0-6-2	Passenger Tank (Ex L.N.E.)
N.2/4	3P/2F	0-6-2	Passenger Tank (Ex L.N.E.)
N.7/3	3MT	0-6-2	Passenger Tank (Ex G.E.)
N.7/4	3MT	0-6-2	Passenger Tank (Ex G.E.)
N.7/5	3MT	0-6-2	Passenger Tank (Ex G.E.)
N.10	3F	0-6-2	Freight Tank (Ex N.E.)
N.15/1	3MT	0-6-2	Mixed Traffic Tank (Ex N.B.)
N.15/2	3MT	0-6-2	Mixed Traffic Tank (Ex N.B.)
O.1	8F	2-8-0	Freight Tender (Ex L.N.E.)
O.2/1	8F	2-8-0	Freight Tender (Ex L.N.E.)
O.2/2	8F	2-8-0	Freight Tender (Ex L.N.E.)
O.2/3	8F	2-8-0	Freight Tender (Ex L.N.E.)
O.2/4	8F	2-8-0	Freight Tender (Ex L.N.E.)
O.4/1	7F	2-8-0	Freight Tender (Ex G.C.)
O.4/2	7F	2-8-0	Freight Tender (Ex R.O.D)
O.4/3	7F	2-8-0	Freight Tender (Ex L.N.E.)
O.4/6	7F	2-8-0	Freight Tender (Ex L.N.E.)
O.4/7	7F	2-8-0	Freight Tender (Ex L.N.E.)
O.4/8	7F	2-8-0	Freight Tender (Ex L.N.E.)

## ROUTE AVAILABILITY OF LOCOMOTIVES—continued

NORTH EASTERN OPERATING AREA, JUNE, 1953—continued

## ★CLASSIFICATION AND TYPE OF ENGINES (Ex L.N.E.R.)—continued

Classification Code	Motive Power Class	Wheel Arrangement	Type
Q.6	6F	0-8-0	Freight Tender (Ex N.E.)
Q.7	8F	0-8-0	Freight Tender (Ex N.E.)
V.1	3MT	2-6-2	Mixed Traffic Tank (Ex L.N.E.)
V.2	7P/6F	2-6-2	Mixed Traffic Tender (Ex L.N.E.)
V.3	4MT	2-6-2	Mixed Traffic Tank (Ex L.N.E.)
Y.1/1	OF	0-4-0	Sentinel Tank (Ex L.N.E.)
Y.3	OF	0-4-0	Sentinel Tank (Ex L.N.E.)
Y.4	OF	0-4-0	Dock Tank (Ex G.E.)
Y.9	OF	0-4-0	Freight Tank (Ex N.B.)
W.D.	8F	2-8-0	Freight Tender (Ex M.O.S.)
W.D.	9F	2-10-0	Freight Tender (Ex M.O.S.)

## ★CLASSIFICATION AND TYPES OF ENGINES (Ex L.M.R.)

Classification Code	Motive Power Class	Wheel Arrangement	Type
STEAM			
OF	OF	0-4-0	Freight Tank (Ex Midland)
1B	1P	0-4-4	Passenger Tank (Ex Midland)
1B	1F	0-6-0	Freight Tank (Ex Midland)
2B	2P	4-4-0	Passenger Tender (Ex L.M.S. Std. and Midland)
2D	2F	0-6-0	Freight Tender (Ex Midland)
2E	2F	0-6-0	Freight Tender (Ex Cal.)
2H	2P	2-4-2	Passenger Tank (Ex L. & Y. Class 5)
2J	2	2-6-2	Mixed Traffic Tank (Ex L.M.S. Std.)
2K	2P	0-4-4	Passenger Tank (Ex Cal. 18" x 26" x 5' 9")
2L	2P	0-4-4	Passenger Tank (Ex Cal. 18½" x 26" x 5' 9")
2M	2P	0-4-4	Passenger Tank (Ex L.M.S. Std.)
2O	2F	0-6-0	Freight Tank (Ex N.L.)
2Q	2F	0-6-0	Freight Tank (Ex L. & Y. Class 23)
2R	2F	0-6-0	Freight Tank (Ex Cal. 17" x 22" x 4' 0")
2U	2	2-6-0	Mixed Traffic Tender (Ex L.M.S. Std.)
3E	3F	0-6-0	Freight Tender (Ex Midland)
3F	3F	0-6-0	Freight Tender (Ex L. & Y.)
3H	3F	0-6-0	Freight Tender (Ex Cal.)
3J	3	2-6-2	Mixed Traffic Tank (Ex L.M.S. Std. Taper Boiler)
3Q	3P	4-4-2	Passenger Tank (Ex L.T.S.)
3S	3	2-6-2	Mixed Traffic Tank (Ex L.M.S. Std. Parallel Boiler)
3T	3F	0-6-0	Freight Tank (Ex L.M.S. Std.)
3Y	3F	0-6-0	Freight Tank (Ex Cal.)
4B	4P	4-4-0	Passenger Tender (Ex L.M.S. Std.)
4C	4F	0-6-0	Freight Tender (Ex L.M.S. Std.)
4H	4	2-6-4	Mixed Traffic Tank (Ex L.M.S. Std. 2-cyl.—Parallel Boiler)
4J	4	2-6-4	Mixed Traffic Tank (Ex L.M.S. Std. 2-cyl.—Taper Boiler)
4K	4	2-6-4	Mixed Traffic Tank (Ex L.M.S. Std. 3-cyl.—Taper Boiler)
4L	4	2-6-0	Mixed Traffic Tender (Ex L.M.S. Std.)
5A	5	4-6-0	Mixed Traffic Tender (Ex L.M.S. Std.)
5B	6P/5F	2-6-0	Mixed Traffic Tender (Ex L.M.S. Std. Parallel Boiler)
5C	6P/5F	2-6-0	Mixed Traffic Tender (Ex L.M.S. Std.—Taper Boiler)
5XA	6P/5F	4-6-0	Mixed Traffic Tender (Ex L.M.S. Std.—Parallel Boiler)
5XB	6P/5F	4-6-0	Mixed Traffic Tender (Ex L.M.S. Std.—Taper Boiler)
6A	7P	4-6-0	Passenger Tender (Ex L.M.S. Std.—Royal Scot No. 46170)
6D	7P	4-6-0	Passenger Tender (Ex L.M.S. Std.—Converted Royal Scot and 5X Taper Boiler)
7A	8P	4-6-2	Passenger Tender (Ex L.M.S. Std.)
7B	7F	0-8-0	Freight Tender (Ex L.M.S. Std.)
7C	7F	0-8-0	Freight Tender (Ex L.N.W. G2/G2A)
7E	7F	2-8-0	Freight Tender (Ex S. & D.)
8A	8F	2-8-0	Freight Tender (Ex L.M.S. Std. and W.D.)
2VT/1	2MT	2-6-2	Mixed Traffic Tank (84,000 Class)
2K/1	2MT	2-6-0	Mixed Traffic Tender (78,000 Class)
3VT/1	3MT	2-6-2	Mixed Traffic Tank (82,000 Class)
3K/1	3MT	2-6-0	Mixed Traffic Tender (77,000 class)
4K/1	4MT	2-6-0	Mixed Traffic Tender (76,000 class)
4LT/1	4MT	2-6-4	Mixed Traffic Tank (80,000 class)
4B/1	4MT	4-6-0	Mixed Traffic Tender (75,000 class)—3,500 gall. Tender
4B/2	4MT	4-6-0	Mixed Traffic Tender (75,000 class)—5,000 gall. Tender



# **ROUTE AVAILABILITY OF LOCOMOTIVES—continued**

**NORTH EASTERN OPERATING AREA, JUNE, 1953—continued**

**★CLASSIFICATION AND TYPES OF ENGINES (Ex L.M.R.)—continued**

Classification Code	Motive Power Class	Wheel Arrangement	Type
5B/I	SMT	4-6-0	Mixed Traffic Tender (73,000 class)— 4,250 gall. Tender
5B/IA	SMT	4-6-0	Mixed Traffic Tender (73,000 class)— 5,000 gall. Tender
6A/I	6P/5F	4-6-2	Mixed Traffic Tender (72,000 class)— 4,250 gall. Tender
6A/IA	6P/5F	4-6-2	Mixed Traffic Tender (72,000 class)— 5,000 gall. Tender
7A/I	7P/6F	4-6-2	Mixed Traffic Tender (70,000 class)— 4,250 gall. Tender
7A/IA	7P/6F	4-6-2	Mixed Traffic Tender (70,000 class)— 5,000 gall. Tender
8A/I	8P	4-6-2	Passenger Tender (71,000 class)
9R/I	9F	2-10-0	Freight Tender (92,000 class)— 5,000 gall. Tender
9R/2	9F	2-10-0	Freight Tender (92,000 class) Franco— Crosti Boiler.
9R/6	9F	2-10-0	Freight Tender (92,000 class) Mechanical Stoker.

**PAGE 2.**

## **★ROUTE AVAILABILITY GROUPS**

Entries amended to read—

★TENDER ENGINES ROUTE AVAILABILITY GROUP							
2	3	4	5	6	7	8	9
<b>Ex LNE</b> J.15	<b>Ex LNE</b> J.25 J.36	<b>Ex LNE</b> J.17 J.26	<b>Ex LNE</b> J. 6 J.27	<b>Ex LNE</b> J.11 J.11/3 J.19 J.20/1 04/2 04/3	<b>Ex LNE</b> B. 1 J.39/1 J.39/2 J.39/3 K.1 K.2/2 K.4 01 02/1 02/2 02/4 04/1 04/6 04/7 04/8 Q.6 WD.2-8-0 WD.2-10-0	<b>Ex LNE</b> B.16/2 B.16/3 J.37 J.38 K.3/2 K.3/3 02/3 Q7	<b>Ex LNE</b> A. 1 A.1/1 A.2* A.2/3 A.3 A.4 V.2
<b>Ex LMS</b> 2D	<b>Ex LMS</b> 2U	<b>Ex LMS</b> 3E 3F	<b>Ex LMS</b> 2B	<b>Ex LMS</b> 7B 7C	<b>Ex LMS</b> 4B 5A 5B 5C 8A	<b>Ex LMS</b> 5XA 5XB	<b>Ex LMS</b> 6A 6D 7A
	<b>BR</b> 2K/1	<b>BR</b> 3K/1	<b>BR</b> 4K/1		<b>BR</b> 4B/1 4B/2 5B/1 5B/1A 6A/1	<b>BR</b> 6A/1A 7A/1 7A/1A	<b>BR</b> 8A/1 9R/1 9R/2 9R/6

\*A.2 locomotives restricted for clearances on certain lines—see tables.

★TANK ENGINES ROUTE AVAILABILITY GROUP							
1	2	3	4	5	6	7	8
<b>Ex LNE</b> Y.1/1 Y.3	<b>Ex LNE</b> J.66 J.72 Y.9	<b>Ex LNE</b> J.69/1 J.88 N.10	<b>Ex LNE</b> J.83	<b>Ex LNE</b> J.94 N.7/4 N.7/5	<b>Ex LNE</b> N.15/1 N.15/2 V.1 Y.4	<b>Ex LNE</b> J.50/1 J.50/2 J.50/3 N.2/2 N.2/4 N.7/3 V.3	<b>Ex LNE</b> L.1
<b>Ex LMS</b> 0F	<b>Ex LMS</b> 2Q	<b>Ex LMS</b> 1.E 2.J 3.S	<b>Ex LMS</b> 1.B 2.H 2.M 2.O 3.J 3.T	<b>Ex LMS</b> 4.H 4.J		<b>Ex LMS</b> 3.Q 4.K	
		<b>BR</b> 2.VT/1	<b>BR</b> 3.VT/1		<b>BR</b> 4.LT/1		

## ROUTE AVAILABILITY GROUPS—continued

★DIESEL AND ELECTRIC LOCOMOTIVES  
ROUTE AVAILABILITY GROUPS

1	2	3	4	5	6	7	8	9
2/1 2/13A	1/17 2/13 2/15	2/4A	3/1D 3/1E 8/4 8/5 10/4A 11/4	3/1B 3/1C 3/4 33/3	3/1 3/1A 10/3 10/4 11/1A 11/3 11/4A 11/6A 12/1 12/2 12/6 13/2 15/6 15/6A 16/2 17/3	11/1 11/6 17/7 20/3 20/4 22/1 22/4 25/1	12/5 16/9 23/1 25/1A	16/8

## ROUTE AVAILABILITY GROUPS

2	5	7	8	9
ELECTRIC ES/1	ELECTRIC EB/1	ELECTRIC 2,500H.P. B-B (SR) 50 cycle Single Phase AC(EE) 50 cycle AC B-B (Metro-Vick) 25 EVAC B-B (NBL for GEC)	ELECTRIC 50 cycle Single Phase 25 KV AC B-B (B.T.H.)	ELECTRIC EM/1

# 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	27	Delete entries—not used .. .. .	—	—	—	—
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 .. .. .	—	—	—	—

