

# BRITISH RAILWAYS NORTH EASTERN REGION SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 1963, UNTIL FURTHER NOTICE

## CONTENTS

	Page
British Railways Rule Book (Dated January 1962)	1
Regulations for Train Signalling Booklet (B.R.29960)	1
Miscellaneous Notices	1
Numerical Sorting System for Parcels and Miscellaneous Traffic	12
Route Availability of Locomotives	15
Routes over which Engines may run	31
Identification of Diesel Locomotives by Code	32
Working of Freight Trains Down Steep Falling Gradients (Booklet dated October 1955)	34
Loads to be Conveyed by Engines Working Freight Trains	35
Instructions in connection with the Working of Electric Trains	42
Instructions to Staff Concerned with Working on or over Electrified Lines	47
Modifications of Standard Rules, etc.	50
Loads of Passenger Trains (L.M.R. booklets dated 1st Nov. 1954)	54
Route Restrictions for B.R. Standard Coaching Stock (Booklet B.R. 29197)	55
B.R. Standard General Appendix	56
N.E. Region Sectional Appendix (Northern Section)	57
N.E. Region Sectional Appendix (Southern Section)	60
Instructions to be Observed by Drivers, Guards and others Working over L.M. Region Lines	105
Instructions to be Observed by Drivers, Guards and others Working over Eastern Region Lines	132
Instructions to be Observed by Drivers, Guards and others Working over Scottish Region Lines	150
Late Items	159

\* Denotes new or amended items.

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

**YORK**  
16th March, 1963.

**F. L. HICK**  
OPERATING OFFICER

**THIS SUPPLEMENTARY OPERATING INSTRUCTIONS  
BOOKLET SUPERSEDES THE SUPPLEMENTARY  
OPERATING INSTRUCTIONS BOOKLET DATED  
7th APRIL, 1962.**

**ATTENTION IS DRAWN TO THE LATE NOTICE  
SECTION THAT IS INCLUDED ON THE FINAL  
PAGES OF THIS PUBLICATION.**

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

★**RULE 35**—last paragraph of clause (b) (iii).—**AMEND** to read:—

Subsidiary signals which are fixed below running signals and are referred to in Rules 44A, 44B, 45 and 46 are, in some cases, distinguished thus:—

Draw-ahead	—	Position light signal with no light showing for the normal position and two white lights at an angle of 45 degrees for the proceed aspect—no other distinguishing sign.
Calling-on	—	by the letter C.
Warning	—	by the letter W.
Shunt-ahead	—	by the letter S.

★**RULE 35**—last paragraph of clause (e).—**AMEND** to read:—

In certain cases, the signals applying into Reception lines, Sidings or "No Block" lines are of the miniature colour light or position light type. These normally display no light, the Proceed indication being given by a small yellow light or two white lights at an angle of 45 degrees. When "Off" these signals apply as far as the line is clear.

The following to be included as Rule 44A and Rule 44 re-numbered 44B:—

### SUBSIDIARY SIGNALS

#### Draw-ahead Signals

★**RULE 44A.**

(a) Draw-ahead signals, where provided, are placed below colour light stop signals and, when lowered without an indication of route being given at the signal, authorise a Driver to proceed towards the next stop signal but not to pass any Ground Shunting signal which may be at Danger. The Driver must not proceed on his journey until either the Stop signal above the Draw-ahead signal is lowered or the Draw-ahead signal is again lowered with an indication of route.

When a Draw-ahead signal is lowered and an indication of route is given, a Driver must understand that the line towards the next Stop signal (or buffer stop when there is no signal in advance) is occupied and proceed cautiously.

The lowering of the Draw-ahead signal does not authorise the next Stop signal to be passed at Danger.

(b) The Draw-ahead signal will not be lowered until the train has been brought quite, or nearly, to a stand at it.

**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.

## ALTERATIONS TO REGULATIONS FOR TRAIN SIGNALLING BOOKLET (B.R.29960)

★**PAGE 32**

**DELETE:** 24 (c) and **INSERT** following:—

24 (c) **Boxes where block switches are not provided—Opening.**

(1) Where block switches are not provided the Signaller opening the box must send the "Opening of signal box" signal to the signal box on each side.

(2) (a) If the "Opening" signal is not received from an intermediate signal box at the time at which the box should open and the Signaller on either side are unable to communicate with the signal box but can speak to each other by telephone, they may permit the entry of trains to the section under the following conditions:—

(i) the first train in either direction must not be allowed to enter the section until the two Signallers concerned have come to a clear understanding.

(ii) the train must be stopped, the Driver advised of the position and instructed to pass at Danger the signal controlling the entrance to the Section and to proceed cautiously. He must be told to ascertain the circumstances at the intermediate box and advise the Signaller at the open signal box ahead if a Signaller is on duty at the intermediate box.

(iii) if the Driver of the first train advises that there is no Signaller on duty at the intermediate box, Block Regulation 25 (a) (iii) must be into operation after the Signaller at the forward box has informed the man at the box in the rear that the train which brought the message is complete.

(iv) if a Signaller is on duty at the intermediate signal box and it is still not possible to communicate with him Block Regulation 25 (a) (iv) must be carried out.

(b) If the Signaller on either side of the intermediate box are unable to speak to each other, Block Regulation 25 (a) (iv) must be adopted.

(3) When a Signaller at an intermediate box arrives on duty late he must not send the "Opening" signal until he has first spoken to the Signaller on either side and found that the sections are clear. If, however, a train should arrive at his box, he must inform the Signaller at the rear box that the train has arrived complete so that ordinary working can be commenced to that box.

(d) **Boxes where block switches are not provided—Closing.**

The Signaller closing the box must not leave duty until the "Train out of Section" signal has been received for the last train to pass, the block indicator placed in the normal position and the "Closing of signal box" signal sent to the box on each side.

## MISCELLANEOUS NOTICES

### ★STANDARD CLASSIFICATION OF TRAINS

Attention is called to page 7 of Supplement No. 1 to the General Appendix dated 18th June, 1962, which shows amended train classifications. All concerned to note that in the various documents where trains are classified by the Letters A to K and where these have not yet been amended, the new classification must be substituted.

## MISCELLANEOUS NOTICES—continued

### 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).

### 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.

### 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.

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

Until further notice, the lines from Nostell North Junction and Nostell South Junction to Wharnccliffe Woodmoor have been closed to 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 Wharnccliffe Woodmoor Up Starting signal No. 14.

Special arrangements will be made when it is necessary to work traffic on and off this section of line.

### 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 PERMANENT WAY DEPOT

Road vehicles use Crofton Old Station Occupation Level Crossing at frequent intervals between 7.30 am and 5.0 pm each weekday. Drivers to sound whistles or horn when approaching the crossing and keep a sharp look-out.

### 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.

### 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.



## MISCELLANEOUS NOTICES—continued

### 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 WEIGHTON

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

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 Weighton the Station Master may give permission for the train to proceed unaccompanied to Little Weighton, 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 Weighton 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.

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

Piped and Gauged brakevans are authorised for Class "4" 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 "4" speed and be signalled 3-1-1 instead of 1-3-1.

### MURTON—SHERBURN COLLIERY NORTH BRANCH

The section of line between Sherburn Colliery North and North Hetton is closed.

The Single line between Murton Station and North Hetton is worked in accordance with the "Regulations for working on Single Lines by Pilot Guard", shown on page 223 of the N.E.R. Sectional Appendix (Northern Section), with the following modifications:—

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

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

The Pilot Guard will work the points and signals at Hetton Colliery, Hetton Station and North Hetton as required. (O.989)

### ★ SPEEDS OF FREIGHT ROLLING STOCK

#### PALLET VANS

The conversion of pallet vans previously restricted to a maximum speed of 40 m.p.h. has been completed and all types should be treated in accordance with the Conditions Relating to the Composition of Freight Trains on page 10 of Supplement No. 1 to the General Appendix dated 18th June, 1962, i.e.:—

When fitted with automatic brake or pipe—Class 4 (maximum speed 55 m.p.h.).

When marked XP —Class 4 plus (maximum speed 60 m.p.h.).

#### 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.

### 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.

### 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.

### GASCOIGNE WOOD

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

### 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

### 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.

### 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.

### 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.

### 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 WOODWELL 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.

### 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.

### ★DARLINGTON, BANK TOP STATION

**Until further notice,** Lines Nos. R.64, R.66, 150 and 151, Dgm. No. 513, serving Platforms Nos. 2 and 3 and intervening lines will be reduced in length by 28 yards for standage of material wagons at the buffer stop ends in connection with the demolition of existing buildings and the construction of a new telephone exchange. **Each Monday from 3.0 a.m. to 4.0 a.m. the full length of No. 2 Platform line (Line No. R.66) to be cleared for servicing troop trains. Station Pilot to clear and reset material wagons.**

## MISCELLANEOUS NOTICES—continued

### ★BARNARD CASTLE STATION

Until further notice, the following lines will be out of use in connection with the recovery and stacking of track from the Barnard Castle to Kirkby Stephen line abandonment:—

Nos. 1 and 2 Down Goods.

Nos. 1 and 2 Up Goods.

North Sidings (Lines Nos. 2, 3, 13, 14, 15 and 17, Dgm. No. 706).

Turntable Siding (Lines Nos. 31, 32, 34, 37, 39 and 42, Dgm. No. 706).

### 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)

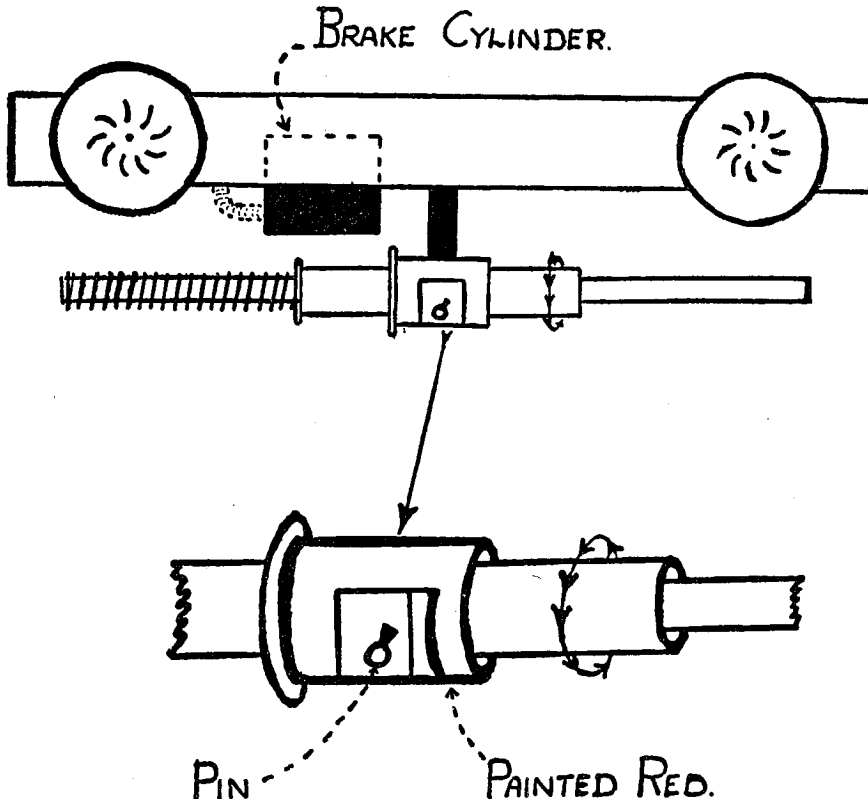
### ★DISC BRAKES

The normal type of vacuum brake gear, with clasp brakes, is not suitable for all freight vehicles. It is difficult to find room for it on hopper and other wagons with bottom discharge, while the brake blocks and rigging prevent wagons so fitted from being used on many existing tippers and mules. To avoid these difficulties, a vacuum operated disc brake has been developed.

The following points should be noted in connection with the disc brakes:—

1. Each wagon has 2 sets of brake gear, each set operates on one wheel, which has a special solid centre. The other wheel of each pair has the usual holes for sprags. There is no mechanical link between the two sets of brake gear.
2. The Brake cylinders are fitted on their sides and have a diaphragm instead of the usual piston. The travel of the piston rod is less than normal. The cylinders can be isolated in the usual way.
3. The hand brake operates on brake blocks of the usual kind and is quite separate from the power brake.
4. No change-over lever is fitted. As the two cylinders are independent, one could still skid its wheels when the wagon was empty even if the other were not working. The brake power is adjusted automatically according to the load on the springs of the wagon.
5. A slack adjuster is provided to maintain the brakes in proper adjustment.
6. As the brake cylinders are at each end of the wagon, two release cords must be pulled on each wagon, when it is necessary to release the brakes by hand.

If the brakes should stick on, and it is not possible to release them by operating the release cords, the Carriage and Wagon Examiner must be sent for. If the failure occurs at a point where the services of an examiner cannot be obtained without heavy delay, the brakes can be released manually by pulling out the pin in the red part of the slack adjuster, and then screwing the body of the adjuster anti-clockwise. The adjusters run across the wagon at each end, as shown below:—



The pin must be replaced after this has been done, and the cylinder rendered inoperative in accordance with Clause 11 of the General Regulations for Working the Vacuum Brake. The train must then stop at the next point where a Carriage and Wagon Examiner is on duty, and he must be told what has been done. Under no circumstances must any attempt be made to release the brake by levering the brake arms, as this may cause serious damage.

## MISCELLANEOUS NOTICES—continued

### 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.

#### 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)

## MISCELLANEOUS NOTICES—continued

### 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)

### 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.

## MISCELLANEOUS NOTICES—continued

### WINDSCREENS ON GANGWAY STOCK

Claims continue to arise in respect of damage by grease to passengers' clothing as a result of the absence of 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. 3/493)

### 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)

### 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)



## MISCELLANEOUS NOTICES—continued

### 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 I of the Divisional Routes over which Engines May Run pamphlet.

### RE-DESIGNATION OF LOCOMOTIVES—MIXED TRAFFIC TYPES.

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

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. (TankLM . Standard—parallel boiler).
2-6-2	3P	Passenger Tank (L.M.S. Standard—taper boiler).	3	Mixed Traffic Tank (ex L.M.S. Standard—taper boiler).
2-6-0	2F	Freight Tender (L.M.S. Standard).	2	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-2	2P	Passenger Tank (L.M.S. Standard).	2	Mixed Traffic Tank (ex L.M.S. Standard).

**MISCELLANEOUS NOTICES—continued****RE-DESIGNATION OF LOCOMOTIVES—MIXED TRAFFIC TYPES—continued**

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

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

Power Class	Wheel arrangement	Type
<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	ICO+COI	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	ICO+COI	
	CO+CO	
5	4-8-4	
6P/5F	BO+BO	
3		

**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.

**MISCELLANEOUS NOTICES—continued****EASTERN REGION****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 Whitemoor 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.

**★CONISBROUGH—CADEBY COLLIERY**

**Until further notice,** the "Through Running Road" from Cadeby Colliery Signal Box to Denaby 'A' Signal Box at Cadeby Colliery is blocked.

**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.	IX
Should be E.18	Woodford and South Woodford ..	Woodford .. .. E.R.	150
Shown S.E.6	Catford .. ..	Catford .. .. S.R.	S.R.
Should be S.E.6	Catford .. ..	Catford Bridge .. .. S.R.	S.R.
Shown S.E.9	Eltham .. ..	Eltham .. .. S.R.	S.R.
Should be S.E.9	Eltham .. ..	Eltham, Wellhall or New Eltham .. .. S.R.	S.R.
Shown S.E.10	Greenwich .. ..	Maze Hill .. .. S.R.	S.R.
Should be S.E.10	Greenwich .. ..	Maze Hill or Greenwich .. .. S.R.	S.R.
Shown S.E.19	Norwood .. ..	Crystal Palace .. .. S.R.	S.R.
Should be S.E.19	Norwood .. ..	Crystal Palace .. .. S.R.	S.R.
Shown S.E.20	Anerley .. ..	Crystal Palace .. .. E.R.	E.R.
Should be S.E.20	Anerley .. ..	Crystal Palace .. .. S.R.	S.R.
Add	Anerley (Penge) ..	Penge East .. .. S.R.	S.R.
Shown S.E.22	East Dulwich .. ..	East Dulwich .. .. S.R.	S.R.
Should be S.E.22	East Dulwich .. ..	East Dulwich .. .. S.R.	S.R.
<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	IX (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.W.

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

ISSUE DATED 2.1.61

"The following amendments do not include those shown on the two Special Amendment Slips which were issued during November 1962 in connection with the Euston Reconstruction Scheme."

Page No.	DESTINATION	Principal Col.	Forwarding towards				Page No.	DESTINATION	Principal Col.	Forwarding towards			
			N	S	E	W				N	S	E	W
4	Delete:—						40	Langwathby .. ..	—	42	27T	—	27T
	41 Hellifield						41	Lazonby & Kirkoswold ..	—	42	27T	—	27T
7	Appleby .. ..	—	42	27T	—	27T	41	Lightcliffe .. ..	38				
8	Armathwaite .. ..	—	42	27			42	Little Salkeld .. ..	—	42	27T		
8	Ashton on Mersey ..	C2					43	Long Marton .. ..	—	42	27T		
10	Barnsley .. ..	—	46T	40	46T	40	43	Long Preston .. ..	42				
10	Barras .. ..	—	42	27T	—	27T	48	Musgrave .. ..	—	42	27T	—	27T
11	Bentham .. ..	42					49	New Biggin (W'land) ..	—	42	27T		
13	Bodfari .. ..	14X					49	Newsholme .. ..	33				
14	Broadheath .. ..	C2					50	Notton & Royston .. ..	—	46T	40	46T	40
16	Caerwys .. ..	14X					50	North Rode .. ..	—	52	17	—	52
18	Chatburn .. ..	33					51	Olney .. ..	4				
19	Clapham .. ..	42					51	Ormside .. ..	—	42	27T		
19	Cliburn .. ..	—	42	27T	—	27T	52	Piddington .. ..	4				
19	Clifton .. ..	29					55	Ravenstonedale .. ..	—	42	27T	—	27T
19	Clitheroe .. ..	33					55	Reston (for Coldingham)	—	199	81		
21	Crosby Garrett .. ..	—	42	27T			55	Ribblehead .. ..	—	42	27T	—	27T
23	Denbigh .. ..	14X					56	Rimington .. ..	33				
23	Dent .. ..	—	42	27T			56	Royston & Notton .. ..	—	46T	40	46T	40
25	Duns .. ..	79					57	Ruthin .. ..	14X				
26	Eddleston .. ..	80					59	Settle .. ..	—	42	27T	—	27T
30	Gaisgill .. ..	—	42	27T	—	27T	59	Shepley .. ..	20				
30	Gargrave .. ..	42					60	Smardale .. ..	—	42	27T	—	27T
30	Garsdale .. ..	—	42	27T	—	27T	64	Temple Sowerby .. ..	—	42	27T	—	27T
30	Giggleswick .. ..	42					66	Turvey .. ..	4				
30	Gisburn .. ..	42					67	Warcop .. ..	—	42	27T	—	—
34	Hellifield .. ..	42					68	Wennington .. ..	42				
36	Horbury & Ossett amend to read Horbury ..	110					69	Whalley .. ..	33				
36	Horton in Ribblesdale ..	—	42	27T			70	Wilpshire .. ..	33				
37	Ingleton .. ..	—	29X	29	—	42		(for Ribchester)					
39	Kirkby Stephen .. ..	—	42	27T	—	27T	70	Winterset .. ..	—	46T	40	46T	40
39	Kirkby Thore .. ..	—	42	27T	—	27T	72	Widnes .. ..	23				
							72	Delete VAUXHALL ..	159				

**\*AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521**  
**LONDON MIDLAND REGION AND SCOTTISH REGION (WEST)**

ISSUE DATED SEPTEMBER, 1962

Page No.	DESTINATION	Principal Col.	Forwarding towards				Page No.	DESTINATION	Principal Col.	Forwarding towards			
			N	S	E	W				N	S	E	W
3	Alcester .. ..	6					32	Keinton Mandeville ..	W2				
4	Alvescott .. ..	W18					32	Kelmscott & L. .. ..	W18				
6	Ayton .. ..	—	79	81			35	Lechlade .. ..	W18				
6	Backney .. ..	W14					35	Leadburn .. ..	80				
6	Baguley .. ..	18					38	Luddendenfoot .. ..	38				
11	Broadheath .. ..	C2					43	Notgrove .. ..	W13				
11	Broom Junction .. ..	W25					43	Nitshill .. ..	66				
12	Burnmouth .. ..	—	79	81			43	Northenden for W. ..	18				
12	Caergwrle Castle .. ..	W26					44	Overton on Dee .. ..	W26				
14	Charlton Mackrell .. ..	W2					48	Rhydrowen .. ..	W9				
14	Cefn-y-Bedd .. ..	W26					50	Salford Priors .. ..	W25				
15	Chislehurst .. ..	SK1					54	Stepps .. ..	65				
18	Daisy Hill .. ..	—	24	24	24	19T	58	Uplawmoor .. ..	—	69	68		
22	Eddleston .. ..	80					59	Waddington .. ..	119				
22	Elland .. ..	38					59	Warcop .. ..	—	42	27T	27T	
23	Eyemouth .. ..	—	79	81			61	Whifflet .. ..	62X				
23	Fairford .. ..	W17					64	SE.10 to amend Sorting Number to read SE.1..					
25	Gartcosh .. ..	62X					64	SE.11 amend Sorting Number to read I ..					
27	Greetland .. ..	38					65	SE.19 amend Sorting Number to read SCI					
27	Gwersyllt & W. .. ..	W26					67	N.19 Amend Rail Num- ber to read IX. ..					
28	Harmston .. ..	119											
28	New entry Hartford & G.	C2											
29	Heald Green .. ..	18											
29	Hawes .. ..	187											
31	Honington .. ..	119											
31	Horbury & Osset amend to read Horbury ..	39											

**69 Appendix "B", Insert:**

Postal No.	District	Traffic delivered from	Rail Numerical Sorting No.
22 & 23 .. ..	Wythenshawe Northenden Baguley Heald Green	Deansgate .. ..	18



# 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
STEAM			
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	2-6-0	Mixed Traffic Tender (Ex G.N.)
K.4	5P/6F	2-6-0	Mixed Traffic Tender (Ex L.N.E.)
★L.1	4MT	2-6-4	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/I	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)
IB	IP	0-4-4	Passenger Tank (Ex Midland)
★IE	IF	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/I	2MT	2-6-2	Mixed Traffic Tank (84,000 Class)
2K/I	2MT	2-6-0	Mixed Traffic Tender (78,000 Class)
3VT/I	3MT	2-6-2	Mixed Traffic Tank (82,000 Class)
3K/I	3MT	2-6-0	Mixed Traffic Tender (77,000 class)
4K/I	4MT	2-6-0	Mixed Traffic Tender (76,000 class)
4LT/I	4MT	2-6-4	Mixed Traffic Tank (80,000 class)
4B/I	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	5MT	4-6-0	Mixed Traffic Tender (73,000 class)— 4,250 gall. Tender
5B/IA	5MT	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
Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE
J.15	J.25 J.36	J.17 J.26	J. 6 J.27	J.11 J.11/3 J.19 J.20/1 04/2 04/3	B. 1 J.39/1 J.39/2 J.39/3 K.1 K.2/2 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.16/2 B.16/3 J.37 J.38 K.3/2 K.3/3 02/3 Q7	A. 1 A.1/1 A.2* A.2/3 A.3 A.4 V.2
Ex LMS	Ex LMS	Ex LMS	Ex LMS	Ex LMS	Ex LMS	Ex LMS	Ex LMS
2D	2U	3E 3F	2B 4C 4L	7B 7C	4B 5A 5B 5C 8A	5XA 5XB	6A 6D 7A
	BR 2K/1	BR 3K/1	BR 4K/1		BR 4B/1 4B/2 5B,1 5B/1A 6A/1	BR 6A/1A 7A/1 7A/1A	BR 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
Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE	Ex LNE
Y 1/1 Y.3	J.66 J.72 Y.9	J.69/1 J.88 N.10	J.83	J.94 N.7/4 N.7/5	N.15/1 N.15/2 V.1 Y.4	J.50/1 J.50/2 J.50/3 J.50/4 N.2/2 N.2/4 N.7/3 V.3	L.1
Ex LMS	Ex LMS	Ex LMS	Ex LMS	Ex LMS		Ex LMS	
0F	2Q	1.E 2.J 3.S	1.B 2.H 2.M 2.O 3.J 3.T BR 2.VT/1	4.H 4.J		3.Q 4.K	
		BR 2.VT/1	BR 3.VT/1		BR 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 11/4	3/1D 3/1E 8/4 8/5 9/18 10/4A	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 20/1 20/3 20/4 22/1 22/4 25/1 27/2	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(EF) 50 cycle AC B-B (Metro-Vick) 25 KV/AC 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	—	—

# 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)
★7	57	End of NER at Altofts (Normanton) to York .. ..	9	Diesel Mech. No. 10100 permitted between Swinton (Bolton-on-Deerne) 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-Deerne Add:—All Locos. are prohibited except the following classes on Lines No. 41 and 44 Weigh line and Down line leading to Castleford Goods Yard from Castleford Gates Signal Box at Castleford:— J72, J88, J94, 7C, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1F, 3/4.	—
★7	65	Commencement of NER Maintenance, Ferrybridge Junction to Dearne Junction	9		Add:—All locomotives prohibited except the following classes in Slip Road on Line No. 3 leading to End Loading Dock at Bolton-on-Deerne:— A1, A2, B1, J6, J11, J11/3, J15, J19, J25, J26, J27, J36, J37, J38, J39/1, J39/2, J39/3, J50/1, J50/2, J50/3, J50/4, J69/1, J72, J83, J88, J94, K1, K2/2, K3/2, K3/3, L1, N2/2, N2/4, N7/3, N7/4, N7/5, N10, O1, O2/1, O2/2, O2/3, O2/4, Q6, Q7, 2VT/1, 2K/1, 3VT/1, 3K/1, 4K/1, 4B/1, 4B/2, 5B/1, 5B/1A, 6A/1, 6A/1A, 7A/1, 7A/1A, 1E, 2B, 2D, 2J, 2U, 3E, 3F, 3T, 4C, 4L, 5B, 5C, 7B, WD 2-8-0, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1E, 3/4, 8/4, 8/5, 9/18, 10/3, 11/3, 12/5, 15/6, 15/6A, 17/3, 17/7, 33/3. All locomotives are prohibited except the following classes on Lines Nos. 35 and 37 (Down Goods Sidings) at Pontefract (Baghill):— A1, A2, A2/3, A3, A4, B1, B16/1,	



						B16/2, J6, J11, J11/3, J15, J17, J19, J25, J26, J27, J36, J38, J39/1, J39/2, J39/3, J50/1, J50/2, J50/3, J50/4, J69/1, J72, J83, J88, J94, K1, K2/2, K3/2, K3/3, L1, N2/2, N2/4, N7/3, N7/4, N7/5, N10, O1, O2/1, O2/2, O2/3, O2/4, O4/1, O4/2, O4/3, O4/6, O4/7, O4/8, Q6, Q7, V1, V2, V3, 2VT/1, 2K/1, 3VT/1, 3K/1, 4K/1, 4LT/1, 4B/1, 4B/2, 5B/1, 5B/1A, 6A/1, 6A/1A, 7A/1, 7A/1A, 1E, 2B, 2D, 2J, 2U, 3E, 3F, 3J, 3S, 3T, 4C, 4H, 4J, 4K, 4L, 5A, 5B, 5C, 5XB, 6A, 6D, 7A, 7B, 7C, 8A, WD 2-8-0, WD 2-10-0, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1E, 3/4, 8/4, 8/5, 9/18, 10/3, 10/4, 10/4A, 11/1, 11/1A, 11/3, 11/4, 11/4A, 11/6, 11/6A, 12/1, 12/2, 12/5, 12/6, 13/2, 15/6, 15/6A, 16/2, 16/8, 16/9, 17/3, 17/7, 20/3, 20/4, 22/1, 23/1, 25/1, 25/1A, 27/1, 33/3.
8	67	Knottingley Junction to Burton Salmon via Ferrybridge ..	9	Diesel Mech. No. 10100 permitted between Swinton (Bolton-on-Dearne) and York	Diesel Mech. No. 10100 restricted to running lines only, and subject to speed restriction of 40 m.p.h. over Bridge No. 5 between Swinton and Bolton-on-Dearne	
8	71	Delete entries—not used .. .. .	—	—	—	
9	80	Otley to Ilkley via Burley Junction, also to Bradford (Forster Square) via Menston	—	Add:—WD8 2-8-0 permitted subject to speed restriction of 10 m.p.h. over Bridge No. 6, Milnerwood	As shown	
9	81	Ilkley to Colne .. .. .	—	Add:—WD8 2-8-0 permitted between Ilkley and Skipton	—	
9	Add 88A	ROF Circular Railway, Thorp Arch .. .. .	6	B16/1, B16/2, B16/3, D49, BR 5 MT 4-6-0	—	
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 .. ..	—	

# **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)
10	103	Pickering to Whitby Town Station .. .. .	5	Amend to read:—"D49, D20, O1, O2, O4, Q4, L1, Q6, WDB, 2-8-0 (V1 and V3 permitted between Gros-mont and Whitby) LMR4 MTT 2-6-4 (LMR Standard) taper boiler Add:—BR.5 MT. 4-6-0. .. ..	—	* Prohibited Grosmont, Goath-land 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.	* Prohibited—Whitby West Cliff -Scarborough (Up and Down)
11	117	Catterick Camp Railway .. .. .	6	Add:—L1, V.3 .. .. .	Speed restriction 20 m.p.h. . . .	—
11	119	Parkgate Junction to Albert Hill Junction .. .. .	9	—	Working of South Durham and Barningham Sidings restricted to Classes J36, J71 and J72	—
12	125	Barnard Castle Coal Depots .. .. .	2	Add:—BR 2 MT 2-6-0 .. ..	—	—
12	124 } 126 } 127 }	Delete	—	—	—	—
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	Schildon 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 .. ..	—	—
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	Delete 181	Stillington, Carlton Ironworks Sidings .. .. .	—	—	—	—
15	183	Chilton Junction to end of BR maintenance on Chilton Branch (Leasingthorne)	5	Add:—K1 .. .. .	—	—

# 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)
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	191	Cliff House South Junction to Newburn Junction via Cliff House Branch	7	Add:—V2 .. ..	—	—
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	226	Amend:— Sunderland, South Dock Jettles .. ..	1	J11, J11/3, J27, J83, J88, J94, N10, 1/17, 2/4A, 2/13, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/4, 3/8A	—	—
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 Add:—V2 .. ..	—	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 .. .. .	—	Add:—V2 .. .. .	—	—
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	Wailes 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	250	Jarrow Jarrow East End Light Railway (Shell Mex Sidings) .. ..	9*		Amend to read:— * The following locomotives are prohibited from using the two side gantry lines in Shell Mex Sidings:— A1, A1/1, A2/3, A3, A4, 3J, 3S, 5XA, 7A, 9R/1, 9R/2, 9R/6, 3/8, 8/4, 8/5, 1C/4, 1C/4A, 11/1, 11/1A, 11/3, 11/4, 11/4A, 11/6, 11/6A, 12/1, 12/2, 12/6, 13/2, 15/6, 15/6A, 16/2, 16/8, 16/9, 17/3, 17/7, 20/3, 20/4, 22/1, 22/4, 23/1, 25/1, 25/1A, 33/3	—
★20	253	Tyne Dock St. Bedes Junction to Tyne Dock Bottom .. ..	7	Add:—V2 .. .. .	—	—
20	255A	Delete Entry .. .. .	—	—	—	—

# **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)
★21	256	High Street Junction to Greensfield Junction (Gateshead) ..	9		Add:—All locomotives are prohibited from using lines Nos. 271, 276 and 277 Stores and Contracts Sidings in Gateshead Traffic Stores, except the following:— J6, J11, J11/3, J27, J36, J50/1, J50/2, J50/3, J50/4, J69/1, J72, J83, J88, J94, 1E, 2U, 3E, 3T, 4C, 7C, 1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/1E, 3/4, 9/18, 10/3, 12/5	—
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	266	Norwood Junction to Dunston East Junction .. .. .	5	—	Add:— Prohibited:—1160 h.p. BTH/Sulzer	—
★21	267	Norwood Coke Works .. .. .	5	Add:—Following classes permitted maximum speed 5 m.p.h. V2, 11/1A, 11/6A, 12/1, 12/6	—	—
21	269	Dunston Staiths Old and New .. .. .	2	Add:—BR 2 MT 2-6-0 .. ..	—	—
★21	271	Derwenthaugh Junction to West Dunston Sidings and Redheugh Goods Yard	6	Add:—V2 .. .. .	V2 locomotives must not proceed more than 2 engine lengths beyond Junction with Tanfield Branch at Redheugh Bank Foot.	—
★22	277	Kimbleworth Colliery Junction to end of B.R. Kimbleworth	7	Add:—V2	—	—
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
22	281	Delete Entries .. .. .	—	—	—	—
	282					
	284					
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	4	J27, J39 .. .. .	—	—
		(a) Wallsend Shipyard .. .. .	4	J27 .. .. .	—	—
		(b) Thermal Syndicate Sidings .. .. .		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
★23	299	Percy Main North to Tyne Commission Quay .. ..	3	Add:—4 MT 2-6-0 (LMR design); 350 HP Diesel 0-6-0 (The following classes are to be confined to the Main passenger lines). Add:—11/1A, 12/1, 11/6A, 12/6, 17/3, 9/18, 20/3, 25/1, 25/1A, 27/2, 33/3	—	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 (The following classes are to be confined to the Main passenger lines). Add:—11/1A, 12/1, 11/6A, 12/6, 17/3, 9/18, 20/3, 25/1, 25/1A, 27/2, 33/3	—	—
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	—

# **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)
24	310	Delete Entry .. .. .	—	—	—	—
24	311	West Sleekburn Junction to commencement of North Blyth Staiths	7	—	Add:—Q6 locomotives prohibited from working into Cambois Colliery	—
24	313	North Blyth Staiths .. .. .	2	Add:—BR 2 MT 2-6-0 .. ..	—	—
24	315	West Blyth Staiths .. .. .	3	Add:—350 HP Diesel 0-6-0 .. ..	—	—
24	317	Choppington Junction to end of 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	322	Delete entry:— 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 .. .. .	3	Amend to read:—BR3 MT 2-6-0, BR4 MT 2-6-0, LM4 MT 2-6-0, J27, 11/1A, 11/6A, 12/1, 12/6	Limited to speed of 35 m.p.h. Speed limited to 5 m.p.h. over Up Sidings portion of Bridge 44 at Rothbury.	—
★25	328	Rothbury to Scotsgap Junction .. .. .	3			
25	329	Delete entry Riccarton Junction to Hexham .. .. .	—	—	—	—

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

★ **PAGES 4, 6, 8, 10, 12, 14, 16, 18**

2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E.

The above locomotives are permitted over all sections of line with the following exceptions:—

Prohibited any route where Class 5A ex L.M.S. 4-6-0 Steam Locomotives are prohibited.

Prohibited from working over sidings and connections having a minimum radius of less than five chains.

**PAGE 4**

**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—Hellifield**. **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.

★ **PAGE 4.—Wigan (Wallgate)—Southport (Chapel St.)**—**INSERT Note R**.—Note R to read:—Prohibited Southport St. Luke's at 34½ m.p. Down Slow to Down Fast.

Southport Fork Junction Down Fast Down Sidings to Up Slow. Points 91a to 96 Down Slow to Down Fast. Down Slow between Points 90b and 48b.

Southport Chapel Street No. 5 Platform to Up Fast. Down Fast to No. 6 to No. 9 Platforms inclusive. No. 6 to 10 Platforms inclusive to Up Fast.

★ **Todmorden (Hall Royd Junction)—Preston**—**AMEND** Note K to read:—Prohibited E.L.S.B. (20 miles 1,070 yards), Down Line. Rose Grove (26 miles 810 yards)—2,300/2,500 h.p. Sulzer prohibited over Up Slow.

★ **AMEND** Note M.

Permitted subject to the undermentioned restrictions:—

Side Wind Screens to be closed when passing through Blea Moor, Helm and Armathwaite Tunnels.

Not to be taken into Hellifield North Bay.

Caution to be exercised when travelling through crossover roads and connections between platforms and adjacent to structures.

Speed not to exceed 40 m.p.h. whilst passing over the following bridges:—

Bridge No. 193 Smardale Viaduct between Kirkby Stephen and Appleby (268½–268¾ m.p.'s).

Bridge No. 240 between Appleby and Long Marton (277¾–278 m.p.'s).

Bridge No. 296 Little Salkeld Viaduct between Langwathby and Little Salkeld (289¼–289½ m.p.'s).

**Manchester (Victoria)—Liverpool (Exchange)—Via Atherton and Wigan**—2,300 and 2,500 h.p. Sulzer—**ADD Note P. P.**—Prohibited into Bank Hall M.P.D., 2,000 h.p. E.E.—**ADD Note Q. Q.**—Permitted into Bank Hall M.P.D. at Sandhills No. 2S.B. via No. 36A and 46E points only. **Prohibited via No. 37A points.**

**Manchester (Victoria)—Hebden Bridge**—**DELETE—Note A** and show as unrestricted.

**Todd Lane Junction—Walton Junction—Via Croston**—**DELETE—Note O** and show as unrestricted.

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

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

★ **PAGE 5.—AMEND** Note 'H' to read. Permitted between Walton Junction and Liverpool (Exchange) and into Bank Hall M.P.D. at Sandhills No. 2S.B. via No. 36A and 46E points only. **Prohibited via No. 37A points**

**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 6.—Royton Junction—Royton Station**—**INSERT** Note F under 2,300 and 2,500 h.p. Sulzer.—Note F to read:—Prohibited over connections to Main Line from Higginsshaw Gas Work Sidings

★ **Castleton East Junction—Bolton (Trinity Street) East Junction**—**INSERT** Note G.—Note G to read:—Temporary Prohibition Castleton East Junction Down Line. Prohibited 2,300 and 2,500 h.p. Sulzer Up Slow Line Bury West Junction.

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

- ★**PAGE 6.**—**Todmorden East—Todmorden (Stansfield Hall)**—**INSERT Note H.**—Note H. to read:—  
 Temporary Prohibition Stansfield Hall Up Line.
- ★**Miles Platting Oldham Road—Station Junction.**—**INSERT Note J.**—Note J to read:—  
 Prohibited New Allen Street. S.B. Up West Goods to Up Goods.
- ★**PAGE 8.**—**Tyldesley No. 2—Pennington South Junction**—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.  
**Bolton (Fletcher Street Junction)—Kenyon Junction**—Show Note E under 2,300 and 2,500 h.p. Sulzer and  
 2,000 h.p. E.E.  
 Note E.—Permitted between Pennington South Junction—Kenyon Junction.
- ★**PAGE 8.**—**Bolton (Fletcher Street Junction)—Kenyon Junction.**—**AMEND Note E** to read:—  
 Prohibited Kenyon Junction No. 2 S.B. points 25 to 26 and 37 to 38 Down Main to Marshalling Sidings.
- ★**PAGE 9.**—**Ashton Moss North Junction**—9F (2-10-0) B.R. Std. Permitted.  
**Oldham (Glodwick Road)—Crowthorn Junction**—**DELETE Note A**—and show as unrestricted.
- PAGE 10.**—**Lostock Junction—Hindley (Crow Nest Junction)**—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E.  
 Permitted.  
**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 10.**—**Rainford Junction—Ormskirk Station**—**INSERT Note F.**—Note F to read:—  
 Prohibited Rainford Junction Bay platform to Down Line.
- ★**Fazakerley Junction—Marsh Lane Junction**—**INSERT Note G.**—Note G to read:—  
 Temporary Prohibition Fazakerley Junction Down Line.
- ★**Sandhills No. 1—Sandhills (North Docks Goods)**—**INSERT Note H.**—Note H to read:—  
 Prohibited North Docks High Level Junction Spur to Up Goods. Down Goods to and from North Docks Goods  
 Depot.
- ★**St. Luke's (Pool Hey Junction)—Meols Cop (Hawkeshead Street Junction)**—**INSERT Note J.**—Note J to  
 read:—  
 Temporary Prohibition Pool Hey Junction, Down Line.
- ★**Burscough Bridge Junction—Burscough Junction South**—**INSERT Note K.**—Note K to read:—  
 Temporary Prohibition Burscough Bridge Junction, Up Line.
- 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.  
**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 12.**—**Burscough Junction North—Burscough Bridge Junction**—**INSERT Note C.**—Note C to read:—  
 Temporary Prohibition Burscough Bridge Junction, Up Line to North Junction.
- ★**PAGE 14.**—**Blackburn (Great Harwood Junction)—Rose Grove via Padiham**—**INSERT Note E.**—Note E to  
 read:—  
 Temporary Prohibition Padiham, Up Line.
- ★**Rose Grove (Gannow Junction)—Colne North**—**INSERT Note F.**—Note F to read:—  
 Temporary Prohibition Burnley Central Up Line.
- 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.
- ★**Skipton North Junction—Colne North**—2,300 and 2,500 h.p. Sulzer and 2,000 h.p. E.E. Permitted.
- ★**ADD—Note B**—Permitted between Settle Junction—Clapham Junction. Speed not to exceed 30 m.p.h. Caution to be  
 exercised when travelling through crossover roads and connections through platforms and adjacent to  
 structures. All speed restrictions to be strictly observed.
- ★**ADD—Note C**—Speed not to exceed 30 m.p.h. Caution to be exercised when travelling through crossover roads and  
 connections through platforms and adjacent to structures. All speed restrictions to be strictly observed.
- ★**PAGE 17.**—**Settle Junction—Wennington Junction**—8P (4-6-2) ex L.M.S.—**ADD Note B.**  
**Clapham Junction—Ingletton Station**—8P (4-6-2) Ex L.M.S.—**ADD Note C.**
- 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.

## ROUTES OVER WHICH ENGINES MAY RUN

### LONDON MIDLAND REGION (CENTRAL DIVISION)

Section of Line—Points between	Engines Prohibited	Engines permitted subject to restrictions shown
<b>PAGE 7.—Diggle—Manchester Exchange.</b> <b>INSERT:—</b> Diggle and Stalybridge via Greenfield .. ..	—	V.2.
<b>★PAGE 16.—(North Eastern Operating Area)</b> Skipton (South Junction)—Darfield .. ..	—	<b>INSERT:—</b> 7A permitted with windscreens folded back.
Burley Junction—Apperley Junction .. ..	<b>INSERT:—</b> 7A	—
<b>PAGE 17.</b> Thornhill No. 1—Heckmondwike Central ..		<b>INSERT:—</b> BR.9F (2-10-0) provided the engine does not pass over connection leading to Tipping Dock Siding at Heckmondwike Central.
Milner Royd Junction and Bradford Exchange..		<b>INSERT:—</b> 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.	—	<b>ADD:—</b> V.2. (en route between NE Region, Walton and Huskisson Sidings via Diggle and Guide Bridge.)
---------------------------------------	---	-----------------------------------------------------------------------------------------------------------

#### PAGE 13.

#### LIVERPOOL CENTRAL—MANCHESTER CENTRAL

**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.	—	V.2.
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---	------

## 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 Stan-  
ningley**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 HeadingDouble heading of Groups 8 and  
9 prohibited.

(G.I/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 3  
—Stourton JunctionJ.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.

3                      1                      A

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.V. (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

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/
165	Ruston and Hornsby (0-4-0)	D.2957—D.2958	1/16
★170	Yorkshire Engine Company (0-4-0)	D.2850—D.2869	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.2372—D.2399	
★204	Drewry/Gardner (0-6-0) 3 ft. 6 ins. wheel	D.2215—D.2340	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.2611	2/15
		D.2613—D.2618	
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
★275	Ruston/Paxman (0-6-0)	D.2985—D.2998	2/16
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	3/1B
★350	B.R./Blackstone/G.E.C. (0-6-0)	D.3137—D.3151	
		D.3439—D.3453	
		D.3473—D.3502	3/1C
		D.3612—D.3651	
		D.4049—D.4094	
★350	B.R./Blackstone/B.T.H. (0-6-0)	D.3152—D.3166	3/1D
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	L.M.S./E.E. (0-6-0) 4 ft. 0½ ins. wheel	12033—12138	3/8A
350	L.M.S./E.E. (0-6-0) 4 ft. 3 ins. wheel	12003—12032	3/8
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
★900	Clayton/Paxman	D.8500—D.8587	9/18
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.5232	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.5862	
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	
		D.5655—D.5670	16/2
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.7094	17/7
★1750	E.E./E.E.	D.6700—D.6818	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
★2000	B.R./Maybach/Mekydro	D.800—D.802	20/1
★2200	B.R./Maybach/Mekydro	D.803—D.832	
		D.866—D.870	22/1
		D.833—D.865	
2200	N.B.L./M.A.N./Voith		22/4
★2300	B.R./Sulzer/Crompton Parkinson	D.1, D.3—D.10	32/1

## DIESEL LOCOMOTIVE IDENTIFICATION CODE—continued

H.P.	Description	Loco. Nos.	Code
★2500	B.R./Sulzer/Crompton Parkinson	D.2, D.11—D.137	25/1
★2500	B.R./Sulzer/Brush	D.138—D.193	25/1A
2700	B.R./Maybach/Voith	D.1000—D.1073	27/1
★2750	Brush/Sulzer	D.1500—D.1519	27/2
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) Lemington ..	Newburn .. ..	Trains of 32xx loaded wagons worked by Class Q7 Engines.	1 double brake for every 4 wagons.
<b>PAGE 9</b> (35) Hesleden Bank Head	Hart .. ..	—	<b>AMEND</b> reference to Deaf Hill Colliery Up Advance Signal to read Wingate Station Up Home Signal.
<b>AMEND:—</b> (37) Naworth ..	Carlisle .. ..	Class 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 <b>20 m.p.h.</b> from $48\frac{1}{4}$ miles at Naworth to $58\frac{3}{4}$ miles at Durran Hill.
<b>PAGE 10</b> (37) Naworth to Carlisle continued <b>DELETE</b> first paragraph	Carlisle continued relating to trains of XX wagons.		
<b>DELETE</b> from end of remaining paragraph the	words "as shown for trains		in the opposite direction."
<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.
<b>PAGE 11.</b> <b>INSERT:—</b> (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.
<b>PAGE 12.</b> <b>INSERT:—</b> (48B) New Plate Mill Siding, Consett	Consett South ..	Loaded trains .. ..	1 double brake for every 3 wagons.



★LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND INTER-REGION FREIGHT TRAINS—BOOKLET DATED 15th SEPTEMBER, 1952.

From	To	Length Limit No. of Wagons	Remarks
★PAGE 33. Tees-side—North			
Newport .. ..	Park Lane .. ..	—	<b>DELETE:</b> —Heaton trains via Leamside not to exceed 38 goods or 36 mineral wagons in length.
Stockton .. ..	Heaton .. ..		
Port Clarence ..	Forth .. ..		
	Blaydon		
	Addison		
(via Ferryhill and Team Valley or Leamside)			
PAGE 34. YORK AND EASTERN REGION			
York .. ..	Doncaster .. ..	50 (a)	<b>INSERT:</b> —Trains to Heaton via Leamside exceeding equal to 38 wagons require clear run Pelaw to Newcastle.
(Via Selby or Knottingley and Askern)			
PAGE 36. HULL—EASTERN REGION			
Hull .. ..	Doncaster .. ..	50 (a)	Note (a) to read:—"Length limit 60 to Doncaster Mineral. 52 to Doncaster Bank".
Hull .. ..	Hexthorpe .. ..	60	

From	To	Length Limit No. of Wgns.	Class of Train	Class of Engine			
				5 HGE	6 HGE	7 HGE	8 HGE
<b>PAGE 36.</b> York	Guide Bridge Ashton Moss or Shrewsbury via Stalybridge Guide Bridge Ashton Moss Shrewsbury .. Liverpool (Walton) Birkenhead via Stalybridge	60	4 5 6 8	<b>AMEND TO READ:</b>			
York				<del>45</del>	<del>50</del>	<del>50</del>	<del>50</del>
				<del>50</del>	<del>55</del>	<del>55</del>	<del>55</del>
				<del>44</del>	<del>45</del>	<del>53</del>	<del>56</del>
				<del>49</del>	<del>54</del>	<del>60</del>	<del>66</del>
<b>REMARKS</b> Special loads for B.1 Class Loco.							
				HGE			
4				<del>40</del>			
5				<del>45</del>			
6				<del>42</del>			
7				<del>46</del>			

**PAGE 40.—INSERT:—Loads to be Conveyed by Main Line Diesel Locomotives—including Special Loads.**

From	To	Length Limit No. of Wagons	Class of Train	Type of Locomotive and Fitted Head	Load			Special Point to Point Timings	Remarks
					H	G	E		
Shaftholme Junction	Marshall Meadows T3	—	4 (Max. Speed 55 mph)	Type 4 Diesel	—	60	—	See below	—
Marshall Meadows TI	Shaftholme Junction	—	5	Type 4 Diesel	—	70	—	See below	—

**★LOADS TO BE CONVEYED BY ENGINES WORKING MAIN LINE, INTER-DISTRICT AND  
INTER-REGION FREIGHT TRAINS BOOKLET DATED 15th SEPTEMBER, 1952.**

Down	Class 4 Mins.	Cl.5 Mins.	Up	Class 4 Mins.	Class 5 Mins.
Shaftholme Junction—Selby	18	22	Marshall Meadows T.1—Tweedmouth	5	5
Selby—York	20	23	Tweedmouth—Chathill	25	30
York—Skelton Box	4	4	Chathill—Alnmouth	14	17
Skelton Box—Tollerton	11	14	Alnmouth—Chevington	12	13
Tollerton—Thirsk	15	18	Chevington—Morpeth	12	14
Thirsk—Northallerton	9	12	Morpeth—Benton Bank	18	22
Northallerton—Eryholme	11	14	Benton Bank—Newcastle	6	7
Eryholme—Darlington	6	8	Newcastle—K.E. Bridge	3	3
Darlington—Ferryhill	17	21	K.E. Bridge—Birtley	7	9
Ferryhill—Durham	11	14	Birtley—Durham	14	16
Durham—Birtley	11	13	Durham—Ferryhill	13	17
Birtley—K.E. Bridge	6	8	Ferryhill—Darlington	14	18
K.E. Bridge—Newcastle	3	3	Darlington—Eryholme	6	8
Newcastle—Benton Bank	6	6	Eryholme—Northallerton	10	13
Benton Bank—Morpeth	19	23	Northallerton—Thirsk	9	11
Morpeth—Chevington	11	13	Thirsk—Tollerton	14	17
Chevington—Alnmouth	11	13	Tollerton—Skelton Box	10	11
Alnmouth—Chathill	14	17	Skelton Box—York	4	4
Chathill—Tweedmouth	23	30	York—Selby	20	24
Tweedmouth—Marshall Meadows T.3	5	5	Selby—Shaftholme Junction	18	22

From	To	Length Limit No. of Wagons	Class of Train	Type of Locomotive and Fitted Head	Load			Special Point to Point Timings	Remarks
					H	G	E		
Shaftholme Junction	Darlington	—	8	Type 4 Diesel Brake Tender or 6 fitted next engine	48	86	97	See below	—
Darlington	Berwick	—	8	Type 4 Diesel, Brake Tender or 6 fitted next engine.	41	73	62	See below	—
Berwick	Darlington	—	8	Type 4 Diesel Brake Tender or 6 fitted next engine.	41	73	82	See below	—
Darlington	Shaftholme Junction	—	8	Type 4 Diesel Brake Tender or 6 fitted next engine.	50	89	100	See below	—

Down	Class 8 Mins.	Down	Class 8 Mins.	Up	Class 8 Mins.	Up	Class 8 Mins.
Shaftholme Junction—Selby	29	Morpeth—Chevington	18	Marshall Meadows T.1 Tweedmouth	7	Thirsk—Tollerton	23
Selby—York	32	Chevington—Alnmouth	18	Tweedmouth—Chathill	41	Tollerton—Skelton	19
York—Skelton	6	Alnmouth—Chathill	24	Chathill—Alnmouth	24	Skelton—York	7
Skelton—Tollerton	18	Chathill—Tweedmouth	38	Alnmouth—Chevington	19	York—Selby	31
Tollerton—Thirsk	24	Tweedmouth—Marshall Meadows T.3.	7	Chevington—Morpeth	19	Selby—Shaftholme Junction	28
Thirsk—Northallerton	16			Morpeth—Benton Bank	31		
Northallerton—Eryholme	18			Benton Bank—Newcastle	9		
Eryholme—Darlington	11			Newcastle—K.E. Bridge	4		
Darlington—Ferryhill	30			K.E. Bridge—Birtley	10		
Ferryhill—Durham	20			Birtley—Durham	20		
Durham—Birtley	18			Durham—Ferryhill	23		
Birtley—K.E. Bridge	10			Ferryhill—Darlington	25		
K.E. Bridge—Newcastle	4			Darlington—Eryholme	10		
Newcastle—Benton Bank	8			Eryholme—Northallerton	17		
Benton Bank—Morpeth	34			Northallerton—Thirsk	15		

★ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES  
WORKING FREIGHT TRAINS: SECTION R (MIDDLESBROUGH) (MARCH, 1961)

From	To	Length Limit No. of Wagons	Class of Train	Remarks
<b>PAGE 22.</b> STOCKTON, NORTH Ferryhill	<b>ON, FERRYHILL</b> Stockton Newport Middlesborough Norton East W. Hartlepool Port Clarence  <b>ADD:—</b> Cemetery North via Church Street.	—	—	—

★ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS OF ENGINES TO BE CONVEYED BY  
FREIGHT TRAINS: SECTION "T" YORK DATED 2nd JANUARY, 1950

From	To	Length Limit No. of wagons	Class of Train	Remarks
<b>PAGE 14.</b> York Knaresborough	Starbeck Starbeck }	60	8	<b>ADD:—</b> K.1 locomotive may convey equal 50 goods at Class 8 Speed.

★ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES  
WORKING FREIGHT TRAINS (OCTOBER, 1961)  
SECTION W (WEST RIDING)

From	To	Length Limit No. of Wagons	Class of Trains	Remarks
<b>PAGE 36.</b> Ardsley <b>INSERT:—</b> Ardsley	Doncaster Decoy Doncaster Bank	50 52	4, 5, 6 4, 5, 6	
<b>PAGE 46.</b> Ardsley or Wrenthorpe	Doncaster	50 (a)		<b>INSERT:—</b> Note (a) to read "Length limit 52 to Doncaster Bank".
<b>PAGE 49.</b> Ardsley	Hunslet			<b>INSERT:—</b> Trains to Middleton Broom Colliery not to convey more than 25 wagons.
<b>PAGE 50.</b> Ardsley or Wakefield K.	Doncaster Decoy	50 (a)	—	<b>INSERT:—</b> Note (a) to read "Length Limit 52 to Doncaster Bank".
<b>PAGE 54.</b> <b>THROUGH LOADS</b> Healey Mills	<b>FROM HEALEY MILLS TO NORTH</b> Stockton or Park Lane	60 (a) (b)	4	<b>INSERT:—</b> Note (b) if train is scheduled to be worked by a Type 4 Diesel Locomotive from York, the load may be made up to a Healey Mills—York load.

★ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES  
WORKING FREIGHT TRAINS (OCTOBER, 1961)  
SECTION W (WEST RIDING)

From	To	Length Limit No. of Wgns.	Class of Train	Class of Engine			
				5 HGE	6 HGE	7 HGE	8 HGE
PAGE 66. York	Guide Bridge Ashton Moss Shrewsbury via Stalybridge	60					
				AMEND TO READ:			
York	Guide Bridge Ashton Moss Shrewsbury Liverpool (Walton) Birkenhead (via Stalybridge)		4	—45—	—50—	—50—	—50—
			5	—50—	—55—	—55—	—55—
			6	—44—	—45—	—53—	—56—
				REMARKS			
				ADD:—special loads for B.1 Class Loco.			
					HGE		
				4	—40—		
				5	—45—		
				6	—42—		
PAGE 74. York	Guide Bridge Ashton Moss Shrewsbury via Stalybridge						
				AMEND TO READ			
York	Guide Bridge Ashton Moss Shrewsbury Liverpool (Walton) Birkenhead (via Stalybridge)			Loads as printed.			

★ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY  
ENGINES WORKING FREIGHT TRAINS (BOOKLET DATED 9th JULY, 1962).

PAGE 9.

EXAMINATION OF FREIGHT TRAINS BY C. & W. STAFF

DELETE existing instructions and substitute:—  
All Freight trains may run 160 miles without intermediate examination and in some cases specific trains are authorised to exceed this distance.

★PAGE 20.

**LOADS TO BE CONVEYED BY MAIN LINE DIESEL LOCOMOTIVES—  
INCLUDING SPECIAL LOADS**

From	To	Length limit No. of wagons	Class of Train	Type of Locomotives and Fitted Head	Load			Special point to point timings	Mins.		Remarks
					H	G	E		Cl. 4	Cl. 5	
<b>DELETE EXISTING</b>	<b>INSTRUCTIONS AND INSERT:—</b>										
Blaydon	Carlisle	60	8	Type 2 Dsl. Type 2 Dsl.	29 39	52 67	59 79	— —			Unbraked Braking Tender or 4 fitted.
			8	Type 3 Dsl.	31	55	63	—			Unbraked
			8	Type 3 Dsl.	43	75	86	—			Braking Tender or 5 fitted
			8	Type 4 Dsl.	31	55	63	—			Unbraked
			8	Type 4 Dsl.	44	78	89	—			Braking Tender or 6 fitted
Rule 131 (i) applies			8	Type 4 Dsl.	50	—	—	—			Concentrated or Min- eral load with Braking Tender or 6 fitted
Carlisle	Blaydon	58	8	Type 2 Dsl.	20	35	40	—			Unbraked
			8	Type 2 Dsl.	26	46	53	—			Braking Tender or 4 fitted
			8	Type 3 Dsl.	22	39	45	—			Unbraked
			8	Type 3 Dsl.	28	50	57	—			Braking Tender or 5 fitted
			8	Type 4 Dsl.	22	39	45	—			Unbraked
			8	Type 4 Dsl.	28	50	57	—			Braking Tender or 6 fitted
Newcastle	Scottish Region Via Berwick Newcastle Via Berwick	60	4	Type 4 Dsl. (2,000 hp)	60			<b>DOWN</b> Newcastle-Benton Bank Benton Bank-Morpeth Morpeth-Chevington Chevington-Alnmouth Alnmouth-Chathill Chathill-Tweedmouth Tweedmouth-Marshall Meadows T.3	6 19 11 11 14 23 5	6 23 13 13 17 30 5	No. 4 speed Maxi- mun speed 55 mph in each direc- tion
Scottish Region		60	5	Type 4 Dsl. (2,000 hp)	70			<b>UP</b> Marshall Meadows T.1- Tweedmouth Tweedmouth-Chathill Chathill-Alnmouth Alnmouth-Chevington Chevington-Morpeth Morpeth-Benton Bank Benton Bank-Newcastle	5 25 14 12 12 18 6	5 30 17 13 14 22 7	
		60	8	Type 4 Dsl. (2,000 hp) with Braking Tender or 6 fitted next locomotive	70			<b>DOWN</b> Newcastle-Benton Bank Benton Bank-Morpeth Morpeth-Chevington Chevington-Alnmouth Alnmouth-Chathill Chathill-Tweedmouth Tweedmouth-Marshall Meadows T.3 <b>UP</b> Marshall Meadows T.1- Tweedmouth Tweedmouth-Chathill Chathill-Alnmouth Alnmouth-Chevington Chevington-Morpeth Morpeth-Benton Bank Benton Bank-Newcastle	Cl.8 8 34 18 18 24 38 7 7 41 24 19 19 31 9		

continued—

From	To	Length Limit Standard Wagons	Class of Train	Type of Locomotive	Maximum Load			Remarks
					H	G	E	
<b>INSERT:—</b> Hull	Doncaster or Hexthorpe	60(a)	4 5 6 7 8	Type 3 (1,750 h.p.)	— — — 40 54	50 55 66 71 95	57 63 75 81 100	(a) 52 to Doncaster Bank.
Hull	Goole	100	7 8	Type 3	48 57	86 100	98 100	
Hull	Leeds, Neville Hill (Via S. lby and Gascoigne Wood)	65	4 5 6 7 8	Type 3	— — — 33 37	45 50 55 58 66	51 57 63 66 75	} Rule 131 (ii) applies.
Hull	Mirfield (Via Knottingley)	80	4 5 6 7 8	Type 3	— — — 49 57	50 55 66 86 100	56 63 75 98 100	
Hull	Wath G.C. (Via Avoiding Line)	75	4 5 6 7 8	Type 3	— — — 40 49	50 55 66 71 86	57 63 75 80 98	
Hull	York (Via Market Weighton)	80	4 5 6 7 8	Type 3	— — — 35 40	40 45 50 63 71	45 51 57 72 81	
Hull	York (Via Gascoigne Wood)	65	4 5 6 7 8	Type 3	— — — 48 57	50 55 66 86 100	57 63 75 97 100	
Hull	Markham Colliery St. Catherines' Jn. Rossington Colly. Bullcroft Colliery Brodsworth Colly. Frickley Colliery Firbeck Colliery Maltby Colliery Dinnington Colly.	70 70 55 60 80 50 60 70 70	7 7 7 7 7 7 7 7 7	Type 3 Type 3 Type 3 Type 3 Type 3 Type 3 Type 3 Type 3 Type 3	— — — — — — — — —	— — — — — — — — —	76 76 55 60 60 50 76 76 76	
Doncaster or Hexthorpe	Hull	75	4 5 6 7 8	Type 3 (1,750 h.p.)	— — — 40 54	50 55 66 71 95	57 63 75 81 100	
Goole	Hull	100	7 8	Type 3	48 57	86 100	97 100	
Leeds, Neville Hill, (Via Gascoigne Wood and Selby)	Hull	65	4 5 6 7 8	Type 3	— — — 32 37	45 50 55 57 66	51 57 63 65 75	} Rule 131 (ii) and Special Braking Instructions apply.
Mirfield (Via Knottingley)	Hull	80	4 5 6 7 8	Type 3	— — — 49 57	50 55 66 86 100	57 63 75 98 100	
Wath, G.C. (Via Avoiding Line)	Hull	75	4 5 6 7 8	Type 3	— — — 40 49	50 55 66 71 86	57 63 75 81 98	

continued—

From	To	Length Limit Standard Wagons	Class of Train	Type of Locomotive	Maximum Load			Remarks
					H	G	E	
York (Via Market Weigh-ton)	Hull	80	4 5 6 7 8	Type 3	— — — 35 40	40 45 50 63 71	45 51 57 72 81	
York (Via Gascoigne Wood)	Hull	65	4 5 6 7 8	Type 3	— — — 48 57	50 55 66 86 100	57 63 75 98 100	
Dinnington Colly.	Hull	100	8	Type 3	62	—	—	} P.D.W.B. Maltby to St. Catherine's Jn. Ryle 131 (ii) applies.
Maltby Colliery	Hull	100	8	Type 3	62	—	—	
Firbeck Colliery	Hull	60	8	Type 3	40	—	—	
Frickley Colliery	Hull	65	8	Type 3	60	—	—	
Brodsworth Colly.	Hull	65	8	Type 3	60	—	—	
Bullcroft Colliery	Hull	65	8	Type 3	60	—	—	
Rossington Colly.	Hull	100	8	Type 3	50	—	—	
St. Catherine's Jn.	Hull	100	8	Type 3	62	—	—	
Markham Colliery	Hull	100	8	Type 3	62	—	—	
<b>PAGE 33.</b> <b>DELETE:—</b> Passing restriction	s between Old Town	n Box and	Dock Hill	Box over the Down		Goods		

# INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS

## ★TYNESIDE ELECTRIFIED LINES (Booklet dated 1st October, 1961)

### ★PAGE 71.

Instruction No. 68(b)—Assistance to 1937 stock by a locomotive.

#### AMEND:—

Emergency rigid couplings are provided at all stations in the electrified area and also at Benton Bank and Little Benton North Signal Boxes, etc.

## ★A.C. ELECTRIFIED LINES (L.M.R.) (Working Instruction Booklet dated July, 1960)

The following modifications apply to electric multiple unit trains working between Crewe and Manchester and between Crewe and Liverpool only:—

### PAGE 77.

Instruction No. 75.—ADD:—

Rule 120 (a). Each electric multiple-unit train must display one electric tail light at all times whilst on the running lines.

Should the electric tail light fail an oil lamp must be used.

### PAGE 86.

AMEND—Instruction No. 99. to read:—

The Motorman is responsible for setting correctly and illuminating by day and night the train classification route indicator and the destination indicator at the front of the train. He is also responsible for ensuring that the electric tail light at the front of the train is extinguished.

The Guard is responsible for extinguishing the train classification route indicator and "blacking" it out and setting correctly and illuminating by day and night, the destination indicator at the rear of the train. He is also responsible for ensuring that the electric tail light at the rear of the train is illuminated.

An oil lamp cleaned and trimmed ready for use must be carried in the Guard's compartment, and the Guard is responsible for the fixing and lighting of an oil tail lamp when the train is stabled, also in the event of failure of the electric tail light.

## 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.



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

### LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet Dated March, 1937—continued)

**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.

**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.

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

## LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued (Booklet Dated March, 1937—continued)

### 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.

### 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)".

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

**LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued**

(Booklet dated March, 1937)—continued

**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 Motor-man's compartment.

Any person who may be in the Motorman's compartment must in addition be handed one of these special boards and be instructed to place the notice on the handle of the controller in the train concerned.

Outside cleaning of any coach above cantrail level (i.e., the connecting strip between side panels and roof) is dangerous and strictly forbidden except where the overhead contact wire has been made dead and earthed in accordance with the appropriate instructions.

**INSERT:—Instructions Nos. 67–70—General Regulations for working the Westinghouse Automatic Brake on Electric Trains.**

67. (a) Compressed air is the power employed to work the brake, which is automatic; that is, it applies itself in the case of a break-loose or failure of any vital part.
- (b) The pressure in the main reservoir must be kept to 90 lb. per square inch, and in the train pipe to a pressure of 70 lb. per square inch. Each motor and driving trailer car is provided with a gauge having a red and a black hand. The red hand shows the pressure in the main reservoir, and the black hand the pressure in the train pipe.
- (c) A "Dead Man's" handle valve is fitted to operate in the driving handle of the master controller, so that, should the Driver release his grip, the brakes will be applied and the control current cut off.
- (d) **Defective "Dead Man's" handle or emergency valve:—**

Should the "Dead Man's" handle or emergency valve become inoperative, the Guard must ride with the Driver until another man can be provided for the purpose or have the defect remedied. The defect must be reported to the Mechanical & Electrical Engineering Department at once.

**Isolation of emergency valve when coasting.**—The "Dead Man's" handle which is fitted to the Controller and which provides for automatic action of the brakes in cases of emergency must always be kept operative when the train is in motion.

Under no circumstances must the reverser key be placed in the "Off" position when the train is coasting.

68 (a). Drivers must satisfy themselves that the Westinghouse air brake is in proper working order before starting, and at each station where any vehicle is attached or detached. It must also be tested before descending steep inclines, in order that the speed of the train may be reduced as necessary. The Driver of a train running direct or backing into a platform with buffer stops at the end, or to a platform where another train is standing, must do so cautiously and, at a proper distance from the place where the train has to come to a stand, must test the Westinghouse brake and then run forward at such a speed as to enable him to stop the train at the proper place.

(b) Unless the Westinghouse brake is working properly when thus tried, the Driver must whistle for the Guard's attention, stop the train and inform the Guard that the Westinghouse brake is out of order, and that the hand brake must be relied upon for working the train. The train must then be worked forward at reduced speed under the control of the hand brakes and special care must be taken in approaching stations at which the train has to stop.

(c) Should the Driver discover any defect in the working of the brake which would render it ineffective, he must, as soon as possible, give the Guard notice, and arrange with him as to the use of the hand brake if necessary.

(d) The brake must be applied with great care, so as to bring the train to a stand without rebounding or otherwise causing inconvenience to the passengers. For ordinary stops the valve should be opened, and again closed gently when the pressure has been reduced by about 5 to 8 lb.

(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.

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

## LANCASTER, MORECAMBE AND HEYSHAM SECTION

(Booklet dated March, 1937)—continued

**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.

**INSTRUCTIONS TO STAFF  
WORKING ON OR OVER ELECTRIFIED LINES—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

BETLEY ROAD  
Structure No. G154/16

AND

LIVERPOOL LIME STREET  
Structure No. L193/142

Including:—

WIDNES BRANCH (Fast Lines) to Structures Nos. DS182/01 and 02

WIDNES BRANCH (Slow Lines) to Structure No. L182/21

FORD SIDINGS (Between Ditton Junction and Speke Junction)

Structure No. L.184/32 AND Structures Nos. L.185/08, LX.185/12, LX.185/02 and LX.184/01

MANCHESTER LINE (from Edge Hill) to Structures Nos. LM.02/34, 35, 36 and 37

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

### CREWE—MANCHESTER LINE

CREWE NORTH JUNCTION

AND

MANCHESTER (PICCADILLY)  
Structure No. M.188/96

Including:—

STALYBRIDGE BRANCH to Structure No. M.183/76

MANCHESTER (PICCADILLY)

AND

OXFORD ROAD STATION  
Structure No. M.189/30

**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:—

**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:—		
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.

**★WEAVER JUNCTION and EDGE HILL No. 3**

FORD SIDINGS	TO STRUCTURES Nos. L.185/08, LX.184/01, LX.185/12 and LX.185/02	Adjacent to Liverpool side of Bridge No. 11.
including all lines and sidings equipped with overhead line equipment between the above limits.		

**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:—		
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.

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

ALLERTON JUNCTION	STRUCTURE No. L.187/39	APPROXIMATELY 10 yards on Crewe side of Up Fast signal No. AN.33.
AND		
HUNTS CROSS	TO STRUCTURE Nos. LM.06/48, 49, 50	APPROXIMATELY 550 yards on Liverpool side of Hunt's Cross Station platform.

Including:—

All Allerton District Electric  
Depot Area, Carriage Sidings and  
Goods Lines

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.

**KENYON JUNCTION AND LIVERPOOL LIME STREET**

OLIVE MOUNT JUNCTION SIGNAL BOX	FROM STRUCTURE Nos. LM.03/34, 35, 36 and 37	APPROXIMATELY 150 yards on Liverpool side of signals Nos. EH.33 and 34.
AND		
LIVERPOOL LIME STREET	TO STRUCTURE No. L.193/142	Adjacent to buffer stops, platforms 8 and 9.

Including:—

ENGINE SHED JUNCTION	FROM STRUCTURE No. WW.00/29	Adjacent to Engine Shed Junction Box.
----------------------	--------------------------------	---------------------------------------

AND		
EDGE HILL CARRIAGE SHED (VIA WAPPING GOODS LINES)	TO STRUCTURES Nos. L.192/33 and 37	Adjacent to face of Engine House.

**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.

**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.



continued—

**Rules 37 and 38—Superseded by—**

A Driver must not pass a signal at Danger unless a subsidiary aspect is exhibited or unless he is instructed by the Signalman, Handsignalman acting on the Signalman's instructions, or Pilotman.

**Rule 55—Modified—**

In connection with the second paragraph of clause (a), when a train has been brought to a stand owing to a signal being at Danger, the Fireman or Driver must, after two minutes, communicate with the Signalman, by telephone, and inform him at which signal the train is detained and give its description. If it is necessary for the train to remain at the signal, the Signalman must so advise the Fireman or Driver who must communicate with the Signalman at intervals of five minutes unless otherwise instructed.

Should the telephone fail, the Fireman or Driver must proceed to the next nearest telephone (as shown below) unless it would be quicker for the person responsible to go to the controlling signal box.

In the circumstances mentioned in clause (h) (i), the Fireman or Driver must proceed to the next nearest available telephone whether applicable to the line on which the train is standing or not but, in this case, the person responsible must ensure that the Signalman understands the message is being given from a telephone other than that located at the signal at which the train is detained.

**Rule 136 (b)—Modified—**

Should the whole of a train over-run a station platform, it must not be set back without the permission of the Signalman and then only when considered absolutely necessary by the District Control Room. After the train has come to a stand, the Signalman must be informed where the train is standing by means of the nearest available telephone. When the telephone is a signal post telephone, but does not apply to the line on which the train is standing, the Signalman must be advised accordingly.

**Rule 149—Modified—**

Exception (i)—The authority to propel trains within Station Limits will not apply, except in cases where the area to be known as "Station Limits" is defined, for the particular place concerned, in these instructions.

**Rule 153 (a)—Modified—**

A freight train must not be run on any running line without a brake van in rear, unless specially authorised or as shown below.

In cases where the area to be known as "Station Limits" is defined, for the particular place concerned, in these instructions, a freight train may be run within that area without brake van in rear. The person in charge of the movement must immediately inform the Signalman by the most expeditious means in the event of anything untoward happening to the movement or should any vehicle become detached.

**Rule 175 (c)—Modified—**

Ballast trains must not return in the wrong direction.

**Rules 178 and 179—Modified—**

When protecting his train in rear the Guard must carry out the provisions of Rule (179) (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 Signalman.

**Rule 182—Modified—**

The exhibition of a green hand signal waved slowly from side to side will only indicate to a Driver that his train is divided and will not authorise him to pass a signal at Danger.

**Rules 183 and 184—Modified—**

Wrong Line Order Form "D" (Yellow) will not apply. Wrong Line Order Forms "A" (Pink) and "B" (Green) will apply for a movement from the signal next ahead of where the train or portion of a train is standing. When Wrong Line Order Form "A" or "B" is used in these circumstances the heading must be amended to read "Guard to Driver of Assisting Engine" or "Driver to Driver of Assisting Engine" as the case may be.

The Guard after protecting his train when Form "A" is used, and the Driver or Fireman when Form "B" is used, must proceed to the stop signal next ahead of the disabled train to deliver the Wrong Line Order Form to the Driver of the assisting engine and accompany it to the disabled train. When proceeding forward, the Driver, Fireman or Guard must protect the disabled train as shown in the third paragraph of Rule 183 clause (g) and, in addition, must place one detonator on the line at the signal ahead.

Clause 3 of the Instructions headed "Station Limits" in the B.R. General Appendix will apply except that in the foregoing circumstances:—

- (a) the Signalman's permission to return in the wrong direction will extend to the signal next ahead of where the train or portion of a train is standing;
- (b) should it be necessary to make a wrong line movement between two signals controlled from different signal boxes the Signalman in advance must not authorise the movement until he has reached a clear understanding with the Signalman in rear.

Before giving authority for a wrong line movement to be made the Signalman must advise the Driver of any catch points, spring or unworked trailing points in the line concerned.

**Rules 189—208**

These rules must be observed, so far as they can be applied, together with the following additions and modifications—

**General**

Where for the purpose of single line working crossover roads operated by ground frame are used, the man appointed to take charge of the working at each ground frame must, for the purpose of these Rules, be regarded as a Signalman and the ground frame as a signal box.

continued—

**Rule 194. Clause (c)**

Will not apply.

**Rules 197 and 200—Superseded by—****Clause (a)—**

The following signals must be kept at Danger and the arrangements which must be made to enable trains to be worked past these signals are detailed below:—

1. The signal immediately controlling the entrance to the single line for trains travelling in the right direction (signal No. 8 on the diagram on page 206 of the Rule Book) must be kept at Danger.

A Handsignalman must be stationed at the signal. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until instructed by the Pilotman to permit the train to pass the signal at Danger or by the Signalman when necessary in connection with clause (b) of Rule 192.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed at a point 200 yards from the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until he is instructed to allow the train to proceed as shown in the preceding paragraph. In these circumstances, Drivers may pass the signal at Danger and proceed cautiously towards the Handsignalman ahead on the authority of the Signalman at the main signal box.

2. When the signal referred to in (1) above is less than 220 yards from the crossover road the signal next in rear of it must also be kept at Danger and Drivers may pass this signal and proceed cautiously to the signal controlling the entrance to the single line when authorised by the Signalman.

3. The signal controlling the entrance to the obstructed line situated in rear of the crossover road at which trains are crossed from the right line to proceed along the single line (signal No. 2 on the diagram on page 206 of the Rule Book) must be kept at Danger.

A Handsignalman must be stationed at this signal. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until instructed by the Signalman or Pilotman under authority of the Signalman, to permit the train to pass the signal at Danger.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed at a point 200 yards from the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each approaching train until he is instructed to allow the train to proceed as shown in the preceding paragraph. In the circumstances, Drivers may pass the signal at Danger and proceed cautiously towards the Handsignalman ahead on the authority of the Signalman at the main signal box.

4. When the signal referred to in (3) above is less than 220 yards from the crossover road the signal next in rear of it must also be kept at Danger and Drivers may pass this signal and proceed cautiously to the signal controlling the entrance to the obstructed line when authorised by the Signalman.

**Note.**—In connection with paragraphs 2 and 4 above, before authorising a Driver to proceed, the Signalman must advise him that Single Line Working is in operation ahead and that he may proceed only as far as the next signal ahead.

**Clause (b)—**

All signals applying to the obstructed line between the two crossover roads must be placed and maintained in the Danger position and will not apply to trains when running in the wrong direction over the single line.

**Clause (c)—**

Where the signal applying to trains running in the right direction over the single line, and protecting the crossover road where trains are crossed from the obstructed line to the single line, cannot be worked (signal No. 11 on the diagram on page 206 of the Rule Book), a Handsignalman must be stationed there. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each train approaching on the single line in the right direction until instructed by the Signalman in charge of the ground frame to permit the train to pass the signal at Danger.

Where, however, the signal is a considerable distance from a crossover road operated from a ground frame and telephone communication is not available between the signal and the ground frame, the Handsignalman must be stationed on the approach side of the crossover road. He must keep one detonator on the rail and exhibit a hand Danger signal to stop each train approaching on the single line in the right direction until he is instructed to allow the train to proceed as shown in the preceding paragraph. In these circumstances, a Handsignalman must, whenever possible, also be stationed at the signal and must stop each train approaching on the single line in the right direction and instruct the Driver to proceed cautiously towards the Handsignalman ahead.

**Clause (d)—**

The other signals applying to trains travelling over the single line in the right direction must, where practicable, be worked.

**Clause (e)—**

Where it is necessary for trains to approach a junction on the single line in the wrong direction a Handsignalman must be stationed opposite the junction home signal and he must keep one detonator on the rail of the single line and exhibit a hand Danger signal to stop any train approaching on the single line in the wrong direction until the Signalman authorises him to permit the train to pass the signal at Danger. Where the junction home signal is so situated that a train coming to a stand at it would foul the junction the Handsignalman must be stationed well clear of the junction.

**Clause (f)—**

An Occurrence Book must be provided at each ground frame when single line working is in operation and the Pilotman must sign the book and enter the time on each occasion he arrives at the ground frame/signal box controlling the crossover road where trains are crossed to their proper line after proceeding over the single line in the wrong direction.

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 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.

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:—**

Section of Line	Down or Up	Maximum Load in Tons													
		Full Load Timings							Limited Load Timings						
				Class of Engine							Class of Engine				
		2	3	4	5	6	7	8	2	3	4	5	6	7	8
Stockport (Edgeley)— Stalybridge via 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:—</b> Loading for Class 7 locomotive:—		
St. Pancras—Leicester .. .. .	Down and Up .. .. .	340
Kettering—Nottingham .. .. .	Down and Up .. .. .	340
Leicester—Derby and Nottingham .. .. .	Down and Up .. .. .	340
Derby—Birmingham .. .. .	Down and Up .. .. .	340
Trent—Leeds (via Eckington) .. .. .	Down and Up .. .. .	340
Nottingham—Trowell Junction (via Radford) .. .. .	Down and Up .. .. .	340
Chesterfield—Sheffield .. .. .	Down and Up .. .. .	340
Leeds—Bradford .. .. .	Down and Up .. .. .	340
Shipley—Settle Junction .. .. .	Down .. .. .	340
Settle Junction—Garsdale .. .. .	Down .. .. .	340
Ais Gill—Shipley .. .. .	Up .. .. .	340
Garsdale—Carlisle .. .. .	Down .. .. .	340
Carlisle—Ais Gill .. .. .	Up .. .. .	340
(W.E.3043)		

### 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.	Inward trains must not exceed 850 ft. including engine or engines.
		11	B.R. standard.	
Leeds City North . . .	To	—	—	
		12 and one locomotive	Trains formed wholly of B.R. standard stock 63' 5" in length over headstocks	
		11 and two locomotives		
		13 and one locomotive	57-ft. bogie vehicles.	
		12 and two locomotives		
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.
Liverpool, Lime St.	To	13	As shown in Marshalling Circular.	Inwards trains must not convey more than equal to 4½ passenger-carrying vehicles in front of the leading brake vehicle, and all trains conveying 5 or more vehicles must be made up with two brake vehicles.
<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.**ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK****B.R. 29197 dated January, 1961**

	Section of line	Nature of restriction
<b>★PAGE 4.</b> <b>DELETE:—</b>	Whitby Station. Through Shildon Station	If on No. 3 Platform line, etc. If on Up Main Down Main, to be blocked and vice versa.
<b>★PAGE 6.</b> <b>INSERT:—</b>	Vale of Neath Line Ocean and Taff Merthyr Colliery and Quakern Yard East Junction	* Must not pass each other or any passenger stock.
	Taff Bargoed Branch Dowlais Junction Signal Box and Dowlais Cae Harris	Adjacent line to be blocked.

## ★BRITISH RAILWAYS GENERAL APPENDIX

**PAGE 2.**  
**AMEND:—**

### MARSHALLING OF TRAVELLING CRANES—RULE 156

Travelling cranes must be marshalled next to the locomotive or, in the case of partially fitted trains, immediately behind the fitted portion.

**PAGE 4.**  
**INSERT:—**

### TRANSMISSION OF VERBAL MESSAGES

1. It is of the utmost importance that verbal messages in connection with movements of trains or vehicles and matters affecting the safety of the line, either directly or by telephone, should be properly understood. The person initiating the conversation must announce his identity, ensure that he is speaking to the person or persons for whom the message is intended, and satisfy himself beyond all doubt that his message is fully appreciated before the conversation is terminated. In the case of telephone messages, each recipient must repeat his instructions to the sender before they are considered as understood.

2. In no circumstances should the word "Clear" be used in any message intended to convey that a line is blocked, e.g., such a message as "Down or Up line not clear" must not be used, but must be given definitely by using the words "Down or Up line blocked".

3. When a Handsignalman is appointed under the jurisdiction of a Signaller he must be instructed when commencing duty that the line or lines affected must always be considered to be blocked, and exhibit a hand danger signal unless and until verbal instructions to the contrary are received by him from, and repeated to, the Signaller concerned.

**PAGE 65.**  
**DELETE:—**

### TRANSMISSION OF VERBAL MESSAGES IN CONNECTION WITH THE SIGNALLING OF TRAINS

**PAGE 93** (Page 8 of Supplement No. 1).

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

**Clause (D).**

Except during fog or falling snow all trains, etc., . . . . During fog or falling snow, however, freight trains may only be accepted under Block Regulation 5.

**AMEND to read:—**

"Except during fog or falling snow all trains, etc., . . . . During fog or falling snow, however, freight trains only may be accepted under Block Regulation 5."

**PAGE 116.**

### POST OFFICE LETTER MAILS: CONVEYANCE HANDLING, ETC.

**INSERT** as fourth and fifth paragraphs:—

"In the absence of a postman at an intermediate station the Guard should, if possible, without delay to the train, hand the mail to a responsible railwayman or draw the attention of a responsible railwayman to it. Where neither is possible, he should leave the mail on the platform in full view.

"The Guard should not leave the mail unattended at Terminal stations. He should himself wait for the postman unless his duties call for his presence elsewhere. If they do, he should hand the mail to a responsible railwayman, i.e. Inspector, Foreman, another Guard or Porter, who must take charge until the postman arrives."

★ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)

SEQUENCE OF LINES THROUGHOUT THIS BOOK

PAGE II—AMEND:—

Page in  
Table A

Northallerton (Cordio Junction) to Gateshead (Junction) via Horden (including Cordio Loop, Longlands Loop, Northallerton Station to East Junction, North Shore Branch, Seaham Harbour Branch, Tile Shed to Harton, Allhusen's Branch, Gateshead, High Street Junction to Greensfield Junction  
Gateshead (Greensfield Junction, Dunston Lines) to Blaydon via Norwood (including Dunston Staiths, Swallowwell Colliery Branch, Low Fell Sidings to Bensham Curve Junction, etc.) .. ..

19

66

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS) etc.																	
PAGE 6. Ferryhill No. 2—cont. (at top of page)																	
AMEND:—to read Ferryhill No. 3 cont. No. 2																	
DELETE:—Dot indicating Block Post on Main Line.																	
PAGE 7. Coxhoe DELETE:—																	
Tursdale INSERT:—																	

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow				
													Down		Up		For
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	

★PAGE 9.—DELETE:—All below VIA KING EDWARD BRIDGE and INSERT following:—

Colour light Signalled Area Special Regulations PF	VIA KING EDWARD BRIDGE <i>King Edward Bridge Junction</i> (controlled by Gateshead S.B.) (See page 11 for K.E.B. Jn. to Greensfield Jn. and High level Bridge and page 11 for K.E.B. South East Curve)	1	1724	●	●				20	20	All lines 79 miles 42 chains to 79 miles 57 chains.						
											—	15 (East)	Entering and travelling over K.E.B. South East Curve (Branch Speed Limit).				

**PAGE 10.**

**DELETE:—**PF at top of page

**INSERT:—**"Colour light signalled Area—Special Regulations PF" top of page to Station West End in description of Block Signalling, etc. column.

**AMEND:—**Additional running lines top of page to Station West End to read PF.



Automatic and controlled colour light signalling		<b>PAGE 11.</b> <b>DELETE:—</b> <b>VIA HIGH LEVEL BRIDGE AND KING EDWARD BRIDGE SOUTH EAST CURVE tables and INSERT following:—</b> <b>VIA HIGH LEVEL BRIDGE</b>									
		King Edward Bridge Junction (controlled by Gateshead S.B.)			●	●			—	15	Entering and travelling over K.E.B. South East Curve (Branch Speed Limit).
		Greensfield Junction (Controlled by Gateshead S.B.) (See page 32 for Greensfield Junction to High Street Junction and page 19 for Gateshead to Northallerton via Horden)	0	674	●	●	●		10	10	Through Gateshead West station and entering Down Slow Line, 0 miles 0 chains to 0 miles 16 chains (Gateshead to Blaydon mileage).
									20	—	Over junction towards High Street Junction (Branch Speed Limit).
		Newcastle Newcastle	0	1024			●		—	15	Over junction towards Pelaw, 101 miles 33 chains to 100 miles 75 chains (Leeds to Newcastle mileage).
Controlled Colour Light Signalling					The lines between signals 118 and 141 on the Up and 149 and 123 on the Down are Goods lines				15	15	All lines, 101 miles 45 chains to Newcastle Central Station (Leeds to Newcastle mileage).
		<b>KING EDWARD BRIDGE SOUTH EAST CURVE</b>									
Controlled Colour Light Signalling		King Edward Bridge Junction (controlled by Gateshead S.B.) (See page 9 for Northallerton to Berwick via King Edward Bridge Junction and see above for Northallerton to Berwick via High Level Bridge)	—	—					15	15	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
Automatic and controlled colour light signalling	<b>PAGE 13. DELETE all of Killingworth</b>	this page and		<b>SUBSTITUTE following:—</b>													
	Benton Quarry (See page 45 for Benton South West and South East curves)	0	729					25	—	Entering and travelling (Branch Speed Limit).	over South West and			South East	curves		
	Benton North (See page 45 for Benton North West Curve)	0	743					—	25	Entering and travelling	over North West Curve (Branch			Speed Limit)			
	Forest Hall	0	441														
	Station	0	1700					25	25	Over junction and Killingworth Colliery Sidings							
	Annitsford Dudley	1	1725			UPL DPL	100 100			CW. Down Passenger Loop clear of fouling point with Main line, 567 yards before reaching DC.15 signal. CW. Up Passenger Loop clear of fouling point with Main line, 556 yards before reaching DC.4 signal. C. Up line 575 yards before reaching U.12 signal. C. Up line 523 yards before reaching S.4 signal.	600  600 (falling)  210 210						
								75	75	Over viaduct, 12 miles 0 chains to	12 miles 20 chains.						

<b>Stannington</b>	6	23			<b>UPL DPL</b>	150 150		CW. Down Passenger Loop clear of fouling point with Main line, 988 yards before reaching S.12 signal.	261	IS 2L	IS 2L	To attach and detach at Morpeth.
								CW. Up Passenger Loop, clear of fouling point with Main line, 995 yards before reaching S.5 signal.	174	IL 3S	IL 3S	Water at Morpeth.
<b>PAGE 14. Morpeth Station AMEND:</b> —Distance between signal boxes to read 2 miles 1,489 yards.												
<b>PAGE 3 (Supplement No. I) Morpeth Pegwood Station INSERT:</b> —												
<b>Widdrington North AMEND:</b> —												
<b>Chevington DELETE:</b> —												
I.B.S. Down line, 1,401 yards from Chevington.								C. Up Main line, 560 yards before reaching PD.6 signal.	218			
								S. Up Main line, 1,050 yards before reaching W.15 signal.	300			
								S. Connection from Down Goods Loop to Down Main 3,500 yards before reaching Acklington.	400 (Falling)			
								S. Connection from Up Goods Loop to Up Main 1,300 yards before reaching Up Loop to Up Main Home No. 2 signal.	400			
<b>INSERT:</b> —Automatic and controlled colour light signalling in "Description of Block Signalling, etc." column between <b>Morpeth Station</b> and <b>Widdrington Chevington</b> .												
<b>PAGE 16 (Page 5, Supplement No. I) Berwick Tweedmouth AMEND:</b> —												
						25	—	Over junction towards Carham, 0 miles 1 chain to 0 miles 22 chains (Tweedmouth to Carham mileage.)				

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles					
													L—long		S—short		C—crow	
													Down		Up		For	
	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods				

**PAGE 17 (Page 7, Supplement No. I)**

**DELETE:—** First entry on Page 7 of Supplement No. I which states "**DELETE:—**speed restriction Burnmouth Station 60 60 54 miles 42 chains to 54 miles 22 chains (Scottish Region Mileage).

**TWEEDMOUTH DOCK BRANCH**

**PAGE 19.**

**Tweedmouth**

North

**AMEND:—**to read **Berwick Tweedmouth.**

**AMEND:—**line heading to read:—

**NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD (JUNCTION) VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON, ALLHUSENS BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENFIELD JUNCTION.)**

**PAGE 29.**

**DELETE:—**all table after **Gateshead St. James' Bridge** and **INSERT** following:—

**Felling**

Station

1

839

•

•

45

—

5

98 miles 71 chains to 99 miles 69 chains  
 Passenger trains in emergency and Coaching Stock trains crossing  
 between Main lines and Goods lines.

2L 3S

2L 3S

Sunderland.

St. James' Bridge  
 (Controls additional running lines only.  
 Main line signals controlled by Gateshead S.B.)

0

1181

•

•

Automatic and Controlled Colour Light Signalling

Park Lane Junction (Controlled by Gateshead S.B.) (See page 31 for Allhusen's Branch)	0	1082	●	●	25	—	100 miles 75 chains to 101 miles 13 chains.
High Street Junction (Controlled by Gateshead S.B.) (See page 32 for High Street Junction to Greensfield Junction and page 11 for K.E.B. Junction to Newcastle via High Level Bridge)	0	534	●	●	—	15	101 miles 33 chains to 100 miles 75 chains. CW. Up Pelaw Goods line, clear of fouling point with Main line, 76 yards before reaching Up Colour Light Signal No. 98.
High Level Bridge, Junction via Gateshead East Station	†	†			5	5	Passenger trains in emergency and Coaching Stock trains crossing between Main and Goods lines.
					20	—	Over junction towards Greensfield Junction (Branch Speed Limit).
					15	—	Between High Street Junction and Gateshead Junction, trains passing through station and trains entering Down Slow line, 101 miles 13 chains to 101 miles 33 chains.