# 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)
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	—	—
★ 9	91	York (Skelton Junction) to Starbeck South (York and Harrogate)	—	—	Delete:—Groups 8 and 9 (except D.49 class) speed restriction 40 m.p.h.	—
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 Stainton-dale Station. Classes B12 and B12/3, speed limit 25 m.p.h. Speed restriction 20 m.p.h. .. Working of South Durham and Barningham Sidings restricted to Classes J36, J71 and J72	* Prohibited—Whitby West Cliff —Scarborough (Up and Down)
11	117	Catterick Camp Railway .. .. .	6	Add:—L1, V.3 .. .. .	—	—
11	119	Parkgate Junction to Albert Hill Junction .. .. .	9	—	—	—

12	125	Barnard Castle Coal Depots .. .. .	2	Add:—BR 2 MT 2-6-0 .. ..	—	—
12	124	Delete	—	—	—	—
	126					
	127					
12	129	Forcett Junction to Forcett Goods Station .. .. .	4	—	—	—
12	130	Forcett Valley Junction to Forcett Quarry .. .. .	4	—	—	Prohibited (Up and Down)
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 Sunnyside 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	—	—
12	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	155	Brotton Junction to Guisborough (Station Box). Amend to read:—Brotton to Boosbeck.	—	—	—	—
★14	157	North Skelton Junction to Priestcroft Junction. Amend to read:—North Skelton (Priestcroft Branch)	—	—	—	—
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 .. .. .	—	—

# 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)
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	184	North Shore Junction (Stockton) to end of North Shore Branch	—	Add:—J.27, J39, Q6 .. .. .	—	—
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.	—
★17	207	Murton Junction to Durham (Elvet Station). Amend to read:— Murton Junction to Sherburn Colliery North .. .. .	—	—	—	—
★17	214	Amend Broomside Junction to read North Hetton .. .. .	—	—	—	—
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	238	Delete Entry .. .. .	—	—	—	—
★19	239	Amend:—Annfield Mineral Yard to read Anfield East ..	—	—	—	—
19	240	Eden Bank Foot to Waldrige Bank Foot (Incline) ..	—	—	Add:—Maximum speed for type J94 and 350 h.p. diesel electric shunting locomotives not to exceed 20 m.p.h.	—
★19	241	Waldrige Bank Foot (Stella Gill) to Whitburn Junction (Tyne Dock)	7	Add:—BR 9F 2-10-0, V2 ..	9F South Pelaw Junction to Harton Junction, Main line only V2 Restricted to 25 m.p.h.	—
★20	243	Delete Entry .. .. .	—	—	—	—
★20	245	Amend:—Tile Shed to Hedworth Lane to read Hedworth Lane Siding .. .. .	—	—	—	—
20	246	Boldon Colliery Station to Green Lane Junction (Tyne Dock)	7	Add:—BR 9F 2-10-0 .. ..	Add:—9F Main lines only ..	—
★20	247	Delete Entry .. .. .	—	—	—	—
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	249	Wailles Dove Co's Sidings, Hebburn .. .. .	—	Amend to read:—Only four-wheeled locomotives, J.71 and J.72 types and 204 h.p. Diesel shunting locomotives, Drewry type DJ.12/1 and DJ.12/2 permitted	—	—
★20	255A	Delete Entry .. .. .	—	—	—	—
21	261A	Engineer's Siding and Corbridge Tip Sidings, Lamesley ..	5	K1, J39 .. .. .	Prohibition extends from Lamesley North Signal Box over temporary connection to old Down Slow line and to Corbridge Tip Sidings	—
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)
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

# 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	281 } 282 } 284 }	Delete Entries .. .. .	—	—	—	—
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	290	Amend:— Riverside Junction (Byker) to Percy Main Junction (a) Wallsend Shipyard .. .. . (b) Thermal Syndicate Sidings .. .. .	4 4	J27, J39 .. .. . J27 .. .. . J39 .. .. .	— — Not to go beyond Trap points at B.R. limit of maintenance	— —
23	291	Manors North to Morpeth via Backworth .. .. .	9	—	Add:—Q6 locomotives prohibited from working into New Bridge Street Mineral Yard As shown	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
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	310	Delete Entry .. .. .	—	—	—	—
24	311	West Sleakburn 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	Amend:— 317	Choppington Junction to end of B.R. on Netherton Colliery Branch	2	J27 .. .. . BR.2MT 2-6-0 .. .. . BR.3MT 2-6-0 .. .. . BR.4MT 2-6-0 .. .. . 4MT 2-6-0 .. .. . (L.M.R. design)	BR.3MT & BR.4MT 2-6-0 not to exceed 5 m.p.h. over sharp curves	—
24	319A	Widdrington Junction to Stobswood 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 BI LMR 5 MT 4-6-0 (Standard)	—
25	Delete entry:— 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:— Bellingham to Morpeth .. .. .	—	Amend to read:—BR3 MT 2-6-0, BR4 MT 2-6-0, LM4 MT 2-6-0.	Amend to read:—Subject to speed restriction of 35 m.p.h.	—
25	328	Rothbury to Scotsgap Junction .. .. .	3	G5 .. .. .	Add:—BR3 MT 2-6-0, BR4 MT 2-6-0, LM4 MT 2-6-0. Subject to speed restriction of 35 m.p.h. NOTE:—Permission is given to cross Bridge No. 44 at Rothbury on Sidings Roads at crawl speed.	—
★25	329	Delete entry Riccarton Junction to Hexham .. .. .	—	—	—	—

**★LOCOMOTIVE ROUTE AVAILABILITY**  
**TYPE 4, 2,000 H.P. DIESEL LOCOMOTIVE**

TYPE 4, 2,000 H.P. Diesel Locomotives are now working certain trains between Liverpool Lime Street and Leeds City South, etc. and vice versa.

These Locomotives are permitted to work over the Sections of Line given below subject to the prohibitions and restrictions shown:—

**MAIN LINES**

STALYBRIDGE & MANCHESTER (EXCHANGE) via Droylsden .. .. .	NIL
MANCHESTER EXCHANGE AND KENYON JUNCTION .. .. .	NIL
ECCLES AND HOWE BRIDGE WEST JUNCTION .. .. .	NIL

**MANCHESTER (EXCHANGE) DEAL STREET**

- (1) Down Slow LNW between points 70A and 46B prohibited in reverse direction.
- (2) Up Fast to Up Slow LNW between points 47B and 46A prohibited in reverse direction
- (3) Up Fast LNW between points 47B and 28B prohibited.
- (4) Down Slow to Down Fast LNW between points 70A and 70B prohibited.
- (5) Up Slow L & Y to Up Slow LNW between points 11B and 11A prohibited.
- (6) Up Slow LNW between points 10B and 11A reverse working prohibited.
- (7) Down Slow L & Y to Down Slow LNW between points 16A and 16B reverse working prohibited.

**LONDON MIDLAND REGION (CENTRAL LINES)**  
**LOCOMOTIVE ROUTE AVAILABILITY BOOKLET**  
**DATED SEPTEMBER, 1961**

★Kirkham and Wesham North Junction—Blackpool (North)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

★Bolton (Trinity Street) West—Hellfield. **DELETE** Note "J" and show as unrestricted.

★Poulton No. 3—Fleetwood—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

★**INSERT Note N.**—At Fleetwood Station Prohibited Up and Down Through Siding and Down East West Line to No. 4 and 5 Platform Roads.

★Manchester (Vic.)—Liverpool (Ex.) via Atherton and Wigan—**DELETE** Note C and show as unrestricted.

★Hindley No. 3—Pemberton Junction via Westwood Park—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

★Todd Lane Junction—Walton Junction via Croston—**INSERT—Note O**—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted between Moss Lane Junction and Walton Junction.

★**PAGES 5, 7, 9, 11, 13, 15, 17 and 19 7P (4-6-0) ex LMS.**

**AMEND** Power Classification to read 7P/6F.

★**PAGE 6.—Ashton Branch Sidings—Brewery Sidings (Miles Platting Connecting Line)—**  
 2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.

★**PAGE 10.—Lostock Junction—Hindley (Crow Nest Junction)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.**

★**PAGE 10.—Brindle Heath Junction—Agecroft Junction (Agecroft Connecting Line)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.**

★**PAGE 12.—Poulton No. 4—Poulton No. 5—2,300 h.p. Sulzer and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted. (PCR 92/68) (49)**

★**PAGE 12.—Lostock Hall (Moss Lane Junction)—Preston (Farington Curve Junction)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.**

★**PAGE 16.**

Carlisle No. 8 (Currock Junction)—Carlisle No. 5 (Crown Street Junction).

Carlisle No. 10 (Bog Junction)—Carlisle No. 8 (Currock Junction).

Carlisle No. 9 (Forks Junction)—Carlisle No. 11 (Rome Street Junction).

Carlisle No. 7 (London Road Junction)—Dalston Road.

Carlisle No. 11 (Rome Street Junction)—Carlisle (Dentonholme North Junction)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted. (51)

★**PAGE 18.**

Carlisle (Dentonholme North Junction)—Carlisle No. 3 (Viaduct Yard Lines)—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted. (PCR 92/68) (51)

**ROUTES OVER WHICH ENGINES MAY RUN**  
**LONDON MIDLAND REGION (CENTRAL DIVISION)**

★**PAGE 7.—Diggle—Manchester Exchange.**

**ADD:—**

Section of Line—Points between  
 Diggle and Stalybridge via Greenfield

Engine Permitted, etc.  
 V.2.

★**PAGE 17. (North Eastern Operating Area.)**

Thornhill No. 1—  
 Heckmondwike Central

Milner Royd Junction and Bradford Exchange.

**INSERT:—BR.9F (2-10-0)** provided the engine does not pass over connection leading to Tipping Dock Siding at Heckmondwike Central.

**Add:—**

Four or five locomotives permitted to run coupled between Low Moor and Bradford Exchange.

**ROUTE AVAILABILITY OF LOCOMOTIVES**

Routes Over which engines may run. (Midland Division) March, 1958.

★**PAGE 4.—PRINCIPAL MAIN LINES**

ADD:—

Section of Line—Points Between	Engines Prohibited	Engines Permitted subject to Restrictions shown
Horns Bridge to Burton via Clay Cross Junction, Crich Junction, Stenson Junction, Clay Mills Junction and Horninglow Bridge.	—	V.2.

★**PAGE 5.****LIVERPOOL CENTRAL—MANCHESTER CENTRAL**

Via Warrington and via Straight Line.

—

ADD:—V.2. (en route between NE Region, Walton and Huskisson Sidings via Diggle and Guide Bridge.)

★**PAGE 13.****LIVERPOOL CENTRAL—MANCHESTER CENTRAL**

—

V.2.

ADD:—

N.E. Region and Walton or Huskisson Sidings, via Diggle, Greenfield, Guide Bridge, Fairfield, Chorlton Junction, Throstle Nest, South Junction, Trafford Park Junction, Warrington or Straight Halewood East Junction and Fazakerley South and West Junctions.

## ROUTES OVER WHICH ENGINES MAY RUN SECTION 'W'

### LONDON MIDLAND REGION (WESTERN DIVISION) BOOKLET

**PAGE 32.**

INSERT:—

Section of Line

Engines permitted subject to Restrictions shown

Farnley Junction to Whitehall Junction

A.3 Pacific (Windscreens to be folded back)

## ROUTE AVAILABILITY OF LOCOMOTIVES

### EASTERN REGION WESTERN DIVISION

(Dated June 1953)

**PAGE 21.**

Bradford Exchange to Mill Lane Junction

Additional Classes Permitted

ADD:—

Groups 8 and 9

Particulars of Restrictions, etc.

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. Dunstons North and East Junctions.

Restrictions on Double Heading

Double heading of Groups 8 and 9 prohibited.

(G.1/26)

**PAGE 22—AMEND:—**

Thorpe Junction—Thorpe Quarry

—

J.52

J.94 (as far as landsale coal sidings from Wakefield Road Crossing).

**PAGE 23—ADD:—**

Lofthouse North Junction —Stourton Junction

3

J.94 (between Lofthouse North Junction and Wakefield Road Crossing).

## IDENTIFICATION OF DIESEL LOCOMOTIVES BY CODE

A code has been devised to facilitate the identification, horse power, manufacturer, and variations in design of the diesel locomotives within a group. The description of the code is as follows:—

FIRST NUMBER represents the HORSE POWER OF THE LOCOMOTIVE (in 100's).

SECOND NUMBER/S represents the MAKER, as shown on the list below:—

LETTER A indicates variations within a particular group, e.g., wheel diameter.

EXAMPLE. 3/1A = 350 h.p. B.R./E.E. (0-6-0) 4 ft. 0½ ins. wheel diameter.

MANUFACTURER'S CODE (SECOND NUMBER/S)

Code No.