† For distance High Street Junction to Greensfield Junction see "Via Curve" route on page 32.  
The distance from High Street Junction to Newcastle is 775 yards.

# PAGE 31.

**DELETE:—ALLHUSEN'S BRANCH** Table and **INSERT** following:—

## **ALLHUSEN'S BRANCH (GOODS LINES)**

NB	Park Lane Junction (Controlled by Gateshead S.B.)	—	—	15	15	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES
	Albany Road Level Crossing	—	490			
	End of Branch	—	704			

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles					
											L—long		S—short		C—crow	
	Stations and Signal Boxes	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down	Up	For		
											Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
Automatic and Controlled Colour Light Signalling	PAGE 32.															
	DELETE:—															
	GATESHEAD HIGH STREET TO GREENSFIELD Table and INSERT following:—															
	GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION															
Automatic and Controlled Colour Light Signalling	GATESHEAD HIGH STREET JUNCTION AND GREENSFIELD JUNCTION															
	High Street Junction (Controlled by Gateshead S.B.)	—	—					20	20	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	Level					
Automatic and Controlled Colour Light Signalling	PF Gateshead	—	110							CW. Clear of fouling point with Down Main line, 155 yards before reaching No. 109 Colour Light Signal.						
	Greensfield Junction (Controlled by Gateshead S.B.) (See page 11 for Northallerton to Berwick via High Level Bridge and page 66 for Gateshead to Blaydon)	0	126					20	—	Over junction towards Blaydon (Branch Speed Limit)						

**DELETE:—ST. JAMES' BRIDGE AND PARK LANE VIA BOROUGH GARDENS (GOODS LINES) Table**

**TWEEDMOUTH NORTH AND CARHAM**

**PAGE 33.**

**AMEND:—**Heading to read **TWEEDMOUTH AND CARHAM**

**Tweedmouth**

**North**

**AMEND:—**to read **Berwick Tweedmouth**

**Norham**

**Velvet Hall**

**Station**

**AMEND:—**Distance between signal boxes to read 4 miles 16 yards.

**BEDLINGTON TO NEWBIGGIN, ETC.**

PAGE 40.

Bedlington

West

Sleekburn

**INSERT:—**Black Dot indicating Block Post.**NEWCASTLE TO CARLISLE (DURRAN HILL EXCLUSIVE)**

PAGE 54.

Brampton

Junction

Brampton Fell

**INSERT:—**Speed restriction

45

45

51 miles 17 chains to 51 miles 49 chains.

**CONSETT NORTH TO SCOTSWOOD BRIDGE, ETC.**

PAGE 57/58.

**AMEND:—**Description of Block Signalling column between **Rowlands Gill** Station and **Swalwell** North to read "N.B.".**BLAYDON SOUTH EAST CURVE**

PAGE 58.

**AMEND:—**Description of Block Signalling column between **Blaydon** Main and **Swalwell** North to read "N.B.".**WEATHERILL TO CONSETT SOUTH, ETC.**

PAGE 59.

**INSERT:—** Weatherhill and Burnhill

Burnhill and Consett South

Burnhill

Hownes Gill

Junction

**INSERT:—****HOWNES GILL JUNCTION TO CONSETT EAST****INSERT:—** Hownes Gill Junction and Consett East

PAGE 60.

**CONSETT NORTH TO BIRTLEY (OUSTON) ETC.**

Consett

East

**INSERT:—**

PAGE 61.

South Medomsley now supervised by **Consett**.Annfield West. Annfield East, West Stanley Station, Beamish Station now supervised by **Stella Gill**.15  
(Both  
Directions)  
30  
(Both  
Directions)

MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

20  
(Both  
Directions)  
20  
(Both  
Directions)

Over junction (Hownes Gill) towards Consett East (Branch Speed Limit).

MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

— 20

Over junction towards Hownes Gill (Branch Speed Limit).

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
			Down		Up		For											
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
Automatic and Controlled Colour Light Signalling (Up line only)	Greensfield Junction (Controlled by Gateshead S.B.) (See page 32 for Greensfield Junction to High Street Junction) King Edward Bridge Junction (Controlled by Gateshead S.B.) (See page 2 for Northallerton to Berwick)		0	674					20	20	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES CW. Up Goods line, 430 yards before reaching No. 141 signal.	318 (falling)						
									15	—	CW. Down Goods line, 130 yards before reaching No. 133 signal.	318						
									15	15	C. Down Goods line, 738 yards before reaching No. 149 signal.	132						
											Over junction towards K.E.B. South East Curve (Branch Speed Limit). To and from Northallerton to Berwick lines, 0 miles 48 chains to 0 miles 53 chains (79 miles 42 chains to 79 miles 37 chains York to Newcastle mileage).							

**PAGE 66.**

**DELETE** all of **GATESHEAD (GREENSFIELD, DUNSTON LINES) TO BLAYDON, ETC.,** Table on this page and **INSERT** following:—  
**GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, LOW FELL STATION TO NORWOOD, NORWOOD TO DUNSTON EAST, REDHEUGH BRANCH, TANFIELD BRANCH AND BLAYDON LOOP) (GOODS LINES)**  
**GATESHEAD AND BLAYDON STATION VIA NORWOOD**

**PAGE 67.**

**DELETE:—Dunston-on-Tyne** Bensham Curve as a Signal Box and **SUBSTITUTE:—Bensham Curve Junction** (controlled by Gateshead S.B.), also **INSERT:—Automatic and controlled Colour light signalling (Up line only)** as for Bensham Curve.



**PAGE 68.**

**AMEND:**—Line heading to read:—

**GATESHEAD (GREENSFIELD JUNCTION DUNSTON LINES), ETC.**

**PAGE 69.**

**AMEND:**—First line heading and sub-heading to read:—

**LOW FELL SIDINGS AND BENSHAM CURVE JUNCTION**

**LOW FELL SIDINGS AND BENSHAM CURVE JUNCTION**

**Bensham Curve**

**AMEND:**—to read Bensham Curve Junction (controlled by Gateshead S.B.).

**LOW FELL STATION TO NORWOOD**

**Dunston-on-**

**Tyne**

**Low Fell**

**Sidings**

**AMEND NOTE:**—(See above for Low Fell Sidings to Bensham Curve Junction).

**PAGE 70.**

**AMEND:**—Line heading to read:—

**GATESHEAD (GREENSFIELD JUNCTION), DUNSTON LINES TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC.)**

**WEST HARTLEPOOL (CEMETERY NORTH) TO RYHOPE GRANGE, ETC.**

**PAGE 84.**

**Murton**

**Station**

**DELETE:**—I.B.S. Up line 727 yards from Seaton.

**PAGE 85.**

**Seaton**

**Station**

**AMEND:**—

CW. Up line 500 yards  
before reaching Up Start-  
ing signal. Also act as  
connection Up Main to  
Goods Yard.

44

**CASTLE EDEN WEST TO FERRYHILL (COXHOE) ETC.**

**PAGE 88.**

**INSERT:**—CASTLE EDEN WEST AND FERRYHILL (COXHOE)

20

20

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

**PAGE 89.**

**Ferryhill**

**Coxhoe**

**INSERT:**—Engine whistles in Up Main or Fast column:—

3S 1L—Trains to enter Ferryhill Yard.

4S 1L—To reverse loads at Ferryhill without entering Yard.

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued

Description of Block Signalling on Main Lines (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long S—short C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<div>WEST HARTLEPOOL GOODS AND DOCK LINES PAGE 114. West Hartlepool Harbour Street DELETE:—Signal box and all relevant details. Hartlepool Station AMEND:—Distance between signal boxes to read 1,346 yards. AMEND:—Description of Block Signalling column to read Shunting Area from Central Marine to Hartlepool station.  WEST HARTLEPOOL CEMETERY WEST TO HARTLEPOOL, ETC. AMEND:—Description of Block Signalling column between Hartlepool Cemetery South to Station to be "One Engine in Steam" and the double line under Additional Running Lines column to be a Single line.  Hartlepool Cemetery South DELETE:—<div>C. Up line, 308 yards before reaching Up Home Signal. 176 C. Up line, 870 yards before reaching Up Home Signal. 66</div></div> <div>PAGE 117. (Page 13 Supplement No. 1.) THORNABY (BOWESFIELD) TO WELLFIELD ETC. Thornaby Bowesfield DELETE:— Speed restriction:<div>25 25 0 miles 5 chains to 3 miles 41 chains</div></div> <div>DARLINGTON SOUTH TO SALTBURN ETC. PAGE 119. Eaglescliffe Urray Nook INSERT:—<div>IL IS IL 2S IS 2L Croft Yard. Via Darlington South. Via Fighting Cocks.</div></div>																	

PAGE 120 (Page 14, Supplement No. 1)

Thornaby  
Bowesfield  
AMEND:—

15

15

Over connection to and from Goods Lines 10 miles 30 chains to 10 miles 34 chains.

—

20

Goods Line Over Junction towards Redmarshall South 0 miles 5 chains to 0 miles 10 chains (Bowesfield to Redmarshall mileage).

—

25

Over Junction towards Hartburn (Branch Speed Limit).

45

45

10 miles 72 chains to 11 miles 4 chains.

30

30

11 miles 24 chains to 11 miles 77 chains.

PAGE 121.  
Middlesbrough  
Old Town  
INSERT:—

2S  
3S 1S  
3S 2S

To Motive Power Depot.  
To Up Yard.  
To Down Yard

MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO GUISBOROUGH ETC.

PAGE 128.  
Middlesbrough  
Pennyman's  
DELETE:—Signal box and all relevant details.

Ormesby  
Station  
AMEND:—Signal box distance 2 miles 481 yards.

★PAGE 134 and 135.

AMEND—Line heading:—

**GATESHEAD (GREENSFIELD JUNCTION) DUNSTON LINES TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC)**

**TABLE E**  
**LOCAL CODES OF ENGINE WHISTLES**

Whistle to be given at	Movement Required	Whistle
<b>PAGE 136.</b> <b>Gateshead</b> King Edward Bridge Greensfield  <b>DELETE:—</b> All engine whistles.  <b>PAGE 137.</b> <b>AMEND—</b> line heading:— <b>NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON, ALLHUSENS BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION)</b>		
<b>PAGE 139.</b> <b>NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON ALLHUSENS BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION)</b>  <b>INSERT:—</b> Cemetery North	Run round load at Billingham to go to I.C.I. or Port Clarence Branch	1 short, 4 short, 1 short.
<b>PAGE 140/141</b> <b>Gateshead</b> St. James Bridge Park Lane High Street Borough Gardens Greensfield  <b>DELETE:—</b> All engine whistles.  <b>PAGE 144.</b> <b>AMEND—</b> line heading:— <b>GATESHEAD (GREENSFIELD JUNCTION) DUNSTON LINES TO BLAYDON VIA NORWOOD INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH, LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC.).</b>		

**TABLE F**  
**PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 157.</b> <b>DELETE:—</b> Greensfield .. .. . King Edward Bridge .. Up Main .. .. Fitted wagons, etc. <b>AMEND:—</b> Line Heading:— <b>NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION, VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON ALLHUSENS BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION)</b>			
<b>PAGE 158.</b> <b>AMEND:—</b> Felling .. .. . Gateshead .. .. . Down Goods .. Freight wagons with or without Brake Van. Gateshead .. .. . Felling .. .. . Up Goods .. .. Freight wagons with or without Brake Van.  <b>DELETE:—</b> <b>GATESHEAD, GREENSFIELD TO HIGH STREET</b> †Greensfield .. .. . High Street .. .. . Up Curve .. .. } Freight wagons or coaching stock with or without Brake Van. †High Street .. .. . Greensfield .. .. . Down Curve .. .. }  <b>PAGE 161.</b> <b>AMEND—</b> line heading:— <b>GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC.).</b>			

**TABLE F—continued**  
**PROPELLING TRAINS OR VEHICLES—continued**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 159.—(Page 17 Supplement No. 1)</b>			
<b>SOUTH GOSFORTH TO PONTLAND</b>			
<b>INSERT:—</b>			
South Gosforth Station .. ..	South Gosforth West .. ..	Down .. ..	One Diesel vehicle. Daylight and clear weather.
South Gosforth West .. ..	South Gosforth Station .. ..	Up .. ..	One Diesel vehicle. Daylight and clear weather.
<b>PAGE 165.</b>			
<b>WEST HARTLEPOOL GOODS AND DOCK LINES</b>			
<b>DELETE:—</b>			
Harbour Street .. ..	Queen Street Crossing .. ..	Down .. ..	3 Freight wagons, etc.
Queen Street Crossing .. ..	Harbour Street .. ..	Up .. ..	20 Freight wagons, etc.
Harbour Street .. ..	Hartlepool Station .. ..	Single .. ..	} 20 Freight wagons, etc.
Hartlepool Station .. ..	Harbour Street .. ..	Single .. ..	
Central Marine .. ..	Harbour Street .. ..	Down .. ..	} Freight wagons, etc.
Harbour Street .. ..	Central Marine .. ..	Up .. ..	
<b>PAGE 166.</b>			
<b>WEST HARTLEPOOL, CEMETERY WEST TO HARTLEPOOL, ETC.</b>			
<b>INSERT:—</b>			
Hartlepool Station .. ..	Cemetery South .. ..	Single .. ..	8 Freight wagons.

PAGE 169.

**TABLE G**  
**WORKING IN WRONG DIRECTION**

AMEND—Line heading:—

**GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSAM CURVE JUNCTION, ETC.).**

**TABLE H.I**  
**WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR**

From	To	Line	Number of vehicles and Special Conditions
<b>PAGE 170.</b>			
<b>DELETE:—</b>			
King Edward Bridge .. ..	Greensfield .. ..	Down Main .. ..	—
Greensfield .. ..	King Edward Bridge .. ..	Up Main .. ..	—
<b>AMEND:—</b>			
Greensfield Junction .. ..	Newcastle .. ..	Down Main .. ..	—
Newcastle .. ..	Greensfield Junction .. ..	Down Slow .. ..	—
		Up Main .. ..	—
<b>PAGE 171.</b>			
<b>AMEND—Line heading:—</b>			
<b>NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON ALLHUSENS BRANCH, GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION</b>			
<b>AMEND:—</b>			
Felling .. ..	Gateshead .. ..	All Down .. ..	—
Gateshead .. ..	Felling .. ..	All Up .. ..	—
Park Lane Junction .. ..	Albany Road .. ..	Down .. ..	—
<b>DELETE:—</b>			
<b>GATESHEAD, HIGH STREET TO GREENSFIELD</b>			
Greensfield .. ..	High Street .. ..	Up .. ..	—
High Street .. ..	Greensfield .. ..	Down .. ..	—
<b>AMEND:—</b>			
Cliff House .. ..	Newburn .. ..	Down Goods .. ..	—
Newburn .. ..	Cliff House .. ..	Up Goods .. ..	—
Cliff House .. ..	Cliff House No. 1 Ground Frame .. ..	Up Goods .. ..	—

**TABLE H.1—continued**  
**WORKING OF FREIGHT VEHICLES WITHOUT A BREAK VAN IN REAR—continued**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 172.</b>			
<b>BACKWORTH (EARS DON) TO NORTH</b>			
<b>INSERT:—</b>			
Percy Main North .. ..	Rising Sun .. .. Colliery Exchange Sidings	Single .. ..	Only applies when assisting Engine is in rear.
<b>PAGE 173.</b>			
<b>AMEND—Line heading:—</b>			
<b>GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC.).</b>			
<b>DELETE:—</b>			
King Edward Bridge .. ..	Greensfield .. ..	Down Leamside .. ..	—
Greensfield .. ..	King Edward Bridge .. ..	Up Leamside .. ..	—
<b>NEWCASTLE TO CARLISLE (DURRAN HILL EXCLUSIVE)</b>			
<b>DELETE:—</b>			
Cowens Crossing .. ..	Blaydon Station .. ..	Up .. ..	—
<b>PAGE 177.</b>			
<b>WEST HARTLEPOOL GOODS AND DOCK LINES</b>			
<b>DELETE:—</b>			
Central Marine .. ..	Harbour Street .. ..	Down Goods .. ..	—
Harbour Street .. ..	Central Marine .. ..	Up Goods .. ..	—
Harbour Street .. ..	Hartlepool .. ..	Single .. ..	—
Hartlepool .. ..	Harbour Street .. ..	Single .. ..	—
Harbour Street .. ..	Queen Street .. ..	Down .. ..	—
Queen Street .. ..	Harbour Street .. ..	Up .. ..	—
<b>WEST HARTLEPOOL, CEMETERY WEST TO HARTLEPOOL, ETC.</b>			
<b>DELETE:—</b>			
Cemetery South .. ..	Hartlepool .. ..	Down .. ..	8 wagons.
<b>BILLINGHAM-ON-TEES TO PORT CLARENCE, ETC.</b>			
<b>AMEND:—</b>			
Haverton Hill Station .. ..	Billingham-on-Tees .. ..	Up .. ..	Special arrangements to be made locally when passenger trains are run.

**TABLE H.2**  
**WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 179.</b>			
<b>DELETE:—</b>			
King Edward Bridge .. ..	Greensfield .. ..	Down Main .. ..	—
Greensfield .. ..	King Edward Bridge .. ..	Up Main .. ..	—
<b>AMEND:—</b>			
Greensfield Junction .. ..	Newcastle .. ..	Down Main .. ..	—
Newcastle .. ..	Greensfield Junction .. ..	Down Slow .. ..	—
		Up .. ..	—
<b>PAGE 180.</b>			
<b>AMEND—Line heading:—</b>			
<b>NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, ETC., AND GATESHEAD HIGH STREET JUNCTION TO GREENSFIELD JUNCTION)</b>			
<b>AMEND:—</b>			
Felling .. ..	Gateshead .. ..	All Down .. ..	—
Gateshead .. ..	Felling .. ..	All Up .. ..	—
<b>DELETE:—</b>			
Greensfield .. ..	High Street .. ..	Up Curve .. ..	—
High Street .. ..	Greensfield .. ..	Down Curve .. ..	—

**TABLE J**  
**LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133**

**PAGE 182.**

**AMEND:—**First and second paragraph to read as follows:—

Any type of locomotive may assist a train in the rear provided the maximum speed of the train, while being assisted does not exceed that specified for the locomotive with the lower maximum speed. **DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVES MUST NOT EXCEED 20 M.P.H.**

Unless otherwise specially authorised a steam locomotive assisting in rear of a train must be coupled to the train. **A DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVE HOWEVER MUST ON NO ACCOUNT BE COUPLED TO THE TRAIN.**

**EXPLANATION OF REFERENCES:—**

**DELETE:—**D. Slip coupling must be used etc.

E. During fog or falling snow etc.

**AMEND:—**N. Assisting **STEAM** locomotive must not be coupled to train.

**INSERT:—**M. **A DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVE** is authorised to assist but must not be coupled to the train.

From	To	Class of Train	Condition	Remarks
<b>PAGE 183. (Page 20, No. 1)</b> <b>DELETE:—</b> Darlington (Croft Yard) .. .. .	<b>Supplement) NORTHALLERTON (L</b> Stainmore .. .. .	<b>ONGLANDS) TO</b> F	<b>BERWICK</b> —	—
<b>INSERT:—</b> Darlington (Croft Yard)	Barnard Castle .. .. .		—	—
<b>AMEND:—</b> Low Fell .. .. .	Greensfield Junction .. .. .	F	—	—
<b>PAGE 184.</b> <b>BACKWORTH (EARSDO</b>	<b>N) TO NORTHUMBERLAND DOCK</b>			
<b>TO NORTH</b>				
<b>INSERT:—</b> Percy Main North .. .. .	Rising Sun Colliery Exchange Sidings	F	—	—
<b>DELETE:—</b> <b>CONSETT N</b>	<b>ORTH TO SCOTSWOOD ETC.</b>			
Scotswood .. .. .	Consett South .. .. .	F	—	—
<b>PAGE 185.</b> <b>CONSETT NORTH TO</b>	<b>BIRTLEY (OUSTON) ETC.</b>			
<b>AMEND:—</b> Consett North .. .. .	Carrhouse East .. .. .	F	M	—
<b>STELLA GILL TO TYNE</b>	<b>DOCK BOTTOM ETC.</b>			
<b>AMEND:—</b> Tyne Dock Bottom .. .. .	Green Lane .. .. .	F	N, M	—
<b>AMEND:—</b> Line heading:— <b>GATESHEAD (GREENSF</b>	<b>IELD JUNCTION, DUNSTON LINES)</b>			
<b>(INCLUDING DUNSTON</b>	<b>N STAITHS, SWALWELL COLLIERY</b>			
<b>BENSHAM CURVE JUNCT</b>	<b>CTION ETC.)</b>			
<b>AMEND:—</b> Low Fell Sidings or Norwood	King Edward Bridge Junction	ECS, F	M	Trains to be brought to a stand with the assisting engine immediately behind 147 ground signal and assisting engine uncoupled.
Low Fell Sidings	Low Fell Station	F	N, M	—
Dunston East	Norwood	F	M	—
<b>PAGE 186.</b> <b>PENSHAW NORTH TO</b>	<b>SUNDERLAND ETC.</b>			
<b>AMEND:—</b> Fawcett Street	Pallion .. .. .	F	M	—
<b>SOUTH DOCK BRANCH</b>	<b>HES</b>			
<b>AMEND:—</b> Hendon .. .. .	Fawcett Street .. .. .	F	N, M	—
<b>PAGE 187.</b> <b>DURHAM (RELLY MILL)</b>	<b>TO CONSETT NORTH ETC.</b>			
<b>AMEND:—</b> Lanchester .. .. .	Consett North .. .. .	F	M	Two assisting engines etc.

TABLE K.2

**LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (RULE 55)**

PAGE 190.

**CONSETT NORTH TO SCOTSWOOD BRIDGE ETC.**

**DELETE:—**Lintz Green Scotswood Bridge Main—  
Scotswood Bridge Lintz Green—Main.

**TABLE N  
TROLLEYS GOING INTO OR THROUGH TUNNELS**

Tunnel	Between	Length	
		Miles	Yards
<b>PAGE 194. NEWCASTLE TO CARLISLE ETC.</b> <b>DELETE:—</b> Corbridge .. .. .	Riding Mill and Corbridge ..	—	170

TABLE O

**ATTACHING OF VEHICLES BEHIND REAR BRAKE VAN OF PASSENGER, EMPTY COACHING STOCK, PARCELS, FISH, FRUIT, ETC., AND CLASS 'C' (FULLY FITTED) FREIGHT TRAINS**

PAGE 195 (Page 21, Supplement No. 1).

**AMEND** paragraph (b) to read:—

On other trains the vehicles are fitted with the automatic brake, or not less than half the vehicles are so fitted, the remainder being piped only, in which case the last two vehicles must be fitted with the automatic brake. **The total number of piped only vehicles on the train must not exceed the proportion laid down on page 7 of Supplement No. 1 to the General Appendix to Working Timetables and books of Rules and Regulations.**

**AMEND** paragraph (d) to read:—

The automatic brake is coupled up and in use throughout the train and the last vehicle is fitted with a tail lamp bracket.

From	To	Number of Vehicles
<b>DELETE:— TWEEDMOUTH TO CARHAM</b> Tweedmouth .. .. . Carham .. .. . Kelso .. .. .	Carham .. .. . Kelso .. .. . Tweedmouth .. .. .	4 2 8
<b>PAGE 197. DELETE:— CONSETT NORTH TO SCOTSWOOD D ETC.</b> Blaydon South .. .. . Consett .. .. .	Consett .. .. . Scotswood Bridge .. .. .	2 3

**TABLE P  
LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN**

Name of Crossing	Situated at or Between	Remarks
<b>PAGE 200. INSERT:— WEST HARTLEPOOL GOODS AND</b> Hartlepool Queen Street .. .. .	<b>DOCK LINES</b> Central Marine, Middleton Sidings ..	Shunter operates gates.

PAGE 202.

TABLE S.I

**INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS**

**AMEND:—**Line heading:—

**GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD, ETC.**

**TABLE U  
TOWING OF VEHICLES (Rule 110(c))**

Place	Line	Remarks
<b>PAGE 205. INSERT:— NORTHALLERTON (LONGLANDS</b> Argyle Street .. .. .	<b>JUNCTION) TO BERWICK (MARSHALL MEADOWS)</b> Red Barns Cover Factory Down Sidings	Wagons for despatch or positioning in loading docks.
<b>PAGE 206. AMEND:—</b> Line heading:— <b>GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC.)</b>		



**TABLE V**  
**LIST OF LOCAL HEAD CODES**

**PAGE 207.**

**DELETE:**—heading “1951 Stock” and entries beneath.

**DELETE:**—sixth item “Gosforth Car Sheds or Newcastle Central to South Shields and South Shields to Newcastle Central”

**PAGE 210 (Page 23, Supplement No. I).**

**TABLE Z**  
**LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM**

From	To	Line	Remarks
<b>AMEND:</b> — Newcastle Manors Station .. ..	Tweedmouth .. ..	Up and Down Main ..	—

**GENERAL INSTRUCTIONS**  
**BREAKDOWN CRANES**

**PAGE 214.**

**GATESHEAD**

**AMEND:**—Covers lines between column—King Edward Bridge Junction and Greensfield Junction.

**PAGE 221.**

**SNOW PLOUGHS**

**I. INDEPENDENT PLOUGHS.**

(b) **Operating Instructions.**

**AMEND** signalling of snow ploughs “When proceeding to or from shops or being transferred from one point to another for distribution purposes” to read . . . . As Class 8 train (1—4).

**PAGE 223 (Page 24 of Supplement dated 7th April, 1962).**

**INSTRUCTIONS RE WORKING OF DIESEL BRAKING TENDERS**

**INSERT** as third paragraph of Clause (3):—

When a locomotive is attached to a braking tender the coupling of the locomotive must be used.

When it is required to couple a train to a braking tender the coupling of the train vehicle must be used.

A screw coupling is provided in the box fitted on the braking tender, but this must be used only in the case of an emergency.

**AMEND** Clause 9 to read:—

“In the calculation of train loads the diesel braking tender should be regarded as part of the locomotive and not counted in the train load either in weight or in the number of wagons. For purposes of length calculation it should be regarded as equal to two wagons.”

**PAGE 229.**

**ENGINEERS RAIL MOTORS**

**DELETE:**—Blaydon South

Blackhill

**TYNESIDE ELECTRIFIED LINES**

**PAGE 233 (Page 25, Supplement No. I).**

**LINES EQUIPPED FOR ELECTRIC TRACTION**

**DELETE:**—Newcastle and South Shields in first paragraph.

**RULE 55.**

**AMEND:**—to read—It will not be necessary for the Guard, Shunter or Fireman to go to the Signal Box to carry out Rule 55 when detained at running signals on the North Tyneside Electrified area, etc.

**HAULING OR PROPELLING OF ELECTRIC TRAINS BY LOCOMOTIVES IN EMERGENCY**

**AMEND:**—first paragraph:—

Emergency rigid couplings to enable electric sets—loaded or empty—to be hauled or propelled in an emergency by a steam or diesel locomotive, are available at all stations in the electrified area and at the following Signal Boxes—Benton Bank, Little Benton North.

**PAGE 234.**

**INSERT:**—

**RULE 55**

Position light signals as referred to in Rule 35 (b) (iii) are not provided with the sign shown in diagram No. 2 on page 64 of the Rule Book and the provisions of Rule 55 (b) (i) do not apply.

**PAGE 234.**

**INSERT:**—

**RULE 177 REPORTING OF ACCIDENTS**

When a locomotive fails due to a defect or fault, the person carrying out the instruction contained in Rule 177 should make certain that information is also given whether the locomotive is capable of being moved. If the Driver is not in a position to give this information when the Rule is being carried out he should at the first available opportunity after he has ascertained the extent of the failure, see that the information is given to the nearest Signaller as to what is required in the way of assistance and whether his locomotive is capable of being moved.

**PAGE 238 (Page 26 of Supplement No. 1).**

**WARNING DEVICE FOR NON-STEAM LOCOMOTIVES AND MULTIPLEUNIT STOCK**

**DELETE:**—This item as it now appears in the General Appendix Supplement.

**WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS**

**Trains formed entirely of other than Light Weight Units.**

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
<b>INSERT:—</b>			
Darlington—Saltburn (both directions) (Applies to empty units only)	2 cars	600 BHP	1 vehicle 17 tons Gross
	3 cars	600 BHP	1 vehicle 17 tons Gross
	4 cars	1200 BHP	1 or 2 vehicles 34 tons Gross
	5 cars	900 BHP	1 vehicle 17 tons Gross
	6 cars	1200 BHP	1 or 2 vehicles 34 tons Gross
Newcastle—Alnwick (both directions)	2 cars	300 BHP	1 vehicle 17 tons Gross

**PAGE 239.**

**CONVEYANCE OF DIESEL MULTIPLE UNITS BY STEAM HAULED TRAINS**

**INSERT** as second paragraph:—

In those instances where it is not possible to attach a tail lamp to the rear of the Diesel Multiple Unit, **ONE** D.M.U. vehicle, without tail lamp brackets, may be marshalled inside one vehicle not exceeding 17 tons gross weight on which a tail lamp could be correctly displayed.

**PAGE 239 (Page 29, Supplement No. 1)**

The item regarding **HAULING OF "DEAD" LOCOMOTIVES, ETC.**, already appears on page 239 of the Sectional Appendix, this item should be **DELETED**.

**CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING STOCK AND BRAKED FREIGHT STOCK IN PASSENGER TRAINS**

**INSERT:**—Page 89 after words ('Class 2a').

**PAGE 239 (Page 30, Supplement No. 1)**

**CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING AND BRAKED FREIGHT STOCK IN EMPTY COACHING STOCK AND PARCELS, ETC., TRAINS**

**INSERT:**—Page 90 after words "General Appendix".

**PAGE 243 (Page 30, Supplement No. 1)**

**DELETE:**—**FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEMS** and **SUBSTITUTE** following:—

**FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM**

1st CHARACTER indicates CLASSIFICATION of train in accordance with the General Appendix Instructions.

2nd CHARACTER indicates DESTINATION AREA or REGION of all trains except local freight trains and light engines, dealt with below.

The letters have been allocated as follows:—

**(i) Inter Regional Trains.**

**Letter Denotes**

A East Coast Passenger Trains.  
Denotes destination in

E Eastern Region.

M London Midland Region.

N North Eastern Region.

O Southern Region.

S Scottish Region.

V Western Region.

F For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) passing between Scottish Region (East Coast Route). North Eastern and Eastern Regions.

T For use on Inter-Regional or Local Freight Trip working (see Note 2).

X For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) to and from the London Midland Region, also to and from the Western, Southern and Scottish Region via the London Midland Region.

**(ii) Trains running within the North Eastern Region.**

B York District.

C Wakefield District.

D Middlesbrough District.

G Newcastle District.

H Hull District.

L Leeds District.

J Local Freight Trip working.

P Local Freight Trip working.

K Freight trains running entirely within one district. Also in the Wakefield and Leeds Districts may be local freight trips working based in the Wakefield District.

Z For use on Excursion, Military and Special Trains (Freight or Passenger) within the North Eastern Region irrespective of destination area.

**FOUR POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM—continued**

## (iii) Special Number

1Z99	Breakdown van train or snowplough going to clear the line, or light engine going to assist disabled train.
2Z99	Breakdown van train not going to clear the line.
5Z08	Elliott Track Recorder—when not recording.
6Z06	Matisa Track Recording Trolley—when not recording.
6Z07	Weed-killing Train.
8Z01	Matisa Automatic Tamping or Cleaning Machine (not stopping in section).
8Z02	Train conveying Out-of-gauge or Exceptional load (Bell signal 2-6-1).
8Z03	Train conveying Out-of-gauge or Exceptional load (Bell signal 2-6-2).
8Z04	Train conveying Out-of-gauge or Exceptional load (Bell signal 2-6-3).
8Z05	Trolley requiring to go into or pass through tunnel.
8Z06	Matisa Track Recording Trolley (when recording).
8Z08	Elliott Track Recording Trolley (when recording).
9Z01	Officers Special, Matisa Automatic Tamping or Cleaning machine requiring to stop in section.

3rd and 4th CHARACTERS indicate IDENTITY NUMBER OF INDIVIDUAL TRAINS.

All trains of classification 1, 4, 5, 6, 7, 8 have been given an individual number in the series 00-99.

All trains of classification 2 are indicated by a route number which applies in both directions of travel for local services including short distance Inter-Regional and Inter-District trains. The letter to be altered to indicate the destination Region or area of the train. The list of sections and Route Numbers is shown in the Working Timetable.

All trains of classification 3 PARCELS TRAINS have been given an individual number in the series 00-29. All trains of classification 3 EMPTY STOCK TRAINS have been given an individual number in the series 30-49. This does not include Passenger trains which run empty to or from carriage sidings when the train number, preceded by "3" should be exhibited.

Trains allocated letters F, X or Z will have numbers from 00-99 allocated as appropriate.

**LOCAL FREIGHT TRIP WORKING**

Local Freight Trip working will carry the appropriate letter and number throughout the working. The classification is normally "9" but this may be altered as shown in the "Local Traffic Engine" circulars. Any special local instructions will be published locally.

**LIGHT ENGINE MOVEMENTS**

Light engines to work trains when proceeding from a motive power depot or other point should carry the appropriate train number prefixed by "O". The same method should be adopted for engines which have worked trains and are running light to the local motive power depot. Light engines running to other than the local depot after working trains or running between motive power depots should carry the figure "O" followed by the district letter with a number as shown below:—

York	01	Tyne Dock	30
Hull Dairycoates	02	Consett	31
Hull Botanic Gardens	03	Holbeck	50
Goole	04	Neville Hill	51
Scarborough	05	Stourton	52
Malton	06	Farnley	53
Thornaby	10	Royston	54
Darlington	11	Normarton	55
West Hartlepool	12	Manningham	56
West Auckland	13	Huddersfield	57
Northallerton	14	Wakefield	60
Gateshead	20	Hammerton Street	61
South Gosforth	21	Ardsley	62
Heaton	22	Copley Hill	63
Blaydon	23	Mirfield	64
Percy Main	24	Sowerby Bridge	65
North Blyth	25	Low Moor	66
South Blyth	26	Inter-Regional, where no number allocated in W.T.T., Figure "0" followed by Regional letter and number "00".	
Tweedmouth	27		
Alnmouth	28		
Sunderland	29		

Note 1.—Any local exceptions to this paragraph will be covered by local circular until such time as they are brought into line with other trains.

Note 2.—Certain local trips which just cross a Regional Boundary may be treated as working entirely within the North Eastern Region.

**LOCAL INSTRUCTIONS****PAGE 247.**

**DELETE:**—Killingworth Sidings from list of places at which telephones will not be available when there is no attendance.

**GATESHEAD****PAGE 250.****GREENSFIELD SIGNAL BOX.**

**DELETE:**—This instruction.

**PAGE 253.****HEATON****LITTLE BENTON NORTH AND SOUTH SIGNAL BOXES.**

**AMEND** first paragraph to read:—

Drivers of trains entering Little Benton Sidings from the North end must bring their trains to a stand clear of other lines and must, when Little Benton South is open, report to the Signaller there by telephone at the East side of the Sidings 70 yards North of the Signal Box.

**LOCAL INSTRUCTIONS—continued****STANNINGTON****AMEND:—**

Sub-heading to read "Up and Down Passenger Loops".

"Up Goods Line" in first and second lines of first paragraph to read "Up Passenger Loop".

"Up Goods line" in second paragraph to read "Up Passenger Loop".

"Down Goods Line" in first line of third paragraph to read "Down Passenger Loop".

**DELETE:—**Last paragraph.

**PAGE 254.**

**AMEND:—**Line heading:—

**NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION (INCLUDING CORDIO LOOP, LONGLANDS LOOP, NORTHALLERTON STATION TO EAST JUNCTION, NORTH SHORE BRANCH, SEAHAM HARBOUR BRANCH, TILE SHED TO HARTON, ALLHUSEN'S BRANCH, GATESHEAD HIGH STREET, JUNCTION TO GREENSFIELD JUNCTION)**

**HORDEN****HORDEN COLLIERY EMPTY SIDINGS.****INSERT:—**

A speed of 10 m.p.h. must not be exceeded and during the hours of darkness a white light must be carried on the leading vehicle.

**PAGE 255.****SUNDERLAND****INSERT:—****RULE 55.**

Certain colour light signals are not provided with the sign shown in diagram No. 2 on page 64 of the Rule Book but the provisions of Rule 55 (b) (i) will not apply.

**PAGE 256.****ST. JAMES' BRIDGE SIDINGS GROUND FRAME.**

**DELETE:—**This item.

**GATESHEAD****GATESHEAD EAST STATION**

**DELETE:—**Locomotives running light from Greensfield Motive Power Depot and Park Lane direction for Newcastle via High Level Bridge item.

**PERCY MAIN****PAGE 260.****HARTLEY MAIN COLLIERIES RIVER STAITHS SIDINGS.**

**DELETE:—**Instruction.

**PAGE 263.****LINTZ GREEN****DELETE:—**

**SOUTH GARESFIELD COLLIERY—**Footpath crossing, etc.

**STATION SIGNAL BOX—**South Garesfield Colliery Single Line, etc.

**CONSETT****BETWEEN CONSETT SOUTH DOWN OUTER HOME, BURNHILL AND WEATHERHILL.**

**DELETE** third paragraph and **INSERT:—**

Catch points and telephone to Consett South box are provided 220 yards on the Consett South side of Rowley Station.

On the outward journey the train must stop at Rowley on the Weatherhill side of the points and the Guard (Fireman if no Guard) must telephone arrival to Consett South.

**DELETE** fourth paragraph and **INSERT:—**

When returning to Consett the Guard, or Fireman in the case of a locomotive, must telephone from Rowley to the Signalman at Consett South and obtain permission to proceed to Consett South Outer Home signal before operating the catch points.

**AMEND** sixth paragraph to read:—"In the case of the failure of the telephone at Rowley" etc.

**AMEND** reference to Burnhill to read Rowley in last two paragraphs.

**PAGE 266.**

**AMEND:—**Line heading:—

**GATESHEAD (GREENSFIELD JUNCTION, DUNSTON LINES) TO BLAYDON VIA NORWOOD (INCLUDING DUNSTON STAITHS, SWALWELL COLLIERY BRANCH LOW FELL SIDINGS TO BENSHAM CURVE JUNCTION, ETC.)**

**GATESHEAD****AMEND:—**

**BRIDGE BETWEEN BENSHAM CURVE AND KING EDWARD BRIDGE JUNCTION.**

An indicator showing the words LINE UNDER BRIDGE OCCUPIED for the information of trainmen is fixed on the approach side of the bridge. The indicator, etc.

**DELETE:—**Second paragraph.

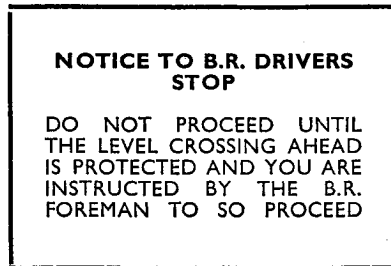
**LOCAL INSTRUCTION—continued****PAGE 281.****WEST HARTLEPOOL****DELETE:—****BETWEEN HARTLEPOOL STATION AND HARBOUR STREET SIGNAL BOXES.**—The Single line, etc.**INSERT:—****BETWEEN HARTLEPOOL STATION AND CENTRAL MARINE SIGNAL BOXES.**—The lines between Central Marine Signal Box and the two Stop Boards at the Hartlepool end of the Branch is Shunting area.**DELETE:—****STATION SIGNAL BOX.**—When Drivers cannot observe the position of the Up Starting signal they may draw forward to enable them to do so, and Rule 127 (ix) is modified accordingly.**INSERT:—****COAL DEPOT GROUND FRAME.**—The Annetts Key for locking the Ground Frame is attached to the Train Staff together with the key for the padlock securing the point clips.

The person who has operated the Ground Frame must ensure, before leaving, that the points have been clipped and padlocked.

An empty Multiple Unit Diesel Train when proceeding to Hartlepool Station must stop at the Ground Frame to enable the Guard to ensure that the clip securing the points is locked by the padlock.

**PAGE 282.****INSERT:—****EAST GRID: I.C.I. LTD.**

A notice board as under is affixed at 50 yards on the approach side of the level crossing across the Belasis Lane end of the East Grid Sidings:—



Drivers must not foul the crossing until it has been protected under the special instructions issued to the B.R. Foreman and I.C.I. Controller, and the B.R. Foreman authorises the Driver to proceed, either drawing or propelling the load.

**PAGE 291.****LOCAL AND GENERAL INSTRUCTIONS**

	Page
Rule 55	234
Rule 177	234

**★ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)**

**PAGE ii SEQUENCE OF LINES USED THROUGHOUT THIS BOOK.**

**AMEND:—**Hull Yards item to include North Box and North Loop, also **AMEND** Neptune Street to Alexandra Dock S.B. to read Hesse Road to Alexandra Dock S.B. also Hesse Road to Dairycoates east to read Dairycoates East to Hesse Road.

**★TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long    S—short    C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For	
										Main or Fast	Slow or Goods	Main or Fast	Slow or Goods				
														Position	Gradient (Rising unless otherwise shown) 1 in		
SHAFTHOLME TO NORTHALLERTON (LONGLANDS JUNCTION), ETC.																	
PAGE 10. Beningbrough Station																	
DELETE:—																	
40    40    Up and Down Slow Lines through station, 5m 40chs. to 5m. 47chs.																	
CARCROFT (CASTLE HILLS) TO LEEDS CENTRAL, ETC.																	
PAGE 13. Carcroft Station																	
DELETE:—																	
15    —    Over junction towards Skellow Junction (Branch Speed Limit).																	
INSERT:—																	
10    —    Over junction towards Skellow Junction, 160 m. 14 chs. to 160 m 19 chs.																	
PAGE 15. Wakefield Westgate North																	
AMEND:—    0    429																	
PAGE 17 (Page 3 Supplement No. 1) Ardsley South																	
DELETE:—    Signal Box and all relevant details.																	
DELETE:—    All additional running lines between Spring Lane, South, Up Yard and Station.																	
INSERT:—																	
C. Down Main 1,043 yards before reaching Home signal.    117																	
AMEND:—    —    1,446																	

**LEEDS CITY WEST AND LEEDS CENTRAL 'B' TO NORTHALLERTON, ETC.**

**PAGE 23.**

**Nidd Bridge**

**Ripley**

**AMEND:—**

**10**

**—**

**Over junction towards Pateley Bridge (Branch Speed Limit).**

**PAGE 25.**

**Newby Wiske**

**Station**

**INSERT:—**

Note in first column "Controlled Colour Light Signalling between **Newby Wiske Station and Northallerton** on the Down line"

**RILLINGTON TO WHITBY TOWN, ETC.**

**PAGE 27.**

**Goathland**

**Summit**

**DELETE:—**

Signal Box and DRS 33 (Do not delete Speed restriction)

**PAGE 28.**

**Goathland**

**Station**

**AMEND:—**

**8 926**

**YORK (WATERWORKS JUNCTION) TO SCARBOROUGH, ETC.**

**PAGE 31.**

**Seamer**

**West**

**DELETE:—**

**Scarborough**

**Falsgrave**

**INSERT:—**

The 'P' on the additional running line.

**—**

**35**

**41 m. 55 chs. to 41 m. 27 chs.**

**MALTON EAST TO MALTON SCARBOROUGH ROAD**

**PAGE 33.**

**INSERT:—**

Note in "Description of Block Signalling, etc." column. "One Engine in Steam on Up line when Scarborough Road Box is closed—See Local Instructions."

**PATELEY BRIDGE BRANCH (GOODS LINES)**

**PAGE 35.**

**AMEND:—**

Nidd Bridge (Ripley) and Pateley Bridge

**10**

**—**

(Both directions)

**Maximum Permissible Speed on Single lines**

**YORK (SKELTON) TO HARROGATE, ETC.**

**PAGE 36.**

**YORK—SKELTON TO HARROGATE (DRAGON), ETC.**

**York**

**Skelton**

**INSERT:—**

Note in first column "Controlled Colour Light Signalling between **York Skelton and Poppleton Station** on the Up line"

**Hopperton**

**Station**

**DELETE:—**

**Goldsborough**

**Station**

**AMEND:—**

Signal Box and all relevant details

**3 970**

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots Indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	<b>CROSS GATES TO HARROGATE CRIMPLE, ETC.</b> <b>PAGE 39.</b> Bardsey Station <b>AMEND:—</b>  <b>THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON), ETC.</b> <b>PAGE 41.</b> Batley Birstall Junction <b>AMEND:—</b> <b>DELETE:—</b> <b>Morley (Low) Wards Siding</b> <b>DELETE:—</b> <b>INSERT:—</b> <b>Farnley Junction</b> <b>AMEND:—</b> <b>INSERT:—</b>  <b>PAGE 43 (Page 7, Supplement No. 1)</b> Neville Hill Marsh Lane <b>DELETE:—</b>							35	35	5 m. 20 chs. to 6 m. 14 chs.							
		Additional (See page 49		Down running line between etc.) and Speed Restriction		n Birstall Junction and Lady Anne Crossing to be a Permissive Block Line. Over junction towards Birstall Branch (Birstall Branch Mileage) Through Siding.		15						0 miles	0 chains to	0 miles 17 chains	
		Signal Box and all relevant details. in "Description of Block Signalling etc." column between								Morley (Low) Station and Farnley Junction.							
		2	1,010							C. Up, 560 yards before reaching Morley Low No. 20 signal. C. Up 675 yards before reaching Automatic Signal U.39. C. Up, 655 yards before reaching Automatic Signal U.40.	126  120  204						
											To be given at Neville Hill West when Marsh Lane closed	} IS, 2L IS, 3L IS, 4L				Engines for Leeds City East End. Engines for Leeds City West End. Trains or engines for Armley or Leeds Central.	



West  
AMEND:—

PAGE 48.  
INSERT:—

Hull  
Hessle Road  
DELETE:—

INSERT:—  
(See Page 77 for  
Hessle Road to  
Alexandra Dock  
etc.)

PAGE 48/49.  
INSERT:—

PAGE 49.  
Hull  
Anlaby Road  
AMEND:—

PAGE 49.  
DELETE:—

NORMANTON (ALTOFTS) TO YORK (CHALONERS WHIN)  
PAGE 54.  
AMEND:—

SHAFTHOLME AND FERRYBRIDGE  
PAGE 61.  
Ferrybridge  
Station  
AMEND:—  
HULL HESSLE ROAD TO COTTINGHAM SOUTH

in "Description of Block Signalling etc." column between **Hessle East** and **Hull Hessle Road**. "Automatic and Controlled Colour Light Signalling."

1 616

1 553

1 44

**BIRSTALL GOODS BRANCH (GOODS LINE) TABLE**

Church Fenton and York (Chaloners Whin)

0 1,377

30  
40  
45  
—

30  
40  
—  
10

50  
20  
—  
10  
40  
—

50  
—  
—  
—  
40  
10

2 miles 5 chains to 1 mile 60 chains.  
1 mile 60 chains to 0 mile 48 chains.  
Over Junction towards Cottingham South (Branch Speed Limit).  
Over Junction towards Dairycoates East (Branch Speed Limit).  
2 miles 20 chains to 1 mile 45 chains.  
Over Junction towards Springbank South 0 miles 0 chains to 0 miles 8 chains  
(Hessle Road to Springbank South Mileage).  
Over Junction towards Cottingham South 0 miles 0 chains to 0 miles 6 chains  
(Hessle Road to Cottingham South Mileage).  
1 mile 13 chains to 0 miles 48 chains.  
Over Junction towards Dairycoates East (Branch Speed Limit).

70 70 MAXIMUM PERMISSIBLE SPEED ON ALL LINES.

IS 2L IS 2L  
IL 2S IL 2S  
IL IS IL IS  
IS 3L IS 3L  
IS 1L IS 1L  
2S 1L 2S 1L  
2S 2L 2S 2L  
3S 1L 3S 1L

Wortley  
North  
Engine Shed  
Junction  
Farnley Jn.  
Copley Hill  
Armley  
Canal Rd.  
Leed. City  
West End  
Leeds City  
East End  
Leeds City  
North

Freight  
trains light  
engines or  
engines  
with not  
more than  
two brake  
vans.  
Light  
engines or  
engines  
with not  
more than  
two brake  
vans.

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—continued**  
**"TABLE A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
													Down		Up		For	
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
PAGE 69. Hull Hessle Road INSERT:— Cottingham South AMEND:— INSERT:— HULL YARDS, ETC. PAGE 73. DELETE:— INSERT:— AMEND:— HESSLE EAST Hessle Dairycoates West DELETE:—  INSERT:—  PAGE 74. Albert Dock DELETE:—  HESSLE HAVEN TO DAIRYCOATES WEST VIA PRIORY YARD PAGE 75. Hessle Dairycoates West INSERT:—									—	10	0 miles 6 chains to 0 miles 0 chains.							
		1,252																
	in "Description of Block Signalling, etc." column between Hull Hessle Road to Cottingham South. "Automatic and Controlled Colour Light Signalling."																	
	in line heading:—NEPTUNE STREET TO ALEXANDRA DOCK.																	
	in line heading:—HESSLE ROAD TO ALEXANDRA DOCK SIGNAL BOX, DAIRYCOATES WEST AND HESSLE ROAD (NORTH BRANCH), NORTH LOOP.																	
	in line heading:—DAIRYCOATES WEST TO HESSLE ROAD to read DAIRYCOATES WEST AND HESSLE ROAD (SOUTH BRANCH).																	
	TO MANOR HOUSE																	
									20	20	2 miles 18 chains to 2 miles 11 chains.							
									—	25	South Line. Over junction towards Priory Yard (Branch Speed Limit).							
									—	25	North Line. Over junction towards Inward Yard (Branch Speed Limit).							
									20	20	2 miles 17 chains to 2 miles 12 chains.							
									—	25	Over junction towards Inward Yard (Branch Speed Limit).							
								—	20	Main Goods Line. Over junction towards Neptune Street to Alexandra Dock Line, etc.								

# **HESSLE HAVEN TO DAIRYCOATES WEST VIA INWARD YARD**

**Hessle**

**Dairycoates West**

**INSERT:—**

(See above for Hessle Haven to Dairycoates West via Priory Yard and page 76 for North Loop, etc.).

**INSERT:—**

20

—

**Over junction towards Hessle Road via North Loop (Branch Speed Limit).  
Over junction towards Priory Yard (Branch Speed Limit).**

25

**PAGE 76.**

**INSERT:—**

**DAIRYCOATES WEST AND HESSLE ROAD (NORTH BRANCH)**

**NORTH BRANCH**

**Dairycoates**

—

—

30

30

**MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.**

**West**

**(Priory Yard Exit)**

—

20

**Over junction (at 0 miles 22 chains) towards New Inward Yard via North Loop (Branch Speed Limit).**

**(See page 75**

**for Hessle**

**Haven to**

**Dairycoates**

**West via**

**Priory Yard**

**and below for**

**North Loop)**

**Hessle Road**

—

994

20

—

**Over junction towards Thornhill (L. N.W. Junction) to Hull (Paragon) Line.  
0 miles 40 chains (North Branch Mileage) to 1 miles 76 chains Hull to Selby Mileage).**

**(See page 77**

**for Hessle**

**Road to**

**Alexandra**

**Dock S.B.)**

15

—

**0 miles 51 chains to 0 miles 54½ chains.**

**\* Controlled Colour light signalling (Permissive)**

**INSERT:—**

**NORTH LOOP**

**NORTH LOOP**

20

20

**MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.**

**Dairycoates**

**West (North**

—

—

**Branch Line)**

**(See page 75**

**for Hessle**

**Haven to**

**Dairycoates**

**West via**

**Inward Yard**

**and above for**

**North Branch)**

**Dairycoates**

—

468

**West**

**(Hessle Haven**

**to Dairycoates**

**West line via**

**Inward Yard)**

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—continued**  
**"TABLE A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
											L—long		S—short	
											Down		Up	
	Stations and Signal Boxes													
	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
	<b>HESSLE ROAD TO DAIRYCOATES EAST</b> <b>PAGE 76.</b> <b>DELETE:—Table and INSERT following:—</b> <b>DAIRYCOATES EAST TO HESSLE ROAD</b> <b>DAIRYCOATES EAST AND HESSLE ROAD</b> <b>Hull</b> Dairycoates East (See page 73 for Hesse East to Manor House) <b>Hesse Road</b> (See Page 40 for Thornhill L.N.W. Junction to Hull Paragon and pages 69 for Hesse Road to Cottingham South and below for Hesse Road to Dairycoates West and Page 77 for Hesse Road to Alexandra Dock)													
	—	—					10	10	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.					
	—	819						20	Over junction towards Dairycoates West (Branch Speed Limit) CW. Up Goods line, 440 yards before reaching Up Dairycoates East Home Signals.	Dairycoates Level				
	* Up line controlled Colour Light Signalling (Permissive). Down Line No Block.													

PAGES 76/77 (Page II, No. I Supplement).

**DAIRYCOATES WEST TO HULL HESSLE ROAD.**

**AMEND:—** Line heading and sub-heading to read DAIRYCOATES WEST to HESSLE ROAD (SOUTH BRANCH)

**DELETE:—** Additional running lines in Up and Down direction between Dairycoates West and Hessle Road.

**INSERT:—** asterisk in first column and add note "Controlled Colour Light Signalling" (Permissive).

**Hull**

Hessle Road

809

**AMEND:—**

**HESSLE ROAD TO ALEXANDRA DOCK SIGNAL BOX**

PAGE 77 (Page II, Supplement No. I).

**DELETE:—** NEPTUNE STREET TO ALEXANDRA DOCK SIGNAL BOX Table on this page and **SUBSTITUTE** following:—

**HESSLE ROAD TO ALEXANDRA DOCK SIGNAL BOX**

**HESSLE ROAD AND SPRINGBANK SOUTH**

**Hull**

Hessle Road  
(See page 40  
for Thornhill  
L.N.W. Junc-  
tion to Hull  
Paragon page 69  
for Hessle Road  
to Cottingham  
South page 76  
Hessle Road to  
Dairycoates  
East and North  
Branch and  
above for Dairy-  
coates West to  
Hessle Road)

— —

30

30

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

20

0 miles 8 chains to 0 miles 0 chains (Hessle Road to Springbank South Mileage).

15

Over junction towards New Inwards and Priory Yard 0 miles 54½ chains to 0 miles 51 chains (North Branch Mileage).

**SPRINGBANK SOUTH AND ALEXANDRA DOCK**

**Springhead**

Springbank  
South (See page  
79 for Spring-  
bank South to  
Locomotive  
Signal Box)

— 1676

—

15

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

—

20

4 miles 59 chains to 4 miles 37 chains (Alexandra Dock to Springbank South Mileage).

Over junction towards Spring bank West, 2 miles 24 chains to 2 miles 40 chains (Neptune Street to Springbank West Mileage).

Springbank  
North (See  
page 79 for  
Springbank  
North to West  
page 78 Spring-  
bank North to  
Locomotive  
Signal Box and  
page 69 for  
Springbank  
North to  
Walton Street)

— 786

—

15

Over junction towards Springbank West (Branch Speed Limit).

30

Over junction towards Locomotive Signal Box (Branch Speed Limit).

CW. Up South Branch, 308  
yards before reaching  
Springbank South Up  
Home Signal.

Level

CW. Down line, 1,210  
yards before reaching  
Sculcoates Down Home  
Signal.

200

Over junction towards Walton Street (Branch Speed Limit).

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—continued**  
**"TABLE A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles					
											L—long		S—short		C—crow	
											Down		Up		For	
	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<b>PAGE 78 (Page 11, Supplement No. 1)</b> <b>HESSLE ROAD TO ALEXANDRA DOCK</b> Sculcoates <b>AMEND:—</b> This signal box to be opposite																
							20	—								
							15	15								Over junction towards Cannon Street Goods (Branch Speed Limit). Over junction to and from Sculcoates Goods Station (Branch Speed Limit).
<b>STAIRFOOT JUNCTION TO UPTON &amp; NORTH ELMSALL ETC.</b> <b>PAGE 85.</b> Cudworth Yard South <b>DELETE:—</b> Additional running lines between Yard South and Yard North. Yard North <b>INSERT:—</b> 'A' in "Description of Block Signalling etc." between Yard North and Monckton Empty Sidings.																
Upton and North Elmsall Wrangbrook																
<b>AMEND:—</b>	1	456														
<b>GOOLE (ENGINE SHED) TO GOOLE (POTTERS GRANGE)</b> <b>PAGE 91.</b> <b>INSERT:—</b> 'A' in "Description of Block Signalling" column—indicating Absolute Block is in operation between Goole Engine Shed and Potters Grange.																
<b>PAGE 100 (Page 14, Supplement No. 1).</b> <b>AMEND:—</b> Line heading <b>OAKENSHAW SOUTH TO CROFTON EAST</b> to read: <b>OAKENSHAW NORTH TO CROFTON EAST</b>																

Electric  
Token

**CARCROFT STATION TO SKELLOW JUNCTION**  
**PAGE 108.**  
Carcroft  
Station  
**INSERT:—**

**CARCROFT SKELLOW JUNCTION TO BULLCROFT**  
**PAGE 109 (Page 16, Supplement No. 1).**

**DELETE:—**existing table and **INSERT:—**  
**CARCROFT SKELLOW JUNCTION TO BULLCROFT**

Carcroft Skellow Junction	—	—
Bullcroft	1	1474

**WAKEFIELD (WESTGATE) TO LAISTERDYKE ETC.**  
**PAGE 113.**  
Drighlington  
Adwalton  
Junction  
**AMEND:—**

Station		
---------	--	--

**DELETE:—**Signal box and all relevant details.

Birkenshaw Station <b>AMEND:—</b>	1	434
-----------------------------------------	---	-----

**NEWMARKET COLLIERY AND THORPE BRANCHES**  
**PAGE 117.**  
**DELETE:—**ROBIN HOOD AND THORPE Table

**PAGE 118.**  
**ARDSLEY TO ADWALTON, ETC.**  
Drighlington  
Adwalton  
Junction  
**AMEND:—**

**BRADFORD ST. DUNSTANS TO CULLINGWORTH ETC.**  
**PAGE 125.**  
**INSERT:—**BRADFORD ST. DUNSTANS WEST JUNCTION  
TO CULLINGWORTH

**PAGES 125/126/127**

**AMEND:—**"Description of Block Signalling, etc." column between **Great Horton Station** and **Cullingworth Station** to read "One Engine in Steam",  
also **AMEND** Double line under "Additional Running lines" column to be a single line.

— 10 160 miles 19 chains to 160 miles 14 chains.

# **MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE**

C. Down line, 540 yards  
before reaching Home  
signal. 42

C. Down line, 540 yards  
before reaching Home  
Signal. 99

25 25 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES AND SINGLE LINE

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
											L—long		S—short	
											Down		Up	
	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
<b>PAGE 126.</b> <b>DELETE:—</b> All catch points on this page. <b>AMEND:—</b> Speed restriction.  <b>PAGE 127.</b> <b>Wilsden</b> <b>Station</b> <b>DELETE:—</b>  <b>Cullingworth</b> <b>Station</b> <b>DELETE:—</b>  <b>CITY ROAD GOODS BRANCH</b> <b>Horton Park</b> <b>Junction</b> <b>DELETE:—</b>  <b>PAGE 129 (Page 17, Supplement No. 1)</b> <b>Low Moor</b> <b>No. 1</b> <b>INSERT:—</b> the word "point" after "fouling" in catch points column.  <b>HEBDEN BRIDGE TO NORMANTON GOOSE HILL</b> <b>PAGES 136/137</b> <b>Thornhill</b> <b>Midland</b> <b>Junction</b> <b>DELETE:—</b> All additional running lines between Midland Junction and Healey Mills East and all engine whistles. <b>Healey Mills</b> <b>West</b> <b>DELETE:—</b> Signal Box and all relevant details including speed restriction. <b>10</b> — <b>Over connection Slow to Fast 43 miles 0 chains to 43 miles 5 chains.</b> <b>East</b> <b>AMEND:—</b> 1 1636 <b>DELETE:—</b> Additional Down Goods line between Healey Mills East and Horbury & O. Station. <b>Horbury &amp; O.</b> <b>AMEND:—</b> to read <b>Horbury</b> , also to read <b>Horbury</b> in Note.							<b>15</b> (Both directions)		<b>195 miles 72 chains to 196 miles 9 chains.</b>  C. Up line 865 yards before reaching Home signal.	85				
									C. Up line 300 yards before reaching Home signal.	55				
									C. Down line, opposite Signal Box.	88 (falling)				



**DIGGLE TO MIRFIELD, ETC.****PAGE 142.****Huddersfield**

Hillhouse No. 4

**AMEND:—**To show that this box signals only one of the Up Goods lines and only one of the Down Goods lines.

Red Doles

**AMEND:—**To show that this box signals Slow lines only.**DARFIELD TO LEEDS CITY NORTH, ETC.****PAGE 159.****Normanton**

St. Johns

Colliery Siding

**DELETE:—** Signal box and all relevant details.

Goose Hill

**AMEND:—** Distance to read 1 mile 767 yards.**MIRFIELD No. 3 TO LOW MOOR No. 2 WEST, ETC.****PAGE 151.****Liversedge**

(Central)

Station

**DELETE:—**Signal Box and all relevant details.

Cleckheaton

Central

South

**AMEND:—**2 miles 666 yards.**INSERT:—****LEEDS CITY NORTH TO SKIPTON, SNAYGILL****PAGE 165.****Newlay**

Station

**INSERT:—****Apperley**

Bridge

Apperley

Junction

**INSERT:—****APPERLEY JUNCTION TO EMBAY JUNCTION, ETC.****PAGE 171.****Guisley**

Station

**DELETE:—**C. Down line 1 mile 1,560  
yards before reaching  
Home signal.

99

55  
5555  
55Fast lines 199 miles 29 chains to 200 miles 24 chains.  
Slow lines 199 miles 27 chains to 200 miles 24 chains.

4L

4L

Light engines for Engine  
Shed Junction direction.CW. Down line 234 yards  
before reaching Starting  
signal.

260

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—continued**  
**"TABLE A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long      S—short      C—crow					
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
													Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
One Engine In Steam	<b>YEADON BRANCH</b> <b>PAGE 172.</b> Yeadon Station <b>DELETE:—</b> (Staff Station).																	
	<b>GRASSINGTON BRANCH</b> <b>PAGE 175.</b> <b>AMEND:—</b> "Description of Block Signalling, etc." column to read "One engine in steam". Grassington Station <b>DELETE:—</b> Block Post indication.																	
	<b>PAGE 177.</b> <b>DELETE:—KEIGHLEY STATION TO OXENHOPE Table</b> <b>DELETE:—INGROW EAST BRANCH (GOODS LINE) Table</b>																	
	<b>INSERT:—</b> <b>INGROW BRANCH</b> KEIGHLEY STATION JUNCTION AND INGROW EAST																	
	Keighley Station Junction Notice Board near Turntable Siding. (See page 163 for Leeds City North to Skipton, Snaygill.) Ingrow East	1	294															
									20 (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE							
									15 (Both directions)		0 miles 0 chains to 0 miles 4 chains.							

**TABLE C**  
**LINES WORKED UNDER "NO BLOCK" REGULATIONS**

**PAGE 178.**

**DARFIELD STATION TO LEEDS CITY NORTH, ETC.**

**DELETE:—** Carlton Main Sidings      Carlton Exchange Siding      Up reception.  
(South End)

**DELETE** heading **INGROW EAST BRANCH** and both entries under this heading.

**TABLE E**  
**LOCAL CODES OF ENGINE WHISTLES**

**CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL), ETC.**

**PAGE 180.**

**Ardsley**  
Spring Lane

**DELETE:—**Engine Whistles.  
South

**DELETE:—**Engine Whistles.

**PAGE 185.**

**Cudworth**  
Yard South.

**AMEND:—**First item to read "Through Siding to and from Storage Siding".  
Second item to read "Through Siding to and from Midland Exchange".  
Yard North.

**AMEND:—**First item to read "To and from Up Through Siding and Empty Sidings".  
Fifth item to read "To and from Down Through Siding and Empty Sidings".

**TABLE F**  
**PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 187 (Page 27, Supplement No. 1)</b>			
<b>CARCROFT (CASTLE HILLS) TO LEEDS CENTRAL, ETC.</b>			
<b>DELETE:—</b>			
†Spring Lane .. ..	Ardsley South .. ..	Down Goods ..	Wagons.
†Ardsley South .. ..	Spring Lane .. ..	No. 2 Up Goods ..	18 wagons.
<b>AMEND:—</b>			
Leeds "B" .. ..	Leeds "A" .. ..	Down .. ..	5 Empty Coaching Stock vehicles or Parcels Vans in clear weather only. 1 vehicle fitted with continuous brake with or without brake van in all weathers.
<b>LEEDS (CENTRAL) 'B' TO NORTHALLERTON, ETC.</b>			
<b>AMEND:—</b>			
Wortley North .. ..	Leeds 'B' .. ..	Up .. ..	5 Empty Coaching Stock vehicles or Parcels Vans in clear weather only. 1 vehicle fitted with continuous brake with or without brake van in all weathers.
<b>LEEDS (CENTRAL) TO NORTHALLERTON (CORDIO JUNCTION), ETC.</b>			
<b>AMEND:—</b>			
†Geldard .. ..	Wortley North .. ..	Down Main .. ..	2 Horse Boxes (conveying Grooms or Attendants). Freight wagons, fish wagons, parcels vans and Empty Coaching Stock.
<b>PAGE 189.</b>			
<b>PILMOOR TO MALTON (SCARBOROUGH ROAD)</b>			
<b>AMEND to read:—</b>			
Coxwold .. ..	Husthwaite Gate .. ..	Single .. ..	6 wagons.
Malton East .. ..	Scarborough Road Bacon Factory Sidings	Down Main .. ..	6 wagons with or without brake van.
<b>INSERT:—</b>			
Malton East	Scarborough Road Bacon Factory Sidings	Up Main in Down direction	6 wagons, with or without brake van. (See local instructions.)
<b>INSERT:—</b>			
Scarborough Road .. ..	Amotherby .. ..	Single .. ..	6 freight wagons.
<b>STARBECK NORTH TO BILTON</b>			
<b>AMEND:—</b>			
Bilton .. ..	Starbeck North .. ..	Up .. ..	6 Empty Coaching Stock vehicles in clear weather only.
<b>PAGE 190.</b>			
<b>DELETE:—</b>			
<b>CASTLEFORD (OLD STATION) TO GARFORTH</b>			
Allerton Main	Kippax Station .. ..	Down direction ..	5 freight wagons.

**TABLE F**  
**PROPELLING TRAINS OR VEHICLES—continued**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 192 (Page 29, Supplement No. 1)</b>			
<b>HULL YARDS, ETC.</b>			
<b>AMEND:—</b>			
†Hessle Road .. ..	Dairycoates West ..	Up North and South lines	} Freight wagons with or without brake van.
†Dairycoates West ..	Hessle Road .. ..	Down North and South lines	
<b>DELETE:—</b>			
†Springbank West .. ..	Springbank South ..	Down .. ..	Freight wagons with or without brake van.
<b>INSERT:—</b>			
†Springbank West .. ..	Springbank South ..	Down .. ..	Empty Coaching Stock or Freight wagons with or without brake van.
<b>STAIRFOOT JUNCTION TO UPTON AND NORTH ELMSALL, ETC.</b>			
<b>DELETE:—</b>			
Cudworth Yard South ..	Cudworth Yard North ..	Down Goods ..	} Freight wagons.
Cudworth Yard North ..	Cudworth Yard South ..	Up Goods .. ..	
<b>PAGE 193.</b>			
<b>MOORHOUSE AND SOUTH ELMSALL BRANCHES</b>			
<b>AMEND:—</b>			
Moorhouse Junction ..	Moorhouse and South Elmsall	Single .. ..	45 freight wagons. Clear weather only.
<b>PAGE 197.</b>			
<b>BRADFORD (ST. DUNSTONS) TO CULLINGWORTH, ETC.</b>			
<b>AMEND:—</b>			
Cullingworth Sidings ..	Cullingworth Station ..	Single .. ..	12 wagons. The brakes of every alternate wagon must be pinned down.
<b>PAGE 198.</b>			
<b>HEBDEN BRIDGE TO NORMANTON GOOSE HILL</b>			
<b>DELETE:—</b>			
†Healey Mills East .. ..	Horbury & Ossett Station	Down Goods ..	40 wagons.
<b>PAGE 199.</b>			
<b>PENISTONE NORTH (EXCL.) TO SPRINGWOOD JUNCTION, ETC.</b>			
<b>DELETE:—</b>			
Shepley Station .. ..	Clayton West Junction ..	Up .. ..	30 freight wagons without brake van or 6 Empty Coaching Stock, in clear weather only.
<b>PAGE 199 (Page 30, Supplement No. 1)</b>			
<b>FARNLEY JUNCTION TO WHITEHALL ROAD, ETC.</b>			
<b>AMEND:—</b>			
Copley Hill No. 3 .. ..	Leeds Central 'B' ..	Down .. ..	12 freight vehicles with 20-ton brake van.
Leeds Central 'B' .. ..	Copley Hill No. 3 ..	Up .. ..	20 freight vehicles with 20-ton brake van.
<b>PAGE 200.</b>			
<b>DARFIELD STATION TO LEEDS CITY NORTH, ETC.</b>			
<b>DELETE:—</b>			
Carlton Main Sidings ..	Carlton Exchange Siding	No. 1 and 2 Receptions	1 brake van during fog or falling snow.
<b>PAGE 201.</b>			
<b>LEEDS CITY NORTH TO SKIPTON (SNAYGILL)</b>			
<b>INSERT:—</b>			
†Keighley, Thwaites Junction	Keighley, Station Junction	Down Main .. ..	5 wagons.
<b>PAGE 202.</b>			
<b>DELETE heading KEIGHLEY STATION TO OXENHOPE and all entries under this heading.</b>			
<b>DELETE heading INGROW EAST BRANCH and entry under this heading.</b>			
<b>INSERT:—</b>			
<b>INGROW BRANCH</b>			
Keighley Station Junction	Ingrow East .. ..	Single .. ..	Freight trains.

**TABLE G**  
**WORKING IN WRONG DIRECTION**

From	To	Line		Remarks
		Down	Up	
<b>PAGE 203.</b> <b>SHAFTHOLME TO NORTH ALLERTON, ETC.</b>				
<b>AMEND:—</b>				
York Yard South .. .. .	Holgate .. .. .	Goods	—	Light Engine or Engine propelling not more than 6 Freight wagons.
		Leeds Goods	—	Light Engines only.
<b>PAGE 204.</b> <b>CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL) ETC.</b>				
<b>DELETE:—</b>				
Ardley, Spring Lane .. .. .	Ardley South .. .. .	—	No. 1 Goods	May be drawn only.
Ardley Station .. .. .	Ardley South .. .. .	No. 2 Goods	—	May be drawn only.
<b>THORNHILL L.N.W. JUNCTION TO HULL (PARAGON), ETC.</b>				
<b>INSERT:</b>				
Batley, Lady Anne Crossing ..	Batley, Birstall Junction ..	Through Siding	—	—
<b>PAGE 205.</b> <b>STAIRFOOT JUNCTION TO UPTON &amp; NORTH ELMSTALL, ETC.</b>				
<b>DELETE:—</b>				
Cudworth Yard South .. .. .	Cudworth Yard North .. .. .	—	Goods	—
Cudworth Yard North .. .. .	Cudworth Yard South .. .. .	Goods	—	—
<b>PAGE 207.</b> <b>HEBDEN BRIDGE TO NORMANTON GOOSE HILL</b>				
<b>DELETE:—</b>				
Healey Mills West .. .. .	East .. .. .	—	Goods	—
Horbury & Ossett Station .. ..	Healey Mills East .. .. .	Goods	—	Freight wagons without brakevan.
<b>AMEND:—</b>				
Healey Mills East .. .. .	Horbury Station .. .. .	—	Goods	Freight wagons for Hartley Bank Colliery without brakevan.
<b>PAGE 208.</b> <b>PENISTONE NORTH (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JUNCTION, ETC.)</b>				
<b>DELETE:—</b>				
Clayton West .. .. .	Shepley Station .. .. .	—	Main	30 Freight wagons; in clear weather only. May be drawn only.
<b>MIRFIELD NO. 3 TO LOW MOOR NO. 2 WEST, ETC.</b>				
<b>AMEND:—</b>				
Low Moor No. 5 .. .. .	No. 2 West .. .. .	—	Passenger	Coaching stock without brakevan, Freight wagons.
<b>DARFIELD STATION TO LEEDS CITY NORTH, ETC.</b>				
<b>DELETE:—</b>				
Carlton Exchange Sidings (South End)	Carlton Main Sidings .. ..	—	Nos. 1 and 2 Up Receptions	Freight vehicles without brakevan.

**TABLE H.I**  
**WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 209.</b> <b>CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL), ETC.</b>			
<b>DELETE:—</b>			
Ardley (Spring Lane) .. .. .	Ardley South .. .. .	Down Goods Nos. 1, 2, 3 and Spur.	30 wagons.
Ardley South .. .. .	Ardley (Spring Lane) .. ..	Up Goods Nos. 1 and 2	50 wagons.
Ardley South .. .. .	Ardley Station .. .. .	Down Goods Nos. 1 and 2	35 for Down Yard or Yorkshire Iron Co.'s Siding.
Ardley Station .. .. .	Ardley South .. .. .	Up Goods Nos. 1, 2 and 3	50 Wagons.
<b>PAGE 214.</b> <b>HEBDEN BRIDGE TO NORMANTON GOOSE HILL</b>			
<b>DELETE:—</b>			
Healey Mills West .. .. .	East .. .. .	Down Slow	20 wagons.
<b>INSERT:—</b>			
Healey Mills East .. .. .	Horbury Station .. .. .	Down Fast and Down Slow	6 Freight vehicles.

**TABLE H.2**  
**WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND**  
**STATION LIMITS**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 216.</b>			
<b>INSERT:—</b>			
<b>CARCROFT (CASTLE HILLS)</b>	<b>TO LEEDS CENTRAL, ETC.</b>		
Leeds "B" .. .. .	Leeds "A" .. .. .	Down .. .. .	5
Leeds "A" .. .. .	Leeds "B" .. .. .	Up .. .. .	5
<b>LEEDS CENTRAL "B" TO NORTHALLERTON, ETC.</b>			
Wortley Junction .. .. .	Wortley North .. .. .	Down Fast and Down Slow to Down Main	During fog or falling snow 1 vehicle only.
Leeds "B" .. .. .	Wortley North .. .. .	Down .. .. .	5
Wortley North .. .. .	Leeds "B" .. .. .	Up .. .. .	5
<b>PAGE 217.</b>			
<b>DARFIELD STATION TO LEEDS CITY NORTH, ETC.</b>			
<b>AMEND:—</b>			
Leeds City West .. .. .	Leeds City Junction .. .. .	Up .. .. .	P.2 in clear weather only. One vehicle during fog or falling snow.
Leeds City (Wellington) .. .. .	Leeds City Junction .. .. .	South Dep. .. .. .	
		North Dep. .. .. .	
<b>LEEDS CITY NORTH TO SKIPTON (SNAYGILL)</b>			
<b>AMEND:—</b>			
Leeds City Junction .. .. .	Wortley Junction .. .. .	Down Fast and Down Slow	10 vehicles in clear weather only and 1 vehicle only during fog or falling snow.

PAGE 218.

**TABLE J****LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133.****AMEND** first and second paragraphs to read as follows:—

Any type of locomotive may assist a train in the rear provided the maximum speed of the train, while being assisted, does not exceed that specified for the locomotive with the lower maximum speed. **DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVES MUST NOT EXCEED 20 M.P.H.**

Unless otherwise specially authorised a steam locomotive assisting in rear of a train must be coupled to the train.

**A DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVE HOWEVER MUST ON NO ACCOUNT BE COUPLED TO THE TRAIN.**

**EXPLANATION OF REFERENCES:—**

**DELETE:—** D. Slip coupling must be used, etc.  
E. During fog or falling snow, etc.

**AMEND:—** N. Assisting STEAM locomotive must not be coupled to train..

**INSERT:—** M. **A DIESEL MECHANICAL/HYDRAULIC OR DIESEL ELECTRIC SHUNTING LOCOMOTIVE** is authorised to assist, but must not be coupled to the train.

From	To	Class of train	Conditions	Remarks
<b>PAGE 220.</b>				
<b>RILLINGTON TO WHITBY TOWN, ETC.</b>				
<b>DELETE:—</b>				
Pickering (Bridge Street) ..	Goathland (Summit) ..	F	—	See also local instructions on page 290.
Goathland Station ..	Goathland (Summit) ..	PF	—	
<b>PAGE 222.</b>				
<b>HOLBECK TO BRADFORD, ETC.</b>				
<b>DELETE:—</b>				
Bradford Exchange ..	Dudley Hill ..	ECS	—	—
Bradford Goods ..	Dudley Hill ..	F	N	—
<b>INSERT:—</b>				
Bradford Exchange ..	Birkenshaw ..	ECS	—	—
Bradford Goods ..	Birkenshaw ..	F	N	—
(Adolphas Street)				

**TABLE M**  
**PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNAL ON FALLING GRADIENTS—**  
**RULE 114 (c).**

Signal Box	Line	Remarks
<b>PAGE 227.</b>		
<b>CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL), ETC.</b>		
<b>DELETE:—</b>		
Ardsley South .. .. .	Down Goods Nos. 1 and 2 ..	—
<b>PAGE 228.</b>		
<b>DELETE:—</b>		
<b>KEIGHLEY STATION TO OXENHOPE</b>		
Keighley West .. .. .	Down .. .. .	Clear weather only.

**TABLE O**

**ATTACHING OF VEHICLES BEHIND REAR BRAKE VAN OF PASSENGER, EMPTY COACHING STOCK  
PARCELS, FISH, FRUIT, ETC., AND CLASS 'C' (FULLY FITTED) FREIGHT TRAINS**

**PAGE 231 (Page 34, Supplement No. I).**

**AMEND** paragraph (b) to read:—

On other trains the vehicles are fitted with the automatic brake, or not less than half the vehicles are so fitted, the remainder being piped only, in which case the last two vehicles must be fitted with the automatic brake. **The total number of piped only vehicles on the train must not exceed the proportion laid down on page 7 of Supplement No. 1 to the General Appendix to Working Timetables and books of Rules and Regulations.**

**AMEND** paragraph (d) to read:—

The automatic brake is coupled up and in use throughout the train and the last vehicle is fitted with a tail lamp bracket.

**TABLE P**  
**LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN**

Name of Crossing	Situated at or between	Remarks
<b>PAGE 233.</b>		
<b>INSERT:—</b>		
<b>PILMOOR TO GILLING</b>		
Hustwaite Gate .. .. .	Pilmoor and Coxwold .. .. .	—
Coxwold .. .. .	Coxwold .. .. .	—
Ampleforth .. .. .	Coxwold and Gilling .. .. .	—
<b>DELETE:—</b>		
<b>SWINTON (DEARNE JUNCTION) TO BURTON SALMON ETC.</b>		
Mill Lane .. .. .	Brackenhill and Hemsworth Colliery ..	—
<b>PAGE 234 (Page 35, Supplement No. I).</b>		
<b>DELETE:—</b>		
<b>KEIGHLEY STATION TO OXENHOPE</b>		
Damens .. .. .	Keighley and Oakworth .. .. .	Gate Keys attached to Train Staff.
Oakworth .. .. .	Keighley and Haworth .. .. .	Gate Keys attached to Train Staff.
<b>DELETE:—</b>		
<b>STAINLAND BRANCH</b>		
West Vale .. .. .	Greetland and Stainland .. .. .	—

**TABLE S2**  
**TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF  
RAILWAY TO THE TOKEN OR STAFF STATION IN REAR**

**PAGE 237.**

**DELETE:—**

GRASSINGTON BRANCH entry.

**PAGE 241 (Page 36, Supplement No. I).**

**INSERT:—**the word **INSERT** opposite **TABLE Z**.

**GENERAL INSTRUCTIONS****PAGE 242 (Page 37, Supplement No. 1).****DELETE:—FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM AND SUBSTITUTE FOLLOWING:—****FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM**

1st CHARACTER indicates CLASSIFICATION of train in accordance with the General Appendix Instructions.

2nd CHARACTER indicates DESTINATION AREA or REGION of all trains except local freight trains and light engines, dealt with below.

The letters have been allocated as follows:—

**(i) Inter Regional Trains**

Letter Denotes

**A** East Coast Passenger Trains.

Denotes destination in—

**E** Eastern Region.**M** London Midland Region.**N** North Eastern Region.**O** Southern Region.**S** Scottish Region.**V** Western Region.**F** For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) passing between Scottish Region (East Coast Route), North Eastern and Eastern Regions.**T** For use on Inter-Regional or Local Freight Trip working (See Note 2).**X** For use on Inter-Regional Excursion, Military and Special Trains (Freight or Passenger) to and from the London Midland Region, also to and from the Western, Southern and Scottish Region via the London Midland Region.**(ii) Trains running within the North Eastern Region—****B** York District.**C** Wakefield District.**D** Middlesbrough District.**G** Newcastle District.**H** Hull District.**L** Leeds District.**J** Local Freight Trip working.**P** Local Freight Trip working.**K** Freight trains running entirely within one district. Also in the Wakefield and Leeds Districts may be local freight trips working trips based in the Wakefield District.**Z** For use on Excursion, Military and Special Trains (Freight or Passenger) within the North Eastern Region irrespective of destination area.**(iii) Special Number—****1Z99** Breakdown van train or snowplough going to clear the line, or light engine going to assist disabled train.**2Z99** Breakdown van train not going to clear the line.**5Z08** Elliott Track Recorder—when not recording.**6Z06** Matisa Track Recording Trolley—when not recording.**6Z07** Weed-killing Train.**8Z01** Matisa Automatic Tamping or Cleaning Machine (not stopping in section).**8Z02** Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—1).**8Z03** Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—2).**8Z04** Train conveying Out-of-gauge or Exceptional load (Bell signal 2—6—3).**8Z05** Trolley requiring to go into or pass through tunnel.**8Z06** Matisa Track Recording Trolley (when recording).**8Z08** Elliott Track Recording Trolley (when recording).**9Z01** Officers Special, Matisa Automatic Tamping or Cleaning machine requiring to stop in section.

3rd and 4th CHARACTERS indicate IDENTITY NUMBER OF INDIVIDUAL TRAINS.

All trains of classification 1, 4, 5, 6, 7, 8 have been given an individual number in the series 00–99.

All trains of classification 2 are indicated by a route number which applies in both direction of travel for local services including short distance Inter-Regional and Inter-District trains. The latter to be altered to indicate the destination Region or area of the train. The list of sections and Route Numbers is shown in the Working Timetable.

All trains of classification 3 PARCELS TRAINS have been given an individual number in the series 00–29. All trains of classification 3 EMPTY STOCK TRAINS have been given an individual number in the series 30–49. This does not include Passenger trains which run empty to or from Carriage Sidings when the train number, preceded by "3" should be exhibited.

Trains allocated letters F, X, or Z will have numbers from 00–99 allocated as appropriate.

**LOCAL FREIGHT TRIP WORKING**

Local Freight Trip working will carry the appropriate letter and number throughout the working. The classification is normally "9" but this may be altered as shown in the "Local Traffic Engine" circulars. Any special local instructions will be published locally.

**PAGE 243.****SNOW PLOUGHS****I. INDEPENDENT PLOUGHS****(b) Operating Instructions.****AMEND** signalling of snow ploughs "When proceeding to or from shops or being transferred from one point to another for distribution purposes" to read . . . As Class 8 train (1–4).**SNOW CLEARANCE ARRANGEMENTS  
OTHER EQUIPMENT****PAGE 245.****DELETE:—**

Horbury (Millfield Road)

I Steam Lance.

**INSERT:—**

Horbury Junction

I Steam Lance.



## ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN)

## GENERAL INSTRUCTIONS

## BREAKDOWN TRAIN ARRANGEMENTS

PAGE 247.

## HULL OPERATING DISTRICT

## BREAKDOWN CRANES.

DAIRYCOATES

No. 157.

25 tons (steam)

**AMEND:**—Goole and Hensall to read. Goole and Hensall Junction exclusive.

WAKEFIELD

No. 160

30 tons (steam)

**DELETE:**—Hensall exclusive and Knottingley exclusive etc.

PAGE 248.

## TOOL VANS

DAIRYCOATES

HULL

**AMEND:**—Goole and Hensall inclusive to read Goole and Hensall Junction exclusive.

WAKEFIELD

(Wakefield District)

**DELETE:**—Knottingley Depot East and Hensall Junction exclusive.

PAGE 249.

## WAKEFIELD OPERATING DISTRICT

WAKEFIELD

No. 160

30 tons (steam)

**AMEND:**—Wakefield East and Knottingley including Turner's Lane and Whitham's Siding to read Wakefield East and Hensall Junction inclusive including Turner's Lane and Whitham's Siding.

PAGE 250.

## TOOL VANS.

WAKEFIELD

**DELETE:**—Hull District in the Remarks column.**AMEND:**—Knottingley Depot East and Hensall Junction to read Knottingley Depot East and Hensall Junction inclusive.

PAGE 251.

## LEEDS OPERATING DISTRICT

## BREAKDOWN CRANES.

LEEDS HOLBECK:—**DELETE:**—Birstall Branch.

PAGE 253.

## TOOL VANS.

FARNLEY:—**DELETE:**—Birstall Branch.

PAGE 255 (Page 39, Supplement No. 17).

## Instructions Re Working of Diesel Braking Tenders.

**ADD** to Clause 3:—

When a locomotive is attached to a braking tender, the coupling of the locomotive must be used. When it is required to couple a train to a braking tender, the coupling of the train vehicle must be used. A screw coupling is provided in the box fitted on the braking tender, but this must be used only in the case of an emergency.

**AMEND** Clause 9 to read:—

"In the calculation of train loads the diesel braking tender should be regarded as part of the locomotive and not counted in the train load either in weight or in the number of wagons. For purposes of length calculation it should be regarded as equal to two wagons."

## ENGINEER'S RAIL MOTORS

## BETWEEN

## SIGNAL BOX

## SIGNAL BOX

PAGE 259 (Page 40, Supplement No. 1).

**DELETE:**—Crimple**INSERT:**—Crimple**INSERT:**—Heaton Lodge Junction

Harrogate South

Nidd Bridge

Hebden Bridge

PAGE 263.

**INSERT:**—

## RULE 55.

Position light signals as referred to in Rule 35 (b) (iii) are not provided with the sign shown in diagram No. 2 on page 64 of the Rule Book and the provisions of Rule 55 (b) (i) do not apply.

PAGE 263 (Page 40, Supplement No. 1).

The words **PAGE 263** in Supplement No. 1 should appear above **AMEND:—REFERRING TO THE NOTES TO RULE 55 APPEARING ON PAGES 63, 64 AND 65 OF THE RULE BOOK.**

PAGE 264.

INSERT:—

**RULE 177—REPORTING OF ACCIDENTS.**

When a locomotive fails due to a defect or fault, the person carrying out the instruction contained in Rule 177 should make certain that information is also given whether the locomotive is capable of being moved. If the Driver is not in a position to give this information when the Rule is being carried out he should at the first available opportunity after he has ascertained the extent of the failure, see that the information is given to the nearest Signaller as to what is required in the way of assistance and whether his locomotive is capable of being moved.

PAGE 266.

**GONGS IN TUNNELS**

DELETE:—

Morley Low

Down

50 yards on the Batley side of the Down Distant signal.

PAGE 268 (Page 41, Supplement No. 1).

**WARNING DEVICE FOR NON-STEAM LOCOMOTIVES AND MULTIPLE-UNIT STOCK**

DELETE:—This item as it now appears in the General Appendix Supplement.

PAGE 268 (Page 42, Supplement No. 1).

**WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS**

Trains formed entirely of other than Light Weight Units.

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
<b>AMEND:—</b>			
Harrogate—York (both directions)	2 cars	300 BHP	1 vehicle 17 tons gross.
	4 cars	600 BHP	1 or 2 vehicles 34 tons gross.
Ilkley to Leeds via Guiseley	2 cars	600 BHP	1 vehicle, 17 tons gross.
(both directions)	4 cars	1200 BHP	1 or 2 vehicles, 34 tons gross.
	3 cars	720 BHP	1 vehicle, 17 tons gross.
	6 cars	1440 BHP	1 or 2 vehicles, 34 tons gross.
<b>INSERT:—</b>			
Skipton—Leeds (both directions)	2 cars	600 BHP	1 vehicle, 17 tons gross.
	3 cars	720 BHP	1 or 2 vehicles, 34 tons gross.
Doncaster—Leeds	2 cars	600 BHP	1 vehicle, 17 tons gross.
	3 cars	720 BHP	1 or 2 vehicles, 34 tons gross.
	4 cars	1200 BHP	1 or 2 vehicles, 34 tons gross.
Bridlington—Selby (via Market Weighton)	2 cars	300 BHP	1 vehicle, 17 tons gross.

PAGE 269.

Clause 8 (Propelling).

DELETE:—

Falsgrave (Middle line or No. 1 Excursion Platform line) to No. 1A Platform.

PAGE 269.

**CONVEYANCE OF DIESEL MULTIPLE UNITS BY STEAM HAULED TRAINS**

ADD as second paragraph:—

In those instances where it is not possible to attach a tail lamp to the rear of the Diesel Multiple Unit, **ONE** D.M.U. vehicle, without tail lamp brackets, may be marshalled inside one vehicle not exceeding 17 tons gross weight on which a tail lamp can be correctly displayed.

PAGE 270 (Page 45, Supplement No. 1)

The item regarding **HAULING OF "DEAD" LOCOMOTIVES, ETC.** already appears on page 269 of the Sectional Appendix, this item should be **DELETED**.

PAGE 270 (Page 45, Supplement No. 1)

**CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING STOCK AND BRAKED FREIGHT STOCK IN PASSENGER TRAINS**

INSERT:—Page 89 after words (Clause 2a).

**CONVEYANCE OF FOUR-WHEELED NON-PASSENGER-CARRYING COACHING AND BRAKED FREIGHT STOCK IN EMPTY COACHING STOCK AND PARCELS, ETC., TRAINS**

INSERT:—Page 90 after words "General Appendix".

**LOCAL INSTRUCTIONS**

PAGE 283.

**BETWEEN YORK AND NORTHALLERTON  
ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING**

AMEND:—

York Supply Area to include York Yard South.

**BRODSWORTH COLLIERY BRANCH AND SPOTBOROUGH TO UPTON AND  
NORTH ELSALL (WRANBROOK), PICKBURN & BRODSWORTH**

PAGES 284/285 AND PAGE 308.

**BRODSWORTH MAIN COLLIERY**

DELETE existing instructions and INSERT:—

Trains may be worked from Brodsworth Colliery to Castle Hills without a brake van in rear subject to the following conditions:—

1. The brake van must be attached to the engine and drawn.
2. The brakes on not less than the four rearmost wagons must be pinned down.
3. A tail lamp must be carried on the last vehicle.

Colour light signals displaying red or green aspects are provided in the Colliery Sidings as under:—

Signal No. 1—From New Running line to Empty Sidings—normal aspect RED.

Signal No. 2—From North Empty Sidings to Colliery Single line or New Running line—normal aspect GREEN.

Signal No. 3—From Colliery Installation Sidings to Colliery Single line—normal aspect GREEN.  
 Signal No. 4—From Laden Sidings to Colliery Single line—normal aspect GREEN.  
 Signal No. 5—From Landsale Sidings to Colliery Single line—normal aspect GREEN.  
 Signal No. 6—From Castle Hills Loop line to Colliery Single line—normal aspect RED.  
 Signal No. 7—From South Empty Sidings to Colliery Single line or New Running line—normal aspect GREEN.  
 Signal No. 8—From Colliery Single line to Empty Sidings—normal aspect RED.