Manufacturers

1	..	B.R. (British Railways)
2	..	Brush
3	..	E.E. (English Electric)
4	..	N.B.L. (North British)
5	..	A.E.I. (B.T.H. and Metro Vic.)
6	..	B.R.C.W. (Birmingham Railway C. & W.)
7	..	Beyer Peacock
8	..	L.M.S. (London Midland and Scottish Railway)
9	..	S.R. (Southern Railway)
10	..	L.N.E.R. (London and North Eastern Railway)
11	..	G.W.R. (Great Western Railway)
12	..	Barclay
13	..	Drewry
14	..	Hudswell-Clarke
15	..	Hunslet
16	..	Ruston and Hornsby
17	..	Yorkshire Engine Company

# IDENTIFICATION OF DIESEL LOCOMOTIVES BY CODE—continued

The code provides an easy reference to the various types of diesel locomotive in connection with the extraction of statistical information and for maintenance requirements; it facilitates comparisons of the performance of the different types of locomotives within a particular horse power group.

The code will be used in diesel locomotive diagrams and in load book and route availability pamphlet. The makers, horse power, serial numbers and code are shown in detail on the attached.

The following information will be shown on the outside of the driving cabs of Main Line Diesel Locomotives:—

Locomotive Number  
Identification Code  
Route Availability (when available)  
Power Classification (when available)  
Depot Code Number and letter.

## DIESEL LOCOMOTIVE IDENTIFICATION CODE

H.P.	Description	Loco. Nos.	Code
153	Hunslet/Gardner (0-4-0)	D.2950—D.2952	1/15
153	Barclay/Gardner (0-4-0)	D.2953—D.2956	1/1
165	Ruston and Hornsby (0-4-0)	D.2957—D.2958	1/16
170	Yorkshire Engine Company (0-4-0)	D.2850—D.2859	1/17
200	Brush/Petter (0-4-0)	D.2999	2/2
200	N.B.L./Paxman (0-4-0)	D.2700—D.2707	2/4A
204	B.R./Gardner (0-6-0)	D.2000—D.2199	2/1
		D.2385—D.2399	
204	Drewry/Gardner (0-6-0) 3 ft. 6 ins. wheel	D.2274—D.2340	2/13
204	Drewry/Gardner (0-6-0) 3 ft. 6 ins. wheel	D.2215—D.2273	2/13
204	Drewry/Gardner (0-6-0) 3 ft. 3 ins. wheel	D.2200—D.2214	2/13A
204	Barclay/Gardner (0-4-0)	D.2410—D.2444	2/12
204	Barclay/Gardner (0-6-0)	D.2400—D.2409	2/12A
204	Hudswell-Clarke/Gardner (0-6-0)	D.2500—D.2519	2/14
204	Hunslet/Gardner (0-6-0) 3 ft. 9 ins. wheel	D.2574—D.2618	2/15
204	Hunslet/Gardner (0-6-0) 3 ft. 4 ins. wheel	D.2550—D.2573	2/15A
225	N.B.L./M.A.N. (0-4-0)	D.2708—D.2780	2/4
330	N.B.L./M.A.N. (0-4-0)	D.2900—D.2913	3/4
350	B.R./E.E. (0-6-0)	D.3000—D.3116	
		D.3127—D.3136	
		D.3167—D.3438	
		D.3454—D.3472	3/1
		D.3503—D.3611	
		D.3652—D.3664	
		D.3672—D.3718	
		D.3772—D.4048	
★350	B.R./Crossley (0-6-0)	D.3117—D.3126	3/1D
★350	B.R./Blackstone/G.E.C. (0-6-0)	D.3137—D.3151	
		D.3439—D.3453	
		D.3473—D.3502	3/1B
		D.3612—D.3651	
		D.4049—D.4094	
★350	B.R./Blackstone/B.T.H. (0-6-0)	D.3152—D.3166	3/1E
350	B.R./E.E. (0-6-0) Maximum Speed 27 m.p.h.	D.3665—D.3671	3/1A
		D.3719—D.3721	
★350	B.R./E.E. (0-6-0) 4 ft. 0½ ins. wheel	12033—12138	3/1C
350	L.M.S./E.E. (0-6-0) 4 ft. 3 ins. wheel	12003—12032	3/8
350	L.M.S./E.E. (0-6-0) 4 ft. 0½ ins. wheel	12000—12001	3/8A
350	L.N.E./E.E. (0-6-0)	15000—15003	3/10
350	G.W./E.E. (0-6-0) 4 ft. 0½ ins. wheel	15101—15106	3/11
350	G.W./E.E. (0-6-0) 4 ft. 1 ins. wheel	15100	3/11A
350	S.R./E.E. (0-6-0)	15211—15236	3/9
350	S.R./E.E. (0-6-0) Maximum Speed 45 m.p.h.	15201—15203	3/9A
360	Brush/Petter (0-6-0)	15004	3/2
800	B.T.H./Paxman	D.8200—D.8243	8/5
800	N.B.L./Paxman	D.8400—D.8409	8/4
1000	N.B.L./M.A.N./G.E.C.	D.6100—D.6109	10/4
1000	N.B.L./M.A.N./Voith	D.6300—D.6305	10/4A
1000	E.E./E.E.	D.8000—D.8127	10/3
1100	E.E./Napier	D.5900—D.5909	11/3
1100	N.B.L./M.A.N./G.E.C.	D.6110—D.6137	11/4A
1100	N.B.L./M.A.N./G.E.C. (Continuous Speed Control)	D.6138—D.6157	11/4A
1100	N.B.L./M.A.N./Voith	D.6306—D.6357	11/4
1160	B.R./Sulzer	D.5000—D.5049	11/1
1160	B.R.C.S./Sulzer	D.5300—D.5319	11/6
1160	B.R./Sulzer	D.5050—D.5150	11/1A
1160	B.R.C.S./Sulzer	D.5320—D.5346	11/6A
1200	M.V./Crossley	D.5700—D.5719	12/5
1250	B.R./Sulzer	D.5151—D.5175	12/1
1250	B.R.C.W./Sulzer	D.5347—D.5415	12/6
1250	Brush/Mirrlees	D.5500—D.5519	12/2
1365	Brush/Mirrlees	D.5520—D.5544	
		D.5546—D.5654	
		D.5671—D.5699	13/2
		D.5800—D.5825	

## IDENTIFICATION OF DIESEL LOCOMOTIVES BY CODE—continued

H.P.	Description	Loco. Nos.	Code
1550	B.R.C.W./Sulzer	D.6500—D.6585	15/6
1550	B.R.C.W./Sulzer (Hastings Line Gauge)	D.6586—D.6597	15/6A
1600	Brush/Mirrlees	D.5545	16/2
		D.5655—D.5670 }	
1600	L.M.S./E.E.	10000—10001	16/8
1600	S.R./E.E.	10201—10202	16/9
1700	Beyer Peacock/Maybach	D.7000—D.7044	17/7
1750	E.E./E.E.	D.6700—D.6778	17/3
2000	E.E./E.E.	D.200—D.399	20/3
2000	N.B.L./M.A.N./Voith	D.600—D.604	20/4
2000	S.R./E.E.	10203	20/9
2200	B.R./Maybach/Mekydro	D.800—D.832 }	22/1
		D.866—D.870 }	
2200	N.B.L./M.A.N./Voith	D.833—D.865	22/4
2300	B.R./Sulzer	D.1, D.3—D.10	23/1
★2500	B.R./Sulzer	D.111—D.199 }	25/1
		D.1500—D.1513 }	
★2500	B.R./Sulzer	D.2	25/1 A
2700	B.R./Maybach/Voith	D.1000—D.1073	27/1
3300	E.E./Napier	D.9000—D.9021	33/3

## WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS

(Dated October, 1955)

From	To	Description of Train	Proportion of Brakes to be fastened down
<b>★PAGE 4.</b> <b>INSERT:—</b> (3) Leamington                      Newburn                      Trains of 32xx loaded wagons worked by Class Q7 Engines                      1 double brake for every 4 wagons.			
<b>PAGE 9 (Item 35).</b> Hesleden Bank Head                      Hart <b>AMEND</b> reference to Deaf Hill Colliery Up Advance Signal to read Wingate Station Up Home Signal. (G. 1/283)			
<b>AMEND (Item 37), Naworth to Carlisle to read:—</b> 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 48½ miles at Naworth to 58½ miles at Durran Hill.			

**PAGE 10 (Item 37—Naworth to Carlisle continued).****DELETE** first paragraph relating to trains of XX wagons.

(G. 1/283)

**DELETE** from end of remaining paragraph the words "as shown for trains in the opposite direction."

From	To	Description of Train	Proportion of Brakes to be fastened down
<b>INSERT:—</b> (38) Southwick Branch                      Austin and Pickersgill Sidings                      Loaded trains                      4 double brakes for every 5 Wagons. Loaded wagons should not exceed equal to 20 ordinary wagons at any one movement.			

**PAGE 11.****INSERT NEW ENTRY:—**

(48A) Bradley	Consett South	South coal trains consisting of 35 16-ton loaded wagons.	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)
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**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.1/14/5)

# 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 exceeding its own weight and which is not rendered incapable of movement. (20-10-56) (5392)

## 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 Signaller 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 Signaller at Lancaster (Green Ayre), whichever is the quicker.

In cases of great emergency the above switches may be used without first telephoning the Signaller at Lancaster (Green Ayre) asking for the electricity to be cut off, but in this event the Signaller 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 Signaller 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 Signaller 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 Signaller 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 Signaller 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 Signaller at Lancaster (Green Ayre) must inform the Sub-station at Heysham immediately of the circumstances.

## Instruction No. 19.—AMEND:—

19. The Signaller 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 Signaller 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 Signaller 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 Signaller 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.

260½ 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 rest 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, except at those water columns where the height of the contact wire is 20 feet above rail level or the track is unwired.

**PAGES 52 and 53.**

**INSTRUCTION No. 70** must be **AMENDED** to read as follows:—

#### **Defects in Electric Locomotives.**

**70.** Locomotive crews must keep a sharp look-out for any unusual noises or unusual operation of the locomotive, including motors, gearing, bogies pantographs or other equipment.

The Motorman must, if possible, isolate the defective equipment with the least possible delay, and if the locomotive is safe to proceed, continue the journey to destination, where the fault must be reported.

A Motorman requiring the services of a Fitter to rectify a minor fault which does not affect mobility, or becoming aware of a defect which requires early attention, must report the matter at the first stopping point.

Signalmen or Station Staff must immediately telephone such messages to Traffic Control, who must then transmit this information to the nearest Electric Locomotive Depot.

Any defect which may necessitate an electric locomotive being taken out of service must, however, be reported at the first signal box or station.

## INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

### MANCHESTER-SHEFFIELD-WATH ELECTRIFIED LINES BOOKLET OF WORKING INSTRUCTIONS, 1954—continued

Where, owing to a failure which affects mobility, a Motorman requires assistance, a line side electrification telephone should be used if it is nearer than the electrification telephone situated at the nearest signal box or station, and in such circumstances the Motorman must request to be connected with both Traffic Control and Reddish Electric Locomotive Depot.

The Motorman must give full particulars of the defect, including details of the degree of mobility, to the Traffic Control and to the Foreman at Reddish Electric Locomotive Depot. The latter will, from the description of the fault give suitable advice to help the Motorman to rectify the fault himself and the Traffic Controller must take note of this conversation, and if it is possible for the locomotive to move either under its own power or by assistance, decide whether the train should be moved before any endeavour is made to rectify the fault.

If it is found after this procedure that the Motorman is unable to rectify the fault, he should make further contact with Traffic Control and Reddish Electric Depot, using the electrification telephone and notify the Controller and the Foreman that it is not possible to rectify the fault without technical assistance. The Traffic Controller and Foreman concerned will then decide regarding the best means of dealing with the locomotive and the Motorman will be given instructions for moving the train and any other relevant actions.

The Assistant Motorman and Guard must carry out the appropriate rules of protection, removal or assistance, etc., as necessary.

If it is found impossible to carry out a three-way conversation by reason of adverse conditions prevailing on the telephone lines at the time, the Motorman must act as prescribed in paragraphs 2, 3 and 5.

In all cases where a report is made either to the Traffic Control or the Electrical Control, the name of the Motorman, departure time of train from starting point and a concise description of the trouble, including the number of locomotive, and if necessary where it is standing, must be given.

When stabling a locomotive or being relieved, the Motorman must report any defects which require immediate attention by the first available means to Traffic Control and nearest Electric Locomotive Depot.

All defects must be entered by the Motorman on his defect sheet. Defects must be entered legibly and concisely, stating date, place where trouble occurred, number of locomotive, departure time of train from starting point and particulars of delay, the Motorman finally signing with full name.

If there are no defects the Motorman must so endorse the defect sheet.

#### PAGE 54.

##### DELETE:—

Rule 55 and Rule 56 (Standard Rules 55 and 56 in the Rule Book apply).

(O. 7423)

#### PAGE 63.

##### INSTRUCTION No. 93 must be DELETED and the following SUBSTITUTED:—

The following code of bell signals must be used from Guard to Motorman:—

##### Code of Bell Signals from Guard to Motorman

- 1 Stop
- 2 Start
- 3 Set-back
- 5 Guard leaving train in accordance with Rules
- 6 Draw forward

#### PAGE 66.

##### INSTRUCTION 94. ADD after last paragraph:—

“Halt” Button:—Mounted underneath each door control box is a push button which, when pressed, will open the nearest doors on that side of the motor-coach. Its purpose is to allow staff to be de-trained at Mottram Yard Exit without allowing the remaining passenger doors to be opened.

Trainmen and others wishing to alight at this point must travel in the motor-coach next to the Guard’s compartment occupied by the Guard.

These doors are closed by pressing the “Close” button in the door control box.

If for any reason the nearest doors to the Guard’s compartment are inoperative, the Guard must permit staff to travel in the Guard’s compartment.

#### PAGES 71 and 72.

##### INSTRUCTION No. 104 must be AMENDED to read as follows:—

##### Defects in Multiple Unit Trains.

104. Train Staff must keep a sharp look-out for any unusual noises or unusual operation of the train, including motors, gearing, bogies, pantographs or other equipment.

The Motorman must, if possible, isolate the defective equipment with the least possible delay, and if the train is safe to proceed, continue the journey to destination where the fault must be reported.

A Motorman or Guard requiring the services of a Fitter to rectify a minor fault which does not affect mobility, or becoming aware of a defect which requires early attention, must report the matter at the first stopping point.

Signalmen or Station Staff must immediately telephone such messages to Traffic Control, who must then transmit this information to the nearest Electric Locomotive Depot.

Any defect which may necessitate an electric Multiple-Unit being taken out of service must, however, be reported at the first signal box or station.

If it is necessary to remove control jumpers between any two adjacent units, destroying the normal operation of the passenger doors, the train must be worked in accordance with Instruction No. 96.

Where, owing to a failure which affects mobility, a Motorman requires assistance a line side electrification telephone should be used if it is nearer than the electrification telephone situated at the nearest signal box or station, and in such circumstances the Motorman must request to be connected with both Traffic Control and Reddish Electric Locomotive Depot.

# INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

## MANCHESTER-SHEFFIELD-WATH ELECTRIFIED LINES BOOKLET OF WORKING INSTRUCTIONS, 1954—continued

The Motorman must give full particulars of the defect, including details of the degree of mobility, to the Traffic Control and to the Foreman at Reddish Electric Locomotive Depot. The latter will, from the description of the fault give suitable advice to help the Motorman to rectify the fault himself and the Traffic Controller must take note of this conversation, and if it is possible for the Multiple Unit train to move either under its own power or by assistance, decide whether the train should be moved before any endeavour is made to rectify the fault.

If it is found after this procedure that the Motorman is unable to rectify the fault, he should make further contact with Traffic Control and Reddish Electric Depot using the electrification telephone and notify the Controller and the Foreman that it is not possible to rectify the fault without technical assistance. The Traffic Controller concerned and the Foreman will then decide regarding the best means of dealing with the Multiple Unit train and the Motorman will be given instructions for moving the train and any other relevant actions.

The Guard must carry out the appropriate rules of protection, removal or assistance, etc., as necessary.

If it is found impossible to carry out a three-way conversation by reason of adverse conditions prevailing on the telephone lines at the time, the Motorman must act as prescribed in paragraphs 2, 3 and 5.

In all cases where a report is made either to the Traffic Control or the Electrical Control, the name of the Motorman, departure time of train from starting point and concise description of the trouble, including the number of the defective coach and if necessary where it is standing, must be given.

When stabling an electrical Multiple Unit train or being relieved, the Motorman must report any defects which require immediate attention by the first available means to Traffic Control and nearest Electric Locomotive Depot.

All defects must be entered by the Motorman on his defect sheet. Defects must be entered legibly and concisely, stating date, place where trouble occurred, defective vehicle number, departure time of train from starting point and particulars of delay, the Motorman finally signing with full name.

If there are no defects the Motorman must so endorse the defect sheet.

### 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
<b>DELETE:—</b>		
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.
<b>INSERT:—</b>		
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)
The following <b>AMENDMENTS</b> must be made to <b>APPENDIX 'D':—</b>		
<b>AMEND:—</b>		
00/15 } 00/27 }	Manchester London Road to read Manchester Piccadilly .. .. .	— —
<b>DELETE:—</b>		
17/04	Crowden, 20 yards west of Home signal for Up Goods only	Column normally out of use. For emergency steam work only.
W4/01	Wentworth Junction Up line .. .. .	For emergency steam working only.
28/16	Penistone Station, West End Down Slow .. .. .	20 ft. contact wire height.
43/15	Darnall Platform, Down Goods and Down Main, West End	20 ft. contact wire height.
43/20	Darnall, Up Goods, East End .. .. .	20 ft. contact wire height.

The following **AMENDMENTS** must be made to **APPENDIX 'E':—**

	Nearest Structure No.	Location
<b>DELETE:—</b>	43/03	Darnall
	DL/19	Near sand dryer.
		West end of Electric Locomotive Depot.
		<b>Manchester London Road</b>
	★ 0/15	East end No. 2 platform, 12 ft from top of ramp.
	★ 0/17	East end No. 1 platform, adjacent to lamp room.

# INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

## MISCELLANEOUS INSTRUCTIONS

# WARNING

SPECIAL ATTENTION IS DRAWN TO  
THE FOLLOWING

## ★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

#### EUSTON—LIVERPOOL LINE

BASFORD HALL JUNCTION

Structure No. G.156/26

Including:—

STOKE LINE from Crewe South Junction to Structure No. KC.08/05

SALOP LINE from Crewe South Junction to Structure No. C.01/27

CHESTER LINE from Crewe North Junction to Structure No. GC.159/31

SALOP GOODS JUNCTION

Structure No. LL.157/103

SALOP GOODS JUNCTION

Structure No. LL.157/103

GRESTY LANE No. 1

SORTING SIDINGS NORTH

Structure No. LL.157/24

SORTINGS SIDINGS NORTH

Structure No. LL.157/24

OVER AND WHARTON BRANCH (from Winsford Junction) to Structure No. GX.166/05

NORTHWICH BRANCH (from Hartford Junction) to Structure No. HH.00/17 and 18

WARRINGTON LINE (from Weaver Junction) to Structure No. G.176/03 and G.176/04

FRODSHAM BRANCH (from Halton Junction) to Structure No. HF.00/11

FOLLY LANE BRANCH (from Runcorn) to Structure No. LX.00/70

WIDNES BRANCH (Fast Lines) to Structure Nos. DS.182/01 and 02

WIDNES BRANCH (Slow Lines) to Structure No. L.182/21

CIRCULAR GOODS AND WATERLOO LINES (from Wavertree Junction) to Roof Attachment Anchor Structure (Waterloo Tunnel Mouth)

DOWNHILL CARRIAGE SIDINGS to Structure No. LX.192/31

MANCHESTER LINE (from Edge Hill) to Structure No. LM.02/34, 35, 36 and 37

GRID IRON GOODS LINES to Structure No. EG.00/49

WAPPING GOODS LINES to Structures No. L.192/33 and 37

EDGE HILL GOODS LINES (Olive Mount Junction to Exhibition Junction) to Structure No. WW.00/92

SPEKE JUNCTION AND GARSTON DAM BRIDGE SIDINGS

Structure No. SG.187/59

Including (Speke Area):—

GOODS ARRIVAL LOOP to Structure No. LX.187/17

Nos. 1 TO 6 RECEPTION SIDINGS AND Nos. 1 AND 2 DEPARTURE ROADS to Structure No. SG.187/21

Including (Garston Area):—

Nos. 10 AND 11 DINGLE SIDINGS to Structure No. SG.187/72

CRESSINGTON BRANCH to Structure No. SG.187/62

ALLERTON JUNCTION

Structure No. L.187/39

AND HUNTS CROSS

Including:—

ALLERTON DISTRICT ELECTRIC DEPOT AREA, CARRIAGE SIDINGS AND GOODS LINES

FORMER C.L.C. MAIN LINE from Structures No. LM.05/01 and LM.05/02 to Structures LM.06/48, LM.06/49 and LM.06/50

#### CREWE—MANCHESTER LINE

SALOP GOODS JUNCTION

Structure No. LL.157/103

CREWE NORTH JUNCTION

AND

SYDNEY BRIDGE JUNCTION (VIA MANCHESTER INDEPENDENT LINES)

AND

MANCHESTER (PICCADILLY)

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

MANCHESTER (PICCADILLY)

AND

AND

SLADE LANE JUNCTION (VIA STYAL)

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:—

#### AMEND:—

#### CREWE (BASFORD HALL JUNCTION) and GREYNA JUNCTION

BASFORD HALL JUNCTION	FROM STRUCTURE No. G.156/26	APPROXIMATELY 170 yards North of Basford Hall Junction Signal Box.
AND		
NORTON CROSSING	TO STRUCTURES Nos. G.176/03 and G.176/04	APPROXIMATELY 130 yards in advance of Up Main Signal No. W.J.3.

#### ADDITIONAL SECTIONS:— Including:—

Over and Wharton Branch at Winsford Junction	TO STRUCTURES No. GX.166/05	APPROXIMATELY 380 yards on the South Side of Winsford Junction Signal Box.
Northwich Branch at Hartford Junction	TO STRUCTURES Nos. HH.00/17 and 18	APPROXIMATELY 50 yards in advance of Hartford Junction (C.L.C.) Down Starting signal.

#### 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.

#### GREYTY LANE No. 2 and CREWE SOUTH JUNCTION

GREYTY LANE No. 2	FROM STRUCTURE No. C.01/27	APPROXIMATELY 500 yards on the Crewe side of Greyty Lane No. 2 Down Distant signal.
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.157/103	At 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. LL.157/103	At Salop Goods Junction Signal Box.
AND		
SYDNEY BRIDGE JUNCTION	TO STRUCTURE No. GM.158/72	AT Sydney Bridge Junction.

#### ADDITIONAL SECTIONS:—

#### CREWE GOODS LINES

#### DOWN AND UP LIVERPOOL INDEPENDENTS

SALOP GOODS JUNCTION	FROM STRUCTURE No. LL.157/103	AT Salop Goods Junction Signal Box.
AND		
CREWE COAL YARD	TO STRUCTURE No. G.158/158	APPROXIMATELY 270 yards South of Crewe Coal Yard Signal Box.

# INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

## EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—continued CREWE—MANCHESTER, LONDON ROAD—continued

### DOWN AND UP SALOP INDEPENDENTS

GRESTY LANE No. 1	FROM STRUCTURE No. CS.00/19	AT Gresty Lane No. 1 Signal Box.
AND		
SALOP GOODS JUNCTION	TO STRUCTURE No. LL.157/103	AT Salop Goods Junction Signal Box.

### DOWN AND UP FAST AND SLOW INDEPENDENTS

SORTING SIDINGS NORTH	FROM STRUCTURE No. LL.157/24	APPROXIMATELY 120 yards North of Sorting Sidings North Signal Box.
AND		
SALOP GOODS JUNCTION	TO STRUCTURE No. LL.157/103	AT Salop Goods Junction Signal Box.

### DOWN AND UP GOODS

SORTING SIDINGS NORTH	FROM STRUCTURE No. LL.157/24	APPROXIMATELY 120 yards North of Sorting Sidings North Signal Box.
AND		
GRESTY LANE No. 1	TO STRUCTURE No. CS.00/23	APPROXIMATELY 80 yards on Salop side of Gresty Lane No. 1 Signal Box.

including all lines and sidings equipped with overhead line equipment between the above limits.

### ★WEAVER JUNCTION and EDGE HILL

WEAVER JUNCTION	FROM STRUCTURE No. G.174/10	AT Weaver Junction.
AND		
★EDGE HILL	TO STRUCTURE No. L.191/68	APPROXIMATELY 120 yards on Crewe side of Down Fast Signal No. EH.49.

Including:—

FRODSHAM BRANCH AT HALTON JUNCTION	TO STRUCTURE No. HF.00/11	APPROXIMATELY 480 yards on the Frodsham side of Halton Junction Signal Box.
FOLLY LANE BRANCH AT RUNCORN	TO STRUCTURE No. LX.00/70	APPROXIMATELY 420 yards on West side of Folly Lane Shunters Amenity Block.
Widnes Branch (fast lines)	FROM STRUCTURE Nos. DS.182/01 and /02	APPROXIMATELY 340 yards on Liverpool side of Down Fast Signal No. WS.4.
Widnes Branch (slow lines)	FROM STRUCTURE No. L.182/21	APPROXIMATELY 110 yards on Liverpool side of Down Slow Signal No. DNI.10.