The position of the following points is indicated on the Control Panel by an illuminated stripe and they must be all normal or all reversed as shown below before the relative signal can be cleared:—

Between New Running line and South Empty Sidings—Normal.  
 Between New Running line and North Empty Sidings—Reversed.  
 Between Colliery Single line and South Empty Sidings—Reversed.  
 Between Colliery Single line and North Empty Sidings—Normal.

The illumination of an auxiliary amber light next to the push button operated on the Control Panel will indicate that the points concerned are correctly set and that a clear aspect will be given at the signal concerned after a delay of one minute.

The Colliery Single line is track-circuited from Signal No. 8 to a point before reaching signals No. 5 and No. 6 and the New Running line is track circuited from Signal No. 1 to the fouling point with the line leading to the screens.

## TRAINS FROM CASTLE HILLS DIRECTION

On arrival of an empty train on the Loop line at the Colliery the locomotive must be detached to run round the train and whilst this is being done the Shunter must proceed to the West end of the Colliery Single line, ensure all points are in the proper position and advise the Colliery Empty Sidings Shunter of the presence of the train at No. 6 signal, and ascertain from him into which group of sidings the empties are required. On receiving an assurance that no conflicting movement will be made, the B.R. Shunter after seeing that the four points illuminated in the control panel are all set in the position required must press BUTTON No. 2 which will, after a delay of one minute, cause a GREEN aspect in No. 6 signal and No. 8 subsidiary signal to be displayed.

On No. 6 signal displaying a GREEN aspect, an electric gong fixed on a post at the East end of the Miners' Platform will sound and Drivers having rounded their trains, must not commence to propel along the Colliery Single line to the Empty Sidings until this gong is sounding.

The occupation of the track circuit ahead of No. 6 signal will cause it to return automatically to RED.

Guards of trains detaching in the Empty Sidings must ensure that wagons are not left foul of any other lines in the Sidings.

After disposing of the train in the Empty Sidings the B.R. Shunter must proceed to the Control Panel and after seeing that the four points are set in the position required must press BUTTON No. 3 if in the North Empty Sidings or BUTTON No. 4 if in the South Empty Sidings, which will, after a delay of one minute, cause a GREEN aspect to be displayed in the relative signal No. 2 or No. 7. Engines then may be allowed to proceed via the Colliery Single line to the Loaded Sidings.

In the event of the wrong button being pressed in the Control Panel the Guard or Shunter must press the button labelled "Stop", then the button labelled "Re-set", after which the correct button may be pressed as required.

Drivers of loaded trains from the Colliery with 45 wagons or more must, instead of stopping clear of the points to receive the Staff from the Guard, draw slowly forward to the notice board or the top of the gradient towards Castle Hills and bring their trains to a stand at the board where the Guard must pin down a sufficient number of brakes and hand the Staff to the Driver.

## TRAINS ARRIVING FROM PICKBURN AND BRODSWORTH

Empty trains arriving from Pickburn and Brodsworth will have right of way as far as the Stop Board controlling movements from the three Loop lines towards the Loaded Single line.

The Guard must then obtain permission of the B.R. Colliery Shunter to occupy the Loaded Single line and whilst this is being done proceed to the Empty Weigh Office to advise the Colliery Empty Sidings Shunter of the presence of the train and ascertain into which group of sidings the empties are required.

On receiving an assurance that no conflicting movement will be made the Guard, after seeing that the four points illuminated on the Control Panel are all set in the position required, must press button No. 1 which will, after a delay of one minute, cause a GREEN aspect to be displayed in No. 1 signal. This will cause an electric gong to sound on a post adjacent to the Loaded Single line and no propelling movement must start along the New Running line to the empty sidings until the gong is sounding. The occupation of the Track Circuit ahead of No. 1 signal will cause this signal to return automatically to RED. Guards of trains detaching in the Empty Sidings must ensure that wagons are not left foul of any other lines.

After disposing of the train into the Empty Sidings the Guard must proceed to the Control Panel and after seeing that the four points are set in the position required must press button No. 3 if in the North Empty Sidings or button No. 4 if in the South Empty Sidings, which will, after a delay of one minute, cause a GREEN aspect to be displayed in the relative signal No. 2 or No. 7. Engines may then be allowed to proceed via the Colliery Single line to the Loading Sidings or proceed to the Stop Board on the New Running line which must only be passed on the authority of the B.R. Shunter.

In the event of the wrong button being pressed in the Control Panel the Guard or Shunter must press the button labelled "Stop", then the button labelled "Re-set", after which the correct button may be pressed as required.

## FAILURE OF COLLIERY SIGNALS OR TRACK CIRCUITS

An electrical power failure will put the signalling system out of operation. When power is restored all the signals will display a RED aspect and the installation will be restored to normal working, by a member of the N.C.B. Staff.

**In an emergency the glass of the "Emergency Stop" in the Control Panel must be broken and the button pressed and this will immediately place all signals to RED.**

When it is necessary for a B.R. train to be dealt with during a failure of the electrical signalling apparatus, the N.C.B. Traffic Foreman or other appropriate N.C.B. representative will authorise the necessary movements to enable the B.R. train to work as required.

If a failure of the apparatus exists during any period the Colliery is not working and there is no N.C.B. staff on duty but B.R. trains require to work in the Colliery Sidings, the B.R. Guard or Shunter can, after taking reasonable precautions, authorise the necessary movements for such B.R. trains to work as required.

**TRAINS DEPARTING FOR WRANGBROOK DIRECTION**

When making up loads for the Wrangbrook direction, and it is necessary to draw the train in two portions from the Colliery Loaded Sidings, the following procedure must be adopted:—

The first portion with brake van attached next to the locomotive must be drawn on to one of the Loop lines, the Guard obtain permission of the Pickburn Signalman by telephone to occupy the Single line in the Pickburn direction and run round this portion, advising the Signalman when the Single line is again clear. The locomotive must then return to the Loaded Sidings for the second part of the train and draw this to the same Colliery Loop line. The Guard will then obtain permission from the Pickburn Signalman to occupy the Single line in his direction, propel the first portion towards Pickburn, run round the second portion, propel it to the first portion, couple up, and after obtaining an assurance from the Signalman that the signal leading to the Main line has been lowered, propel to the H. & B. Single line and depart in the Wrangbrook direction.

**TRAINS DEPARTING FOR CADEBY DIRECTION**

When making up loads for Cadeby direction and it is necessary to draw the train in two portions from the Loaded Sidings the following procedure will be adopted:—

The first portion will be drawn to one of the Colliery Loop lines, the Guard obtain permission of the Pickburn Signalman by telephone to occupy the Single line in his direction, the locomotive run round, and after advising the Signalman that the line is again clear, return to the Loading Sidings for the second portion. The second portion will be drawn to an adjoining Colliery Loop Line, the Guard obtain permission of the Pickburn Signalman to occupy the Single line in his direction, couple up and depart in the Cadeby direction.

**GENERAL INSTRUCTIONS**

TRAINS LEAVING THE COLLIERY TOWARDS PICKBURN STATION MUST NOT PROCEED ON TO THE SINGLE LINE TOWARDS THE SIGNAL LEADING TO THE MAIN LINE UNTIL PERMISSION HAS BEEN OBTAINED FROM THE SIGNALMAN. THIS PERMISSION MUST NOT BE GIVEN UNTIL THE SINGLE LINE IS CLEAR AND NO OTHER TRAIN IS APPROACHING FROM PICKBURN AND BRODSWORTH STATION.

The normal position of the points at Pickburn end of the Colliery Loop lines will be as for movements to No. 1 Loop. Guards and the B.R. Colliery Shunter must ensure that the points are at all times left in this position.

No B.R. or N.C.B. movement must take place on the Loaded Single line without the permission of the B.R. Colliery Shunter.

A Guard or Shunter must walk behind each portion when it is drawn from the Colliery Loaded Sidings to the Loop lines, and be prepared to apply the hand brake of any wagons which may from any cause become uncoupled.

No locomotive or vehicle must stand foul of the shunting neck at the Loaded Sidings.

**PAGE 285.**

**SOUTH KIRBY COLLIERY SIDINGS**

**DELETE:—**Present item.

**INSERT:—**

**SOUTH KIRBY COLLIERY SIDINGS**

After the Signalman has obtained permission from the Colliery Weigh Office, a train may be allowed to proceed to the empty wagon line, but the Driver must not proceed forward to the empty wagon sidings until a green light is displayed in the signal fixed at the Signal Box end of the empty wagon line and the bell at the signal is ringing continuously. Permission must be obtained from the N.C.B. Shunter before the engine returns to the Signal Box after disposing of the train in the empty wagon sidings.

**PAGE 286.**

**ARDSLEY**

**No. 2 UP GOODS LINE—RESTRICTION ON COACHING STOCK.**

**AMEND:—**

No. 2 Up Goods Line to read:—No. 2 Up Through Siding.

**INSERT:—**

**No. 1 DOWN THROUGH SIDING BETWEEN SPRING LANE AND ARDSLEY STATION**

When it is necessary for a through movement to be made over this line when the Yard is closed and there is no staff on duty at Spring Lane Yard, Enginemmen must ask the signalman at Ardsley Station Box for permission to pass the Stop Board, by means of the telephone located at that board.

**PAGE 290.**

**BETWEEN GROS MONT AND PICKERING.**

**DELETE:—**

Whole entry regarding "Assistance to Freight Trains".

**PAGE 291.**

**MALTON**

**INSERT:—**

**MALTON EAST AND SCARBOROUGH ROAD SIGNAL BOXES—Working of Traffic to and from the Yorkshire Bacon Factory when Scarborough Road Signal Box is closed.**

During the time Scarborough Road Signal Box is closed, to enable traffic to pass to and from the Yorkshire Bacon Factory, the Up Branch line between Malton East and Scarborough Road Signal Boxes must be worked as a single line in accordance with the Regulations for working single lines by One Engine in Steam.

The key to release the point lever at the ground frame controlling the Bacon Factory Siding points is attached to the "One Engine in Steam" train staff.

The Down Branch signals at Scarborough Road Box do not apply to movements made under this arrangement on the single line. The Up Branch signals (except No. 23 disc) at Scarborough Road Box will be left off when that box closes. No. 21 points (Up to Down Branch Crossover) will be clamped normal when the box is closed and No. 23 disc signal may be passed at danger.

**PAGE 300.****HICKLETON MAIN COLLIERY SIDINGS—Empty Wagon Sidings.****DELETE:—**All paragraphs under sub-heading *Exception*.**INSERT:—***Exception.*

On request by the National Coal Board's man, permission may be given by the Signaller for the National Coal Board's locomotive, with or without wagons, to travel along the Empty Wagon Branch line in either direction without being in possession of the Train Staff, provided:—

(i) The Train Staff is in possession of the Signaller at Hickleton Main Colliery Sidings Signal Box.

and  
(ii) When permission is given for this movement, a Lever Collar is placed and maintained on the Train Staff.

The N.C.B. Colliery locomotive driver or Colliery shunter will be responsible for advising the Signaller at Hickleton Main Colliery Sidings Box when any movement which has been authorised to take place without the Train Staff is clear of the Empty Wagon Branch line. Until this information is received no other train must be allowed to proceed along the Empty Wagon Branch.

The Train Staff is round, black, and lettered "Hickleton Main Colliery Wagon Branch."

Entry must be made in the train register on each occasion a train is allowed to proceed to the Empty Wagon Branch, with or without Train Staff, also the time the Train Staff is returned or telephone advice is received that the Empty Branch Line is clear.

For empty wagon trains from any direction, the Signaller at Hickleton Main Colliery Sidings Signal Box is responsible for informing the person on duty at the Empty Wagon Weigh Office by means of telephone when a train or locomotive is ready to proceed towards the Empty Wagon Siding.

For empty wagon trains from the Dearne Valley line, the Guard must advise the S. & K. Shunter who will obtain the Train Staff from the Signaller at Hickleton Main Colliery Sidings Box and hand it to the Driver.

In the event of mishaps whereby the empty running line is obstructed, the Colliery staff have been instructed to advise the Signaller immediately.

**PAGE 306.****CUDWORTH YARD SOUTH****INSERT:—**

A telephone is provided at the Down Branch Outer Home signal for Cudworth Yard South and Guards of Down Freight trains brought to a stand must immediately advise the Signaller when the train has arrived, complete with tail lamp, inside the Outer Home signal.

**PAGE 307/308.****MOORHOUSE AND SOUTH ELMSALL****STATION SIGNAL BOX—Frickley Colliery Branch.****AMEND:—**fourth paragraph:—

When a train for the Colliery Sidings, other than one propelled from Moorhouse (G.N.), arrives at the signal Box ..... etc.

**AMEND:—**fifth paragraph:—

In the event of a second train, other than one propelled from Moorhouse (G.N.), arriving at the Signal Box..... etc.

**INSERT:—**sixth paragraph:—

Permission will not be given for a propelling movement for the Colliery Branch Up line, to be made from Moorhouse (G.N.) Signal Box until the line is clear to the Colliery end of the Colliery Branch Up line.

**PAGE 312.****INSERT:—****BULLCROFT AND THORPE MARSH POWER STATION**

Trains for Thorpe Marsh Power Station must be worked over the Arrival Siding from Bullcroft Box, and trains returning from the Power Station must do so over the Departure Siding.

Drivers of trains arriving at the stop board at the Power Station must not pass the board until authorised to do so by the British Railways Shunter.

Crossover connections are provided between the Arrival and Departure Sidings at the entrance to the C.E.G.B. Sidings at Thorpe Marsh. Drivers must run round their trains on arrival and propel the train into the C.E.G.B. Sidings under the authority of the British Railways Shunter.

**PAGE 318.****BRADFORD AND CULLINGWORTH****AMEND** second paragraph to read:—

Vehicles must not be on the line between Denholme and Cullingworth, etc.

**AMEND** third paragraph to read:—

Vehicles must not be on the line between St. Dunstons and Queensbury, etc.

**CULLINGWORTH****CLAYTON'S STONE SIDING.****AMEND:—**

Reference to Down Main line in first paragraph to read Single line.

**DELETE:—**

Last paragraph.

**PAGE 322.****RULE 41, Clause (a).****AMEND** to read:—

Rule 41, Clause (a). When a train is allowed to go forward under Absolute Block Regulations 5 a green hand signal will not be exhibited, nor will the Driver be verbally instructed, but when the section is clear to the next home signal at the box in advance but the station or junction is blocked, the train will be brought quite or nearly to a stand at the signal controlling the entrance to the section, or the Outer Home signal on the Down Fast and Down Slow lines at No. 3 box, before it is taken off for the train to proceed.

**PAGE 329.**  
**LEEDS CITY NORTH.**  
**INSERT:—**

## Propelling of Empty Multiple Unit Diesel Trains

Propelling of empty multiple unit diesel trains from Leeds City North platform lines or North or South Carriage Sidings towards City junction Signal Box is prohibited.

Empty multiple unit diesel trains may be propelled during shunting operations when proceeding on to another train in Leeds City North platform lines or North or South Carriage Sidings. When propelling, the provisions of the second paragraph of clause 8 of the General Appendix instructions for "Working of Multiple Unit Mechanical Diesel Trains" will apply.

**PAGE 33I.**  
**INSERT:—**

## YEADON BRANCH

### Marshalls Level Crossing.

Drivers to indicate their approach to Marshalls Crossing by sounding the engine whistle, and must be prepared to stop short of the crossing if the gates are across the railway.

**YEADON**

**On completion of shunting, wagons must not be left in Platform line or adjacent run round line.**

**INSERT:—**

### GRASSINGTON BRANCH

### Rylstone Station Level Crossing.

Drivers to indicate their approach to Rylstone Station Level Crossing by sounding the engine whistle.

**DELETE:—**

Heading **KEIGHLEY STATION TO OXENHOPE** and all entries under this heading.

**INSERT:—**

**INGROW BRANCH.**

**All through movements to Ingrow must be propelled.**

**BRADFORD FORSTER SQUARE**

**INSERT:—**

**EAST CARRIAGE SIDINGS.**

The permission of the Signalman must be obtained before any movement along the Siding leading to the Turntable is allowed to foul the connection from the East Arrival line.

**PAGE 332.**

## LOCAL AND GENERAL INSTRUCTIONS—INDEX

**INSERT:—**

[illegible]

**PAGE 332 (Page 51, Supplement No. 1).**

**AMEND:—**

Four position Classification Destination and Identification System .. .. .	242
----------------------------------------------------------------------------	-----

**PAGE 333.**

**INSERT:—**

[illegible]

**PAGE 333 (Page 51, Supplement No. 1).**

**AMEND:—**

**PAGE 334.**

**INSERT:—**

[illegible]

**AMEND:—**

**Weed Killing Train** .. .. . 254

★ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES  
(CENTRAL LINES)

PAGE V—STANDARD SPEED RESTRICTIONS—DELETE:—Maximum Permissible Speed of Freight trains and all detail and INSERT:—

Maximum permissible speed of freight trains.—Drivers of freight trains when running late must endeavour to make up time providing all speed restrictions are strictly complied with and the maximum speeds as shown in the General Appendix or the maximum permissible speed for the section of line concerned are not exceeded.

Inter-city (CONDOR) Express Freight trains, signalled by the block bell code, 1-3-1, are authorised to run at a maximum speed of 75 miles per hour provided all speed restrictions are strictly complied with.

CONTENTS

PAGE 2. INSERT:—TABLE Y.—Lines Equipped with Automatic Warning System.

LOCAL AND GENERAL INSTRUCTIONS—INDEX

	Page
PAGE 3.—INSERT:—Detonators—provision of protection by .. .. .	150
INSERT:—Failure of Oil Tail Lamps .. .. .	151
DELETE:—Freight Trains—Class "E" Freight trains .. .. .	154
PAGE 4.—INSERT:—Provision of protection by detonators .. .. .	150
INSERT:—Lamps, Failure of Oil Tail Lamp .. .. .	151

TABLE A

LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles					
													L—long		S—short		C—crow	
			Down		Up		For											
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		

MANCHESTER (VICTORIA) EAST JUNCTION TO HEBDEN BRIDGE STATION (N.E. REGION)

PAGE 8 (Page 2, Supplement No. 1)

Manchester (Victoria)  
East Junction

AMEND:— note to read: See page 83 for Colne line.

AMEND:—

INSERT:—

10	10	Through junction to and from Cheetham Hill Junction.
	25	From 0½ m.p. to Ordsall Lane No. 2 and Salford Station box—except where otherwise shown.
10	10	Through all slip connections.
45		Between 0½ m.p. and Newton Heath Junction box—Down fast and Down Slow lines—except where otherwise shown.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER  
LONDON MIDLAND REGION LINES (CENTRAL LINES)  
TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow			
													Down		Up	
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
<p><b>PAGE 8—continued</b> Footbridge</p> <p><b>DELETE:—</b>Signal box and all relevant details.</p>																
<p><b>PAGE 9.</b> Cheetham Hill Junction</p> <p><b>AMEND:—</b></p>			—	1400												
<p><b>Newton Heath</b> Newton Heath Junction</p> <p><b>AMEND:—</b></p>																
									—	45	Between Newton Heath Junction and 0½ m.p.—Up Fast and Up Slow lines except when otherwise shown.					



**PAGE 23—DELETE**—heading: sub-heading and all particulars **Manchester Victoria Newtown No. 1 to Miles Platting Collyhurst Street inclusive and SUBSTITUTE:—**

**MANCHESTER (VICTORIA) EAST JUNCTION TO STALYBRIDGE No. 2 (WESTERN LINES)**

EAST JUNCTION TO STALYBRIDGE No. 2

**Manchester  
(Victoria)**

East Junction  
(See page 103  
for Colne line)

The Up and Down lines leading to and from platforms Nos. 6, 7, 8, 9, 10 and Sidings  
Nos. 4 and 5 are the Up and Down Local lines.

**Miles Platting**

Collyhurst  
Street  
(See page 29)

— 1740  
(Distance to  
New Allen  
Street  
340 yards)

"Up and Down" East

From Oldham Road

Down East  
From Oldham Road

75

75

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

C. Down Fast, 385 yards  
before reaching Starting  
signal.

59

C. Down Slow, 415 yards  
before reaching Starting  
signal.

59

Drivers must, when enter-  
ing platforms Nos. 1 to  
10 and Sidings Nos. 1 to 5  
whistle to warn staff.

10

10

When passing round curves to and from platforms Nos. 1 to 10  
between 0 miles 5 chains and 0 miles 11 chains.

25

25

Between end of platforms 1 to 10 and 0½ miles post.  
From 0½ mile post to Ordsall Lane No. 2 and Salford Station  
boxes except where otherwise shown.

C. Down Slow, 348 yards  
before reaching Home 2  
signal.

59

C. Down Fast, 348 yards  
before reaching Home 2  
signal.

59

**PAGE 24.**

**AMEND:—** Line heading **MANCHESTER (VICTORIA) EAST JUNCTION TO STALYBRIDGE No. 2 (WESTERN LINES)**

**MANCHESTER VICTORIA EAST JUNCTION TO LIVERPOOL (EXCHANGE) No. 2**

**PAGE 36 (Page 4 Supplement No. 1),**

**Manchester  
(Victoria)**

East Junction

**AMEND:—**No. 13 platform line between East Junction and West Junction is an "Up and Down" line.

**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

108

PAGE 44 (Page 4, Supplement No.1)

DELETE:—Appleby West—North—INSERT—Up refuge siding, U.R.S. Standage 65.

PAGE 64.

DELETE:—CHERRY TREE JUNCTION TO BLACKBURN BOLTON JUNCTION Line heading

INSERT:—Following table to connect with CHERRY TREE TO BOLTON JUNCTION table

**CHORLEY No. 4 TO BLACKBURN BOLTON JUNCTION**

CHORLEY No. 4 TO CHERRY TREE 50 50 MAXIMUM PERMISSIBLE SPEED

**Chorley**

No. 4

(See page 55.)  
(Down I.B.S.,  
754 yards from  
No. 4 box.)

**Feniscowles**

Heapey Station

Heapey  
Sidings

Brinscall  
Station

Brick & Terra  
Cotta Co's  
Siding

Station

CHERRY TREE TO BOLTON JUNCTION

**Cherry Tree**  
Junction  
and as printed

50

50

20

75

75

MAXIMUM PERMISSIBLE SPEED

CW. Down line, 647 yards  
before reaching I.B. Home  
signal. 61

C. Down line, 360 yards  
ahead of I.B. Home signal.  
**Through junction.** 61

C. Down line, 877 yards  
before reaching Home  
signal. 61

C. Down line, 290 yards  
before reaching Home  
signal. 65

C. Down line, 1 mile 152  
yards before reaching  
Home signal. 65

C. Up line, 626 yards be-  
fore reaching Outer  
Home signal. 61

C. Up line, 886 yards be-  
fore reaching Home  
signal. 62

C. Up line, 1,061 yards be-  
fore reaching Outer  
Home signal. 67

MAXIMUM PERMISSIBLE SPEED

1L 3S

Water at Blackburn.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER  
LONDON MIDLAND REGION LINES (CENTRAL LINES)  
TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
												Down		Up		For	
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<b>KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (CENTRAL) STATION</b> <b>PAGE 65 (Page 6, Supplement No. 1)</b> <b>Kirkham and Wesham</b> Wrea Green Station <b>INSERT:—</b> <b>Lytham</b> Moss Side Station <b>INSERT:—</b>																	
								55	55	Round curve between 9½ and 9½ m.p's.							
								70	70	Round curve between 11 and 11½ m.p's.							
<b>SOUTHPORT (C. ST.) ST. LUKES TO PRESTON WHITE HOUSE NORTH JUNCTION, ETC.</b> <b>PAGE 73.—AMEND—sub-heading—ST. LUKES TO WHITEHOUSE NORTH JUNCTION—Down 45 m.p.h., Up 45 m.p.h.—MAXIMUM PERMISSIBLE SPEED</b>																	
<b>PAGE 74 (Page 6, Supplement No. 1)</b> <b>Hesketh Park—Roe Lane Junction—DELETE Speed restriction—Down 50 m.p.h. Between junction and Hesketh Park Station Box.</b> <b>Hesketh Park—Station—DELETE Speed restriction—Up 50 m.p.h. Between Station box and Roe Lane Junction.</b>																	
<b>PAGE 75.</b> <b>Longton Bridge—Station—DELETE Speed restriction—Down 45 m.p.h., Up 45 m.p.h. Over the curve.</b> <b>Hundred End Station</b>																	
<b>AMEND:—Now under supervision of Hesketh Bank.</b>																	

# **MANCHESTER VICTORIA EAST JUNCTION TO COLNE NORTH**

**PAGE 83.**

**Manchester  
Victoria  
East Junction  
INSERT:—**

**10**

**10**

**When passing round curves to and from platforms 1 to 10  
between 0 miles 5 chains and 0 miles 11 chains.  
Between ends of platforms 1 to 10 and 0½ m.p.  
From 0½ m.p. to Ordsall Lane No. 2 and Salford Station  
boxes except where otherwise shown.  
Through Collyhurst Tunnel.**

Drivers must, when entering platforms 1 to 10 and sidings 1 to 5, whistle to warn staff.

**25**

**25**

**—**

**25**

**30**

**—**

The Up and Down lines between platforms Nos. 1, 2, 3, 4, 5 and sidings 1, 2 and 3 and Irk Valley are the Up and Down Electric lines.

**Turntable  
Millgate  
Newtown No. 1**

**DELETE:—** These signal boxes and all relevant details.

**Irk Valley  
AMEND:—**

**— 1709**

**PAGE 88.**

**Burnley  
(Central)  
Station**

**DELETE:—** Additional Down Goods line between Station and Goods Yard boxes.  
**Goods Yard**

**AMEND:—**

Drivers travelling on Down Through siding must whistle to warn staff working in sidings.

## **CONONLEY STN.(N.E.R.) TO CARLISLE DURRAN HILL SOUTH SIDINGS**

**PAGE 91.**

**Skipton**

**INSERT:—** 'P' to the additional Down Running line between Station South and Station North Junction boxes.

**PAGE 93.**

**Ribblehead  
Blea Moor**

**INSERT:—**

**55**

**—**

**Through Blea Moor Tunnel.**

**PAGE 94.**

**Appleby West  
North**

**INSERT:—**

**URS**

**65**

**TABLE B**  
**LINES WORKED UNDER PERMISSIVE BLOCK SYSTEM**

From	To	Line	
		Down	Up
<b>PAGE 100.</b> <b>INSERT:—</b> Burnley (Central) Station .. ..	Goods Yard .. ..	Through Siding	—

**TABLE C**  
**LINES WORKED UNDER "NO BLOCK" REGULATIONS**

From	To	Line	
		Down	Up
<b>PAGE 100.</b> <b>AMEND:—</b> Manchester (Victoria) Footbridge Junction	Cheetham Hill Junction .. ..	Carriage	—

**TABLE F**  
**PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 105.</b> <b>AMEND:—</b> Manchester (Victoria) East Junction	Cheetham Hill Junction	All Down .. ..	Coaching stock, not more than two vehicles in front of brakevan. Breakdown van train. Stores van.
Manchester (Victoria) Cheetham Hill Junction	East Junction .. ..	All Up .. ..	Coaching stock, not more than two vehicles in front of brakevan.
<b>DELETE:—</b> Manchester (Victoria) Footbridge	Cheetham Hill Junction ..	All Down .. ..	—
Manchester (Victoria) .. Cheetham Hill Junction ..	Footbridge .. ..	All Up .. ..	—
Manchester (Victoria) Red .. Bank Sidings	Cheetham Hill Junction ..	All Down .. ..	—
<b>PAGE 107.</b> Manchester (Victoria) East Junction	Miles Platting Collyhurst Station	All Down .. ..	Breakdown van train.
<b>DELETE:—</b> Manchester (Victoria) Newtown No. 1 ..	Newtown No. 2 .. ..	All Down .. ..	—
<b>PAGE 116.</b> <b>DELETE:—</b> Manchester (Victoria) East Junction	Millgate .. ..	All Down .. ..	—
Manchester (Victoria) East Junction	Millgate .. ..	Down Fast and Down Slow	—
Manchester (Victoria) Millgate	East Junction .. ..	All Up .. ..	—
Manchester (Victoria) Millgate	East Junction .. ..	Up Fast and Up Slow ..	—
Manchester (Victoria) Turntable	Millgate .. ..	All Down .. ..	—
<b>PAGE 117.</b> <b>DELETE:—</b> Manchester (Victoria) Millgate	Turntable .. ..	All Up .. ..	—
Manchester (Victoria) Millgate	Newtown Sidings ..	All Down .. ..	—
Manchester (Victoria) Newtown Sidings	Millgate .. ..	All Up .. ..	—
Haslingden Shoe Mill .. ..	Baxenden Station ..	Up .. ..	Wagon of coal without brake van.

**TABLE G**  
**WORKING IN WRONG DIRECTION**

From	To	Line	Remarks
<b>PAGE 116 (Page 9 Supplement No. 1)</b> <b>DELETE:—</b> <b>HASLAND SIDINGS (L.M.R.) TO HOUGHTON COLLIERY SIDINGS ETC.</b> Dronfield .. .. . Dronfield Colliery Sidings .. .. . Up Main .. .. . 5 wagons in clear weather only.			
<b>PAGE 122. (Page 9 Supplement No. 1)</b> <b>AMEND:—</b> Manchester (Victoria) West Junction .. .. . East Junction .. .. . No. 11 platform .. .. . — Manchester (Victoria) East Junction .. .. . West Junction .. .. . Nos. 15 and 16 platforms .. .. . — Manchester (Victoria) East Junction .. .. . West Junction .. .. . Nos. 15 and 16 platforms .. .. . P. One coaching stock. Manchester (Victoria) West Junction .. .. . East Junction .. .. . No. 11 platform .. .. . P. One coaching stock.			
<b>PAGE 125.</b> <b>DELETE:—</b> Manchester (Victoria) Millgate .. .. . East Junction .. .. . Down North and South .. .. . — Manchester (Victoria) Millgate .. .. . Turntable .. .. . All .. .. . — Manchester (Victoria) Millgate .. .. . Turntable .. .. . Down North group and South group .. .. . —			
<b>PAGE 126.</b> <b>AMEND:—</b> Burnley (Cen.) Goods Yard .. .. . Station .. .. . Down Through Siding .. .. . —			

**TABLE H.I**  
**WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR**

From	To	Line	Number of Vehicles and Special Conditions	
			Loaded wagons	Empty wagons
<b>PAGE 127.</b>				
<b>AMEND:—</b>				
Miles Platting Collyhurst Street ..	Manchester (Victoria) East Junction	All Up .. ..	6	6
<b>DELETE:—</b>				
Manchester (Victoria) Newtown No. 2	Newtown No. 1 ..	All Up .. ..	—	—
<b>PAGE 133.</b>				
<b>DELETE:—</b>				
Manchester (Victoria) East Junction	Millgate .. ..	All Down .. ..	—	—
Manchester (Victoria) Millgate ..	East Junction ..	All Up .. ..	—	—
Manchester (Victoria) Turntable ..	Millgate .. ..	All Down .. ..	—	—
Manchester (Victoria) Millgate ..	Turntable .. ..	All Up .. ..	—	—
Manchester (Victoria) Millgate ..	Turntable .. ..	All Up .. ..	—	—
Manchester (Victoria) Newtown No. 1	Millgate .. ..	All Up .. ..	—	—

TABLE H.2

## WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKEVAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and special conditions
<b>PAGE 134.—AMEND:—</b>			
Manchester (Victoria) East Junction ..	Cheetham Hill Junction ..	All Down ..	4 in clear weather only.
<b>DELETE:—</b>			
Manchester (Victoria) Footbridge ..	Cheetham Hill Junction ..	All Down ..	—
<b>PAGE 135.—AMEND:—</b>			
Manchester (Victoria) Cheetham Hill Junction ..	East Junction .. ..	All Up .. ..	4 in clear weather only.
Manchester (Victoria) East Junction ..	West Junction .. ..	All Down .. ..	5
Manchester (Victoria) East Junction ..	West Junction .. ..	All Down .. ..	P2
Manchester (Victoria) West Junction ..	East Junction .. ..	All Up .. ..	P2
<b>DELETE:—</b>			
Manchester (Victoria) Cheetham Hill Junction ..	Footbridge .. ..	All Up .. ..	—
Manchester (Victoria) Newtown No. 1 ..	Newtown No. 2 .. ..	All Down .. ..	—
Manchester (Victoria) Newtown No. 2 ..	Newtown No. 1 .. ..	All Up .. ..	—
<b>PAGE 137.—DELETE:—</b>			
Manchester (Victoria) Turntable ..	Station .. ..	All Up .. ..	—
Manchester (Victoria) East Junction ..	Millgate .. ..	All Down .. ..	—
Manchester (Victoria) East Junction ..	Millgate .. ..	All Down .. ..	—
Manchester (Victoria) Turntable ..	Millgate .. ..	All Down .. ..	—
Manchester (Victoria) Millgate ..	East Junction .. ..	All Up .. ..	—
Manchester (Victoria) Millgate ..	East Junction .. ..	All Up .. ..	—
Manchester (Victoria) Millgate ..	Turntable .. ..	All Up .. ..	—
Manchester (Victoria) Millgate ..	Turntable .. ..	All Up .. ..	—
Manchester (Victoria) Millgate ..	Newtown No. 1 .. ..	All Down .. ..	—
<b>PAGE 138.—AMEND:—</b>			
Manchester (Victoria) East Junction ..	Irk Valley .. ..	Down .. ..	4 in clear weather only.
Manchester (Victoria) Irk Valley ..	East Junction .. ..	Up .. ..	4 in clear weather only.
<b>DELETE:—</b>			
Manchester (Victoria) Newtown No. 1 ..	Millgate .. ..	All Up .. ..	—

TABLE J

## ENGINES ASSISTING IN REAR OF TRAINS—Rule 133

**PAGE 139.—AMEND** third paragraph of note:—

In order to avoid buffer locking, trains departing Eastward from No. 11 Middle platform must not be assisted in rear until reaching East Junction.

**INSERT:—**“Explanation of references” list:—

D—Diesel shunting locomotive may be used.

From	To	Class of Train	Conditions	Remarks
<b>PAGE 140.—AMEND:—</b>				
Oldham Road Low Level ..	Oldham Road High Level ..	F. Parcels ..	N.D. .. ..	Down line.
Oldham Road ..	Brewery Sidings ..	F. Parcels ..	N.D. .. ..	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
Ashton Road ..	Park Station Sidings ..	F. .. ..	N.D. .. ..	Up line.
Ancoats Junction ..				
Salford .. ..	Pendlebury .. ..	F. .. ..	N.D. .. ..	Down line. In clear weather freight trains requiring assistance in rear need not come to a stand, but the Driver must reduce speed so as to allow the assisting engine to get to the train as soon as possible.
<b>PAGE 141.—AMEND:—</b>				
Pendleton Agecroft Junction ..	Brindle Heath Junction ..	F. .. ..	N.D. .. ..	Up line.



**TABLE M**  
**PLACING VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENTS—RULE 114(c)**

Signal box	Line	Remarks
<b>PAGE 145 (Page 11, Supplement No. 1)—DELETE:—</b>		
Miles Platting—Midland Junction	Up Branch	—

**TABLE O**  
**VEHICLES BEHIND REAR BRAKE VAN**

**PAGE 146 (Page 12, Supplement No. 1).**

**AMEND** reference to "Class 'C' (fully fitted) freight trains" in heading to preamble to read "Class '4' freight trains."

**INSERT** at end of Clause (b) of preamble—The total number of piped only vehicles on the train must not exceed the proportion laid down on page 9 of Supplement No. 1 to the General Appendix.

**AMEND** Clause (d) of preamble—The automatic brake is coupled up and in use throughout the train and the last vehicle is fitted with a tail lamp bracket.

**INSERT** as final paragraph to preamble:—

The following restrictions are applicable to passenger, empty coaching stock and Class '4' freight trains.

**DELETE:—**

The equivalent number of vehicles on passenger and empty coaching stock trains must be calculated in accordance with the following table:—

Bogie carriage (12 wheels)	.. ..	2 vehicles
Bogie carriage (8 wheels)	.. ..	1½ vehicles
Compos, etc. (6 wheels)	.. ..	1 vehicle
Horse Box	.. ..	1 vehicle
Carriage Truck	.. ..	1 vehicle
Fish Van	.. ..	1 vehicle

**AMEND** headings of table:—

Section of line		* Not more than the number of vehicles shown below to be conveyed behind rear brake van	Remarks
From	To		
			—

**INSERT** at foot of table:—

\* For the purpose of this table only, the following calculations will apply:—

Bogie Stock (12 wheels)	.. ..	2 vehicles
Bogie Stock (8 wheels)	.. ..	1½ vehicles
Other Stock (6 or 4 wheels)	.. ..	1 vehicle

**PAGE 148.—INSERT:—**

**TABLE Y**  
**LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM**

Referring to the instructions contained on Pages 16 to 19 of the General Appendix the following lines are equipped with A.W.S. track equipment.

From	To	Line	Remarks
Euxton Coal Sidings	Preston 2A	Down	Commencing at Euxton Coal Sidings Down Fast and Slow line Distant signals. Terminating at Preston No. 2A Down Fast, Down Slow and Down Through line Distant signals.
Skew Bridge	Euxton Junction	Up	Commencing at Skew Bridge Up Fast Outer, Up Slow Outer and Up Through line Distant signals. Terminating at Euxton Junction Up Fast and Up Slow line Distant signals.

## GENERAL INSTRUCTIONS

### PAGE 149—RULE 120—AMEND:—

**Side lights on freight trains.**—For the purpose of this Rule it must be understood that fully fitted freight trains which are not required to carry side lights are those classified '4' and signalled by the 1s Line Clear signal, 3-1-1.

### INSERT:—

#### PROVISION OF PROTECTION BY DETONATORS

The distance at which protection of trains, obstructions, etc., is given on the lines listed below must be increased as shown when the following Rules are applicable:—

Rule		
107(c)	Protection of Traction Engines, etc.	Increased by $\frac{1}{4}$ mile.
179(a)	Protection of trains stopped by accident or other exceptional cause.	The detonators must be placed—one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile, and three 10 yards apart not less than 1 mile from the obstruction. Increased by $\frac{1}{4}$ mile.
180(a)	(first para.) When line or lines used by trains running in the opposite direction are obstructed. (fourth para.) If engine disabled Fireman to protect obstruction.  (last para.) Protection of opposite lines during fog.	The detonators must be placed—one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile, and three 10 yards apart not less than 1 mile from the obstruction. Increased by $\frac{1}{4}$ mile.
215(d), (g), (k)	Protection of Trolleys.	Increased by $\frac{1}{4}$ mile.
216(a), (e)	Protection of Ballast Trains.	Increased by $\frac{1}{4}$ mile.
217(g)	Protection of Engineer's temporary speed restrictions.	Increased by $\frac{1}{2}$ mile.

The protection necessary at Level Crossings in accordance with Rule 104 must be given at a distance of 1 mile in the direction from which a high speed passenger train is due or expected; if two or more lines are obstructed, the Crossing Keeper must, unless assistance can be immediately obtained, use discretion as to which line or lines are protected first, but all the obstructed lines must be protected with as little delay as possible.

The increased distances apply on all running lines between:—

Skipton (Snaygill) and Greta Junction.

### PAGE 151.—INSERT:—

#### FAILURE OF OIL TAIL LAMPS

Should a tail lamp fail on the journey it must be exchanged, at the earliest opportunity, for a fresh lamp. The Guard must report the failure to his supervisor.

The lamp which has failed must be sent by the person in charge at the place where the exchange is effected, addressed "for attention of the Line Manager's Equipment Inspector, c/o Storekeeper No. 11 Platform, Manchester Victoria," under registered cover.

An envelope containing details of the name of the sending station and the train and date on which the failure occurred, must be placed inside the lamp.

The lamp must not in any circumstances be taken to pieces or otherwise interfered with before being despatched for examination.

When lamps are being conveyed for examination, care must be taken to see that they are not placed where they can contaminate or damage other traffic.

#### RELIEF OF ENGINEMEN AND GUARDS

Station	Train	Where relief provided
---------	-------	-----------------------

### PAGE 152.—AMEND:—

Manchester (Vic.) .. .. .	Trainmen sent to conduct from, or relieve at Manchester (Victoria) must report to the Main Line Inspector's Office at West Junction for East-bound trains and to the Regulator at East Junction signal box by direct telephone from the Relief Trainmen's Room located on the ground floor of East Junction signal box for Westbound trains.
---------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

### PAGE 154—DELETE—CLASS 'E' EXPRESS FREIGHT TRAINS and instruction under this heading.

### PAGE 157—EXAMINATION OF FREIGHT TRAINS—AMEND first paragraph:—

All Up Freight trains (except Classes '4', '5', '6' and '7'), and empty wagon trains from Carlisle, unless otherwise shown, must stop at Skipton for examination.

### PAGE 159—MANCHESTER (VICTORIA)—Working of freight trains through Manchester (Victoria) Station—AMEND, third paragraph:—

The Regulator at Victoria East Junction is responsible for regulating the passage of freight trains through Manchester (Victoria) station during the time passenger trains are booked to run, and the Signalmen between Salford Station box and Collyhurst St. Miles Platting and Cheetham Hill Junction boxes respectively must carry out any instructions issued by the Regulator, and must confer with him as necessary.

**AMEND** the reference to Main line Inspector in the fourth paragraph to read Regulator.

**Route Indicators—DELETE** the paragraph under this heading.

**Prohibition of passenger stock—AMEND** the reference to Turntable road in the first paragraph to read Turntable siding.

**Turntable Siding—DELETE** the paragraph under this heading.

**AMEND** heading—**Calling-on Signals, West Junction and Deal Street Signal Boxes.**

**PAGE 160—Passenger trains entering platforms already occupied by other trains during fog or falling snow—**

**AMEND** the first paragraph under this heading:—

During fog or falling snow, when Nos. 12, 13, 15, or 16 platforms in the case of trains entering the station from the west, or Nos. 11, 12, 13, or 14 platforms in the case of trains entering the station from the east are already occupied, the calling-on signal will not be taken off unless the train can be fully accommodated in the platform, or at least the engines and 4 vehicles.

**Movements from Red Bank and Queen's Road Carriage Sidings—AMEND** the instruction referring to Red Bank Sidings:—

From Red Bank Sidings via Footbridge  
outlet

— Telephone In Shunters cabin adjoining Down Through  
Carriage Siding.

**COLOUR LIGHT SIGNALS BETWEEN MANCHESTER (VICTORIA), MANCHESTER (EXCHANGE), SALFORD AND ORDSALL LANE—AMEND** the reference to Manchester (Victoria) East Junction in the first paragraph to read Manchester (Victoria) West Junction.

**PAGE 161—Track circuits—DELETE** the reference to East Junction in the first paragraph.

**Rule 55—Detention at Home, Starting and Advanced Starting signals—DELETE** the instruction under the sub-heading **Exception**.

**Colour light aspects under semaphore arms.**

Station and Signal Box	Semaphore Signal	Line
<b>DELETE:—</b>		
<b>Manchester (Victoria)—</b>		
Footbridge .. .. .	Home .. .. .	Up Fast
	Home .. .. .	Up Fast to Slow
	Starting .. .. .	Up Fast
	Home .. .. .	Up Slow to Fast
	Home .. .. .	Up Slow
	Starting .. .. .	Up Slow
Millgate .. .. .	Home .. .. .	Up North
	Home .. .. .	Up North to Up South
	Home .. .. .	Up South

**AMEND:—Rule 55** must be carried out when trains are detained at Ordsall Lane No. 4 Up Slow Starting and Up Fast Inner Home signals.

**PAGE 165—AMEND** heading **MANCHESTER (VICTORIA) EAST JUNCTION TO STALYBRIDGE NO. 2 (WESTERN LINES)**.

**PAGE 167—Ordsall Lane—DELETE** fourth paragraph.

**PAGE 181—AMEND** heading **MANCHESTER (VICTORIA) EAST JUNCTION TO COLNE**.

**★ ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION  
(MIDLAND LINES)**

**LOCAL AND GENERAL INSTRUCTIONS—INDEX**

<b>PAGE 187—INSERT:—</b>	<b>Page</b>
Detonators—provision of protection by .. .. .	289
Failure of oil tail lamps .. .. .	289
<b>DELETE:—</b>	
Freight trains—Working from Glendon South Junction to Corby Sidings or Lloyds Sidings .. .. .	303
<b>PAGE 188—INSERT:—</b>	
Lamps—failure of oil tail .. .. .	289
Provision of protection by detonators .. .. .	289
<b>DELETE:—</b>	
Pilsley—Pilsley Colliery .. .. .	309
Glendon South Junction—Working of freight trains to Corby Siding or Lloyds Siding .. .. .	303
<b>PAGE 189—INSERT:—</b>	
South Witham—Saxby Junction .. .. .	303

**TABLE A  
LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
												L—long		S—short	C—crow
												Down		Up	For
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
	<b>ST. PANCRAS</b> <b>PAGE 200.</b> <b>Bedford</b> <b>Midland Road</b> <b>Oakley</b> <b>Junction</b>														
	<b>INSERT:—'A'</b> <b>AMEND:—</b>	on the	Up	and	Down	Goods lines between Oakley Junction and Oakley Station Boxes.						1L 3S	1L 3S		Wellingborough or Finedon Road for water or traffic.
	<b>PAGE 201.</b> <b>Wellingborough</b> <b>Midland Road</b> <b>North</b>														
	<b>DELETE:—</b> Signal Box and relevant details (except Up Fast Speed Restriction)														
	<b>AMEND:—</b>	—	1,206												

PAGE 202.  
Kettering  
South

AMEND:—

60

— Slow line between Kettering South and Glendon North Junction 71½ to 75 m.p.

PAGE 205.  
Kibworth  
North

INSERT:—'A' on the Down Goods line between Kibworth North and Wistow boxes.

PAGE 206.  
Wigston  
Magna  
Kilby Bridge

INSERT:—'A' on the Up and Down Goods line between Kilby Bridge, Wigston South Sidings, Wigston South Junction and Wigston North Junction boxes.

PAGE 209/210.  
Trent  
Ratcliffe  
Junction

INSERT:—'A' on the Up Goods line between Ratcliffe Junction and Kegworth boxes

DELETE:—‡ Applicable to the above lines.