### 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

#### SPEKE AND GARSTON AREA

SPEKE JUNCTION (GOODS LINES) AND GARSTON DAM BRIDGE SIDINGS	FROM STRUCTURE No. L.186/59	APPROXIMATELY 80 yards on Liverpool side of Down Slow signal No. SE.83.
	TO STRUCTURE No. SG.187/59	APPROXIMATELY 25 yards on Cressington side of Dam Bridge Foreman's and Shunter's Cabin.
Including (Speke Area):— Goods Arrival Loop	TO STRUCTURE No. LX.187/17	APPROXIMATELY 30 yards on Crewe side of Low Level Foreman's and Shunter's Cabin.
Nos. 1 to 6 Reception Sidings and Nos. 1 and 2 Departure Roads	TO STRUCTURE No. SG.187/21	APPROXIMATELY 60 yards on Crewe side of Garston Junction Signal Box.
(Garston Area):— Nos. 10 and 11 Dingle Sidings	TO STRUCTURE No. SG.187/72	APPROXIMATELY 120 yards on Dock side of Dingle Amenity Block.
Cressington Branch	TO STRUCTURE No. SG.187/62	Adjacent to Old Carriage Shed.

#### ALLERTON DEPOT and FORMER C.L.C. LINES

ALLERTON JUNCTION AND HUNTS CROSS	STRUCTURE No. L.187/39	APPROXIMATELY 10 yards on Crewe side of Up Fast signal No. AN.33.
Including:— All Allerton District Electric Depot Area, Carriage Sidings and Goods Lines	TO STRUCTURE Nos. LM.06/48, 49, 50	APPROXIMATELY 550 yards on Liverpool side of Hunt's Cross Station platform.
Former C.L.C. Main Line	FROM STRUCTURE Nos. LM.05/01 and LM.05/02	APPROXIMATELY 300 yards on Manchester side of Hunts Cross West Up Distant No. 1 signal.
	TO STRUCTURE Nos. LM. 06/48, 49, 50	APPROXIMATELY 550 yards on Liverpool side of Hunt's Cross Station Platform.

#### WAVERTREE JUNCTION—EDGE HILL AREA

★WAVERTREE JUNCTION AND ★WATERLOO TUNNEL MOUTH	FROM STRUCTURE No. L.191/22	At Wavertree Junction.
	TO Roof Attachment Anchor Structure	APPROXIMATELY 80 feet on Liverpool side of Waterloo Tunnel Mouth.
Including:— ★Wavertree Parcels Depot	TO STRUCTURE No. WX.191/33	Buffer stop adjacent to new Depot Weigh- bridge.
★Downhill Carriage Sidings	TO STRUCTURE No. LX.192/31	Adjacent to Edge Hill new power box.

#### KENYON JUNCTION AND LIVERPOOL LIME STREET

★OLIVE MOUNT JUNCTION SIGNAL BOX AND ★LIVERPOOL LIME STREET	FROM STRUCTURE Nos. LM.02/34, 35, 36 and 37	APPROXIMATELY 150 yards on Liverpool side of signals Nos. EH.33 and 34.
	TO STRUCTURE No. L.193/142	Adjacent to buffer stops, platforms 8 and 9.
Including:— ★Grid Iron Goods Lines	TO STRUCTURE No. EG.00/49	APPROXIMATELY 520 yards on Manchester side of Top of Grid Shunter's Cabin.
★Exhibition Junction	TO STRUCTURE No. WW.00/92	APPROXIMATELY 100 yards on Liverpool side of Pighue Lane Junction Signal Box.
★ENGINE SHED JUNCTION AND ★EDGE HILL CARRIAGE SHED (VIA WAPPING GOODS LINES)	FROM STRUCTURE No. WW.00/29	Adjacent to Engine Shed Junction Box.
	TO STRUCTURES Nos. L.192/33 and 37	Adjacent to face of Engine House.

## INSTRUCTION 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.

### Reporting to the C.M. & E.E. Electric Traction Engineer (Liverpool).

When it is necessary to report to the C.M. & E.E. Electric Traction Engineer on any matter in accordance with these instructions this should be done:—

1. By using one of the electrification telephones which are situated at intervals along the lineside at stations, signal boxes and adjacent to T.S.C.'s and Feeder Stations to contact Speke Feeder Station.
2. Through the Lime Street Telephone Exchange (Royal 8292) extension 276.
3. By G.P.O. Direct Telephone Number (Hunt's Cross 3347).

### 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
<b>Sandbach</b>	
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 Signaller, Handsignaller acting on the Signaller'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 Signaller, 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 Signaller must so advise the Fireman or Driver who must communicate with the Signaller 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 Signaller 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 Signaller and then only when considered absolutely necessary by the District Control Room. After the train has come to a stand, the Signaller 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 Signaller 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 Signaller 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) (i) 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 Signaller.

### 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 Signaller'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 Signaller in advance must not authorise the movement until he has reached a clear understanding with the Signaller in rear.

Before giving authority for a wrong line movement to be made the Signaller 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 Signaller 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 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.

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 1—CLASS 7P (4-6-0) Ex LMS ROYAL SCOT LOCOMOTIVES

AMEND—Power Classification to read 7P/6F

TENDER 6P, 2-6-0 ex L.M.S. parallel and taper boilers; AMEND power classification to read "5".

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:—

		Maximum Load in Tons													
Section of Line	Down or Up	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 Dukin- field 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
<b>PAGE 7.</b> <b>INSERT:—Loading for Class 7 locomotive:—</b>		
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)

## INSTRUCTIONS RELATING TO THE LOADS OF PASSENGER TRAINS

★PAGE 9—AMEND:—

Special Express Passenger Trains (Troop Trains)

Troop trains composed of coaching and freight stock may be up to a maximum of 30 vehicles, provided the whole of the vehicles are fitted with the continuous brake or through pipe connected up and working throughout the train. Each vehicle, bogie or otherwise, to count as one and not more than 20 bogie vehicles must be conveyed.

## 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
<b>PAGE 14.—</b>				
<b>AMEND:</b>				
Edinburgh, Princes St. . .	To	11	57-ft. vehicles.	Inward trains must have a brake vehicle at each end.
Glasgow, Buchanan St. . .	To	10	B.R. standard.	
		12	57-ft. vehicles.	
Leeds City North . .	To	11	B.R. standard.	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.				

**LOADS OF PASSENGER TRAINS—continued**  
(L.M.R. Booklet dated 1st November, 1954)—continued

Station or Line	To or From	Normal Maximum load or equivalent (bogie vehicles)	Special conditions under which load may be exceeded	Additional or other restrictions
<b>PAGE 14—cont.</b> <b>ADD:—</b> 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.  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.
Liverpool, Lime St.	To	13	As shown in Marshalling Circular.	
<b>PAGE 15.</b> <b>AMEND:—</b> Manchester London Road entry to read:— Manchester Piccadilly	To	10†	—	Inwards excursion trains must have a brake-vehicle next to engine.

†—Applies to East Lines platforms 1 to 4 only.

**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 23.**

**NORTON-ON-TEES EAST AND WEST HARTLEPOOL**

★**AMEND:—**

Through Passenger trains                      Via Sedgefield only

**PAGE 26**

**NORTON-ON-TEES SOUTH AND NORTON-ON-TEES EAST**

★**AMEND:—**

Trains for beyond                      Via Sedgefield only  
West Hartlepool

**PAGE 30.**

★**RE-INSERT**

**Hessle Road and Hull Paragon**

Passenger Trains

Via Cottingham South

To be drawn by pilot engine between Hull Paragon and Cottingham South. Train engine to be in rear or as arranged by the District Control.

**ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK**

**B.R. 29197 dated January, 1961**

	Section of line	Nature of restriction
★ <b>PAGE 3.</b> <b>DELETE:—</b>	Albert Hill Junction to Hopetown Junction	If on Up Main, Down Main, etc.
★ <b>PAGE 4.</b> <b>DELETE:—</b>	Whitby Station.	If on No. 3 Platform line, etc.

## BRITISH RAILWAYS GENERAL APPENDIX

IT IS PROPOSED THAT A SUPPLEMENT TO THE GENERAL APPENDIX  
WILL BE ISSUED ON JUNE 1st 1962 AND THE FOLLOWING ITEMS  
WILL BE INCLUDED IN THE SUPPLEMENT

### PAGE 1.

#### TRAVELLING IN PASSENGER AND FREIGHT BRAKE VANS—RULES 9 AND 130

**AMEND:**—Third paragraph to read:—

Except as shown below and on pages 116 and 117, no member of the Public will be permitted to ride in a brake van unless in possession of an authority signed by the appropriate Operating Officer and a travel ticket appropriate to the journey.

**INSERT:**—

#### HEAD TAIL AND SIDE LAMPS—RULE 119.

Where diesel and electric multiple-unit trains and main line diesel and electric locomotives are fitted with classification/route and/or destination indicators, these must be illuminated when working through tunnels.

#### GENERAL REGULATIONS FOR WORKING THE STANDARD AUTOMATIC VACUUM BRAKE

**PAGE 5. AMEND:**—Second paragraph of clause 3 (b) to read:—

"If there are vehicles behind the rear brake van, the brake must be tested from the rearmost vehicle by easing the rear hosepipe off the dummy coupling. If an inrush of air is heard, it denotes the hosepipes are properly coupled through to the locomotive. The Guard will be responsible for carrying out this duty or seeing that it is done."

**PAGE 12. ADD** as NOTE (iii) at end of clause 16:—

- (iii) Ex L.N.E.R. gangwayed vehicles are fitted with passenger communication discs which are out of reach for re-setting purposes. These discs can be reset from a small trap door let into the ceiling of the end gangway or from a small box at ceiling height in the lobby end, depending on the type of vehicle. **No attempt must be made to reset the discs on these vehicles from outside.**

**PAGE 13. Additional Instructions with respect to Continuous Brakes.**

**AMEND:**—fifth item in first table to read:—

"Coaching vehicles 8 or 12 wheeled.....as 2 vehicles".

### 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.)

★**INSERT:**—

#### COUPLING TOGETHER OF LOCOMOTIVES

Explanation of terms:—

**Multiple**—locomotives coupled for full through control by one driver.

**Tandem**—locomotives coupled with only through control of the brake and separately manned.

Subject to any route or line restrictions, locomotives of any type may be coupled together, either on a train or running light, but the following conditions must be observed:—

- (1) In the case of Diesel and Electric locomotives the actual coupling must be done in accordance with the instructions contained in the Driver's Handbook.
- (2) Electric locomotives must not be run in multiple.
- (3) Only in the case of Diesel locomotives having like controls must the controls be coupled to allow the locomotives to run in multiple. To assist identification of Diesel locomotives having like controls large symbols are painted over the buffers at both ends and small symbols are painted on all jumper plugs and sockets. Locomotives having like symbols have like controls.

**BRITISH RAILWAYS GENERAL APPENDIX—continued****COUPLING TOGETHER OF LOCOMOTIVES—continued**

The symbols are:—

Type of Locomotive	Coupling Symbol
All diesel electric with electro pneumatic control	Blue Star
All diesel electric with electro magnetic control	Red Circle
<b>Diesel hydraulic locomotives</b>	
Type 2 D.6300–D.6305 and Type 4 D. 600–D. 604	Orange Square
Type 2 D.6306–D.6357 and Type 4 D. 803 onwards	White Diamond
Type 3 (Hymek)	Yellow Triangle
<hr/>	
Type 3 1600 H.P. E.E.Co. D.10000, D.10001	Red Diamond
Type 3 1600 H.P. E.E.Co. D.10201, D.10202	Red/White Rectangle

- (4) The maximum speed of coupled locomotives must not exceed that specified for the locomotive with the lowest maximum speed.
- (5) A steam locomotive coupled to a Diesel or Electric locomotive should be marshalled in the rear of the Diesel or Electric locomotive unless delay or difficulties in operation would arise.
- (6) Whenever Diesel locomotives are running light coupled together either in multiple or tandem, they must be signalled in accordance with Block Regulation 3.
- (7) When two or more locomotives coupled together are running light or working a train on or on to a single line, the Driver of the leading locomotive will be responsible for advising the Signaller concerned at the start of the journey whether the locomotives are working in tandem or multiple. This information must be passed on from box to box.

**PAGE 47. INSTRUCTIONS REGARDING THE RUNNING OF SELF-PROPELLED TRACK RECORDING MACHINES**

**Clause 11. AMEND** first paragraph to read:—

“The Matisa machine cannot be relied upon to actuate track circuits and unless the Signaller is aware that the machine is of the ‘Elliott’ type the following instructions must be carried out:—”

**RUNNING AND WORKING OF BALLAST CLEANING MACHINES**

★**PAGE 49.**

**AMEND** first sentence of Clause 11 applied to read:—

- (11) The type 2ST machine cannot be relied upon to actuate track circuits and the following instructions must be carried out for these machines:—

**TRACK CIRCUITS**

★**PAGE 64.**

**AMEND** Clause 5 to read:—

5. An Engineer's trolley, motor trolley, velocipede, tamping machine, type 2ST ballast cleaning machine or Matisa track recording machine must not be relied upon to operate track circuits and protection must be provided in accordance with the Rules or Instructions applicable.

★**PAGE 89.**

**MARSHALLING OF PASSENGER TRAINS**

**INSERT** after second paragraph:—(See also Table “O” in the Sectional Appendices).

**PAGE 89. Parcels Trains, Livestock Specials, Etc., Conveying Passengers.**

**DELETE:**—from last paragraph the words “and have signed an indemnity freeing the Commission from all liability.”

**WORKING OF TRAINS CONVEYING PASSENGERS OVER GOODS LINES OR GOODS LOOPS**

**PAGE 93. AMEND:**—Clause 1 (D) to read:—

- (D) Except during fog or falling snow all trains may be accepted under Block Regulation 5 at the signal box where the Goods line which has been converted to Absolute Block terminates, provided the line is clear to the facing trap points and such points are in the run off position. During fog or falling snow, however, freight trains may be accepted under Block Regulation 5.



**BRITISH RAILWAYS GENERAL APPENDIX—continued****PAGE 95.****INSERT:—****MINERAL AND OTHER TYPES OF WAGON OF 16 TONS CAPACITY AND ABOVE, EQUIPPED WITH THE VACUUM BRAKE AND MANUAL LIGHT/LOAD DEVICE**

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

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

The person responsible for loading these wagons should see that the changeover lever is in the "Loaded" position immediately after completion of loading; similarly, the person responsible for unloading these wagons should see that the lever is in the "Empty" position immediately unloading is completed.

Before operating the lever the brake should be released by operating both release valve cords.

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

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

**INSERT:—****MINERAL WAGONS AND OTHER FREIGHT TRAIN VEHICLES FITTED WITH CONTINENTAL SCREW COUPLINGS TOGETHER WITH HYDRAULIC BUFFERS**

Where wagons have continental type screw couplings, these are attached to the hook by a link and pin. When coupling, the screw must only be tightened until the buffer face plates meet, irrespective of the type of buffer fitted to the adjacent wagon. No compression of the buffer plunger is permissible. Where adjacent wagons are fitted with different kinds of screw coupling, the one attached to the hook by a link and pin must be used.

In certain cases, for example, where wagons have been standing on an incline, and the buffers have been compressed, the wagons must be moved to release the buffer compression before manipulation of the screw coupling is carried out.

When continental type screw couplings are not in use the lower link must be placed on the suspension hook underneath the headstock to avoid fouling electrified lines or other permanent way installations.

**PAGE 96.****GENERAL INSTRUCTIONS FOR DESCENDING INCLINES**

Clause 3—**AMEND:**—reference to clause 1 in the last line to read clause 2.

**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 vehicle marshalled on the extreme rear of the train, and the service has been pre-arranged.

**THE ABOVE AMENDMENT WILL BE DELETED AND SUBSEQUENTLY APPEAR IN THE SUPPLEMENT TO THE NORTHERN AND SOUTHERN SECTIONAL APPENDICES**

**★PAGE 99.****CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS**

**Unfitted freight trains.**

**AMEND** first sentence to read:—

Empty passenger carrying vehicles or passenger brake vans must not be conveyed on these trains **except where specially authorised in any regional publication.**

**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.**

**Clause 3. ADD:**—as second paragraph:—

"When wagons containing coal or kindred fuels, or tank wagons containing gas or fuel oil for use of British Railways, British Transport Docks, Waterways or Hotels and Catering Services, are stopped owing to defects, in addition to advising the forwarding and receiving stations in accordance with the foregoing, an advice must be sent to the Regional Fuel Supplies Officers of the Region in which the wagon is stopped and the destination Region. Addresses as follows:—

<b>Region</b>	
Eastern	}      Doncaster
North-Eastern	
Scottish	
London Midland	
Southern	
Western	Glasgow
	Derby
	Waterloo
	Swindon"

**BRITISH RAILWAYS GENERAL APPENDIX—continued**

★PAGE 107.

★INSERT:—

**DERAILMENT OF OR MISHAP TO VEHICLES**

Any vehicle which has been derailed, or damaged to the extent that there is doubt as to its fitness to travel, must not be sent forward until examined and certified by the Carriage and Wagon Staff as being fit to travel. If however, a damaged vehicle which has not been involved in a derailment is taken forward, the attention of the Carriage and Wagon Staff must be drawn to the vehicle at the earliest opportunity. In the case of private sidings, Station Masters must make arrangements beforehand to be promptly advised by the owners of such sidings of all mishaps occurring therein, so that the vehicles concerned may be inspected by the Railways' C. & W. Examiner before being allowed on the running line. In addition, where the cause of derailment is not apparent or the mishap is attributed to the condition of the vehicle, it must not be allowed to go forward until authorised by the District Operating Officer, who must be promptly consulted on the matter.

★AMEND:— **DERAILMENT OF ENGINES AND VEHICLES—GAUGING OF WHEELS** heading to read—**DERAILMENT OF ENGINES—GAUGING OF WHEELS** and **DELETE:—**last paragraph.

★PAGE 116.

**DOGS—CONVEYANCE BY PASSENGER TRAIN**

AMEND:—Last two paragraphs:—

**Greyhounds accompanying passengers.** Greyhounds must not be allowed into the compartments of passenger carriages, but should be accommodated in the Guard's van or special vehicle provided for the purpose. A passenger who desires to accompany his greyhounds in the Guard's van may be permitted to do so provided he is in possession of an authority signed by the **Station Master** and of passenger and dog tickets covering the journey.

**Service's Department and Police Dogs accompanied by Escort.** These dogs must not be allowed into the compartments of passenger carriages but should be accommodated in the Guard's van with the escort who must be in possession of the appropriate permit and of passenger and dog tickets covering the journey.

**DELETE:—**last sentence "An indemnity form must be signed".

PAGE 117. **Dealers, Drovers and Others in charge of Livestock.**

**DELETE:—**from last line of first paragraph the words "and on signing an indemnity freeing the Commission of all liability".

**★HOURS OF OPENING OF SIGNAL BOXES—N.E. REGION**

(Booklet dated 26th August, 1961, until further notice).

**★AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.**

Page No.	Signal Box	Amended hours, etc.
1	York York .. .. .	<b>DELETE</b> all remarks following name of Signal Box.
2	Durham Bridge House .. .. . Ferryhill Coxhoe .. .. .  Chester-le-Street Station .. .. .	7.0 a.m. to 11.0 p.m., <b>Monday to Saturday.</b>  Main lines 9.0 am. to 4.0 pm, <b>Monday to Saturday</b> Other than main lines 6.0 am to 8.0 pm <b>Monday to Saturday.</b>  6.50 am to 9.20 pm, <b>Monday to Friday.</b> 6.50 am to 6.20 pm, <b>Saturday.</b>
3	Acklington Chevington .. .. . Heaton Ouseburn .. .. . Morpeth Pegswood Station .. .. .  Widdrington North .. .. .  Chevington Acklington Station .. .. .	Supervising station should be <b>Widdrington</b>  6.45 am to 1.45 pm, <b>Monday to Saturday.</b>  As Shown <b>Monday to Friday.</b> 7.0 a.m. to 12.20 p.m. <b>Saturday.</b>  6.0 a.m. to 9.36 p.m. <b>Monday to Friday.</b> 6.0 a.m. to 12.0 noon <b>Saturday.</b>  6.0 a.m. to 9.16 p.m. <b>Monday to Saturday.</b>
4	Longhoughton Stamford Crossing .. .. . Chathill Christon Bank .. .. . Longhoughton Station .. .. . Berwick Tweedmouth South .. .. . Tweedmouth North .. .. . Station .. .. . Marshall Meadows .. .. .	<b>DELETE</b> entry.  <b>AMEND</b> distance to read 3 miles 1,022 yards.  Open as required.  } <b>DELETE</b> all references of these Signal Boxes.

## HOURS OF OPENING OF SIGNAL BOXES—N.E. REGION—continued

(Booklet dated 26th August, 1961, until further notice)—continued

## AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.—continued

Page No.	Signal Box	Amended hours, etc.
<b>INSERT</b>	<b>Berwick</b>	
	Tweedmouth .. .. .	5 miles 224 yds. Continuously.
5	<b>Pallion</b>	
	Diamond Hall .. .. .	11.0 a.m. to 3.0 p.m. <b>Monday to Friday.</b> Closed <b>Saturday.</b>
	<b>Pallion</b>	
	Millfield Station .. .. .	7.0 a.m. to 2.0 p.m. <b>Monday to Saturday.</b>
	Diamond Hall .. .. .	11.20 a.m. to 3.0 p.m. <b>Monday to Friday.</b> Closed <b>Saturday.</b>
	<b>Durham</b>	
	Frankland .. .. .	5.0 a.m. to 10.0 p.m. <b>Monday to Friday.</b> 5.0 a.m. until after passing of 10.7 p.m. 'B' Sunderland to Durham <b>Saturday.</b>
	<b>South Dock</b>	
	Ryhope Silksworth .. .. .	6.45 a.m. to 8.45 p.m. <b>Monday to Friday.</b>
6	<b>Haswell</b>	
	Seaton Station .. .. .	7.0 a.m. to 2.24 p.m. <b>Monday to Friday.</b> 7.0 a.m. to 12.0 noon <b>Saturday.</b>
	Murton Station .. .. .	7.0 a.m. to 2.24 p.m. <b>Monday to Friday.</b> 7.0 a.m. to 12.0 noon <b>Saturday.</b>
	South Hetton Colleiry .. .. .	7.30 a.m. to 3.0 p.m. <b>Monday to Friday.</b> 7.30 a.m. to 12.0 noon <b>Saturday.</b>
	Haswell Station .. .. .	7.30 a.m. to 3.0 p.m. <b>Monday to Friday.</b> 7.30 a.m. to 12.0 noon <b>Saturday.</b>
	Shotton Colliery .. .. .	12.15 p.m. to 3.30 p.m. <b>Monday to Friday.</b> 9.0 a.m. to 11.0 a.m. <b>Saturday.</b>
7	<b>Castle Eden</b>	
	Wingate Colliery .. .. .	8.0 a.m. to 3.36 p.m. <b>Monday to Friday.</b> As required between 8.0 a.m. and 12.0 noon <b>Saturday.</b>
	West .. .. .	7.0 a.m. to 2.20 p.m. <b>Monday to Friday.</b> 7.0 a.m. to 12.20 p.m. <b>Saturday.</b>
	South .. .. .	9.24 a.m. to 5.0 p.m. or as required <b>Monday to Friday.</b> 8.0 a.m. to 12.0 noon or as required <b>Saturday.</b>
	<b>Hebburn</b>	
	West .. .. .	6.15 a.m. to 8.15 p.m. <b>Monday to Saturday.</b>
	Station .. .. .	6.0 a.m. to 9.21 p.m. <b>Monday to Friday.</b> 6.0 a.m. to 1.15 p.m. <b>Saturday.</b>
	<b>Jarrow</b>	
	Pontop .. .. .	6.30 a.m. to 9.42 p.m. <b>Monday to Friday.</b> 8.30 a.m. to 4.30 p.m. <b>Saturday.</b>
	Station .. .. .	6.40 a.m. to 9.0 p.m. <b>Monday to Friday.</b> 6.40 a.m. to 7.0 p.m. <b>Saturday.</b>
	<b>Tyne Dock T.A.</b>	
	St. Bedes .. .. .	6.0 a.m. to 8.0 p.m. <b>Monday to Saturday.</b>
8	<b>Dunston-on-Tyne</b>	
	Norwood .. .. .	5.30 a.m. <b>Monday to 9.30 p.m. Saturday.</b>
	<b>Dunston-on-Tyne</b>	
	Norwood (three entries) .. .. .	} <b>DELETE</b> reference to closing switch not provided.
	Bensham Curve .. .. .	
	Low Fell Sidings .. .. .	
	<b>Dunston-on-Tyne</b>	
	Low Fell Sidings .. .. .	4.15 am Monday to cessation of traffic Approximately 6.0 am Sunday
	<b>South Shields</b>	
	Hilda .. .. .	10.0 a.m. to 6.24 p.m. <b>Monday to Friday.</b> Closed <b>Saturday.</b>
	Garden Lane .. .. .	8.30 a.m. to 4.54 p.m. <b>Monday to Friday.</b> Closed <b>Saturday.</b>
9	<b>Stella Gill</b>	
	Pelton .. .. .	<b>DELETE ENTRY</b>
	Beamish Station .. .. .	<b>AMEND</b> distance to read 3 miles 57 yards.
	<b>Stella Gill</b>	
	Beamish Station .. .. .	9.0 a.m. to 10.16 p.m. <b>Monday to Friday.</b> 9.0 a.m. to 2.38 p.m. <b>Saturday.</b>
	<b>Annfield Plain</b>	
	Annfield East .. .. .	7.0 a.m. to 10.16 p.m. <b>Monday to Saturday.</b>
	South Medomsley .. .. .	4.0 a.m. to 9.36 p.m. <b>Monday.</b> 6.0 a.m. to 9.36 p.m. <b>Tuesday to Friday.</b> 7.40 a.m. to 1.40 p.m. <b>Saturday.</b>