PAGE 210.  
Trent  
Station South  
Junction

DELETE:— The additional 3rd Up Passenger line between Station South Junction and Station North Junction.

PAGE 214.  
Pye Bridge  
Junction

INSERT:—

70

70

Main and Fast lines round curves 133¾ to 134½ m.p.

PAGE 218 (Page 18, Supplement No. 1)

The word **DELETE** above **Manton Wing Sidings** in Supplement No. 1 should appear beneath **Manton Station** and refer to the speed restriction **75 Down 75 Up Over curve and through junction from and to Glendon South Junction.**

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION (Midland Lines)

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
											L—long		S—short	
											Down		Up	
	Stations and Signal Boxes													
	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods

GLENDON SOUTH JUNCTION TO TROWELL JUNCTION (VIA MANTON AND NOTTINGHAM)

PAGE 218

Corby—Lloyds Sdgs. North

DELETE speed restriction:—Up, 60 m.p.h.—Between Lloyds Sidings North and Lloyds Sidings South boxes.

Gretton—Harringworth

AMEND speed restriction:—Up, 70 m.p.h.—Between Harringworth and Lloyds Sidings South 84 to 80½ m.p.

PAGE 220 (Page 18 Supplement No. 1) DELETE:—Wyomondham Junction, Saxby Station Junction and Saxby West Junction items and INSERT:—

South Witham

Wyomondham Junction

I 628

Saxby Junction

I 302

(Down I B S 1 mile 65 yards from Saxby Junction box)

(Up I B S 1634 yards from Brentingby Junction box)

PAGE 221

Melton

Mowbray

Town

Brentingby Junction

AMEND:—

70

70

Through junction on Main lines.

2S 1C

Not stopping Melton for traffic.

15

Through junction to South Witham

5S

Stopping at Saxby Junction for traffic.

PAGE 222.  
Old Dalby  
Station  
INSERT:—

UGL 68  
DGL 65

PAGE 223.  
Nottingham  
Midland  
Wilford Road  
AMEND:—

INSERT:—

PAGE 225.  
Trent  
Long Eaton  
Junction  
INSERT:—

2S IL

IL IC Beyond Lenton North  
Junction.  
For Nottingham New  
Sidings at Lenton North  
Junction.

IL 2S

For North End of Beeston  
Sidings timed to run on  
Down Goods line from  
Beeston South Junction.

TRENT STATION SOUTH JUNCTION AND TRENT JUNCTION TO AMBERGATE STATION JUNCTION (VIA DERBY)

PAGE 228.  
Draycott and  
Breaston  
Station  
DELETE:—  
Spondon  
Station  
INSERT:—

DRS 42

INSERT:—'A' on the Down Goods line between Spondon Station and Spondon Junction boxes.

SPONDON JUNCTION TO DERBY NORTH JUNCTION, ETC.

PAGE 232.  
Spondon  
Derby South  
Junction

INSERT:—'A' on the Up and Down Goods lines between Derby South Junction and Derby North Junction boxes.

DORE AND TOTLEY TUNNEL, ETC.

PAGE 234—Hope—Station—DELETE:—reference to Up Refuge Siding.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION (Midland Lines)**

**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
												Down		Up		For	
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<b>DERBY, LONDON ROAD JUNCTION TO BIRMINGHAM NEW STREET</b>																	
<b>PAGE 242.</b> <b>Repton and Willington Station</b> <b>DELETE:—</b> <b>Burton-on-Trent</b> Horninglow Bridge <b>AMEND:—</b> First catch point item.						URS	45										
<b>PAGE 243 (Page 20, Supplement No. I)</b> <b>Burton-on-Trent</b> Branston Junction <b>AMEND:—</b> (Up I.B.S. 1 mile 742 yards from Barton and Walton Station box)																	
<b>PAGE 244.</b> <b>Barton and Walton</b> Wichnor Junction <b>INSERT:—</b> 'A' on the Down Goods line between Wichnor Junction and Wichnor Siding boxes.																	
										C. Down Goods at fouling point with No. 1 Siding Road (when Horninglow Bridge box is closed the catch points are clipped and padlocked for the Down Goods line).	Level						



**PAGE 245.**  
**Wilnecote**  
Whateley  
Sidings  
Cliff Sidings

**DELETE:—**Both boxes and all relevant particulars.

Perrin and  
Harrison's  
Sidings  
and

**Kingsbury**  
Branch  
Sidings

**INSERT:—**  
(Down I.B.S. 1 mile 410 yards from Perrin and Harrison's Sidings box)  
(Up I.B.S. 1 mile 1,191 yards from Kingsbury Branch Siding box)

**Kingsbury**  
Branch  
Sidings

**AMEND:—**

3 138

**PAGES 248/249.**  
**Birmingham**  
New Street  
No. 4

**INSERT:—**Additional Passenger No. 2 Down Main line with note P\* between No. 4 and No. 5 boxes.

**LEICESTER CENTRAL TO HEATH, ETC.**

**PAGE 254.**  
**Bulwell**  
Common  
South Junction

**INSERT:—**

35

35

Between 76 and 77 m.p.

TABLE C

## LINES WORKED UNDER "NO BLOCK" REGULATIONS

From	To	Line	
		Down	Up
<b>PAGE 263.</b> <b>AMEND:—</b> Water Orton Junction .. ..	Water Orton Sidings .. ..	—	* Arrival (Down direction in clear weather only.)

TABLE F

## PROPELLING TRAINS OR VEHICLES

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 267.</b> <b>DELETE:—</b> Wellingborough Station .. ..	Wellingborough North	Down Main and Down Slow and Goods  Up Main and Up Goods and Slow	—
Wellingborough North .. ..	Finedon Road .. ..		
Finedon Road .. ..	Wellingborough North		—
Wellingborough North .. ..	Wellingborough Station		
<b>INSERT:—</b> Wellingborough Station .. ..	Finedon Road .. ..	Down Main and Down Slow and Goods	2 freight vehicles without brake van. In clear weather only.
Finedon Road .. ..	Wellingborough Station ..	Up Main and Up Goods and Slow	2 freight vehicles without brake van. In clear weather only.
<b>PAGE 268.</b> <b>DELETE:—</b> Saxby West Junction .. ..	Saxby Station Junction .. ..	Up Slow .. ..	50 freight vehicles without brake van. In clear weather only.
<b>INSERT:—</b> Leicester Bell Lane .. ..	Engine Shed Sidings .. ..	Up Goods .. ..	30 freight vehicles without brake van in clear weather only.
Engine Shed Sidings .. ..	Leicester Bell Lane .. ..	Down Goods	
<b>AMEND:—</b> Trent Station North Junction ..	Trent Station South Junction	Nos. 1 and 2 Up Passenger	P.10 coaching stock vehicles or 10 freight vehicles.
<b>PAGE 271.</b> <b>AMEND:—</b> Chaddesden South Junction ..	Spondon Junction .. ..	Up .. ..	Coaching stock vehicles 25 freight vehicles.

**TABLE G**  
**WORKING IN WRONG DIRECTION**

From	To	Line	Remarks
<b>PAGE 275.</b> <b>AMEND:—</b> Trent Station South Junction	Trent Station North Passenger	Nos. 1 and 2 Up Passenger	P.10 coaching stock vehicles or 10 freight vehicles.
<b>PAGE 275 (Page 23, Supplement No. 1)</b> <b>DELETE:—</b> Wellingborough Station ..	Wellingborough North	Up Goods.. ..	—
Wellingborough Station ..	Wellingborough Junction	Down Slow .. ..	—
<b>INSERT:—</b> Wellingborough Station ..	Wellingborough Junction	Down Fast .. ..	Empty motor train or empty M.U. diesel train.
<b>PAGE 276.</b> <b>DELETE:—</b> Saxby Station Junction ..	Saxby West Junction ..	Up Slow .. ..	—
Saxby West Junction ..	Saxby Station Junction ..	Down Fast .. ..	12 coaching stock vehicles or 35 freight vehicles without brake van.
Saxby West Junction ..	Saxby Station Junction ..	Down Slow .. ..	P.12 coaching stock vehicles or 35 freight vehicles without brake van.

**TABLE H.I**

**WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR**

From	To	Line	No. of Vehicles and Special Conditions
<b>PAGE 278.</b> <b>DELETE:—</b> Finedon Road .. ..	Wellingborough North ..	Up Goods .. ..	30
<b>PAGE 279.</b> <b>DELETE:—</b> Saxby Station Junction ..	Saxby West Junction ..	Down Fast .. ..	50
<b>INSERT:</b> Saxby Junction .. ..	Wymondham Junction ..	All .. ..	1 wagon in each direction.
Water Orton Junction ..	Water Orton Sidings ..	Up Arrival .. ..	15, in each direction in clear weather only.

**PAGE 283.**

**TABLE J**  
**ENGINES ASSISTING IN REAR OF TRAINS—Rule 133.**

**AMEND** fourth paragraph under Washwood Heath Sidings No. 1—

Freight trains running on the Down Main line requiring assistance in rear must be brought to a stand at Saltley Junction Down Main Home signal. Freight trains running on the Down Camp Hill line requiring assistance must not exceed a speed of 10 m.p.h. in order to allow the assisting engine to reach the rear of the train as soon as possible.

TABLE K2

**LINES EQUIPPED FOR PASSENGER TRAIN WORKING, OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (RULE 55)**

From	To	Lines	
		Down	Up
<b>PAGE 284. DELETE:—</b> Saxby West Junction .. .. .	Saxby Station Junction .. .. .	Slow .. .. .	Slow .. .. .

TABLE S.1

**INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS**

Name of Siding	Situation	Line connected with	Method of Control
<b>PAGE 286. INSERT:—</b> Whateley Sidings .. .. .	Between Perrin and Harrison's Sidings and Kingsbury Branch Sidings	Down Main .. .. .	Ground Frame electrically controlled from Perrin and Harrison's Sidings Box.

### GENERAL INSTRUCTIONS

#### RULE 39, CLAUSE (a)

Signalbox	Signal at which Rule 39 Clause (a) is exempt	Remarks
<b>PAGE 288. INSERT:—</b> Bagthorpe Junction .. .. .	Down Main Home signals .. .. .	Applies to trains, except an engine or engine with not more than two brakevans.

**PAGE 288.  
INSERT:—**

### PROVISION OF PROTECTION BY DETONATORS

The distance at which protection of trains, obstructions, etc., is given on the lines listed below must be increased as shown when the following Rules are applicable:—

Rule 107(c)	Protection of Traction Engines, etc.	Increased by $\frac{1}{4}$ mile.
179(a)	Protection of trains stopped by accident or other exceptional cause.	The detonators must be placed—one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile, and three 10 yards apart not less than 1 mile from the obstruction.
180(a)	(first para.) When line or lines used by trains running in the opposite direction are obstructed. (fourth para.) If engine disabled Fireman to protect obstruction. (last para.) Protection of opposite lines during fog.	Increased by $\frac{1}{4}$ mile.  The detonator must be placed—one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile, and three 10 yards apart not less than 1 mile from the obstruction. Increased by $\frac{1}{4}$ mile.
215(d), (g), (k)	Protection of Trolleys.	Increased by $\frac{1}{4}$ mile.
216(a), (e)	Protection of Ballast Trains.	Increased by $\frac{1}{4}$ mile.
217(g)	Protection of Engineer's temporary speed restrictions.	Increased by $\frac{1}{2}$ mile.

The protection necessary at Level Crossings in accordance with Rule 104 must be given at a distance of 1 mile in the direction from which a high speed passenger train is due or expected; if two or more lines are obstructed, the Crossing Keeper must, unless assistance can be immediately obtained, use discretion as to which line or lines are protected first, but all the obstructed lines must be protected with as little delay as possible.

The increased distances apply on all running lines between:—

- St. Pancras and Horns Bridge (via Leicester and Long Eaton).
- Glendon South Junction and Trowell Junction (via Manton and Radford).
- Trent and Nottingham (Midland) Mansfield Junction.
- Trent and Cheadle Heath North Junction (via Derby and Cheadle Heath).

**PAGE 289.**

**INSERT:—**

### **FAILURE OF OIL TAIL LAMPS**

Should a tail lamp fail on the journey it must be exchanged, at the earliest opportunity, for a fresh lamp. The Guard must report the failure to his supervisor.

The lamp which has failed must be sent by the Person in charge at the place where the exchange is effected, to the Line Manager, for examination by the Lamp Inspector, under registered cover. An envelope containing details of the name of the sending station and the train and date on which the failure occurred must be placed inside the lamp.

The lamp must not in any circumstances be taken to pieces or otherwise interfered with before being despatched for examination.

When lamps are being conveyed for examination, care must be taken to see that they are not placed where they can contaminate or damage other traffic.

**NOTE.**—Lamps forwarded to the Line Manager, Manchester, should be addressed "for the attention of the Line Manager's Equipment Inspector, c/o Storekeeper, No. 11 Platform, Manchester Victoria".

### **COUPLING AND UNCOUPLING OF ENGINES TO AND FROM TRAINS**

Place	Remarks
<b>PAGE 293.</b> <b>INSERT:—</b> Chaddesden Carriage Siding .. .. .	Empty coaching stock trains when a Shunter is not available.

### **LOCAL INSTRUCTIONS**

**PAGE 299.**

**CRICKLEWOOD—INSERT:—**The Instructions shown on Page 69 of the General Appendix relative to shunting movements over level crossings do not apply to the internal crossing over the two shunting sidings and the two diesel fuelling sidings in the Cricklewood Diesel Depot.

**PAGE 300.**

**CRICKLEWOOD—BRENT ENGINE LINE—AMEND second paragraph**

Drivers must not enter the engine line without being in possession of a key token and must not leave the line without permission from the Person in Charge of the Sidings at the end they require to leave, except that when South Sidings are unmanned permission to leave the engine line at that end must be obtained from the Signaller at Brent Junction No. 2 signal box.

**PAGE 300.**

**LUTON (MIDLAND ROAD)—INSERT:—**

**TRAINS ALLOWED TO ENTER No. 3 PLATFORM LINE WHEN LINE IS CLEAR ONLY TO HOME SIGNAL FOR LUTON NORTH BOX.**—When No. 3 platform line is clear to the home signal for Luton North box, trains will be brought to a stand at the Down Slow to No. 3 platform line Home signal for Luton South box before the main arm is lowered. A green hand signal will not be exhibited.

**PAGE 303.**

**INSERT:—**

### **SOUTH WITHAM**

#### **SAXBY JUNCTION**

Referring to Rule 44B Clause (b); the calling-on signal provided below the Up-Main line to Up Goods line Inner Home signal may be taken off before trains are brought to a stand at it, and Drivers must, in such circumstances, draw forward cautiously as laid down in Rule 44B Clause (a).

**DELETE:—**instructions under heading "**BETWEEN GLENDON SOUTH JUNCTION AND CORBY**"

**PAGE 307.**

**INSERT:—**

**STENSON JUNCTION—Working of Trains into C.E.G.B. Sidings at Willington Power Station.**

The Guard of trains proceeding to the Loaded Wagon Sidings at Willington Power Station via the Arrival line must immediately advise the Signaller at Stenson Junction box, by telephone, when the arrival line is again clear.

**PAGE 309.**

**DELETE:—PILSLEY—PILSLEY COLLIERY item.**

★ ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES  
(WESTERN LINES)

PAGE V—STANDARD SPEED RESTRICTIONS—DELETE:

Maximum Permissible speed of freight trains and all details and INSERT:—

Maximum permissible speed of freight trains.—Drivers of freight trains when running late must endeavour to make up the time providing all speed restrictions are strictly complied with and the maximum speeds as shown in the General Appendix or the maximum permissible speed for the section of line concerned are not exceeded.

Inter-city (CONDOR) Express Freight trains, signalled by the block bell code, 1-3-1, are authorised to run at a maximum speed of 75 miles per hour provided all speed restrictions are strictly complied with.

CONTENTS

PAGE 313.—INSERT:—Table Y—Lines equipped with Automatic warning system.

Page 409

List of lines in the sequence used throughout this book

Page No. Relating to Table "A"

PAGE 316.—INSERT:—

Manchester, London Road to Oxford Road Station .. .. .

358

"TABLE A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEEDS RESTRICTIONS

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles				
													L—long		S—short		
			Down		Up		For										
M	Yds.	Up	Down	Descrip- tion	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods				
<b>CREWE BASFORD HALL JUNCTION TO COAL YARD</b> <b>PAGE 334 (Page 35, Supplement No. 1).</b> Crewe Sorting Sidings North <b>DELETE:—</b> Additional Up Engine line between Crewe S.S. North and S.S. South. <b>INSERT:—</b> Additional Up Goods line 'NB' between Crewe S.S. North and S.S. Middle Up: this line is known as Up Loop. <b>INSERT:—</b> Additional Up Engine line 'NB' between Crewe S.S. Middle Up and S.S. South. <b>AMEND:—</b> the additional, Up Slow, Goods line between Sorting Sidings South and Basford Hall Junction is redesignated Up Slow Independent line, and the dotted line in the Up additional running line column should be amended to a solid line with the letters "PF" interposed.  <b>CARLISLE No. 3 TO CANAL JUNCTION</b> <b>PAGE 349.</b> Carlisle No. 3 <b>DELETE:—</b> The Down and Up Goods lines between No. 3 and 1 boxes. <b>AMEND:—</b>																	
														</			



**TABLE F  
PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of vehicles and Special Conditions
<b>PAGE 387.</b>			
<b>DELETE:—</b>			
Carlisle No. 3 .. ..	Carlisle No. 1 .. ..	Down Main and Down Goods	—
Carlisle No. 1 ... ..	Carlisle No. 3 .. ..	Up Main and Up Goods	—
Carlisle No. 1 .. ..	Carlisle Canal Junction ..	Down .. ..	—
<b>AMEND:—</b>			
Carlisle Canal Junction ..	Carlisle No. 3 .. ..	Up .. ..	6 fully fitted vehicles with the automatic brake connected and in use without brake van.

**TABLE G  
WORKING IN WRONG DIRECTION**

From	To	Line	Remarks
<b>PAGE 395.</b>			
<b>DELETE:—</b>			
Carlisle No. 3 .. ..	Carlisle No. 1 .. ..	Up Goods .. ..	—
Carlisle No. 1 .. ..	Carlisle No. 3 .. ..	Down Goods .. ..	—

**TABLE H.I  
WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR**

From	To	Line	Number of vehicles and Special Conditions
<b>PAGE 399.</b>			
<b>DELETE:—</b>			
Carlisle No. 1 .. ..	Carlisle No. 3 .. ..	Up Main and Goods ..	—
<b>AMEND:—</b>			
Carlisle Canal Junction ..	Carlisle No. 3 .. ..	Up .. ..	25 wagons in clear weather only.

**TABLE O  
VEHICLES BEHIND REAR BRAKE VAN**

**PAGE 406 (Page 53, Supplement No. 1).**

**AMEND:—**preamble clause (e) to read: The authorised maximum loading etc.

**PAGE 409.—INSERT:—**

**TABLE Y  
LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM**

Referring to the instructions contained on pages 16 to 19 of the General Appendix; the following lines are equipped with A.W.S. track equipment:—

From	To	Line	Remarks
Crewe .. ..	Manchester, Oxford Road via Stockport and via Styal. (Excluding former Eastern Region lines between Piccadilly and Ardwick.)	Down Main, Fast and Slow	Commencing at Salop Goods Junction starter (Down Independent) and signal SH.75 (Main line). Terminating at signal OR.102.
		Up Main, Fast and Slow	Down Fast and Down Slow East lines Distant signals at Ardwick Junction not fitted. Commencing at signal OR.101. Terminating at Salop Goods Junction Home No. 2 (Up Independent) and Crewe North Junction Home No. 2 (Main line).
Crewe .. ..	Liverpool, Lime Street ..	Down Main, Fast and Slow	Commencing at signal CY.55 (Down Independent) signal CY.48 (Down Fast), and signal CY.52 (Down Slow).
		Up Main, Fast and Slow	Terminating at Crewe North Junction Fast and Slow Home signals.

Signals which read from Branch or other lines on to A.W.S. equipped lines, are fitted, except where the line concerned is a Goods line, or as shown above.

Certain Bay Platform Starting signals, Platform Starting signals at terminal stations, and Starting signals applicable to facing line movements, have not been fitted.



## GENERAL INSTRUCTIONS

PAGE 410.—INSERT:—

## PROVISION OF PROTECTION BY DETONATORS

The distance at which protection of trains, obstructions, etc., is given on the lines listed below must be increased as shown when the following Rules are applicable:—

Rule		
107(c)	Protection of Traction Engines, etc.	Increased by $\frac{1}{4}$ mile.
179(a)	Protection of trains stopped by accident or other exceptional cause.	The detonators must be placed—one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile, and three 10 yards apart not less than 1 mile from the obstruction.
180(a)	(first para.) When line or lines used by trains running in the opposite direction are obstructed.	Increased by $\frac{1}{4}$ mile.
	(fourth para.) If engine disabled, Fireman to protect obstruction.	The detonators must be placed—one at $\frac{1}{4}$ mile, one at $\frac{1}{2}$ mile, and three 10 yards apart not less than 1 mile from the obstruction.
	(last para.) Protection of opposite lines during fog.	Increased by $\frac{1}{4}$ mile.
215(d), (g), (k)	Protection of Trolleys.	Increased by $\frac{1}{4}$ mile.
216(a), (e)	Protection of Ballast Trains.	Increased by $\frac{1}{4}$ mile.
217(g)	Protection of Engineer's temporary speed restrictions.	Increased by $\frac{1}{2}$ mile.

The protection necessary at Level Crossings in accordance with Rule 104 must be given at a distance of 1 mile in the direction from which a high speed Passenger train is due or expected; if two or more lines are obstructed the Crossing Keeper must, unless assistance can be immediately obtained, use discretion as to which line or lines are protected first, but all the obstructed lines must be protected with as little delay as possible.

The increased distances apply on all running lines between:—

- Crewe and Gretna Junction.
- Weaver Junction and Edge Hill.
- Durran Hill South Sidings and Carlisle No. 5.
- Crewe and Manchester Piccadilly.

## USE OF GUARDS' TELEPHONES

Signal box	Line
<b>PAGE 415. INSERT:—</b> Newton-le-Willows	No. 2 "Up and Down" through Siding (Parkside End).

## LOCAL INSTRUCTIONS

**PAGE 419.—Down Engine line between Sorting Sidings South and Sorting Sidings North:—**

**AMEND** sub-heading to read **Down Shed Road between Sorting Sidings South and Sorting Sidings North.**

**DELETE:—**Passenger trains may only be worked over the undermentioned lines.

**PAGE 425.—CARLISLE—DELETE** paragraph headed—**Carlisle No. 1 box—Willowholme Electricity Works Siding.**

**PAGE 435.—LIVERPOOL LIME STREET STATION—Train Starting Indicators:—**

**AMEND** list of locations.

Platform No.	Position of Plunger
6	50 yards from the buffers
7	70 yards from the buffers
8	50 yards from the buffers
9 and 10	50 yards from the buffers
11	40 yards from the buffers

**PAGE IV. LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK.**

AMEND:—BOSTON TO LINCOLN to read BOSTON TO LINCOLN (GREETWELL JUNCTION).

**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long      S—short      C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	<b>KING'S CROSS TO SHAFTHOLME JUNCTION</b> <b>PAGE 5 (Page 58 Supplement No. 1)</b> King's Cross King's Cross Passenger <b>DELETE:—</b>  <b>INSERT:—</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     <																

**PAGE 12 (Page 60, Supplement No. 1)**

Hitchin  
Caldwell

**DELETE:—**  
Biggleswade  
Langford  
Bridge

**DELETE:—**

**PAGE 14.**  
Sandy  
North

**DELETE:—**Signal Box and distance.  
Everton

**AMEND:—** 2 880

**PAGE 15.**  
Huntingdon  
North  
Abbots Ripton  
**AMEND:—**

**DELETE:—**

**INSERT:—** Down Main I.B. S. 2 miles 338 yards from Abbots Ripton.  
Holme

Wood Walton

**DELETE:—**Signal Box and relevant details.  
Connington  
South

**AMEND:—** 3 1,485

Station

**DELETE:—**

**AMEND:—**

Yaxley

**INSERT:—**

40 — Down Goods line 33 miles 25 chains to 35 miles 56 chains.

40 — Down Goods line, 40 miles to 40 $\frac{1}{4}$  m.p. Multiple Unit Diesel Trains not to exceed this speed.

80 80 Main line between Abbots Ripton (South of) and Abbots Ripton (North of)  
62 $\frac{3}{4}$  to 64 $\frac{3}{4}$  m.p.

85 85 Main line between Abbots Ripton (South of) and Abbots Ripton (North of)  
64 $\frac{3}{4}$  and 69 m.p.

IL 3S IL 3S Freight trains requiring  
water at Huntingdon.

IL 3S Express trains requiring  
to stop specially at  
Huntingdon for water.

C.W. Down Goods 1,037  
yards before reaching  
Down Goods Home  
signal (Worked from  
Connington North).

IL 3S IL 3S ALL trains requiring  
water at Huntingdon.

★ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS WORKING OVER EASTERN REGION LINE—continued

**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
												Down		Up		For	
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
PAGE 19. Essendine North <b>AMEND:</b> — Additional Up to read "A" <b>INSERT:</b> —† to additional Down Station and Additional footnotes: ‡ Absolute Block when Essendine North closed * Absolute Block when Essendine North and Little Bytham Station closed	Little Bytham Station <b>AMEND:</b> —																
PAGE 21. Claypole Station <b>AMEND:</b> —						URS	43			C. Down Main 1,833 yards before reaching Down Outer Home signal. C. Down Main 711 yards before reaching Outer Home signal.	Level 200						
PAGE 23. Retford North <b>AMEND:</b> —								80	80	Main lines between Retford (North of) and Scrooby Troughs (South of) and							
PAGE 23 (Page 57, Supplement No. I) Ranskill Station <b>DELETE:</b> —								80	80	Main lines between Ranskill (South of) and Scrooby by Troughs 143½ to 146 miles 10 chains.							

[illegible]

**\*ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS WORKING OVER EASTERN REGION LINE—continued**  
**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles					
											L—long		S—short		C—crow	
	Stations and Signal Boxes										Down		Up		For	
	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<b>PAGE 35. INSERT:—</b>  Denaby Sidings and Halt <b>INSERT:—</b>					DRS	45	15	15	Between Black Carr East and Rossington Colliery 71 miles 78 chains and 72 miles 20 chains.							
<b>PAGE 36. AMEND:—</b> Line Heading to read: <b>BOSTON TO LINCOLN (GREETWELL JUNCTION)</b> and second sub-heading: <b>WOODHALL JUNCTION TO WASHINGTONBOROUGH JUNCTION</b> <b>WASHINGTONBOROUGH TO GREETWELL JUNCTION</b>							40	40	MAXIMUM PERMISSIBLE SPEED.							
<b>PAGE 37. Lincoln Washingboro' Junction</b> <b>DELETE:—</b> Signal Box as a block post. <b>INSERT:—</b>							60	60	MAXIMUM PERMISSIBLE SPEED.							
<b>Sincil Bank DELETE:—</b>							20	20	136 miles 10 chains to 136 miles 16 chains.							
<b>Sincil Bank (Signals Down line only)</b>	1	1657														
<b>Pelham Street Junction (See page 31 etc.)</b>	2	88					10 Stop	— Stop	Pelham Street Junction to Down Platform.							
<b>INSERT:— Greetwell Junction (See page 34 for Avoiding line)</b>	1	22					20	—	Through Junction. C. Down line, 615 yards before reaching Outer Home signal.	222					1L 3S	Mineral trains to Peterboro' via Boston requiring water at Bardney.
<b>CLEETHORPES TO WRAWBY JUNCTION</b>																

<p><b>PAGE 42.</b>  <b>Grimsby Town</b>          Holme Street          Crossing</p>																		
<p><b>DELETE:—</b>Signal box and all relevant details.</p>																		
<p><b>AMEND:—</b>Additional Up Running line to read between Pasture Street Crossing and New Bridge Siding.</p>																		
<p><b>PAGE 43.</b>  <b>Garden Street</b>          Junction</p>																		
<p><b>AMEND:—</b></p>	0	554																
<p><b>INSERT:—</b></p>	0	476						60	60	<p><b>ALL trains between Stallingborough Station and Roxton Siding.</b>          "Drivers must whistle continuously from the whistle boards provided on the approach sides of Little London Crossing until reaching the crossing.</p>								

**BARNETBY (WRAWBY JUNCTION) TO SHEFFIELD (WOODBURN JUNCTION) (VIA DONCASTER)**

<p><b>PAGE 46 (Page 65, Supplement No. 1)</b>  <b>AMEND:—</b>          THORNE JUNCTION AND SOUTH YORKSHIRE JUNCTION  <b>INSERT:—</b>          SOUTH YORKSHIRE JUNCTION AND MEXBOROUGH</p>	60	60	MAXIMUM PERMISSIBLE SPEED						
	50	50	MAXIMUM PERMISSIBLE SPEED						
<p><b>PAGE 49.</b>  <b>Stainforth</b>          Thorne Junction  <b>INSERT:—</b></p>					1L 3S	1L 3S			Trains for Bramwith direction requiring water at the Down Branch column at Stainforth Junction.
<p><b>PAGE 50.</b>  <b>Doncaster</b>          North  <b>INSERT:—</b></p>	5	—	Spur line leading from No. 8 Platform (Old Turntable Road) immediately West of Doncaster North Signal Box between 156 miles 4 chains and 156 miles 13 chains.						

★ ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS WORKING OVER EASTERN REGION LINE—continued  
TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	<b>PAGE 51. Hexthorpe</b> St. James Junction							—	10	Over curve from St. James Junction and Garden Sidings to Up Main 22 miles 38 chains and 155 miles 37 chains.							
	Junction <b>INSERT:—</b>							40	40	Between Hexthorpe Junction and Cadeby Colliery 20 miles 60 chains and 19 miles 28 chains.							
	<b>PAGE 54. Broughton Lane</b> Carbrook <b>DELETE:—</b>																
	(Carbrook Shunters Cabin) and additional Down running line, worked in accordance with "No Block" Regulations between this point and Broughton Lane Station. This cabin has ceased to be a block post on the additional Down running line between Carbrook and Broughton Lane Station.																
	<b>PAGE 55 (Page 66, Supplement No. 1):</b> Stainforth Thorne Junction <b>INSERT:—</b>																
														1L 3S	1L 3S	Train for Bramwith direction requiring water at the Down branch column at Stainforth Junction.	
	<b>MEXBOROUGH TO BARNESLEY JUNCTION, ETC.</b> <b>PAGE 59. Wath Central Station</b> <b>AMEND:—</b> Station to read Wath Central Station under supervision of Wath Yard. <b>Wath Yard</b> Elsecar Junction <b>INSERT:—</b> 1 mile 641 yards (distance from Wath Central Station).																



**Fast lines through Swinton Town 167 to 167 $\frac{1}{4}$  m.p.**  
**Fast lines between Swinton Junction and Cudworth 167 $\frac{1}{4}$  to 172 $\frac{1}{2}$  m.p.**

★ ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS WORKING OVER EASTERN REGION LINE—continued  
TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines.		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long    S—short    C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
<b>PAGE 79.</b> <b>Wath North</b> Manvers Main Colliery Sidings																	
<b>DELETE:—</b> Signal Box and all particulars. Station																	
<b>AMEND:—</b> Signal Box distance to 1 mile 384 yards.																	
<b>CHESTERFIELD TAP TO N JUNCTION TO ROTHERHAM MASBOROUGH STATION, ETC.</b> <b>PAGE 79.</b> Sheepbridge Dunston and Barlow South																	
<b>DELETE:—</b> as a block post.																	
<b>PAGE 81.</b> <b>Killamarsh Central</b> Beighton Junction																	
<b>DELETE:—</b> Treeton Junction																	
<b>DELETE:—</b>																	
<b>WINCOBANK STATION TO CUDWORTH STATION (N.E.R.)</b> <b>PAGE 87.</b> Elsecar and Hoyland																	
<b>DELETE:—</b>																	
								15	—	Through Junction to Brightside.							
								20	20	Between Skiers Spring and Elsecar & Hoyland 168 to 168½ m.p.							

<b>PAGE 88.</b> <b>Wombwell</b> <b>West</b> <b>Station</b> <b>AMEND:—</b> Catch points.												
Wharnccliffe Branch Sidings <b>DELETE:—</b> Signal box and distance. Monk Spring Junction <b>AMEND:—</b> 1 1380 <b>DELETE:—</b> Ardsley Sidings <b>DELETE:—</b> Signal Box and all relevant details. Cudworth Station (N.E.R.) <b>AMEND:—</b> 2 1254												
C. Up line, 591 yards before reaching Outer Home signal. 100												
30 30 Between Monk Spring Junction and Cudworth Station (N.E.R.) 172 $\frac{3}{4}$ to 173 $\frac{1}{4}$ m.p. C. Down line, 695 yards before reaching Home signal. 100 2L IC Royston and not stopping Carlton.												

**TABLE C**  
**LINES WORKED UNDER "NO BLOCK" REGULATIONS**

From	To	Line	
		Down	Up
<b>PAGE 91.</b>			
<b>DELETE:—</b>			
<b>SHEFFIELD NUNNERY MAIN LINE JUNCTION TO NUNNERY SINGLE LINE JUNCTION</b>			
Nunnery Single Line Junction .. ..	Nunnery Goods Yard .. ..	*Through Siding ..	—
Nunnery Shunter's Cabin .. ..	Woodburn Junction .. ..	Through Siding ..	Through Siding

**TABLE E****PAGE 95/96.****LOCAL CODE OF ENGINE WHISTLES****AMEND** heading:—**BOSTON TO LINCOLN** to read **BOSTON TO LINCOLN (GREETWELL JUNCTION).****TABLE F****PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 101.</b>			
<b>KING'S CROSS TO SHAFTHOLME JUNCTION</b>			
<b>AMEND:—</b>			
Harringay Up Goods .. ..	Ferne Park North Down	Viaduct Single Line	5 wagons fully fitted with or without brake van in clear weather only.
Ferne Park North Down .. ..	Harringay Up Goods ..	Viaduct Single	Brake vans.
<b>PAGE 102.</b>			
<b>AMEND:—</b>			
Bathley Lane .. ..	Newark North .. ..	Up Main ..	4 vehicles.
<b>PAGE 104.</b>			
<b>WERRINGTON JUNCTION TO BOSTON (GRAND SLUICE JUNCTION)</b>			
<b>DELETE:—</b>			
Spalding No. 3 .. ..	Siding connection leading to Sugar Beet factory.	Up Main ..	Wagons.
<b>SPALDING TO DONCASTER (BLACK CARR JUNCTION) VIA SLEAFORD, ETC.</b>			
<b>DELETE:—</b>			
Sincil Bank .. ..	Pelham Street .. ..	Down Boston	—
East Goods .. ..	Pelham Street .. ..	Up .. ..	} Freight trains and Pilot trips without brake van etc.
Pelham Street .. ..	East Goods .. ..	Down .. ..	
East Goods .. ..	Lincoln St. Marks Yard ..	Down .. ..	} 15 wagons in clear weather.
Lincoln St. Marks Yard .. ..	East Goods .. ..	Up .. ..	
East Goods .. ..	Lincoln St. Marks ..	Down .. ..	8 vehicles without brake van for attaching, etc.
Pelham Street .. ..	Lincoln High Street ..	Down .. ..	—
<b>INSERT:—</b>			
Pelham Street .. ..	Sincil Bank .. ..	Up Main to Up Grantham Line	15 wagons without brake van.
<b>AMEND:—</b>			
East Holmes .. ..	West Holmes .. ..	Down Main	} 15 wagons in clear weather only.
West Holmes .. ..	East Holmes .. ..	Up Main	
Pelham Street .. ..	Lincoln High Street ..	Down .. ..	30 wagons in clear weather only.
<b>PAGE 105.</b>			
<b>CLEETHORPES TO WRAWBY JUNCTION</b>			
<b>AMEND:—</b>			
Pasture Street Crossing .. ..	New Bridge Siding ..	Up Main ..	10 fitted vehicles with or without brake van.
Pasture Street Crossing .. ..	New Bridge Siding ..	Up Main ..	50 wagons with or without brake van from Goods Junction only.
<b>DELETE:—</b>			
New Bridge Siding .. ..	Holme Street Crossing ..	Down Main ..	4 wagons.
Pasture Street Crossing .. ..	Holme Street Crossing ..	Up Main ..	10 fitted vehicles with or without brake van.

TABLE F—continued

From	To	Line	Number of vehicles and Special Conditions
<b>PAGE 107.</b>			
<b>MEXBOROUGH TO BARNSELY JUNCTION (VIA BARNSELY)</b>			
<b>DELETE:—</b>			
Court House Junction .. .. .	Barnsley Goods Yard ..	Up Main ..	5 wagons without brake van. Brake of loading vehicle must be pinned down. Empty coaching stock.
<b>INSERT:—</b>			
Court House Junction .. .. .	Barnsley Exchange ..	Up Line ..	2 fitted wagons with brake van for parcels loading platform.
<b>PAGE 108.</b>			
<b>DELETE:—</b>			
Barnsley Goods Yard .. .. .	Courthouse Junction ..	Down Main ..	Freight trains, Empty coaching stock.
Barnsley Goods Yard .. .. .	Summer Lane Station ..	Down .. ..	3 fitted milk tanks without brake van.
<b>PAGE 109.</b>			
<b>HASLAND SIDINGS L.M.R. TO HOUGHTON COLLIERY, ETC.</b>			
<b>INSERT:—</b>			
Sheffield South No. 2 .. .. .	Sheffield South No. 1 ..	No. 5 platform to South dead end shunt siding and Up Slow Line	P.6 Coaching Stock vehicles without brake van. 12 Coaching Stock vehicles without brake van. Automatic brake not in use. 6 Freight vehicles without brake.
Sheffield South No. 2 .. .. .	Sheffield South No. 1 ..	Nos. 1 and 2 Up Sidings to South dead end shunt siding and Up Slow Line	12 Coaching Stock vehicles without brake van. Automatic brake not in use. 6 Freight vehicles without brake.
<b>PAGE 110.</b>			
<b>SHEFFIELD NUNNERY MAIN LINE JUNCTION TO NUNNERY SINGLE LINE</b>			
<b>AMEND:—</b>			
Nunnery Main Line Junction .. ..	Nunnery Goods Yard ..	Down Goods and Through	30 freight vehicles.
<b>INSERT:— SHEFFIELD NUNNERY SINGLE LINE TO WOODBURN JUNCTION</b>			
Nunnery Single Line Junction ..	Woodburn Junction ..	Through ..	30 freight vehicles with or without brake van.

TABLE G  
WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
<b>PAGE 111.</b>				
<b>KING'S CROSS TO SHAFTHOLME</b>				
<b>AMEND:—</b>				
Cambridge Junction ..	Hitchin Yard .. ..	Slow .. ..	—	Light engines. Empty coaching stock or wagons may be set back.
Hitchin Goods Yard ..	Cambridge Junction ..	L.M.R. ..	—	Light engines. Goods trips not exceeding 20 freight vehicles without brake van to Down Yard at Cambridge Junction Down only.
<b>PAGE 113.</b>				
<b>SPALDING TO DONCASTER (BLACK CARR JUNCTION) ETC.</b>				
<b>DELETE:—</b>				
Lincoln Pelham Street ..	Sincil Bank .. ..	Main .. ..	—	Vehicles drawn. Empty coaching stock without brake van may be set back.
<b>PAGE 115.</b>				
<b>BARNETBY (WRAWBY JUNCTION) TO SHEFFIELD, ETC.</b>				
<b>DELETE:—</b>				
Broughton Lane ..	Carbrook Down Sidings	Goods No. 1	—	Drawn only.
Broughton Lane ..	Carbrook Down Sidings	Goods No. 2	—	Drawn only.
<b>INSERT:—</b>				
Broughton Lane ..	Brown Bayleys Siding ..	—	Goods ..	Drawn only.

TABLE G—continued

From	To	Line		Remarks
		Down	Up	
<b>MEXBOROUGH TO BARNESLEY JUNCTION, ETC.</b>				
<b>DELETE:—</b>				
Aldam Junction .. ..	Mitchells Main .. ..	Goods ..	—	Drawn only.
<b>AMEND:—</b>				
Wath Central Station ..	Wath Central Junction ..	Goods ..	—	Light engines and engines and brake vans.
Moor Road Bridge ..	Wath Central Station ..	Goods ..	—	} Light engines. Freight vehicles.
Wath Central Station ..	Moor Road Bridge ..	—	Goods ..	
Barnsley Exchange Junction	Jumble Lane .. ..	Main ..	—	
Jumble Lane .. ..	Barnsley Exchange Junction	—	Main ..	"P" 12 Coaching Stock vehicles. Freight vehicles drawn only.
<b>DELETE:—</b>				
Barnsley Court House Junction	Barnsley Goods .. ..	Main ..	—	Light engines. Coaching Stock 2 fitted vehicles with vacuum brake in use without brake van.
Staithe Crossing ..	Adwick Crossing ..	Goods ..	—	Not exceeding 10 freight or empty coaching stock vehicles without brake van.
<b>PAGE 116.</b>				
<b>PILSLEY L.M.R. TO PENISTONE</b>				
<b>DELETE:—</b>				
Darnall West .. ..	Darnall East .. ..	Goods ..	—	Clear weather drawn only.
Sheffield No. 3 .. ..	Sheffield No. 4 .. ..	Goods ..	—	Drawn only.
Sheffield No. 4 .. ..	Sheffield No. 3 .. ..	—	Goods ..	Drawn only.
<b>AMEND:—</b>				
Darnall East .. ..	Darnall West .. ..	—	Goods ..	Freight vehicles for Cravens Sidings. Not more than 15 vehicles may be set back.
Woodburn Junction ..	Sheffield No. 6 .. ..	—	Goods No. 1	} Light engines and 45 freight vehicles.
Sheffield No. 6 .. ..	Woodburn Junction ..	Goods No. 3	Goods No. 2	
Sheffield No. 5 .. ..	Sheffield No. 6 .. ..	Goods No. 3	—	Freight vehicles and empty coaching stock. 30 freight vehicles in clear weather only and 15 freight vehicles during fog or falling snow may be set back without brake van.
Sheffield No. 5 .. ..	Sheffield No. 6 .. ..	Goods No. 1	—	} 45 freight vehicles without brake van.
Sheffield No. 5 .. ..	Sheffield No. 6 .. ..	Goods No. 2	—	
Sheffield No. 4 .. ..	Sheffield No. 5 .. ..	Goods No. 2	—	Light engines and coaching stock. 12 fitted vehicles with vacuum brake in use without brake van.
Sheffield No. 3 .. ..	Sheffield No. 4 .. ..	Fast ..	—	} Coaching stock and light engines.
Sheffield No. 3 .. ..	Sheffield No. 4 .. ..	Slow ..	—	
Sheffield No. 4 .. ..	Sheffield No. 3 .. ..	—	Fast ..	} Coaching stock and light engines.
Sheffield No. 4 .. ..	Sheffield No. 3 .. ..	—	Slow ..	
Sheffield No. 2 .. ..	Sheffield No. 3 .. ..	Goods ..	—	Not exceeding 20 freight vehicles may be set back.
<b>INSERT:—</b>				
Sheffield Station "A" ..	Sheffield South No. 1 ..	No. 1 platform and No. 1 middle	—	12 Coaching Stock vehicles without brake van. Automatic brake not in use. 12 freight vehicles without brake van.
Sheffield Station "A" ..	Sheffield South No. 1 ..	No. 1 platform and No. 1 middle	—	P.6. Coaching Stock vehicles without brake van.
Sheffield North Junction	Sheffield Station "A" ..	No. 2 middle and No. 2 platform	—	12 Coaching Stock vehicles without brake van. Automatic brake not in use. 12 freight vehicles without brake van.
Sheffield North Junction	Sheffield Station "A" ..	No. 2 middle and No. 2 platform	—	P.6. Coaching Stock vehicles without brake van.

TABLE H.1

## WORKING OF FREIGHT VEHICLES WITHOUT A BRAKE VAN IN REAR

From	To	Line	Number of vehicles and Special Conditions
<b>PAGE 117.</b>			
<b>KING'S CROSS TO SHAFTHOLME JUNCTION</b>			
<b>INSERT:—</b>			
King's Cross Passenger and Goods Stations	Holloway South Down ..	All Down lines .. ..	12 fully fitted. In clear weather only.
*Holloway South Down ..	Wood Green No. 3 ..	All Down lines except Main and Fast lines	12 fully fitted. In clear weather only.
*Wood Green No. 2 ..	Holloway North Up ..	All Up lines except Main and Fast lines	12 fully fitted. In clear weather only.
Holloway North Up ..	King's Cross Passenger and Goods Stations	All Up lines .. ..	12 fully fitted. In clear weather only.
* Including cross line movements Finsbury Park No. 2 to Holloway North Up via Up Carriage line and in both directions between Ferme Park North Down and Harringay Up Goods on Viaduct Single line.			
<b>PAGE 118.</b>			
<b>DELETE:—</b>			
King's Cross Passenger ..	East Goods Yard ..	Down Slow and Down Main No. 1 to Goods and Mineral Junction, thence via Down Goods lines to Finsbury Park No. 2 box	5 fully fitted vans or horse boxes in clear weather only.
Goods and Mineral Junction	Holloway South Down ..	Down Goods .. ..	12 fully fitted. In clear weather only.
Holloway South .. ..	King's Cross Passenger ..	Up Main Holloway South to Belle Isle thence via Up Relief line	2 fitted vans.
Holloway South Up ..	Goods and Mineral Junction	Up Goods .. ..	12 fully fitted. In clear weather only.
Holloway South Down ..	Holloway North Down ..	Down Goods Nos. 1 and 2	12 fully fitted. In clear weather only.
Holloway North Up ..	Holloway South Up ..	Up Goods Up Coal and Up Slow	12 fully fitted. In clear weather only.
Holloway North Down ..	Finsbury Park No. 2 ..	Down Goods Nos. 1 and 2 and Carriage	12 fully fitted. In clear weather only.
Finsbury Park No. 6 ..	Finsbury Park No. 4 ..	Up Branch line .. ..	12 fully fitted vehicles in clear weather only.
Finsbury Park No. 4 ..	Holloway North Up ..	Up Coal and Up Goods ..	12 fully fitted vehicles in clear weather.
Harringay West Up Goods	Finsbury Park No. 6 ..	Up Goods Nos. 1 and 2 ..	12 fully fitted vehicles in clear weather.
Ferme Park South Up ..	Harringay West Up Goods	Up Goods Nos. 2 and 3 ..	12 fully fitted vehicles in clear weather.
Ferme Park North Down ..	Harringay West Up Goods	Up Viaduct .. ..	3 fully fitted in clear weather only.
<b>PAGE 122.</b>			
<b>MEXBOROUGH TO BARNESLEY JUNCTION (VIA BARNESLEY)</b>			
<b>DELETE:—</b>			
Summer Lane Station ..	Barnesley Goods Yard ..	Up .. ..	3 fitted milk vans.