## ★HOURS OF OPENING OF SIGNAL BOXES—N.E. REGION—continued

★(Booklet dated 26th August, 1961, until further notice)—continued

## AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.—continued

Page No.	Signal Box	Amended hours, etc.
10	<b>Tyne Dock (T.A.)</b> .. .. Simonside	9.0 a.m. to 5.24 p.m. <b>Monday to Friday.</b> Closed <b>Saturday.</b>
	<b>East Boldon</b> Fulwell .. ..	6.35 a.m. to 8.35 p.m. <b>Monday to Saturday.</b>
	<b>Sunderland</b> Villette Road .. ..	7.0 a.m. to 9.0 p.m. <b>Monday to Saturday.</b>
	<b>South Dock</b> Ryhope Station .. ..	6.45 a.m. to 8.45 p.m. <b>Monday to Saturday.</b>
	<b>Seaham</b> Hawthorn .. ..	As shown <b>Monday to Friday.</b> 5.45 a.m. to 11.5 a.m. <b>Saturday.</b>
11	<b>Haswell</b> Sherburn North .. ..	8.30 a.m. to 5.0 p.m. <b>Monday to Friday.</b> 8.0 a.m. to 12.30 p.m. <b>Saturday.</b>
	<b>Durham Goods</b> Belmont .. ..	6.15 a.m. to 6.0 p.m. <b>Monday.</b> 6.30 a.m. to 6.0 p.m. <b>Tuesday to Friday.</b> 6.0 a.m. to 10.0 a.m. <b>Saturday.</b>
	<b>Fencehouses</b> Wapping Bridge .. ..	6.30 a.m. to 8.30 p.m. <b>Monday to Saturday.</b>
	<b>Washington</b> Penshaw Station .. .. Station .. ..	6.30 a.m. to 8.30 p.m. <b>Monday to Saturday.</b> 8.15 a.m. to 9.45 a.m. and 1.0 p.m. to 8.38 p.m. <b>Monday to Friday.</b> 8.0 a.m. to 3.40 p.m. <b>Saturday.</b>
12	<b>Consett</b> Knitsley Station .. ..	5.30 a.m. to 9.30 p.m. <b>Monday to Saturday.</b>
	<b>Lanchester</b> Station .. ..	5.30 a.m. to 9.30 p.m. <b>Monday to Saturday.</b>
	<b>Pelaw</b> Wardley .. ..	7.50 a.m. to 4.14 p.m. <b>Monday to Friday.</b>
13	<b>Washington</b> Harraton .. ..	9.0 am to 5.48 pm or finish, <b>Monday to Friday.</b> Closed <b>Saturday.</b>
	<b>Washington</b> Chemical Works .. ..	10.0 a.m. to 3.53 p.m. <b>Monday to Friday.</b> Closed <b>Saturday.</b>
	Biddick Lane .. .. Harraton .. ..	6.15 a.m. to 8.15 p.m. <b>Monday to Saturday.</b> 9.0 a.m. to 5.24 p.m. <b>Monday to Friday.</b> Closed <b>Saturday.</b>
14	<b>Scotswood</b> Elswick Works .. ..	8.0 am to 4.0 pm, <b>Monday to Friday</b> 8.0 am to 12 noon, <b>Saturday.</b>
	<b>Stella Gill</b> Stella Gill Flats .. ..	6.0 a.m. to 9.16 p.m. <b>Monday to Friday.</b> 6.0 a.m. to 1.38 p.m. <b>Saturday.</b>
	<b>Stella Gill</b> Oxhill .. ..	8.0 a.m. to 3.30 p.m. <b>Monday to Friday.</b> 7.0 a.m. to 11.30 a.m. <b>Saturday.</b>
	<b>Scotswood</b> Elswick Works .. ..	8.0 a.m. to 3.40 p.m. <b>Monday to Friday.</b> 8.0 a.m. to 11.40 a.m. <b>Saturday.</b>
15	<b>Wylam</b> West Wylam .. ..	6.0 a.m. <b>Monday to 6.0 a.m. Sunday.</b>
	<b>Wylam</b> Clara Vale .. ..	8.20 a.m. to 4.0 p.m. <b>Monday to Friday.</b> 8.20 a.m. to 12.0 noon <b>Saturday.</b>
16	<b>Alston</b> Lambley Station .. ..  Station .. ..	6.0 a.m. to 1.30 p.m. and 2.45 p.m. to 9.45 p.m. <b>Monday to Friday.</b> 6.20 a.m. to 1.30 p.m. and 1.55 p.m. to 11.25 p.m. <b>Saturday.</b> 6.20 a.m. to 1.20 p.m. and 2.0 p.m. to 9.35 p.m. <b>Monday to Friday.</b> 6.20 a.m. to 1.20 p.m. and 2.0 p.m. to 11.15 p.m. <b>Saturday.</b>
	<b>Newburn</b> Walbottle .. ..	8.15 a.m. to 4.39 p.m. <b>Monday to Friday.</b>
17	<b>Coldstream</b> Station .. ..	7.0 a.m. to 8.0 p.m. <b>Monday to Saturday.</b>
20	<b>Tynemouth</b> North .. ..	6.0 a.m. to 8.0 p.m. <b>Monday to Saturday.</b>

## HOURS OF OPENING OF SIGNAL BOXES—N.E. REGION—continued

(Booklet dated 26th August, 1961, until further notice)—continued

## AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.—continued

Page No.	Signal Box	Amended hours, etc.
21	<b>Benton</b> Station .. .. .	1.25 a.m. to 7.50 p.m. <b>Monday to Saturday.</b>
	<b>Tynemouth</b> Cullercoats Station .. .. .	6.30 a.m. to 8.0 p.m. <b>Monday to Saturday.</b>
22	<b>Carville</b> Station .. .. .	6.0 am to 8.40 pm, Monday to Friday. <b>DELETE</b> 6.0 am to 9.5 pm, Tuesdays, Thursdays only. Remainder of item applies as printed.
	<b>Willington Quay</b> Station .. .. .	6.0 a.m. to 8.0 p.m. <b>Monday to Saturday.</b>
29	<b>Ferryhill</b> Mainsforth .. .. .	5.0 a.m. to 8.10 p.m. <b>Monday to Friday.</b> 5.0 a.m. to 1.10 p.m. <b>Saturday.</b>
32	<b>Lartington</b> West .. .. . <b>Bowes</b> Hulands .. .. . Station .. .. . <b>Kirkby Stephen</b> Stainmore .. .. . Belah .. .. . Merrygill .. .. . East .. .. .	<b>DELETE</b> all references to these Signal Boxes.
35	<b>Moorthorpe</b> North .. .. . Station .. .. .	Closed. <b>AMEND</b> distance to read 3 miles 570 yards and Hours of Opening to continuous.
36	<b>South Milford</b> Station .. .. .	Delete and substitute "For attaching and detaching."
37	<b>Harrogate</b> South .. .. .	4.30 am to 10.0 pm, Monday to Friday. 4.30 am to 10.35 pm, Saturday. As required, Sunday.
	<b>Starbeck</b> Bilton .. .. .	5.20 am to 9.35 pm, Monday to Saturday. 10.0 am, Sunday to 12.15 pm, Sunday. 5.50 pm, Sunday to 2.0 am, Monday.
	<b>Nidd Bridge</b> Station .. .. .	5.20 am to 9.30 pm, Monday to Saturday. 10.0 am, Sunday to 12.15 pm, Sunday. 6.0 pm, Sunday to 2.0 am, Monday.
	<b>Wormald Green</b> Station .. .. .	5.25 am to 9.25 pm, Monday to Saturday. 10.10 am, Sunday to 12.15 pm, Sunday. 5.55 pm, Sunday to 2.0 am, Monday.
	<b>Ripon</b> Littlethorpe .. .. .	5.25 am to 9.25 pm, Monday to Saturday. 10.15 am, Sunday to 12.10 pm, Sunday. 6.0 pm, Sunday to 2.0 am, Monday.
	<b>Ripon</b> Station .. .. .	5.30 am to 8.10 pm, Monday to Saturday.
	<b>Melmerby</b> North .. .. .	6.50 am to 9.30 pm, Monday to Saturday. 10.15 am, Sunday to 12.10 pm, Sunday. 6.0 pm, Sunday to 12.30 am, Monday.
	<b>Sinderby</b> Pickhill .. .. .	6.50 am to 9.30 pm, Monday to Saturday. 10.15 am, Sunday to 12.0 noon, Sunday. 6.15 pm, Sunday to 1.10 am, Monday.
38	<b>Newby Wiske</b> Station .. .. .	6.50 am to 9.30 pm, Monday to Saturday. 10.15 am, Sunday to 12.0 noon, Sunday 6.15 pm, Sunday to 1.10 am, Monday.
39	<b>Flaxton</b> Station .. .. . <b>Kirkham Abbey</b> Castle Howard Crambeck .. .. . <b>Malton</b> Huttons Ambo .. .. .	Delete "During running of traffic Sunday". <b>DELETE</b> entry. <b>AMEND</b> distance to read 1 mile 424 yds. <b>AMEND</b> distance to read 2 miles 251 yards.
40	<b>Scarborough</b> Washbeck .. .. .	<b>AMEND</b> hours to read:— 5.30 a.m. to 9.30 p.m. <b>Monday to Saturday.</b> Sunday normally closed.

**HOURS OF OPENING OF SIGNAL BOXES—N.E. REGION—continued**  
 (Booklet dated 26th August, 1961, until further notice)—continued  
**AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.—continued**

Page No.	Signal Box	Amended hours, etc.
42	<b>Knaresborough</b> Goods .. .. .	Delete entry and substitute "Same as Summer W.T.T."
44	<b>North Howden</b> Station .. .. .	<b>AMEND</b> to read <b>Howden</b> Station.
	<b>Staddlethorpe</b> East .. .. .	7.0 am to 3.0 pm, Monday to Friday. 7.0 am to 11.0 am, Saturday.
45	<b>Beverley</b> Cherry Tree .. .. .	<b>AMEND</b> opening time <b>Monday</b> to <b>Saturday</b> to read 4.45 a.m. <b>SUMMER W.T.T.—AMEND</b> Sunday times to read 8.30 a.m. to 2.20 p.m. and 5.45 p.m. to 10.0 p.m. or finish.
	<b>North</b> .. .. .	<b>AMEND</b> closing time <b>Monday</b> to <b>Saturday</b> to read 10.40 p.m.
	<b>Hutton Cranswick</b> Station .. .. .	<b>AMEND</b> distance to read 3 miles 532 yards.
	<b>Hessle</b> Hessle East .. .. .	6.0 am, Monday to 6.0 am or cessation of traffic, Sunday.
	<b>Cottingham</b> South .. .. .	Monday to Saturday, 4.35 am to 8.25 pm or finish. As required Sunday.
50	<b>Hull</b> Sculcoates .. .. .	<b>AMEND</b> opening time <b>Monday</b> to <b>Saturday</b> to read 6.0 a.m.
	<b>Springbank</b> North .. .. .	<b>AMEND</b> entry to read:— 5.10 a.m. <b>Monday</b> to cessation of traffic <b>Sunday</b> .
	<b>Hull</b> Holderness Drain South .. .. .	6.0 am, Monday to cessation of traffic, Sunday.
	Graving Dock .. .. .	6.0 am, Monday to cessation of traffic, Sunday.
	<b>Neptune Street and</b> <b>Springhead</b> .. .. .	<b>AMEND</b> line heading to read:— Hessle Road and Springhead.
<b>DELETE:—</b>	Albert Dock .. .. .	See page 51
<b>INSERT:—</b>	Hessle Road .. .. .	See page 45
	Springbank South .. .. .	Amend distance between signal boxes to read:— 1711 yards.
51	<b>Dairycoates</b> West .. .. .	<b>AMEND</b> opening time on <b>Monday</b> mornings to read 12.1 a.m.
	<b>Whitely Bridge</b> Sudforth Lane .. .. .	5.15 am, Monday, to 5.15 am or finish, Sunday.
	Station .. .. .	5.15 am, Monday, to 5.15 am or finish, Sunday.
	<b>Hensall</b> Station .. .. .	5.0 am, Monday, to 5.0 am or finish, Sunday.
	<b>Snaith</b> West .. .. .	5.0 am, Monday, to 5.0 am or finish, Sunday.
	<b>Rawcliffe</b> Station .. .. .	5.0 am, Monday, to 5.0 am or finish, Sunday.
53	<b>Royston &amp; Notton</b> Wintersett & Ryhill .. .. .	Box closed.
	<b>Royston &amp; Notton</b> Notton & Royston .. .. .	Box closed.
54	<b>Stanningley</b> Station .. .. .	Monday to Saturday, 6.20 a.m. to passing of 10.5 p.m. <b>Bradford</b> <b>Leeds Diesel</b> .
54	<b>Bradford (Exchange)</b> Mill Lane Junction .. .. .	Weekdays: 5.0 am, Monday, to 5.50 am, Sunday. Sunday, 7.45 am to 11.15 pm or clearance of last diesel or L.E. to Shed.
55	<b>Ossett</b> East .. .. .	<b>Monday</b> to <b>Saturday</b> 4.20 a.m. to 10.0 p.m.
	<b>Batley</b> East .. .. .	<b>Monday</b> to <b>Saturday</b> 5.15 a.m. to 9.45 p.m.
	<b>Laisterdyke</b> Cutlers Junction .. .. .	5.50 a.m. <b>Monday</b> to 12.0 midnight <b>Saturday</b> .
56	<b>Stanley</b> Charlesworths .. .. .	<b>Monday</b> to <b>Friday</b> , 7.30 a.m. to 7.0 p.m. <b>Saturday</b> , 7.30 a.m. to 3.0 p.m.
	<b>Stanley</b> Station .. .. .	5.45 am to 9.55 pm or until last train clears, Monday to Saturday.
	Methley .. .. .	5.45 am to 9.35 pm or until last train clears, Monday to Saturday.
	<b>Lofthouse</b> East .. .. .	5.50 am to 8.30 pm, Monday to Saturday.