TABLE H.2

## WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN BEYOND STATION LIMITS

From	To	Line	Number of vehicles and Special Conditions
<b>PAGE 122.</b>			
<b>INSERT:—</b>			
Waterworks Sidings .. ..	Hornsey C.S. .. ..	Down Goods	3 coaching stock.
Wood Green .. ..		Down Slow No. 2 ..	
		Down Branch	
		Up Goods	
		Up Carriage	

TABLE J

## ENGINES ASSISTING IN REAR OF TRAINS—RULE 133

From	To	Class of Train	Conditions	Remarks
<b>PAGE 123 (Page 73, Supplement No. I)</b>				
<b>AMEND:—</b> Harringay Up Goods ..	Ferne Park North Down	F	—	Diesel shunting locomotives may be used. If a 350 HP diesel shunting locomotive is used, speed of train must <b>NOT</b> exceed <b>15 M.P.H.</b>
Ferne Park North Down	Harringay Up Goods ..	F	—	Diesel shunting locomotives may be used. If a 350 HP diesel shunting locomotive is used, speed of train must <b>NOT</b> exceed <b>15 M.P.H.</b>
<b>PAGE 124 (Page 73, Supplement No. I).</b>				
<b>DELETE:—</b> Wath Central Junction	Dearne Junction ..	F	—	—
<b>INSERT:—</b> Moor Road Bridge ..	Dearne Junction ..	F	—	Trains assisted in the rear for the direction of Wath Road Junction may be worked without a brake van in rear of the vehicles.
<b>AMEND:—</b> Wath Central Junction	Barnsley Junction ..	F	N	Over Main or Goods lines to Aldam Junction, thence via Worsborough Branch. Applies to all trains except class '4' freight trains. Driver of front engine to shut off power after passing Wombwell Main Junction and apply Hand-brake slightly, so that Driver of rear engine shall have no difficulty in keeping close to train. See special instructions at end of Table.
<b>INSERT:—</b> Wombwell Exchange ..	West Silkstone .. ..	F	—	Applies to Class '4' freight trains only. The bank engine must be coupled to the train and the Vacuum brake pipe connected so that the train engine remains in control of the brake.
<b>PAGE 125.</b>				
<b>DELETE:—</b> Ardsley Sidings ..	Cudworth Station (N.E.R.)	F	—	—
<b>PAGE 125 (Page 73, Supplement No. I)</b>				
<b>DELETE:—</b> Cudworth Stn. (N.E.R.)	Chapeltown Station ..	F	N	—

TABLE K.I

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

PAGE 126.

**AMEND** heading:—

**WASHINGBOROUGH JUNCTION TO PYEWIPE JUNCTION (LINCOLN AVOIDING LINE)**  
to read **GREETWELL JUNCTION TO PYEWIPE JUNCTION (LINCOLN AVOIDING LINE).**



TABLE K.2

**LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE—RULE 55**

From	To	Lines	
		Down	Up
<b>PAGE 127.</b>			
<b>AMEND</b> heading:—			
<b>WASHINGBOROUGH JUNCTION</b>		<b>TO PYEWIPE JUNCTION (LINCOLN AVOIDING LINE)</b>	<b>TO PYEWIPE JUNCTION (LINCOLN AVOIDING LINE)</b>
to read <b>GREETWELL JUNCTION</b>			
<b>DELETE:—</b>			
Lincoln, Washingborough Junction ..	Lincoln, Greetwell Junction ..	Main	—
Lincoln, Greetwell Junction ..	Lincoln, Washingborough Junction ..	—	Main

TABLE S.1

**INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS**

Name of Siding	Situation	Line connected with	Method of control
<b>★PAGE 130.</b> <b>AMEND:—</b> South Departure .. ..	Between Wath North Station and Wath Road Junction	Up Goods .. ..	Ground Frame, electrically controlled from Wath North Station box.

TABLE S.3

**SIDINGS CONNECTED WITH RUNNING LINES WHICH ARE WORKED UNDER SPECIAL ARRANGEMENTS AND FROM WHICH TRAINS MAY RETURN IN THE WRONG DIRECTION WITHOUT A WRONG LINE ORDER TO THE SIGNAL BOX IN REAR**

Siding	Position
<b>PAGE 132.</b> <b>INSERT:—</b> Rotherham Central Station Long Sidings .. ..	Down Main line between Rotherham Central Station and Rotherham Main. Ground Frame electrically controlled from Rotherham Central Station Box.

**GENERAL INSTRUCTIONS**

**PAGE 133 (Pages 75 and 76, Supplement No. 1)**

**PROVISION OF PROTECTION BY DETONATORS AND SITING OF WARNING BOARDS ON HIGH SPEED LINES**

**AMEND** 2nd paragraph to read:—

Warning boards provided in accordance with Rule 218 (a) must on such lines be fixed at one mile, etc . . .

**INSERT** the following section of line on which the instruction applies:—

**Horns Bridge and Houghton Colliery Sidings.**

**LOCAL INSTRUCTIONS**

**PAGE 141 (Page 76, Supplement No. 1)**

**FERME PARK**

**No. 1 Shunt Spur in Down Yard, South End**

**DELETE:—**Item Nos. 1 and 2 Shunt Spurs in Down Yard, South End.

**INSERT:—**

Shunters to ring electric bell in conjunction with No. 1 Shunt Spur, in accordance with Rule 117.

**INSERT:—**

**Ferme Park South Up: Top Yard Shunt line**

Shunters to ring electric bell to control movements from Top Yard to Shunt line in accordance with Rule 117.

**PAGE 143.**

**INSERT:—**

**LITTLE BARFORD POWER STATION**

Traffic for the Power Station must be placed in the four sidings adjoining the Down Slow line.

Guards must pin down the brakes of not less than four wagons at each end of every train, or part of train, placed in each of the sidings.

## LOCAL INSTRUCTIONS—continued

**PAGE 144.**  
**PETERBOROUGH NORTH**  
**INSERT:—**

**TRANSFER OF VANS UP PLATFORM TO DOWN BAY PLATFORM**

When it is necessary for a loaded van to be conveyed as tail traffic on Multiple Unit Diesel trains for Grimsby line, the van may be transferred from the Up Platform Dock Siding to the Down Bay Platform, by the empty diesel unit, to await departure.

The movement must be made under the supervision of the Station Foreman or other competent person.

**PAGE 145.**  
**INSERT:—**

**WERRINGTON JUNCTION**

**B.R. Automatic Warning System of Train Control (A.W.S.)**

Referring to paragraph 2 (headed "Audible Indications") of the instructions appearing on pages 16/17 of the General Appendix, a bell indication will be received in the driving cab when the Down Main directing Distant signal for the Boston line is in the Clear position.

**PAGE 146.**

**GRANTHAM**

**ENGINES OF UP TRAINS STOPPING AT STATION**

**DELETE** the words "blowing off steam" from the instruction under this heading.

**PAGE 150.**  
**BELMONT SIDING**

**INSERT** after the words "falling snow":—except in an emergency on instructions from the Inspector at Belmont Sidings who must arrange for a Shunter to accompany the Guard.

**PAGE 153 (Page 77, Supplement No.1.)**

**DELETE:—GAINSBOROUGH LEA ROAD: TOP YARD** and instructions.

**PAGE 155.**  
**AMEND** heading:—

**WASHINGBOROUGH JUNCTION TO PYEWIPE JUNCTION (LINCOLN AVOIDING LINE)**  
**BOULTHAM JUNCTION AND PYEWIPE JUNCTION** to read **GREETWELL JUNCTION TO**  
**PYEWIPE JUNCTION (LINCOLN AVOIDING LINE).**  
**BOULTHAM JUNCTION AND PYEWIPE JUNCTION.**

**PAGE 157.**

**GRIMSBY TOWN**

**CALLING BACK TRAINS, Holme Street and New Bridge—AMEND** reference to Holme Street in heading and in the instruction to read Pasture Street Crossing.

**GRIMSBY DOCKS**

**LEVEL CROSSINGS**

**DELETE** first paragraph.  
**INSERT:—**

Trains must be brought to a stand short of the roadway at level crossings in the Dock areas and must not proceed until signalled to do so by the Shunter or Guard in charge of the movement.

Before authorising a rail movement across the roadway the Shunter or Guard must satisfy himself that it is safe for the movement to be made.

Whenever a train is propelled over Union Dock Swing Bridge in either direction the Shunter or Guard in charge of the movement must precede the movement and take up a position on the opposite side of the bridge in the direction of travel and prevent any road vehicle fouling the bridge whilst the warning devices are being operated.

**PAGE 158.**  
**INSERT:—**

**Stallingborough Little London Crossing.—Drivers must whistle continuously from the whistle boards provided on the approach sides of Little London Crossing until reaching the crossing.**

Should a train, or portion of a train, come to a stand in section between Stallingborough and Roxton Siding owing to failure or other cause and the quickest means of advising a Signalman of the emergency would be to use the telephone provided for the use of the public at Little London Crossing, this telephone must be used to advise the Signalman at Stallingborough Box of the emergency.

During the time the automatic lifting half-barriers are not working normally, Drivers will be stopped at the box in rear and advised of the circumstances. Drivers of trains proceeding towards the crossing during a failure must approach the crossing cautiously, sound the engine whistle and not proceed over the crossing unless authority to do so has been received from a temporary Crossing Keeper or an assurance has been received from a Police Constable on duty at the crossing that the crossing is not and will not be fouled by road traffic. In the event of there being neither a Crossing Keeper nor Police Constable on duty at the crossing, Drivers must not proceed over the crossing until they have assured themselves that the crossing is not fouled or about to be fouled by road traffic and that it is safe to do so.

A Wrong Line Order must not be issued for a movement which requires to pass over the crossing nor must Single Line Working be introduced over the crossing until the Person requiring to issue the Wrong Line Order or arranging the Single Line Working, as the case may be, has arranged with the Signalman at Stallingborough Station Box for a competent man to be in attendance at the crossing to operate the barriers and this man has taken up duty.

Drivers of trains proceeding towards the crossing in the wrong direction under the authority of a Wrong Line Order or Drivers of trains proceeding towards the crossing in either direction during Single line working must approach cautiously, sound the engine whistle and come to a stand short of the crossing. Drivers must not proceed over the crossing until they have been instructed to do so by the Person in charge at the crossing.

The provisions of Rule 175, clause (c) will only apply to ballast trains which have not proceeded over, or approached to within  $\frac{1}{2}$  mile of the crossing. Ballast trains which have proceeded over, or approached to within  $\frac{1}{2}$  mile of the crossing are prohibited from returning to the box in accordance with this rule.

A ballast train must not be set back in accordance with the provisions of Rule 216, clause (j), if it has approached to within  $\frac{1}{2}$  mile of the crossing, nor if the setting back movement would approach nearer than  $\frac{1}{4}$  mile to this crossing.

Before a tamping machine or track recording machine is allowed to run in either direction between Stallingborough and Roxton Siding arrangements must be made with the Signalman at Stallingborough Station Box for a competent man to be in attendance at the crossing to operate the barriers.

A trolley must not be placed on the line within, or which requires to approach within,  $\frac{1}{2}$  mile of the crossing, nor must a trolley be set back in the wrong direction as provided in Rule 215, clause (g) (ii), if such movement requires to approach within  $\frac{1}{2}$  mile of the crossing unless arrangements have been made with the Signalman at Stallingborough Station Box for a competent man to be in attendance at the crossing to operate the barriers and this man has taken up duty.

**LOCAL INSTRUCTIONS—continued****PAGE 163.****STAINFORTH****INSERT:—****ENGINES TAKING WATER AT DOWN BRANCH LINE WATER COLUMN**

A telephone is provided at the Down Branch line water column and on completion of taking water Drivers of trains must advise the Signalman at Stainforth Junction Signal Box that the train is ready to proceed.

**PAGE 166.****MANVERS MAIN COLLIERIES****INSERT:—****NUMBER-TAKING.**

Guards of trains detaching loaded wagons at Manvers Main Colliery, Coke Ovens and Washery must obtain labels and insert thereon the numbers of the wagon and time and date actually placed at the disposal of the N.C.B. The labels must be handed to the Signalman on duty at Wath Central Junction Signal Box to await collection by the Staff of the Station Master at Mexborough.

**WATH YARD****INSERT:—**

**WATH DIESEL DEPOT.**—Drivers must obtain the permission, by telephone, of the Pointsman at "A" or "B" cabin, as the case may be, prior to leaving the depot towards the cabin concerned.

**PAGE 171.****BRIGHTSIDE****INSERT:—****WINCOBANK STATION JUNCTION**

Traffic from Wincobank Station Junction to Meadow Hall must be worked to the Meadow Hall end of No. 5 siding (Through siding). If it is necessary in exceptional circumstances for a vehicle or vehicles to be left on this siding without an engine attached, the Guard must place a lighted tail lamp at both ends of the vehicle or vehicles and must advise the Signalman at Wincobank Station Junction, by telephone, that the vehicle or vehicles have been left on the siding and the position of such vehicle or vehicles.

**PAGE 172.****WOODHOUSE MILL****INSERT:—**

**TREETON JUNCTION—HADFIELD'S SIDINGS.**—When work at this siding has been completed, the Guard or Shunter must communicate with the Signalman at Treeton Junction Box, by telephone, and obtain permission for the train to depart.

**INDUSTRIAL STEEL CO.'S SIDINGS****DELETE** third paragraph and substitute:—

"A scotch block is provided on the Cattle Dock Siding to protect the gate leading to Stevenson Road. This must be kept padlocked across the line except when movements are required to be made to and from this firm's sidings. The key is kept in the Foreman's office."

**★ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES  
(EASTERN SECTION)**

**CONTENTS**

List of lines in the sequence used throughout the book

Page number relating Table A

**PAGE IV —**

**DELETE:—**

Burnmouth to Eyemouth .. .. . 11

**INSERT:—**

Monktonhall Junction to Millerhill .. .. . 12

**AMEND:—**Niddrie South to Haymarket West Junction entry to read:—

Millerhill to Haymarket West Junction.. .. . 16

**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES ETC., MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS, ETC.**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow			
													Down		Up	
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
<b>TWEEDMOUTH TO EDINBURGH (WAVERLEY)</b>  <b>PAGE 5.</b> Burnmouth Station <b>DELETE:—</b> (See page 11)  <b>PAGE 6.</b> Ayton Station <b>DELETE:—</b>  <b>PAGE 7.</b> Between Grantshouse Station and Cockburnspath Station. <b>AMEND:—</b> Distance of Up Auto Home signal to read: 2 miles 220 yards from Grantshouse. <b>INSERT:—</b> Catch points:—  Cockburnspath Station <b>DELETE:—</b>									10	—	Through junction to Eyemouth.					
							UPL	69			S. Up Loop (West End) ..	Level				
											C. Up line, 450 yards before reaching connection to Pease Siding.	96				
											C. Up line, 430 yards before reaching connection to Pease Siding.	96				

**PAGE 8.**  
**East Linton**  
**Station**  
**DELETE:—**

DGL 80  
DGL 80

**East Fortune**  
**Station**  
**DELETE:—**

DRS 58

**PAGE 8 (Page 78, Supplement No. 1).**  
**Prestonpans**  
**Longniddry**  
**Junction**  
**DELETE:—**

DRS 30  
(No. 1)  
DRS 30  
(No. 2)

**PAGE 9.**  
**Musselburgh**  
**Newhailes**  
**Junction**  
**INSERT:—**

S. Down Goods Loop (East  
End). Level

**PAGE 11 (Page 79, Supplement No. 1)**  
**DELETE:—BURNMOUTH TO EYEMOUTH Table**

**RESTON JUNCTION TO DUNS (GOODS LINES)**

**AMEND:—**"Description of Block Signalling, etc." column to be "One engine in steam".  
**Chirnside**

**Station**

**DELETE:—**Dot signifying block post and distance.

**Duns**  
**Station**

**DELETE:—**As a block post.  
**AMEND:—**8 968

**PAGE 12 (Page 79, Supplement No. 1).**

**Musselburgh**  
**Monktonhall**  
**Junction**

**INSERT:—**

**Portobello**  
**Niddrie North**

**AMEND:—**

20 — Through junction to Millerhill.

20 20 Over Lothian lines through and between Niddrie North and Millerhill.

**\*ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES  
(EASTERN SECTION)—continued**

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES ETC., MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS ETC.—continued

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points	Gradient (Rising unless otherwise shown) l in	Engine Whistles L—long    S—short    C—crow						
		M	Yds.	Up	Down	Descrip- tion	Standage Wagons E. & V.	Down	Up			Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			

TC Block	<b>PAGE 12.</b> <b>INSERT:—new table:—</b> <b>MONKTONHALL JUNCTION TO MILLERHILL (GOODS LINES)</b> BETWEEN MONKTONHALL JUNCTION AND MILLERHILL							30	30	MAXIMUM PERMISSIBLE SPEED.								
	Inveresk Monktonhall Junction Down Auto Home signal, 1082 yards from signal MK6—12 Up Auto Home signal, 700 yards from signals M.44 and M.46	—	—						20	Through junction from C. Down line, 742 yards before reaching Down Home signal.	Millerhill. 119							
										C. Down line, 550 yards before reaching signal M.41.	119							
											C. Down line, 550 yards before reaching signal M.98.	119						
	<b>Millerhill Station</b> (See pages 13, 15 and 16)	2	9	(from connection with main line at Millerhill)														
	<b>PAGE 13 (Page 80, Supplement No. I)</b> <b>DELETE:—</b> <b>NIDDRIE SOUTH AND RELATIVE INFORMATION</b> <b>INSERT AND INDENT AFTER NIDDRIE WEST:—</b> <b>Millerhill Station</b> (From Niddrie North) (See pages 12, 15 and 16)	1	1508					—	20	Through Junction from	Lothian line.							

PAGE 15 (Page 81, Supplement No. 1)

DELETE:—PORTOBELLO, NIDDRIE SOUTH TO EAST and relative information and  
INSERT:—MILLERHILL TO PORTOBELLO EAST

Millerhill

Station  
(See pages 12,  
13 and 16)

C. Up line, 550 yards before reaching signal M.2. 218

CW. Up line, 550 yards before reaching signal M.22. 109

CW. Up line, 550 yards before reaching signal M.132. 200

20 — Through junction to Niddrie West.

20 — Through junction to Lothian line.

\*45 \*45 Between Millerhill and Portobello East, 4 miles 20 chains to 3 miles 40 chains.

Portobello

Niddrie North  
(See pages 12,  
13 and 17)

1 1058

— 20 Through junction to Niddrie West.

3S IL South yard or Down Goods line at Niddrie West.

5 — Over Goods line.  
CW. Up line, 532 yards before reaching signal M.214. 75

C. Up line, 535 yards before reaching Up Home signal. 85

East  
(See page 9)

0 1100

30 30 Through junction Main lines, 3 miles 40 chains to 3 miles 26 chains.

SPEED RESTRICTIONS MARKED THUS \* MAY BE EXCEEDED BY 5 MILES PER HOUR BY LIGHTWEIGHT  
MULTIPLE UNIT TWIN DIESEL TRAINS

PAGE 16 (Page 81, Supplement No. 1)

AMEND:—line heading MILLERHILL TO HAYMARKET WEST JUNCTION

AMEND:—sub-heading MILLERHILL AND NIDDRIE NORTH AND HAYMARKET WEST JUNCTION

Portobello

Niddrie South

DELETE:—Signal box and all relevant information.

INSERT:—

Millerhill

Station  
(See pages 12,  
13 and 15)

— 20 Through junction from Niddrie West.

PAGE 17.

INSERT:—In "Description of Block Signalling, etc." column "TC Block" between Millerhill Station and Niddrie West.

Niddrie North

INSERT:—Portobello as parent station.

Niddrie West

AMEND:— 1 1523

PAGE 18.

AMEND:—line heading MILLERHILL TO HAYMARKET WEST JUNCTION (continued).

TC Block

PAGE 20.

**MULTIPLE-UNIT DIESEL TRAINS, BATTERY RAILCARS AND DIESEL RAILBUSES—  
EXCHANGE OF TOKENS****DELETE** reference to Drem.**TABLE E  
LOCAL CODE OF ENGINE WHISTLES**

PAGE 20.

**DELETE:**—Chirnside and relative whistles.  
Duns and relative whistles.

PAGE 21.

**Niddrie West.****AMEND:**—

"To or from Niddrie South" to read "To or from Millerhill".

"From South Yard to Niddrie South (Lothian line)" to read "From South Yard to Niddrie North (Lothian line)".

**Longniddry Junction.****DELETE:**—To or from No. 1 siding. 1S 1L.  
To or from No. 2 siding. 2S 1L.**TABLE F  
PROPELLING TRAINS OR VEHICLES**

PAGE 23.

**DELETE:**—Monktonhall Junction/Wallyford entry.**AMEND:**—all references to "Niddrie South" to read "Millerhill".

PAGE 24.

**AMEND:**—all references (4) to "Niddrie South" to read "Millerhill".**DELETE:**—RULES 149 and 175: PROPELLING OF BALLAST TRAINS and relative entries.**TABLE G  
WORKING IN WRONG DIRECTION**

PAGE 25.

**AMEND:**—Haymarket West Junction/Haymarket Central Junction entry to read:—

Haymarket Central Junction	Haymarket West Junction	Up Goods
-------------------------------	----------------------------	----------

**TABLE H.1**

PAGE 25.

**AMEND:**—reference to "Niddrie South" to read "Millerhill".**TABLE H.2**

PAGE 26.

**AMEND:**—reference to "Niddrie South" to read "Millerhill".**TABLE J**

PAGE 27 (and page 82 of No. 1 Supplement).

**AMEND:**—all references to "Niddrie South" to read "Millerhill".

PAGE 28.

**AMEND:**—all references to "Niddrie South" to read "Millerhill".**TABLE K2.**

PAGE 28 (and page 82 of No. 1 Supplement).

**AMEND:**—both references to "Niddrie South" to read "Millerhill".**TABLE M**

PAGE 29 (and page 83 of No. 1 Supplement).

**AMEND** Niddrie North entry to read:—

Niddrie North .. Up from Leith South Junction .. Ballast trains and E.C.S.

**DELETE** Carlisle to Portobello East table.**AMEND** Niddrie South to Haymarket WEST Junction to read Millerhill to Haymarket West Junction and relative entry to read:—

Niddrie West .. Down from Wanton Walls .. —

**TABLE O****ATTACHING OF VEHICLES BEHIND REAR BRAKE VAN OF PASSENGER, EMPTY COACHING STOCK,  
PARCELS, FISH, FRUIT, ETC., AND CLASS "C" (FULLY FITTED) FREIGHT TRAINS**

PAGE 29 (Page 83 of No. 1 Supplement).

**DELETE:**—

Tweedmouth and Carham (Down line) entry.

Carham and Kelso (Down line) entry.

Kelso and St. Boswells (Down line) entry.

St. Boswells and Tweedmouth (Up line) entry.

**INSERT:**—

Tweedmouth and St. Boswells ..... —

**AMEND** both references to "Niddrie South" to read "Millerhill".



**TABLE S.2**  
**TRAINS RETURNING FROM INTERMEDIATE SIDINGS OR STATIONS ON SINGLE LINES OF**  
**RAILWAY TO THE TOKEN OR STAFF STATION IN THE REAR**

Siding to	To	Remarks
<b>PAGE 31.</b> <b>DELETE:—Reston Junction to Duns and relative entry</b>		

**TABLE U**

**PAGE 31.**  
**DELETE** Rose Lane entry.

**TABLE W**  
**SET BACK SIGNALS—RULE 108**

**AMEND:—Burnmouth entry to read Up Main to Up Refuge siding.**  
**DELETE:—East Fortune entry.**

**PAGE 32.**  
**DELETE** Niddrie South entry.

**AMEND “Niddrie South to Haymarket West Junction” to read “Millerhill to Haymarket West Junction”.**

**TABLE Y—RULE 39, CLAUSE (a)**

**DELETE:—Tweedmouth to Edinburgh Waverley and relative entry.**  
**AMEND** reference to “Niddrie South” to read “Millerhill”.

**PAGE 32 (Page 84, Supplement No. 1).**

**TABLE Z**  
**LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM**

**DELETE:—reference to Burnmouth Up Distant from Eyemouth.**

**GENERAL INSTRUCTIONS**  
**BREAKDOWN ARRANGEMENTS**

**PAGE 33.**  
**Breakdown Cranes—Tweedmouth.**

**DELETE:—Eyemouth Branch.**  
**Tool Vans—Tweedmouth.**

**DELETE:—Eyemouth Branch.**

**PAGE 36.**

**LINES WORKED BY TRACK CIRCUIT BLOCK**

These lines are indicated in TABLE A and the following instructions and modifications to Rules will apply:—  
**Protection of Trains—Rule 179.**

When a train is brought to a stand in advance of a colour light stop signal by accident, failure, obstruction, or other exceptional cause, the provisions of Rule 179 must be carried out, except that the guard, driver, or fireman need not go back  $\frac{3}{4}$  mile if he previously reaches a colour light signal in rear of his train and that signal is showing Danger. In such circumstances he must place 3 detonators on the obstructed line, 10 yards apart, **100 yards on the approach side of the signal** and advise the Signalman by Telephone of the circumstances; if assistance is required from the rear he must, if no other line is obstructed, remain there until the assisting train arrives and carry out Rule 179, Clause (c).

If, however, the colour light signal is not showing Danger or should come to the clear position, or the telephone has failed, the Guard, Driver, or Fireman must go back the full distance of not less than  $\frac{3}{4}$  mile and put down the detonators as laid down in Rule 179, Clause (a), unless he arrives at another colour light signal applicable to the same line within this distance, which is showing Danger, when he must place the detonators on the line at such signal. Thereafter he must advise the Signalman of the circumstances by the most expeditious means.

**Failure of Track Circuits and Communications.**

Should a track circuit fail the Signalman may instruct the Driver of a train or engine, by telephone, to arrange for the portion of line concerned being examined. The Driver must send his Fireman to make the necessary examination and the Signalman must be advised when the examination has been carried out and whether the line is clear. In the case of trains or engines the driving cabs of which are single manned the Driver must examine the line.

In the event of a total failure of the electrical power supply, both normal and emergency,

- (a) signal aspects will be extinguished.
- (b) track circuits will be inoperative.
- (c) all motor operated points will require to be worked, by hand, from the ground.

Provided telephone communication is available between the signal boxes and between running signals and the controlling signal box all movements will be controlled by handsignalmen working to instructions from the signalman controlling the signal at which the handsignalman is stationed, in accordance with Rule 81.

During a failure of track circuits, should the telephone communications also fail, Emergency Block Posts, with a competent person in charge of each, must be established by the Station Master, at the locations indicated at the end of these instructions.

Trains must be worked on the time interval system, in accordance with the instructions contained in the second and third paragraphs of Track Circuit Block Regulation 25(a) (iv), between signal boxes concerned, or between a signal box and an emergency block post, or between two emergency block posts, as the case may be.

**LOCAL INSTRUCTIONS—continued****LINES WORKED BY TRACK CIRCUIT BLOCK—continued**

The person in charge at each Emergency Block Post must wear round each arm, above the elbow, a red flag and will be responsible for:—

- (a) personally authorising each train to proceed after the Driver and Guard of the train and the Driver of any assisting engine has been informed of the circumstances and the location of the next emergency block post or signal box.
- (b) ensuring that all points over which a train will require to pass are secured in their proper position, by clip or scotch. Facing points must be secured by clip and scotch.
- (c) instructing the person appointed to work any points from the ground as to what is required.
- (d) ensuring that a Handsignalman, with hand signals and detonators, is stationed to stop any train approaching from an adjoining signal box or emergency Block Post before allowing a conflicting movement to proceed.

During the period the emergency working is in operation, Drivers must proceed with great caution and be prepared to stop clear of any obstruction. Trainmen must, when necessary, protect their train in accordance with Rule 56(b).

**List of Emergency Block Posts.**  
**Millerhill—**

- (1) At junction between Loanhead branch and Down Main line.
- (2) At junction between Up Main line, Up Goods Loops and East Goods line.
- (3) At junction between Main lines and Branch lines to Niddrie West.
- (4) At junction between Up Main line and single (Lothian) line.

**LOCAL INSTRUCTIONS****PAGE 37.**

**DELETE:—BURNMOUTH** and relative instruction.

**PAGE 38.**

**DELETE:—BURNMOUTH TO EYEMOUTH** and relative instruction.

**PAGE 38 (Page 84, Supplement No. 1)**

**DELETE:—EYEMOUTH** and relative instruction

**PAGE 38.****DUNS.**

**DELETE:—Engine turntable** and relative instruction.

**PAGE 39.**

**INSERT:—CHIRNSIDE.**

**Shunting.**—Loose shunting of vehicles over the level crossing is prohibited.

**DELETE:—Billiemains Siding** and relative instruction.

**PAGE 39.**

**INSERT:—**

**MILLERHILL TO NIDDRIE NORTH (LOTHIAN GOODS LINE)**

**Section Obstructed by Accident or by Disabled Train.**—In the event of a train becoming disabled on the single line the Wrong line order (Form B) from the Driver must always be taken to Niddrie North Box.

**PROTECTION OF TRAIN—RULE 179(a)**

The arrangements for protection of a train under Rule 179 (a) as shown herein under "Lines worked by Track Circuit Block" will apply on the Millerhill side of a train brought to a stand owing to accident, failure, obstruction or other exceptional cause, between Millerhill and Niddrie North.

**PAGE 42.**

**AMEND:—reference to "NIDDRIE SOUTH" to read "MILLERHILL".**

**INSERT:—**

**MILLERHILL UP YARD**

**Restrictions on Engines passing over the Hump and Retarders.**—Steam engines of the following classes (when not fitted with snow ploughs and with tender leading towards the sorting sidings):—

J.35, J.36, J.37, J.38, J.39 may pass over the hump and through the retarders in the open position. No other types of steam or diesel locomotives may pass over the hump or through the retarders except under the authority of the Hump Inspector.

**INDEX TO GENERAL AND LOCAL INSTRUCTIONS****PAGE 48.**

**INSERT:—**

Lines worked by Track Circuit Block .. .. .	Page
Millerhill—Local Instructions .. .. .	36
Niddrie North—Local Instructions .. .. .	42

**DELETE:—**

Burnmouth—Local Instructions .. .. .	37
Eyemouth Branch—Local Instructions .. .. .	38

★ ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES  
(WESTERN SECTION)

TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS ETC.

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long      S—short      C—crow				
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
	<b>GRETNA JUNCTION TO</b>  <b>PAGE 54.</b> <b>Gretna Green</b> <b>Gretna Junction</b> <b>AMEND:—</b>							<b>65</b>	<b>65</b>	<b>Round curve approaching and passing through Gretna Junction.</b> CW. Down line, 480 yards before reaching signal G.A.15.  CW. Down Gretna Green line, 202 yards before reaching signal G.A.202.  C. Down line, 801 yards before reaching signal G.A.23.  C. Down line, 773 yards before reaching signal G.A.22.	   170   1065 (falling)   193   193					

TABLE "Z"  
LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
<b>PAGE 72 (Page 88, Supplement No. 1).</b> <b>INSERT:—</b> <b>GRETNA JUNCTION TO GLASGOW (ST. ENOCH)</b>			
Gretna Junction .. ..	Dumfries Station .. ..	Up and Down ..	Dumfries Station Up Distant from Lockerbie (Amended).
Kilmarnock .. ..	Nitshill .. ..	Up and Down ..	Kilmarnock No. 2, Up Distant from Dalry Branch and Up Distant from Troon Branch, Lugton Junction Down Distant from Beith Branch.

LOCAL INSTRUCTIONS

**PAGE 73—INSERT:—**  
**GRETNA JUNCTION**

Station Limits.—The arc, encompassed by the following points, may be treated as "Station Limits" for the purpose of Rules 149 and 153:—  
Up Direction .. .. Signals G.A.5, G.A.8, and G.A.100 to G.A.204.  
Down Direction .. .. Signals G.A.23 to G.A.15 and G.A.21.

INDEX TO GENERAL AND LOCAL INSTRUCTIONS

**PAGE 79—INSERT:—**Gretna Junction—Local instructions .. .. .  
Page 73

# LATE ITEMS

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

Rule 218(e)

**AMEND:**—Second paragraph to read:—

"When a 'C' indicator is provided, an illuminated indicator showing the letter 'T' (see diagram below) will be fixed at the point where the speed restriction terminates. **Drivers must not commence normal speed until the whole of their train has passed the 'T' indicator.**"

### ROUTE AVAILABILITY OF LOCOMOTIVES (North Eastern Region)

**INSERT:—**

**PAGE 22.**

Item No.	Section of line	R.A. Group	Additional classes permitted	Particulars of restriction
162	Darlington (At West Hill Junction) to Dinsdale (Oak Tree Junction)	5	<b>ADD:—</b> 17/3.	<b>ADD:—</b> 17/3 prohibited from passing loading dock at Fighting Cocks, and from right-hand line in Messrs. Arnott's Yard.
205	Shotton Colliery .. .. .	5 <b>AMEND</b> to:—7		
281	Haughs Branch, Blaydon .. ..	1	172, 1/17, 2/13, 2/15.	
282	North British Plastics Siding, Blaydon	1	172, 1/17, 2/13, 2/15.	

### WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS (BOOKLET DATED OCTOBER, 1955)

**PAGE 9.**

Item (37).

**AMEND:—**

From	To	Description of Train	Proportion of brakes to be fastened down
(37) Naworth .. ..	Carlisle .. ..	Class 8 Loaded Mineral or Concentrated Goods Trains	1 double brake for every 5 wagons.
		Class 7 Trains .. ..	It is not necessary to fasten down wagon brakes but the speed must be restricted to <b>20 m.p.h.</b> from $48\frac{1}{2}$ miles at Naworth to $58\frac{3}{4}$ miles at Durran Hill.

**ALTERATIONS TO INSTRUCTIONS RESPECTING LOADS TO BE CONVEYED BY ENGINES  
WORKING FREIGHT TRAINS  
(BOOKLET DATED 9th JULY, 1962)**

PAGE 20.

**LOADS TO BE CONVEYED BY DIESEL LOCOMOTIVES**

Blaydon—Carlisle } **DELETE** existing instructions and  
Carlisle—Blaydon } **INSERT:—**

Type of Diesel Locomotive					2	3	4	4					
					(1750 h.p.)		(2000 h.p.)		(2500 h.p.)				
From	To	Length Limit Standard Wagons	Class of Train	Minimum Fitted Head	H	G	E	H	G	E	H	G	E
Newcastle	Carlisle	60	4	90% of load	—	35	40	—	40	46	—	45	51
			5	50% of load	—	40	46	—	45	51	—	50	57
			6	20% of load	—	45	51	—	50	57	—	55	60
			Remarks:— All wagons must be fitted or piped.										
			7	Nil	29	51	58	31	56	63	31	56	63
			7	Brake Tender*	39	69	79	44	75	86	44	78	89
			Remarks:— Rule 131(ii) applies. Maximum speed not to exceed 20 m.p.h. from Naworth to Carlisle.										
			8	Nil	37	—	—	45	—	—	49	—	—
			Remarks:— Concentrated traffic only and special braking instructions applicable from Naworth to Carlisle.										
			Carlisle	Newcastle	60	4	90% of load	—	32	37	—	35	40
Remarks:— All wagons must be fitted or piped.													
5	50% of load	—				38	43	—	42	48	—	45	51
6	20% of load	—				41	47	—	45	51	—	50	56
7	Nil	20				35	40	26	46	52	31	56	63
7	Brake Tender*	26				46	52	30	53	60	36	63	72
*Or equal to 6 fitted 'Goods'.													

AMEND:—

PAGE 20.

**LOADS TO BE CONVEYED BY DIESEL LOCOMOTIVES**

From	To	Length Limit Standard Wagons	Class of Train	Type of Locomotive	Maximum load			Remarks
					H	G	E	
Dinnington Colliery	Hull .. ..	75	8	Type 3	62	—	—	} P.D.W.B. Maltby to St. Catherines Junction.
Maltby Colliery	Hull .. ..	75	8	Type 3	62	—	—	
Firbeck Colliery	Hull .. ..	60	8	Type 3	40	—	—	Rule 131 (ii) applies.
Rosington Colliery	Hull .. ..	75	8	Type 3	50	—	—	
St. Catherine's Jn.	Hull .. ..	75	8	Type 3	62	—	—	
Markham Colliery	Hull .. ..	75	8	Type 3	62	—	—	

**LOADS OF ENGINES PAMPHLET OF 2ND JANUARY, 1950****SECTION V—NEWCASTLE**

From	To	Class of Train	Remarks
<b>PAGE 27. INSERT:—</b> Lynemouth .. ..	Cambois Power Station ..	J	A J.27 locomotive may convey 20 x 24½ ton loaded wagons.
<b>PAGE 28.</b> Ashington .. ..	North or West Blyth ..	J	<b>ADD:—</b> A J.27 locomotive may convey 22 x 24½ ton loaded wagons.

**NORTH EASTERN REGION LOADS BOOK : SECTION W**  
**WEST RIDING : OCTOBER, 1961**

From	To	Length Limit No. of Wagons	Remarks
<b>PAGE 55.</b> Knottingley .. ..	Wakefield (Kirkgate) ..	<b>AMEND:—</b> 80	—
<b>PAGE 60.</b> Low Moor .. ..	Wakefield .. ..	<b>AMEND:—</b> 80	—

**SUPPLEMENT TO LOADS OF ENGINES BOOK DATED JANUARY, 1963**  
**SECTION W (WEST RIDING)**

**PAGE 4. DELETE:—**

**Paragraph 8. Application of Wagon Brakes when descending Inclines.**

**INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS**  
**GLASGOW SUBURBAN ELECTRIFICATION—A.C. ELECTRIFIED LINES—**  
**WORKING INSTRUCTIONS—1960 (B.R.29963)**

**PAGE 102—Instruction 112—ELECTRIC SHOCK FROM OVERHEAD WIRES**

**Clause (ii)—ADD:—**

There are two main types of telephone that can be used for this purpose in the electrified areas, namely:—

**(a) Electrification Telephone**

These are described in Instruction 21; they connect the person calling with the **telephone operator** at Cathcart Electric Control Station. The caller should request to be put through to the **Electrical Control Operator** and this request must indicate the urgency of the case. The person contacting the **Electrical Control Operator** must remain listening at the telephone until he has received an assurance that the current has been switched off.

**(b) Signal Post Telephones**

These are generally situated on or near a signal and put the Caller in touch with the **Signalman** operating that signal. In this case the request should be for the Signalman to contact the **Electrical Control Operator** and ask for the power to be switched off. The Signalman should be told briefly what the circumstances are. Here also the person originating the call must remain listening at the telephone ready to receive the assurance from the **Electrical Control Operator** as relayed by the Signalman.

**It will generally be quicker** to use an Electrification telephone; should this, for any reason, prove difficult or impracticable, a Signal Post Telephone should then be used.

**MODIFICATIONS OF STANDARD RULES APPLICABLE TO THE UNDERMENTIONED SECTIONS**  
**OF LINE WHERE MULTIPLE-ASPECT COLOUR LIGHT SIGNALLING WITH CONTINUOUS TRACK**  
**CIRCUITING IS PROVIDED**

**PAGE 50 of this booklet.**

**INSERT under Sections of Line concerned:—**

**Between Carlisle No. 3 and Gretna Junction.**

**Between Carlisle, Canal Junction and Carlisle Kingmoor (North British Goods lines)**

**Between Carlisle Kingmoor, Down Tower and Carlisle Canal Junction (North British departure line)**

**General—ADD to list of locations:—**

Line	Between
<b>Carlisle, Kingmoor</b>	
Down Main .. ..	Signals K.R.2 and K.R.34
Up Main .. ..	„ K.R.41 and K.R.4
Down Goods .. ..	„ K.R.1 and K.R.19
Up Goods .. ..	„ K.R.40 and K.R.3
<b>Gretna Junction</b>	
Down Main .. ..	Signals G.A.23 and { G.A.21 (Main) G.A.15 (Branch)
Up Main .. ..	„ G.A.8 (Main) } and G.A.204 „ G.A.5 (Branch) } „ G.A.101 (Up Single Goods) and G.A.204

**PAGE 51 of this booklet.**

**Rules 37 and 38—Superseded by—DELETE the paragraph under this heading and SUBSTITUTE:—**

Except as provided in Rule 55, clauses (h) (i) and (h) (ii), a Driver must not pass a signal at danger unless a subsidiary aspect is exhibited or unless he is instructed by the Signalman, Handsignalman acting on the Signalman's instruction, or Pilotman.

**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**

**Manchester (Victoria) East Junction and Cheetham Hill Junction**

” ” ” ” **and Irk Valley**

” ” ” ” **and Collyhurst St. (Miles Platting).**

**Rules 37 and 38—Superseded by:—**

Except as provided in Rule 55, clauses (h) (i) and (h) (ii), 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.

**BRITISH RAILWAYS GENERAL APPENDIX**

**PAGE 17.**

**B.R. AUTOMATIC WARNING SYSTEM OF TRAIN CONTROL**

**4. Isolation**

**AMEND:—**First line to read:—

Should the operation of the cancelling handle or re-set plunger fail to cancel the brake application or the sound of . . . . .

**5. Conditions of operation**

**AMEND:—**Second paragraph to read:—

Drivers of vacuum fitted diesel and electric locomotives or multiple-unit trains must collect an A.W.S. switch handle along with their other keys. This handle must be inserted in the Change end/Isolating Switch and pushed upwards as far as it will go. Until this handle is operated, the vehicle cannot be moved. In the case of air braked vehicles or locomotives an A.W.S. switch handle is not required as the A.W.S. equipment is made operative through the brake control apparatus.



**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN)**  
**SEQUENCE OF LINES THROUGHOUT THIS BOOK**

**PAGE III.**

**AMEND** in 22nd line heading:—Thornaby East to be Tees (Thornaby East Junction).

**AMEND**:—Barnard Castle East to be Evenwood Spring Gardens.

**TABLE "A"**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long    S—short    C—crow						
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For		
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods			
<b>NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK (MARSHALL MEADOWS), ETC.</b>																		
<b>PAGE 8/9. DELETE</b> —All of table between <b>Plawsworth</b> <b>Kimbleworth</b> and <b>Low Fell</b> Station inclusive and <b>SUBSTITUTE</b> following:—																		
<b>Over junction to Kimbleworth Colliery Branch 0 miles 0 chains to 0 miles 3 chains (Kimbleworth Colliery Branch mileage).</b>																		

**ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN)—continued**  
**TABLE "A"—continued**

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots Indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, milesperhour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
										C. Up Slow, 560 yards before reaching U.74 BS signal.	143						
										C. Down Main, 560 yards before reaching D.78 B signal.	194						
	Low Fell Junction (Controlled by Tyne Box) (See page 69 for Low Fell Junction to Norwood)	1	1491	●	●			20	—	Slow line. Over junction towards Norwood (Branch Speed Limit). To and from Slow lines 77 miles 58 chains to 77 miles 50 chains.							
								25	25								
								55	55	78 miles 63 chains to 79 miles 17 chains.							
								35	50	79 miles 26 chains to 79 miles 42 chains.							
								15	15	Over connections to and from Gateshead to Blaydon Branch, 79 miles 37 chains to 79 miles 42 chains.							
	<b>PAGE 60.</b>																
	<b>AMEND:—</b> in line heading and sub-heading					BIRTLEY (OUSTON) to be				OUSTON JUNCTION							
	<b>PAGE 62.</b>																
	<b>AMEND:—</b> in line heading and sub-heading					BIRTLEY (OUSTON) to be				OUSTON JUNCTION							
	Stella Gill South Pelaw																
	<b>AMEND:—</b>							15	15	Over all connections between Conssett North to Ouston Junction and Stella Gill to Tyne Dock Bottom routes 0 miles 71 chains to 0 miles 58 chains.							
	Birtley Ouston																
	<b>AMEND:—</b> to read:																
	Ouston Junction (Controlled by Tyne Box)																
	<b>INSERT:—</b>																
										C. Up Main, 560 yards before reaching S.13 signal.	65						

PAGE 63.

STELLA GILL TO TYNE DOCK BOTTOM, ETC.

AMEND:—Birtley (Ouston) in two places to read Ouston Junction.

PAGE 66.

AMEND:—in GATESHEAD (GREENSFIELD) line heading LOW FELL STATION to be LOW FELL JUNCTION

PAGE 67.

Bensham

Curve

AMEND:—in Note Low Fell Sidings to be Low Fell Sidings Junction and Low Fell Station to be Low Fell Junction and also in speed restriction Low Fell Sidings to be Low Fell Sidings Junction.

PAGE 69.

DELETE:—LOW FELL SIDINGS TO BENSHAM CURVE Table and SUBSTITUTE following:—

LOW FELL SIDINGS JUNCTION TO BENSHAM CURVE JUNCTION

LOW FELL SIDINGS JUNCTION AND BENSHAM CURVE JUNCTION

20

20

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Colour Light  
Signalled Area

Low Fell Sidings  
Junction  
(Controlled by  
Tyne Box)  
(See below for  
Low Fell  
Junction to  
Norwood)

—

—

Bensham Curve  
Junction  
(Controlled by  
Gateshead  
Box)

0

749

CW. Down line, 400 yards  
before reaching G.154  
signal.

87

DELETE:—LOW FELL STATION TO NORWOOD table and SUBSTITUTE following:—

LOW FELL JUNCTION TO NORWOOD JUNCTION

LOW FELL JUNCTION AND NORWOOD JUNCTION

20

20

MAXIMUM PERMISSIBLE SPEED ON MAIN LINES

Colour Light Signalled Area

Low Fell Junction  
(Controlled by  
Tyne Box)  
(See page 2 for  
Northallerton  
to Berwick)

CW. Down line clear of  
fouling point with con-  
nection between Down  
Slow lines and Down  
Main lines 1,278 yards  
before reaching 114  
signal.

128  
(falling)

Low Fell Sidings  
Junction  
(Controlled by  
Tyne Box)  
(See above for  
Low Fell  
Sidings Junction  
to Bensham  
Curve Junction)

0

1523

20

—

Over junction towards Bensham Curve Junction (Branch Speed Limit).

Norwood  
Junction

0

1362

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—continued

TABLE "A"—continued

Description of Block Signalling on Main Lines. (Absolute Block unless otherwise shown). (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow			
			Down		Up		For									
			M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods
<p><b>PAGE 93/94.</b>  <b>BARNARD CASTLE EAST TO DURHAM, ETC.</b>  <b>AMEND:</b>—In line heading and sub-heading  <b>BARNARD CASTLE EAST</b> to read <b>EVENWOOD, SPRING GARDENS.</b>  <b>DELETE:</b>—All of table between <b>Barnard Castle East</b> and <b>Evenwood Station</b> (inclusive).  <b>PAGE 110.</b>  <b>FERRYHILL No. 3 TO NORTON-ON-TEES SOUTH, ETC.</b>  <b>Sedgefield Station</b>  <b>AMEND:</b>—in engine whistle columns—Newport to be Tees.  <b>PAGE 111.</b>  <b>Stillington North</b>  <b>AMEND:</b>—in engine whistle columns—Beyond Tees (Thornaby East Junction) other than Tees Down Yard.  <b>PAGE 119.</b>  <b>AMEND:</b>—in line heading <b>THORNABY EAST</b> to be <b>TEES (THORNABY EAST JUNCTION)</b>  <b>PAGE 120.</b>  <b>Thornaby East</b>  <b>AMEND</b> to read:—  Thornaby East Junction  (Controlled by Tees Box)  (See page 125 for Tees Thornaby East Junction to Guisborough Junction (Goods lines))  <b>DELETE:</b>—Black dot indicating block post.  <b>DELETE:</b>—Catch points S.—Down line, 450 yards before reaching D.12 Auto signal, etc.  <b>DELETE:</b>—All engine whistles.</p>																
								600 (falling)								

Page 121.

Newport  
East

**DELETE:**—as a block post and all engine whistles, also additional lines between **Newport East** and **Middlesbrough Old Town**. (These lines now shown on Tees Thornaby East Junction to Guisborough Junction (Goods lines) ).

**INSERT:**—New block post "Tees"—distance 577 yards.

Middlesbrough

Old Town

**DELETE:**—Signal box and distance.

West

**AMEND:**—distance 2 miles 205 yards.

**AMEND:**—3 notes on this page referring to Thornaby East and Guisborough Junction.

Page 125 to read Tees Thornaby East Junction and Guisborough Junction, etc.

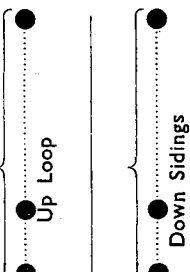
PAGE 125/126

**DELETE:**—**TEES THORNABY EAST TO GUIBOROUGH JUNCTION (GOODS LINES)** table and **SUBSTITUTE** following:—  
**TEES, THORNABY EAST JUNCTION TO GUIBOROUGH JUNCTION (GOODS LINES)**  
TEES, THORNABY EAST JUNCTION TO GUIBOROUGH JUNCTION      MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

Thornaby East  
Junction  
(Controlled by  
Tees Box)  
(See page 119  
for Darlington  
South to  
Saltburn)

Tees

1519



Newport East  
Junction

1736

20

20

Over connections to and from Main lines at 13 miles 66 chains.

Middlesbrough

Old Town  
(See below for  
Old Town  
Branch)

818

20

20

Over junction to and from Marsh branch.  
Over junction towards Old Town Branch (Branch Speed Limit).  
Over connections to and from Main lines at 14 miles 26 chains.

Dock Hill

1495

IS 2L Shunting Neck at Old Town

Guisborough  
Junction

563

10

—

Over Junction towards Loftus 15 miles 23 chains (Darlington to Saltburn mileage) to 0 miles 6 chains (Guisborough Junction to Loftus mileage).  
Over connections to and from Main lines at 15 miles 28 chains.

PAGE 134.

**TABLE 'C'**  
**LINES WORKED UNDER "NO BLOCK" REGULATIONS**

From	To	Line	
		Down	Up
<b>DELETE:—</b>			
<b>GATESHEAD (JUNCTION), DUNSTON LINES TO BLAYDON, ETC.</b>			
Low Fell Station .. .. .	Low Fell Yard .. .. .	Main	—
Low Fell Yard .. .. .	Low Fell Station .. .. .	—	Main
<b>DELETE:—</b>			
<b>DARLINGTON SOUTH TO SALTBURN, ETC.</b>			
Thornaby East .. .. .	Old River .. .. .	Engine	—

PAGE 144.

**TABLE 'E'**  
**LOCAL CODES OF ENGINE WHISTLES**

**AMEND:—CONSETT NORTH TO OUSTON JUNCTION (INC. CARR HOUSE WEST TO FELL AND ANNFIELD EAST TO STANLEY LEVEL)**

**AMEND:—In third line heading LOW FELL SIDINGS to read LOW FELL SIDINGS JUNCTION**

Whistle to be given at	Movement required	Whistle
<b>PAGE 153.</b>		
<b>AMEND:—In third line heading THORNABY EAST to be TEES THORNABY EAST JUNCTION</b>		
<b>DELETE:—</b>		
Newport		
Old River .. .. .	—	—
Foreshore .. .. .	—	—
East .. .. .	—	—
<b>PAGE 154/155.</b>		
<b>AMEND:—In line heading THORNABY EAST to be TEES THORNABY EAST JUNCTION</b>		

**TABLE 'F'**  
**PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 157.</b>			
<b>NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK, ETC.</b>			
<b>DELETE:—</b>			
Birtley North .. .. .	Birtley .. .. .	Up Fast .. .. .	8 Freight wagons, etc.
Greensfield .. .. .	King Edward Bridge ..	Up Main .. .. .	Fitted wagons without brake van, etc.
<b>KIMBLESWORTH COLLIERY BRANCH</b>			
<b>AMEND:—</b>			
Kimbleworth Siding .. ..	Kimbleworth Colliery	Single .. .. .	15 Freight wagons. Daylight and clear weather.
<b>PAGE 161.</b>			
<b>AMEND:— CONSETT NORTH TO OUSTON JUNCTION (INC. CARR HOUSE WEST TO FELL, ETC.)</b>			
<b>AMEND:— In fourth line heading LOW FELL SIDINGS to read LOW FELL SIDINGS JUNCTION</b>			
<b>PAGE 162.</b>			
<b>GATESHEAD (GREENSFIELD, DUNSTON LINES) TO BLAYDON, ETC.</b>			
<b>DELETE:—</b>			
Low Fell P. Way Storeyard ..	Low Fell .. .. .	Up .. .. .	40 Freight wagons, etc.
<b>PAGE 166.</b>			
<b>AMEND:— In fourth line heading THORNABY EAST to be TEES THORNABY EAST JUNCTION</b>			
<b>DELETE:—</b>			
Old River .. .. .	Newport East .. .. .	All Down Goods ..	Freight wagons, etc.
Newport East .. .. .	Old River .. .. .	All Up Goods ..	Freight wagons, etc.

**TABLE 'G'**  
**WORKING IN WRONG DIRECTION**

From	To	Line		Remarks
		Down	Up	
<b>PAGE 168.</b> <b>NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK, ETC.</b> <b>DELETE:—</b> Birtley .. .. . Birtley North .. .. . — Fast .. .. . Freight wagons, etc.				
<b>PAGE 169.</b> <b>AMEND:—</b> In second line heading <b>LOW FELL SIDINGS</b> to read <b>LOW FELL SIDINGS JUNCTION</b> <b>AMEND:—</b> In last line heading <b>THORNABY EAST</b> to be <b>TEES THORNABY EAST JUNCTION</b> <b>DELETE:—</b> Old River .. .. . Thornaby East .. .. . No. 2 Goods — With or without brake van. Foreshore .. .. . Old River .. .. . No. 4 Goods — With or without brake van. Old Town .. .. . Newport East .. .. . No. 2 Goods — May be drawn, etc. <b>INSERT:—</b> Old Town .. .. . Tees .. .. . No. 2 Goods — May be drawn only with or without brake van.				

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

**PAGE 173.**  
**AMEND:— CONSETT NORTH TO OUSTON JUNCTION (INCLUDING ETC.)**  
**AMEND:—** In fourth line heading **LOW FELL SIDINGS** to read **LOW FELL SIDINGS JUNCTION**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 178.</b> <b>AMEND:—</b> In second line heading <b>THORNABY EAST</b> to be <b>TEES THORNABY EAST JUNCTION</b> <b>DELETE:—</b> Old Town .. .. . Newport East .. .. . Up Main .. .. . —			

**TABLE 'H2'**  
**WORKING OF COACHING STOCK VEHICLES WITHOUT A BRAKE VAN, BEYOND STATION LIMITS**

**PAGE 181.**  
**AMEND:—**in 2nd line heading **BARNARD CASTLE EAST** to read **EVENWOOD SPRING GARDENS**

**TABLE 'J'**  
**LOCOMOTIVE ASSISTING IN REAR OF TRAINS—RULE 133**

From	To	Class of Train	Conditions	Remarks
<b>PAGE 183.</b> <b>NORTHALLERTON (LONGLANDS JUNCTION) TO BERWICK, ETC.</b> <b>DELETE:—</b> Birtley Station (Up Slow) .. .. . Birtley Ouston (Up Slow) .. .. . F — — <b>INSERT:—</b> Tyne Yard (Up Slow) .. .. . Ouston Junction (Up Slow) .. .. . F — — <b>AMEND:—</b> Low Fell Junction .. .. . Greensfield Junction .. .. . F — —				
<b>PAGE 185.</b> <b>AMEND:—</b> <b>CONSETT NORTH TO OUSTON JUNCTION (INCLUDING, ETC.)</b> <b>AMEND:—</b> Ouston Junction .. .. . Consett Fell (C.I.C.) .. .. . F — South Pelaw .. .. . Ouston Junction .. .. . F K The engine in the rear must assist in breaking the train.				
<b>AMEND:—</b> In fourth line heading <b>LOW FELL STATION</b> to be <b>LOW FELL JUNCTION</b> and <b>LOW FELL SIDINGS</b> to be <b>LOW FELL SIDINGS JUNCTION</b>				

TABLE 'J'

## LOCOMOTIVE ASSISTING IN REAR OF TRAINS—RULE 133—continued

From	To	Class of Train	Conditions	Remarks
<b>AMEND:—</b> Low Fell Siding Junction	Low Fell Junction .. ..	F	NM	—
Low Fell Siding Junction or Norwood	King Edward Bridge ..	ECS F	M	Trains to be brought to a stand with the assisting engine immediately behind 147 ground signal and assisting engine uncoupled.
Low Fell Storeyard Ground Frame	Norwood Junction ..	Engineers Special Trains	K	Engineers Special Trains conveying "Out of Gauge" loads, travelling in wrong direction.
Low Fell Storeyard Ground Frame	Bensham Curve Junction ..	Engineers Special Trains	K	
<b>PAGE 187.</b> <b>DELETE:—</b> Bishop Auckland North	Barnard Castle East ..	F	—	—
<b>PAGE 188.</b> <b>THORNABY (BOWESFIELD) TO WELLFIELD, ETC.</b> <b>AMEND:—</b> In both items Thornaby East to be Tees	Thornaby East Junction.	Thornaby East	Junction.	
<b>DARLINGTON SOUTH TO SALTBURN, ETC.</b> <b>AMEND:—</b> In first two items Thornaby East to be	Tees Thornaby	East Junction.		

TABLE 'K2'

## LINES EQUIPPED FOR PASSENGER TRAIN WORKING OVER WHICH THERE IS NO BOOKED PASSENGER TRAIN SERVICE (RULE 55)

From	To	Line	
		Down	Up
<b>PAGE 190.</b> <b>AMEND:—</b> <b>CONSETT NORTH TO OUSTON JUNCTION (INCLUDING ETC.)</b>			
<b>AMEND:—</b> Consett North .. .. .	Ouston Junction .. .. .	Main	—
Ouston Junction .. .. .	Consett North .. .. .	—	Main

TABLE 'M'

PLACING TRAINS OR VEHICLES OUTSIDE HOME SIGNALS ON FALLING GRADIENT  
(Rule 114/(c))**PAGE 192.****AMEND:—** In third line heading **BIRTLEY (OUSTON)** to read **OUSTON JUNCTION**

TABLE 'O'

## ATTACHING OF VEHICLES BEHIND THE REAR BRAKE VAN OF PASSENGER EMPTY COACHING STOCK AND CLASS 'C' TRAINS

From	To	Number of Vehicles
<b>PAGE 197.</b> <b>AMEND:— CONSETT NORTH TO OUSTON JUNCTION, ETC.</b>		
Annfield Plain .. .. .	Ouston Junction .. .. .	4
Ouston Junction .. .. .	Annfield Plain .. .. .	2
<b>GATESHEAD (GREENSFIELD JUNCTION) : DUNSTON LINES TO BLAYDON, ETC.</b> <b>AMEND:—</b>		
Blaydon .. .. .	Low Fell Junction .. .. .	20(b)
<b>PAGE 198.</b> <b>DELETE:—</b>		
Barnard Castle .. .. .	Bishop Auckland .. .. .	2
Bishop Auckland .. .. .	Barnard Castle .. .. .	2

TABLE 'P'

**PAGE 200.**

## LEVEL CROSSING GATES—OPENING AND CLOSING BY TRAINMEN

**AMEND:—**in fifth line heading **BARNARD CASTLE EAST** to read **EVENWOOD SPRING GARDENS.**



PAGE 202.

**TABLE 'SI'**  
**INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS**

Name of Siding	Situation	Line Connected with	Method of Control
<b>NORTHALLERTON (LOW FELL SIDINGS) TO OUSTON SPRINGS SIDING</b> DELETE:— Ouston Springs Siding	<b>GLANDS JUNCTION) TO BIRTLEY STATION</b> Between Birtley Station and Birtley Ouston	<b>BERWICK</b> Up Main	Ground Frame, etc.

**TABLE 'U'**  
**TOWING OF VEHICLES (RULE 110(c))**

PAGE 206.

**AMEND:—**First line heading **LOW FELL SIDINGS** to be **LOW FELL SIDINGS JUNCTION** and **LOW FELL STATION** to be **LOW FELL JUNCTION**

PAGE 208.

**TABLE 'V'—LIST OF LOCAL HEAD CODES**

**AMEND:—**In first paragraph Newport to be Tees Yard.

**AMEND:—**Second paragraph to read:—

When Down trains from West of Tees Yard to points East of Tees Yard the special head lamps should be placed on the engine at Tees Box.

**AMEND:—**Description preceding second head code to read:—  
Tees Up Yard, Tees Down Yard, Cargo Fleet, Eston Branch.

**BREAKDOWN CRANES**

PAGE 213.

**NEWCASTLE OPERATING DISTRICT**

**AMEND** Low Fell Sidings to be Low Fell Sidings Junction and Low Fell Station to be Low Fell Junction.

PAGE 216.

**TOOL VANS**

**AMEND:—**Low Fell Sidings to be Low Fell Sidings Junction and Low Fell Station to be Low Fell Junction.

**BREAKDOWN CRANES**

**DARLINGTON OPERATING DISTRICT**

PAGE 217.

**AMEND:—**Barnard Castle East to be Evenwood Spring Gardens.

PAGE 219.

**TOOL VANS.**

**AMEND:—**Barnard Castle East to be Evenwood Spring Gardens.

PAGE 227.

**ENGINEER'S RAIL MOTORS**

**GENERAL INSTRUCTIONS**

Addition to clause 7.

- 7(iv) On lines where the Permissive Block or No Block Regulations apply, the Signalman at the box concerned must not give permission for a Motor to be placed on the line in front of a train already travelling or about to travel through a section. After permission has been given for a Motor to be placed on a line where such Regulations apply, no train must be allowed to follow until the Motor has passed the Outermost Home signal of the signal box ahead. A motor must not be crossed from one line to another except at a signal box where there is a Signalman on duty.

PAGE 229. (Page 25, Supplement No. 1).

**AMEND:—**Barnard Castle East

Tees Valley.

PAGE 231.

**AMEND:—**Evenwood Spring Gardens

Bishop Auckland East.

**LOCAL INSTRUCTIONS**

PAGE 247.

**TELEPHONES AT SIGNAL BOXES AND LEVEL CROSSINGS FOR THE USE OF TRAINMEN WHERE CONTINUOUS ATTENDANCE IS NOT PROVIDED**

**DELETE:—**Plawsworth, Birtley North, Killingworth Sidings.

PAGE 249.

**BIRTLEY**

**OUSTON SPRINGS**

**AMEND:—**First paragraph to read:—

Three sidings are provided for dealing with the above firm's traffic. They are situated between Birtley Station and Ouston Junction and the trailing connection off the Up Main line is worked by ground frame, controlled from Tyne signal box.

PAGE 264.

**AMEND:—**Line heading to read:—

**CONSETT NORTH TO OUSTON JUNCTION (INCLUDING ETC.)**

PAGE 265.

AMEND:—Line heading to read:—

**BETWEEN OUSTON JUNCTION AND ANNFIELD PLAIN  
BIRTLEY**

DELETE:—OUSTON SIGNAL BOX item.

PAGE 266.

AMEND:—In line heading **LOW FELL SIDINGS** to be **LOW FELL SIDINGS JUNCTION** and **LOW FELL STATION** to be **LOW FELL JUNCTION**

**DUNSTON ON TYNE**

DELETE:—

**LOW FELL PERMANENT WAY STOREYARD** item.

PAGE 273.

AMEND:—In last line heading **BARNARD CASTLE EAST** to read **EVENWOOD SPRING GARDENS.**

PAGE 283.

AMEND:—In second line heading **THORNABY EAST** to be **TEES THORNABY EAST JUNCTION  
THORNABY**

AMEND:—Last sub-heading to read:—

**BETWEEN THORNABY BOWESFIELD AND THORNABY EAST JUNCTION (TEES)**

PAGE 284.

**NEWPORT**

DELETE:—DOWN YARD RECEPTION SIDINGS item.

PAGE 287.

**BATTERSBY TO NUNTHORPE EAST  
GREAT AYTON**

STATION SIDINGS GROUND FRAME:—

DELETE:—This item:—

**Local and General Instructions—Index**

PAGE 290.

DELETE:—Great Ayton—Local Instructions.

Page 291.

**LOCAL AND GENERAL INSTRUCTIONS—INDEX**

DELETE:—Newport—Local instructions—Page 284.

## **ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN)**

### **TABLE 'A'**

#### **LIST OF SIGNAL BOXES, RUNNING LINES, ETC.**

PAGE 21 (Page 3, Supplement No. 1)

**LEEDS CITY WEST AND LEEDS CENTRAL 'B' TO NORTHALLERTON, ETC.**

**Leeds (Wellington St.)  
Wortley North**

INSERT:—

C. Down line, 630 yards before  
reaching WN.29 signal.

152

Armley

DELETE:—Signal box.

Cardigan Road

DELETE:—Signal box.

**Headingley  
Station**

AMEND:—Distance 2 miles 39 yards.

C. Down line, 927 yards before  
reaching Down Starting signal.

100

INSERT:—

C. Down line, 580 yards before  
reaching H.26 signal.

98

INSERT:—in first column between Wortley North and Headingley Station:  
Controlled Colour Light Signalling.

## **SOUTHERN**

### **TABLE 'A'**

PAGE 137.

**Horbury Millfield Road.  
Millfield Road**

DELETE:—Additional Down Goods Line between Millfield Road and Junction.

DELETE:—C.W.—Down Goods Line clear of fouling point with Main Lines.

## ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS WORKING OVER EASTERN REGION LINES

**TABLE "A"**  
**LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS**

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points	Gradient (Rising unless otherwise shown) 1 in	Engine Whistles L—long    S—short    C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	<b>PAGE 168.</b> <b>WOMBWELL WEST (ARDSLEY SIDINGS) TO CUDWORTH STATION</b> <b>DELETE:—existing Table and SUBSTITUTE</b> <b>WOMBWELL WEST (MONK SPRING JUNCTION) TO CUDWORTH STATION</b> 174 MILE POST AND CUDWORTH STATION							60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES							
	<b>Wombwell West</b> Monk Spring Junction (Eastern Region)	—	—					30	30	Through junction in any direction. C. Up line, 450 yards before reaching Home signal.	100	1L 2S 4L 5L				H. & B. line. Stopping at Carlton South Sidings. Stopping at Carlton North Sidings on light engine for Royston Engine Shed. Requiring water at Jumble Lane.	
	<b>Cudworth Station</b> (See page 156 for Darfield to Leeds City North)	2	1254					30	30	172¾ to 173¼ m.p.			1L 3S				
								45	45	173 miles 64 chains to	174 miles	68 chains.					
								15	—	174 miles 71 chains to	174 miles	77 chains.					

**TABLE 'F'**  
**PROPELLING TRAINS OR VEHICLES**

From	To	Line	No. of Vehicles and Special Conditions
<b>PAGE 187.</b>			
<b>LEEDS (CENTRAL) 'B' TO NORTH ALLERTON, ETC.</b>			
<b>DELETE:—</b>			
Wortley North .. .. .	Armley .. .. .	Down Main .. .. .	Empty Coaching Stock.

**TABLE 'G'**

**PAGE 207.**  
**DELETE:—**Horbury Junction | Horbury Millfield Road | Goods | —

**TABLE 'J'**  
**LOCOMOTIVES ASSISTING IN REAR OF TRAINS—RULE 133**

From	To	Class of Train	Conditions	Remarks
<b>PAGE 219.</b>				
<b>CARCROFT (CASTLE HILLS) TO LEEDS (CENTRAL), ETC.</b>				
<b>INSERT:—</b>				
Leeds Central 'B' ..	Wortley South ..	P	N	Only applies to 7.30 a.m. No. 1 Leeds to King's Cross—see special instructions on Page 287.
<b>LEEDS CENTRAL 'B' TO NORTHALLERTON, ETC.</b>				
<b>AMEND:—</b>				
Leeds Central 'B' ..	Armley G.F. .. ..	F	K	During fog or falling snow.
Leeds Central .. ..	Armley G.F. .. ..	ECS	K	—
Armley G.F. .. ..	Leeds Central .. ..	ECS	K	—
Armley G.F. .. ..	Geldard .. ..	F	K	—
<b>PAGE 223.</b>				
<b>DELETE:—</b>				
<b>ARDSLEY SIDING TO CUDWORTH STATION</b>				
Ardsley Siding .. ..	Cudworth Station ..	F	—	—
(Eastern Region)				
Cudworth Station ..	Wentworth and Hoyland Common (Eastern Region)	F	N	—

**TABLE 'SI'**  
**INTERMEDIATE SIDINGS AT WHICH TRAINS MAY BE SHUNTED FOR OTHER TRAINS TO PASS**

Name of Siding	Situation	Line connected with	Method of Control
<b>PAGE 236.</b>			
<b>INSERT:—</b>			
<b>LEEDS CENTRAL 'B' TO NORTHALLERTON, ETC.</b>			
Cardigan Road Down G.F. ..	Between Wortley North and Headingley Stn.	Down Main .. .. .	Ground Frame, electrically released from Wortley North Signal Box.

### GENERAL INSTRUCTIONS

**PAGE 258.**

### ENGINEER'S RAIL MOTORS

#### GENERAL INSTRUCTIONS

Addition to clause 7.

- 7(iv) On lines where the Permissive Block or No Block Regulations apply, the Signaller at the box concerned must not give permission for a Motor to be placed on the line in front of a train already travelling or about to travel through a section. After permission has been given for a Motor to be placed on a line where such Regulations apply, no train must be allowed to follow until the Motor has passed the Outermost Home signal of the signal box ahead. A motor must not be crossed from one line to another except at a signal box where there is a Signaller on duty.

PAGE 268 (Page 41, Supplement No. 1).

**WORKING OF MULTIPLE UNIT MECHANICAL DIESEL TRAINS****Trains formed entirely or in part of Light Weight Units.**

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
<b>INSERT:—</b> Bridlington to Selby both (via Market Weighton) both directions	2 cars	300 BHP	1 vehicle 17 tons gross.

**AMEND:—**  
Leeds—York to read Leeds—York (both directions).

**Trains formed entirely of other than Light Weight Units.**

Route	Train Formation	Minimum Horse Power	Maximum Tail Load
<b>INSERT:—</b> Hull—Leeds (both directions)	4 cars 6 cars 6 cars	600 BHP 900 BHP 1840 BHP	1 vehicle 17 ton gross. 1 or 2 vehicles 34 tons gross.

**AMEND:—**  
York Hebden Bridge (both directions) 3 cars 720 BHP 1 vehicle 17 tons gross.  
2 cars 600 BHP 1 vehicle 17 tons gross.  
(Originally York—Sowerby Bridge now extended to Hebden Bridge).

**AMEND:—**  
Leeds—York to read Leeds—York (both directions).

<b>INSERT:—</b> Bradford (Ex.)—Leeds (Cen.)	2 cars 4 cars 3 cars 6 cars	600 BHP 1200 BHP 720 BHP 1440 BHP	1 vehicle 17 tons gross. 1 or 2 vehicles 24 tons gross. 1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross.
------------------------------------------------	--------------------------------------	--------------------------------------------	--------------------------------------------------------------------------------------------------------------------------

**ALTERATIONS TO SECTIONAL APPENDIX (SOUTHERN).****PAGE 287—LEEDS CENTRAL.**

**INSERT:—**as additional paragraph under heading "Assisting of Passenger Trains".

"The 7.30 a.m. No. 1—Leeds to King's Cross may be assisted by a steam engine in rear from Leeds Central to Wortley South at the discretion of the Station Master or Station Inspector in charge, provided the following conditions are observed:

- The assistant engine is not coupled to the train.
- Before leaving Leeds Central the train has been accepted by Wortley South.
- The assistant engine is accompanied by a Station Inspector or Foreman.
- During clear weather only.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS  
WORKING OVER LONDON MIDLAND REGION LINES  
(MIDLAND LINES)**

**TABLE A—LIST OF SIGNAL BOXES, RUNNING LINES, ETC.**

**PAGE 200 (Page 17, Supplement No. 1)**

Irchester **DELETE:—**Wymington—All particulars.

Irchester South **AMEND:—**distance 3 miles, 1,630 yards.

**PAGE 254—Bulwell Common—South Junction—ADD** speed restriction:—  
Down 35 m.p.h., Up 35 m.p.h.—Between 76 and 76½ m.p.

(Amended item)

**TABLE 'F'  
PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 271.—INSERT:—</b> Stenson Junction .. .. .	Repton and Willington ..	Down Main ..	20 freight vehicles or 5 coaching stock vehicles with brake van leading, in clear weather. 5 freight vehicles or 5 coaching stock vehicles with brake van leading, during fog or falling snow.

# ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY GUARDS AND OTHERS WORKING OVER LONDON MIDLAND REGION LINES (WESTERN LINES)

## LOCAL AND GENERAL INSTRUCTIONS—INDEX

	Pages
<b>PAGE 314 (Page 29, Supplement No. 1)</b>	
<b>DELETE</b> Floriston—Local Instructions .. .. .	425
<b>PAGE 315 (Page 29, Supplement No. 1)</b>	
<b>DELETE</b> Rockcliffe—Local Instructions .. .. .	425

## LIST OF LINES

List of lines in the sequence used throughout the book	Page No. relating to Table "A"
<b>PAGE 316.—AMEND:—</b>	
Carlisle No. 7, London Road Junction to Carlisle, Canal Junction (Goods lines) .. .. .	348
<b>PAGE 316—INSERT under CREWE TO GRETN A JUNCTION AND BRANCHES</b>	
Carlisle, Canal Junction to Carlisle Kingmoor (Goods lines) .. .. .	349
Carlisle, Kingmoor Down Tower to Carlisle Canal Junction (Single Goods line) .. .. .	349

**TABLE A—LIST OF SIGNAL BOXES, RUNNING LINES, ETC.**

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes		Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles			
													L—long		S—short	
													Down	Up	C—crow	
	M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	For	
<b>PAGE 349.</b>																
<b>CARLISLE No. 3 TO CANAL JUNCTION</b>																
<b>AMEND:—</b> C. Down Main line, 697 yards before reaching Home 1 signal.																
<b>CREWE BASFORD HALL JUNCTION TO GRETN A JUNCTION</b>																
<b>PAGES 331 and 332.</b>																
<b>DELETE</b> all existing particulars Carlisle No. 3 (incl.) to Gretna Junction (incl.) and <b>SUBSTITUTE:—</b>																
<b>Carlisle</b>																
<b>No. 3</b>																
(See page 349 for Canal Junction direction and page 349 for Through Goods line to No. 13)																
	—	1034							20	20	Through crossings North Junction Up Goods to Up Main and Down Main to Down Goods.					
									—	20	Through crossing South of Junction Up Main to Up Goods.					
									—	20	Between 0½ m.p. (Caledonian Mileage) North of Carlisle and 68¾ m.p. (L.N.W. Mileage) South of Carlisle.					
									15	15	Through junction to and from Canal Junction direction.					
											CW. Up Goods 385 yards before reaching Up Goods Home signal.	930 (Falling)			1L 2S	2L 2S Viaduct Yard.
											CW. Up Goods 220 yards before reaching Up Goods Home signal.	930 (Falling)				

Etterby  
Junction  
(Controlled by  
Kingmoor Box)

Carlisle  
Kingmoor

Down Tower  
(Signals engine  
line and Down  
Goods line  
only. See page  
349 for North  
British depar-  
ture line to  
Canal Junction)  
Up Tower  
(Signals Down  
and Up Goods  
lines only)

Floriston  
Shunting Frame  
(Controlled by  
Gretna  
Junction)

Gretna  
Junction  
Scottish Region

— 1188

1 588  
(from  
No. 3 box)  
1244

1 821  
(on Up  
Goods lines  
from  
Kingmoor  
box)

— 1404  
(from Down  
Tower)

2 998  
(in Down  
Goods line)

6 934  
(from  
Kingmoor  
box)  
5 198  
(from Up  
Tower)

Engine Line

25

—

—

25

20

—

—

50

50

CW. Down Goods 522  
yards before reaching  
signal K.R.1.

930

Through crossing Down Goods to Down Main.  
Through crossing Up Slow to Up Main.

Through crossing Up Main to Up Slow.

C. Up Goods 723 yards  
before reaching signal  
No. UT.38.

120

C. Up Goods 549 yards  
before reaching signal  
No. UT.210.

978

Through crossing Down Goods to Down Main.

Through junction to Carstairs.

Through junction to and from Gretna Green.  
C. In Down line 703 yards  
before reaching signal  
GA.202. 1065  
(Falling)

C. In Down line 884 yards  
before reaching signal  
GA.23. 193

C. In Down line 690 yards  
before reaching signal  
GA.22. 193

CW. In Down line 791  
yards before reaching  
signal GA.21. 193

\* Multi-aspect colour light signalling (Rule 43) together with continuous track circuiting is provided on all running lines between Carlisle No. 3 and Gretna Junction.

**TABLE "A" LIST OF SIGNAL BOXES, RUNNING LINES, MAXIMUM PERMISSIBLE SPEEDS, SPEED RESTRICTIONS—continued**

PAGE 348.  
CARLISLE No. 7 (LONDON ROAD JUNCTION) TO CARLISLE DALSTON RD. (GOODS LINES)—DELETE all existing particulars and SUBSTITUTE:—  
CARLISLE No. 7 (LONDON ROAD JUNCTION) TO CARLISLE CANAL JUNCTION (GOODS LINES)  
CARLISLE No. 7 TO CANAL JUNCTION

**CARLISLE No. 7 (LONDON ROAD JUNCTION) TO CARLISLE DALSTON RD. (GOODS LINES)—DELETE all existing particulars and SUBSTITUTE:**

**CARLISLE No. 7 (LONDON ROAD JUNCTION) TO CARLISLE CANAL JUNCTION (GOODS LINES)**

### CARLISLE No. 7 TO CANAL JUNCTION

## Carlisle

No. 7 (London Rd. Junction)  
(See page 347)

No. 10 Bog Junction

No. 11 Rome  
St.

St.  
Dalston Rd.  
Canal Junction

**Canal Junction**  
(See page 349)

ked in accordance

20  
10

20

ACTION (GOODS LINES)		MAXIMUM PERMISSIBLE SPEED
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
19	19	19
20	20	20
21	21	21
22	22	22
23	23	23
24	24	24
25	25	25
26	26	26
27	27	27
28	28	28
29	29	29
30	30	30
31	31	31
32	32	32
33	33	33
34	34	34
35	35	35
36	36	36
37	37	37
38	38	38
39	39	39
40	40	40
41	41	41
42	42	42
43	43	43
44	44	44
45	45	45
46	46	46
47	47	47
48	48	48
49	49	49
50	50	50
51	51	51
52	52	52
53	53	53
54	54	54
55	55	55
56	56	56
57	57	57
58	58	58
59	59	59
60	60	60
61	61	61
62	62	62
63	63	63
64	64	64
65	65	65
66	66	66
67	67	67
68	68	68
69	69	69
70	70	70
71	71	71
72	72	72
73	73	73
74	74	74
75	75	75
76	76	76
77	77	77
78	78	78
79	79	79
80	80	80
81	81	81
82	82	82
83	83	83
84	84	84
85	85	85
86	86	86
87	87	87
88	88	88
89	89	89
90	90	90
91	91	91
92	92	92
93	93	93
94	94	94
95	95	95
96	96	96
97	97	97
98	98	98
99	99	99
100	100	100

Through junction.

\*

\* Worked in accordance with the Special Regulations for signalling trains on the Goods lines.

**PAGE 349. INSERT:—**

**CARLISLE CANAL JUNCTION TO CARLISLE KINGMOOR (NORTH BRITISH GOODS LINES)**

**CARLISLE CANAL JUNCTION TO CARLISLE KINGMOOR**

## Carlisle

Canal Junction  
(See page 349)

## Carlisle

**Kingmoor**  
Kingmoor Box  
(See page 331)

25  
20

25  
20

MAXIMUM PERMISSIBLE SPEED	
1	10
2	10
3	10
4	10
5	10
6	10
7	10
8	10
9	10
10	10
11	10
12	10
13	10
14	10
15	10
16	10
17	10
18	10
19	10
20	10
21	10
22	10
23	10
24	10
25	10
26	10
27	10
28	10
29	10
30	10
31	10
32	10
33	10
34	10
35	10
36	10
37	10
38	10
39	10
40	10
41	10
42	10
43	10
44	10
45	10
46	10
47	10
48	10
49	10
50	10
51	10
52	10
53	10
54	10
55	10
56	10
57	10
58	10
59	10
60	10
61	10
62	10
63	10
64	10
65	10
66	10
67	10
68	10
69	10
70	10
71	10
72	10
73	10
74	10
75	10
76	10
77	10
78	10
79	10
80	10
81	10
82	10
83	10
84	10
85	10
86	10
87	10
88	10
89	10
90	10
91	10
92	10
93	10
94	10
95	10
96	10
97	10
98	10
99	10
100	10

Through junction to and from North British Main lines.

\*

20

20

Through junction to and C. In Down line, 538 yards before reaching signal No. K.R.18.	from Down and Up Goods lines. 500
------------------------------------------------------------------------------------------------	--------------------------------------

\* Multi-aspect colour light signalling (Rule 43) and continuous track circuiting is provided on the Up and Down Goods lines between Canal Junction and Kingmoor.



**CARLISLE KINGMOOR DOWN TOWER TO CARLISLE JUNCTION SINGLE GOODS LINE (NORTH BRITISH DEPARTURE LINE)**  
**CARLISLE KINGMOOR DOWN TOWER TO CARLISLE CANAL JUNCTION**

\* {  
 ● Single Goods Line  
 ●

							25	25	MAXIMUM PERMISSIBLE SPEED										
<b>Carlisle Kingmoor Down Tower</b> (See page 331)	—	—																	
<b>Carlisle Canal Junction</b>		1578																	

\* Multi-aspect colour light signalling (Rule 43) and continuous track circuiting is provided on the North British departure line between Kingmoor Down Tower and Canal Junction.

**TABLE F**  
**PROPELLING TRAINS OR VEHICLES**

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 386.—DELETE:—</b> Carlisle No. 3 .. .. .	Carlisle, Etterby Junction ..	Down Main and Down Goods	Breakdown van train provided steam crane next to engine.
Carlisle, Etterby Junction ..	Carlisle No. 3 .. .. .	Up Main and Up Goods	Breakdown train.
Carlisle, Dentonholme North Junction	Carlisle No. 3 .. .. .	Up and Down Viaduct Yard	14 freight wagons for Electricity Works.
<b>PAGE 386 (Page 48, Supplement No. 1) DELETE:—</b> Carlisle No. 3 .. .. .	Gretna Junction .. .. .	Down Main and Fast	12 freight wagons, in clear weather only.
Gretna Junction .. .. .	Carlisle No. 3 .. .. .	Up Main and Fast ..	..
Carlisle No. 3 .. .. .	Kingmoor .. .. .	Down Goods ..	..
Etterby Junction .. .. .	Carlisle No. 3 .. .. .	Up Goods .. ..	..
Rockcliffe Station .. .. .	Floriston Station .. .. .	Down Slow .. ..	..
Floriston Station .. .. .	Rockcliffe Station .. .. .	Up Slow .. ..	..
<b>PAGE 387.—DELETE:—</b> Carlisle No. 3 .. .. .	Carlisle, Dentonholme North Junction	Up Viaduct and Up Through Goods	6 fully fitted vehicles with the automatic brake connected and in use when brake van not leading.

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

From	To	Line	Number of Vehicles and Special Conditions
<b>PAGE 399.—INSERT:—</b> Carlisle Kingmoor .. .. .	Carlisle No. 3 .. .. .	Up and Down Main	Fitted vehicles only.
<b>DELETE:—</b> Carlisle No. 3 .. .. .	Carlisle, Etterby Junction	Down Goods ..	—
Carlisle Etterby Junction ..	Carlisle No. 3 .. .. .	Up Main .. ..	Fitted vehicles only.
Carlisle, Etterby Junction ..	Carlisle No. 3 .. .. .	Up Goods .. ..	—

**PAGE 407.**

**TABLE O.—LIGHTING AND EXTINGUISHING OF SIGNAL LAMPS—RULE 73**

Running signals, Exception 2.

**DELETE:—**

Mossband All

**PAGE 409.—INSERT:—**

**TABLE Y**  
**LINES EQUIPPED WITH AUTOMATIC WARNING SYSTEM**

Referring to the Instructions on Pages 16 to 19 of the General Appendix, the following lines are equipped with A.W.S. track equipment:—

From	To	Line	Remarks
Gretna Junction .. .. .	Carlisle No. 3 .. .. .	Up Main .. .. .	—
Carlisle Canal Junction .. ..	Carlisle No. 3 .. .. .	Up North British ..	From Canal Junction Up NB. and Up Silloth Line Starting signal.
Carlisle No. 3 .. .. .	Gretna Junction .. .. .	Down Main .. .. .	—
Carlisle No. 3 .. .. .	Canal Junction .. .. .	Down North British	—

**GENERAL INSTRUCTIONS**

**PAGE 414.**—Coupling and uncoupling of engines to and from trains.

**INSERT** as last paragraph:—

**Carlisle, Kingmoor, Up and Down Marshalling Yards.**—Coupling and uncoupling of trains arriving at or departing from these yards will be the responsibility of the Fireman except in the case of single-manned engines when the shunting staff will be responsible.

**LOCAL INSTRUCTIONS**

**PAGE 424.—DELETE:—**

Working over Down and Up Through Goods lines and Loop Sidings between Carlisle Canal Junction and Caldecotes.

**PAGE 425.—DELETE** items 8 and 9 headed:—

Kingmoor Up Yard.

Kingmoor Down Yard.

**PAGE 425 (Page 56, Supplement No. 1)—DELETE** Rockcliffe and Floriston Down and Up Slow lines.

## Page 85.

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown. (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent speed restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—long S—short C—crow					
		M	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) l in	Down		Up		For	
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods		
	<b>PAGE 85. INSERT:— SHEFFIELD NUNNERY SINGLE LINE JUNCTION TO WOODBURN JUNCTION</b>																
	SHEFFIELD NUNNERY SINGLE LINE JUNCTION TO WOODBURN JUNCTION							10	10	MAXIMUM PERMISSIBLE SPEED							
	Nunnery Single Line Junction																
	Woodburn Junction																

N.B.

From	To	Line		Remarks		
		Down	Up			
<b>PAGE III.</b>						
<b>AMEND:—</b>						
Cambridge Junction ..	Hitchin Yard ..	Slow ..	—	Light engines. Empty coaching stock or wagons may be set back.		
Hitchin Goods Yard ..	Cambridge Junction ..	L.M.R. ..	—	Light engines. Goods trips not exceeding 20 freight vehicles without brake van to Down Yard at Cambridge Junction drawn only.		

**ALTERATIONS TO WORKING OF ELECTRIC TRAINS ON TYNESIDE ELECTRIFIED LINES—WORKING  
INSTRUCTIONS (B.R.30100) BOOKLET DATED 1st OCTOBER, 1961.**

**GENERAL INSTRUCTIONS**

**PAGE 4.****INSTRUCTION 1.**

**DELETE:**—Newcastle and South Shields branch.

**INSTRUCTION 2.**

**DELETE:**—Gateshead      Pelaw      Jarrow      Tyne Dock.

**PAGE 5.**

**DELETE:**—heading South Tyneside Area and relevant entries.

Add to:—P.O. Wallsend	623471:—	
Newcastle	22291 }	
	21072 }	} Railway Automatic Extension 2340.
	26574 }	

**PAGE 10.**

**DELETE:**—entries Section Nos. 53 to 62 inclusive.

**PAGE 11.**

**DELETE:**—first and second paragraphs.

**PAGE 15.**

**DELETE:**—Pelaw Station and subsequent paragraph.  
Hebburn Station and subsequent paragraph.  
Jarrow Station and subsequent paragraph.

**PAGE 16.**

**DELETE:**—Garden Lane (South Shields) and subsequent paragraph.  
South Shields and subsequent paragraphs.

**PAGE 21.****INSTRUCTION 8.**

**INSERT** in first line:—after "thirdrail" on North Tyneside.

**INSTRUCTION 9.****PAGE 22.**

**DELETE:**—second and third paragraphs.

**PAGE 23.**

**DELETE:**—second paragraph.

**INSTRUCTION 10.****PAGES 24/25.**

**DELETE:**—entries relative to 1951 stock.

**INSTRUCTION 11.****PAGES 29/30.**

**DELETE:**—Clause (b).

**INSTRUCTION 14.****PAGE 30.**

**DELETE:**—"or buckeye" from fifth line of penultimate paragraph.

**PAGE 31.**

**DELETE:**—final paragraph re 1951 stock.

**INSTRUCTION 17.****PAGE 34.**

**DELETE:**—from second paragraph "and to the Station Inspector on Nos. 5 and 6 platforms, Newcastle".

**DELETE:**—final paragraph re 1951 stock.

**PAGE 35.**

**DELETE:**—first, second, third and fourth paragraphs.

**PAGE 36.**

**DELETE:**—conclusion of paragraph overleaf and following one.

**DELETE:**—brackets and words "in the case of 1937 stock" from note.

**INSTRUCTION 18.****PAGE 36.**

**DELETE:**—the words "and between Newcastle and Gateshead" from the second line of Clause (a).

**INSTRUCTION 30.****PAGE 45.**

**DELETE:**—words "or between the coaches of a two-car unit of the 1951 stock" in second paragraph.

**INSTRUCTION 32.****PAGE 47.**

**DELETE:**—words "and in the case of 1937 stock" from the first line and "or in the case of the 1951 stock, locking the reverser in the 'off' position" from the second, third and fourth lines of first paragraph.

**INSTRUCTION 33.****PAGE 47.****DELETE:**—words "or in case of the 1951 stock locking the reverser in the 'off' position" from the fourth line Clause 1.**INSTRUCTION 38.****PAGE 50.**

<b>DELETE:</b> —Gateshead High Street	53, 54 and 53a.
Pelaw	55, 56, 57 and 58.
Harton	59, 60, 61 and 62.

**PAGE 51.****DELETE:**—third paragraph.**INSTRUCTION 42.****PAGE 55.****DELETE:**—South Tyneside clause (v).**INSTRUCTION 68****PAGE 71.****Clause (b)****Assistance to 1937 Stock by a locomotive.****DELETE:**—"Park Lane, St. James Bridge, Pontop, St. Bedes, Hilda, Garden Lane" in second and third lines.**Assistance to 1951 Stock by a locomotive.****DELETE:**—heading and paragraph.**INSTRUCTION 69.****PAGES 72/73.****DELETE:**—first two sentences of first paragraph of Clause (a) and substitute:—

Multiple unit electric stock may be used to assist a disabled electric train subject to the conditions set out below. The units should be joined by the cowhead couplers, or if not practicable, with emergency screw couplings.

**PAGE 73.****DELETE:**—final paragraph regarding 1951 type electric stock.**PAGE 74.****AMEND:**—first sentence of first paragraph of Clause (b) to read:—

1937 type vans may assist trains composed of electric stock.

**DELETE:**—from third line "1937 type stock".**DELETE:**—reference to 1951 stock in fifth and sixth lines. Substitute "the" for "both types of" in following sentence.**INSTRUCTION 72.****PAGE 76.****DELETE:**—"and South Shields" from second line of third paragraph and fourth line of fourth paragraph.