## HOURS OF OPENING OF SIGNAL BOXES—N.E. REGION—continued

(Booklet dated 26th August, 1961, until further notice)—continued

## AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.—continued

Page No.	Signal Box	Amended hours, etc.
58	<b>Mytholmroyd</b> West .. .. .	11.55 p.m. <b>Sunday</b> to 12.50 a.m. <b>Sunday</b> .
	<b>Mytholmroyd</b> East .. .. .	5.30 a.m. <b>Monday</b> to 12.50 a.m. <b>Sunday</b> .
	<b>Luddendenfoot</b> West .. .. .	11.55 p.m. <b>Sunday</b> to 12.50 a.m. <b>Sunday</b> .
	<b>Luddendenfoot</b> Cooper House Sidings .. .. .	6.0 a.m. <b>Monday</b> to 12.50 a.m. <b>Sunday</b> .
	<b>Sowerby Bridge</b> West .. .. .	11.55 p.m. <b>Sunday</b> to 12.50 a.m. <b>Sunday</b> .
59	<b>Mirfield</b> No. 2 .. .. .	11.55 p.m., <b>Sunday</b> , to 8.45 a.m. <b>Sunday</b> .
	<b>Mirfield</b> No. 5 .. .. .	5.0 a.m. <b>Monday</b> , until last train into Mirfield Up Sidings.
	<b>Wakefield (Kirkgate)</b> Station .. .. .	Monday to Saturday, 7.30 am to 9.30 pm or clearance of 3L18 Down Parcels.
60	<b>Cleckheaton</b> South .. .. .	Monday to Friday, 4.30 pm to 8.30 pm.
	North .. .. .	Monday to Saturday, 5.30 am to 9.20 pm.
62	<b>Knottingley</b> Depot East .. .. .	5.15 a.m. <b>Monday</b> , to 12.0 midnight <b>Saturday</b> or until last train clears.
	<b>Pontefract (Monkhill)</b> East .. .. .	5.30 am to 10.45 pm or until last train clears. Monday to Friday. Saturday, 5.30 am to 9.50 pm or until last train clears.
63	<b>Grimethorpe</b> <b>INSERT</b> new block post between Shafton and South. Miles    Yards North       —    1,030	Monday to Friday, 11.15 am to 7.0 pm; Saturday 8.0 am to 11.15 pm.
	Sidings .. .. .	<b>AMEND</b> name of Signal Box to read Grimethorpe South and distance 1 mile 1,460 yards.
	Goldthorpe Colliery .. .. .	Monday to Friday, 6.0 am to 8.0 pm (or later on Control instructions). Saturday, 6.0 am to 2.0 pm (or later on Control instructions).
	<b>Grimethorpe</b> Barnborough .. .. .	Box closed.
	<b>Castleford (Cutsyke)</b> Cutsyke Junction .. .. .	5.45 am to 10.30 pm or until last train clears, Monday to Friday. Saturday, 5.45 am to 9.45 pm or until last train clears.
64	<b>Pontefract (Monkhill)</b> Prince of Wales Sidings .. .. .	Monday to Saturday, 5.45 am to 10.45 pm.
65	<b>Neville Hill</b> West .. .. .	Continuously.
	<b>Castleford</b> Station .. .. .	<b>Monday to Saturday</b> , 6.0 a.m. to 9.6 p.m. or cessation of Branch traffic.
	Old Station .. .. .	<b>Monday to Saturday</b> , 5.10 a.m. to 7.0 p.m. or cessation of traffic.
	Wheldale .. .. .	<b>Monday to Friday</b> , 8.0 a.m. to 3.30 p.m. or cessation of traffic. <b>Saturday</b> , 8.10 a.m. to 11.30 a.m.
	Fryston North .. .. .	<b>Monday to Friday</b> , 7.0 a.m. to 2.40 p.m. or cessation of traffic. <b>Saturday</b> , 7.0 a.m. to 10.40 a.m.
66	<b>Holbeck</b> Armley .. .. .	Monday to Saturday, 6.15 am to 1.5 pm.
	<b>Headingley</b> Cardigan Road .. .. .	As required.
	<b>Ledston</b> Station .. .. .	<b>Monday to Saturday</b> , 5.10 a.m. to 7.0 p.m. or cessation of traffic.
	Allerton Main .. .. .	<b>Monday to Saturday</b> , 4.50 a.m. to 6.40 p.m. or cessation of traffic.
	<b>Arthington</b> North .. .. .	<b>Monday to Saturday</b> , 10.15 a.m. to 5.5 p.m. or cessation of Branch traffic. <b>Sunday</b> , as required for traffic to and from Otley.
67	<b>Collingham Bridge</b> Station .. .. .	As required.
	<b>Wetherby</b> South .. .. .	3.55 a.m. <b>Monday</b> to 11.50 p.m. <b>Saturday</b> .
	<b>Spofforth</b> Station .. .. .	4.0 a.m. <b>Monday</b> to 11.50 p.m. <b>Saturday</b> .
	<b>Wetherby</b> East .. .. .	<b>Monday to Saturday</b> , 7.45 a.m. to 2.35 p.m.

## HOURS OF OPENING OF SIGNAL BOXES—N.E. REGION—continued

(Booklet dated 26th August, 1961, until further notice)—continued

## AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.—continued

Page No.	Signal Box	Amended hours, etc.
68	<b>Pickburn &amp; Brodsworth</b>	
	Station .. .. .	7.40 am to 3.10 pm, Monday to Friday. 7.40 am to 11.10 am, Saturday.
	<b>Sprotborough</b>	
	Station .. .. .	7.30 am to 3.0 pm, Monday to Friday. 7.30 am to 11.0 am, Saturday.
	<b>Moorhouse and South Elmsall</b>	
	Station .. .. .	8.30 am to 3.5 pm, Monday to Friday. 8.30 am to 12.20 pm, Saturday.
	<b>Cudworth</b>	
	Storrs Mill .. .. .	6.0 am to 9.8 pm, Monday to Friday. 6.0 am to 1.20 pm, Saturday.
69	<b>Woodlesford</b>	
	Station .. .. .	<b>AMEND</b> to read:— 6.0 a.m. <b>Monday</b> to 9.50 p.m. <b>Saturday</b> .
	<b>Hunslet</b>	
	Rothwell Haigh .. .. .	Monday to Saturday, 6.30 am to 9.36 pm.
	Goods Junction .. .. .	6.0 am, Monday to 5.50 am, Sunday.
	<b>Armley Canal Road</b>	
	No. 1 .. .. .	Monday to Saturday, 6.30 am to 9.36 pm.
70	<b>Shipley</b>	
	Guiseley Junction .. .. .	<b>Monday to Saturday</b> , 6.30 a.m. to 10.20 p.m.
	<b>Skipton</b>	
	Snaygill .. .. .	<b>AMEND</b> distances between Signal Boxes to read 1 mile 1,254 yards.
	<b>Calverley and Rodley</b>	
	Station .. .. .	Monday to Friday, 6.30 am to 9.36 pm. Saturday, 6.30 am to 8.36 pm.
	<b>Apperley Bridge</b>	
	Station .. .. .	Monday to Saturday, 7.52 am to 9.28 pm.
	<b>Cudworth</b>	
	Monk Bretton .. .. .	6.10 am to 9.18 pm, Monday to Friday. 6.10 am to 1.30 pm, Saturday.
71	<b>Guiseley</b>	
	Esholt Junction .. .. .	<b>Monday to Friday</b> 6.30 am to 10.25 p.m. <b>Saturday</b> , 6.55 a.m. to 10.45 p.m.
	<b>Upton &amp; North Elmsall</b>	
	Wrangbrook .. .. .	Monday to Saturday, 7.30 am to 2.20 pm.
	Station .. .. .	Monday to Saturday, 7.30 am to 2.20 pm.
	Hemsworth East .. .. .	Monday to Saturday, 7.20 am to 2.10 pm.
	<b>Cudworth</b>	
	Brierly .. .. .	Monday to Friday, 9.30 am to 4.30 pm. Saturday, 9.0 am to 3.0 pm.
	Monkton Empty Sidings .. .. .	Monday to Friday, 7.54 am to 3.20 pm. Saturday, 7.30 am to 11.20 am.
	<b>Hunslet</b>	
	Goods Yard .. .. .	6.0 am, Monday to 5.50 am, Sunday.
	<b>Menston</b>	
	Junction .. .. .	Monday to Friday, 11.10 am to 1.15 pm and 5.20 pm to 6.25 pm. Saturday, 11.10 am to 1.50 pm.
	<b>Burley-in-Wharfedale</b>	
	Burley Junction .. .. .	Monday to Saturday, 5.50 am to 10.50 am and 12.20 pm to 7.30 pm.
72	<b>Ilkley</b>	
	Junction .. .. .	<b>Monday to Saturday</b> , 5.0 a.m. to 11.0 p.m.
	<b>Menston</b>	
	Milnerwood Junction .. .. .	Monday to Saturday, 11.20 am to 1.20 pm.
73	<b>Keighley</b>	
	G.N. Junction .. .. .	Monday to Saturday, 9.15 am to 11.30 am.
74	<b>Golcar</b>	
	Linthwaite .. .. .	Monday to Saturday, 7.20 am to 2.10 pm.
	<b>Huddersfield</b>	
	Kirkburton Junction .. .. .	6.0 am, Monday, to 11.59 pm, Saturday.
	Heaton Lodge .. .. .	6.0 am, Monday, to 11.59 pm, Saturday.



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**AMENDED HOURS OF OPENING OF SIGNAL BOXES—WINTER W.T.T.—continued**

Page No.	Signal Box	Amended hours, etc.
75	<b>Clayton West</b> Station .. .. .	<b>Monday to Friday</b> , 5.50 a.m. to 7.10 p.m. <b>Saturday</b> , 5.50 a.m. to 1.25 p.m. and 4.20 p.m. to 11.40 p.m.
	<b>Sheply</b> Clayton West Junction ..	<b>Monday to Friday</b> , 5.40 am to 7.25 pm. <b>Saturday</b> , 6.50 am to 1.40 pm and 4.20 pm to 11.50 pm.
	<b>Stocks Moor</b> Station .. .. .	<b>Monday to Friday</b> , 9.20 am to 5.34 pm.
	<b>Brockholes</b> Junction .. .. .	<b>Monday to Saturday</b> , 6.20 am to 1.10 pm and 3.25 pm to 10.15 pm.
	<b>Honley</b> Station .. .. .	<b>Monday to Friday</b> , 9.30 am to 7.10 pm. <b>Saturday</b> , 9.30 am to 2.40 pm.
	<b>Clayton West</b> Station .. .. .	<b>Monday to Friday</b> , 5.50 am to 6.50 pm. <b>Saturday</b> , 7.0 am to 1.50 pm and 4.30 pm to 11.50 pm.
76	<b>Huddersfield</b> Deighton Station .. ..	<b>Monday</b> , 7.0 am to 5.20 pm. <b>Tuesday to Friday</b> , 8.40 am to 5.20 pm. <b>Saturday</b> , 8.40 am to 1.40 pm.
	<b>Dewsbury (Wellington Road)</b> No. 1 .. .. .	<b>Monday to Saturday</b> , 7.44 am to 10.50 pm.
	<b>Batley</b> West .. .. .	<b>Monday to Saturday</b> , 5.22 am to 8.28 pm.
	<b>Morley (Low)</b> Ward's Siding .. .. .	<b>Monday to Saturday</b> , 7.30 am to 2.20 pm.
77	<b>Heckmondwike</b> Spennings Goods .. ..	<b>Monday to Saturday</b> , 8.52 am to 4.20 pm.
	<b>Cleckheaton</b> Spennings Station .. ..	<b>Monday to Friday</b> , 6.20 am to 1.40 pm and 10.32 pm to 6.20 am. <b>Saturday</b> , 6.20 am to 1.40 pm.
	<b>Morley (Low)</b> Gildersome East .. ..	<b>Monday to Saturday</b> , 6.0 am to 1.28 pm and 3.22 pm to 10.50 pm.





