

BRITISH RAILWAYS

NORTH EASTERN REGION

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 16th JANUARY, 1965, UNTIL FURTHER NOTICE

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★ Denotes new or amended items.

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

YORK
16th JANUARY, 1965

C. BIRCH
MOVEMENTS OPERATIONS MANAGER

**THIS SUPPLEMENTARY OPERATING INSTRUCTIONS
BOOKLET SUPERSEDES THE SUPPLEMENTARY
OPERATING INSTRUCTIONS BOOKLET DATED
21st MARCH, 1964.**

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

RULE 3—INSERT:—Additional clause:—

(vii) Use radio sets or similar apparatus whilst on duty, except in places where this is specifically authorised.

RULE 126 (vii)—AMEND to read:—

"When the engine is in motion, not leave the footplate or driving cab unnecessarily for the purpose of going out on the engine framing or on to the top of the tender or bunker or for any other reason. Should, however, the Driver decide it is absolutely necessary that he should leave the footplate or driving cab and he does not consider it desirable to stop the train, he must in the case of a steam engine, before leaving, instruct his fireman to keep a good look out and observe the signals in his absence. In the case of a diesel or electric locomotive, the Driver must not leave the driving cab whilst the train is in motion unless the second man has been passed to drive the type of locomotive and he has knowledge of the portion of the line concerned."

RULE 158—AMEND to read:—

"Guards or shunters must examine all loads bearing 'Examine Load' or 'out of gauge load' labels at places where the train may call, to see whether they have been displaced or require adjustment and, if so, or if for any reason the load is considered unsafe to travel, the wagons must not be taken forward until the loads have been adjusted and secured."

Conveyance of articles of unusual length or weight.

RULE 234—AMEND clause (e) to read:—

No man must be appointed as Look-out man unless he has previously been passed as competent to act in that capacity by an authorised representative of either the Civil Engineering, Signal Engineering or the Mechanical & Electrical Engineering Departments.

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.

★ LINES WORKED ON THE TRACK CIRCUIT BLOCK SYSTEM

1. Absolute possession of running lines for Engineering purposes necessitating a complete stoppage of traffic on such lines

Referring to the instruction on page 52 of the General Appendix—where Track Circuit Block is in operation, no movement must be made outside the detonators in either direction without the permission of the Signaller concerned. Before authorising a movement to the rear the Signaller must apply the instructions, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

2. Trains conveying out-of-gauge and exceptional loads.

Referring to the instruction on page 96 of the General Appendix—where Track Circuit Block is in operation, the arrangements detailed in the final (fourth) paragraph of the instruction will not apply.

Arrangements for any wrong direction movement which is required must be made in accordance with the instruction, on page 3 of the General Appendix, headed "Wrong direction movements where Track Circuit Block is in operation".

Track Circuits

Referring to the instructions on page 63 of the General Appendix; on lines where the Absolute Block Regulations apply if a track circuit fails to clear after the passage of a train or otherwise shows occupied, the signaller at the opposite end of the section concerned must be consulted.

When it is necessary to examine the line to establish whether or not it is clear, the signaller may allow a train to enter the section for this purpose in accordance with the provision of Absolute Block Regulation 15 except that the train need not be accompanied if a competent person is not readily available.

If any part of the affected track circuit is within a tunnel the Driver must also be instructed that although his train may proceed into the section it must not enter the tunnel until it has been ascertained that the line through the tunnel is clear.

If the Driver reports that the line is clear, until the failure has been rectified, Drivers of subsequent trains must be instructed to proceed cautiously.

The first train travelling towards the affected track circuit on an opposite or adjoining line must be stopped, the Driver advised of the circumstances and told to proceed cautiously and report to the Signaller ahead.

CONVEYANCE OF COACHING STOCK BY FREIGHT TRAINS

Authority is hereby given for 9K01, 7.25 a.m. Parcels and '9' Northallerton to Leyburn and return to convey a daily bogie parcels van in accordance with the instructions on Page 99 of the General Appendix of 1st October, 1960, relating to Conveyance of Coaching Stock on Unfitted Freight Trains.

★ ROUTE AVAILABILITY OF COACHING STOCK

South Gosforth

Mail vans with traductors in six foot way must not pass any train at South Gosforth Station. Up trains conveying such mail vans must be brought to a stand at South Gosforth East, and the Guard must advise the Signaller, so that arrangements may be made not to pass any train on the opposite line at South Gosforth Station. Guards of Down trains must advise the Station Inspector at Newcastle who must immediately inform Control so that the necessary arrangements may be made. (This instruction has been extracted from the Diversion of Trains Booklet O.7002/1956 which has been abolished.)

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.

MISCELLANEOUS NOTICES—continued

PERMANENT SPEED RESTRICTIONS INDICATOR SIGNS

The indicator signs referred to in the first paragraph of this instruction on Page 51 of the General Appendix are in the process of being repainted yellow.

★PAINTING OF FREIGHT STOCK

It is the future intention that all freight stock and non-bogie coaching stock will be marked to indicate the maximum speed at which it may run. It may have been observed that a number of vehicles have already appeared in service bearing a white numeral in a white lined square, and without the symbol "XP" where applicable.

Full instructions on this subject will be published in due course. In the meantime it should be noted that the numerals "1", "2" or "3" are equivalent to "XP" marking.

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).

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.

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.

CROFTON EAST PERMANENT WAY DEPOT

Road vehicles use Crofton Old Station Occupation Level Crossing at frequent intervals between 07.30 and 17.00 hours each weekday. Drivers to sound whistles or horn when approaching the crossing and keep a sharp look-out.

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

Conveyance of gravel and sludge in lorries is taking place over the above Level Crossing.
Drivers must keep a sharp look-out when approaching the crossing.

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

Conveyance of coal in lorries is taking place over the above Level Crossing.
Drivers must keep a sharp look-out when approaching the crossing.

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.

SCARBOROUGH CENTRAL STATION

All Guards working passenger trains into Scarborough Central Station 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.

GASCOIGNE WOOD

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

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.

ASHINGTON, HIRST LANE LEVEL CROSSING

There is increased use of the above crossing by N.C.B. lorries on weekdays between 07.00 and 17.30 hours, Monday to Friday.

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

HEDWORTH LANE N.C.B. ACCOMMODATION LEVEL CROSSING

There is increased use of the above crossing, which is situated on the Stella Gill to Tyne Dock Bottom Branch at 3 miles 16 chains, 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 use of the above level crossing by N.C.B. dumper trucks.

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

MISCELLANEOUS NOTICES—continued

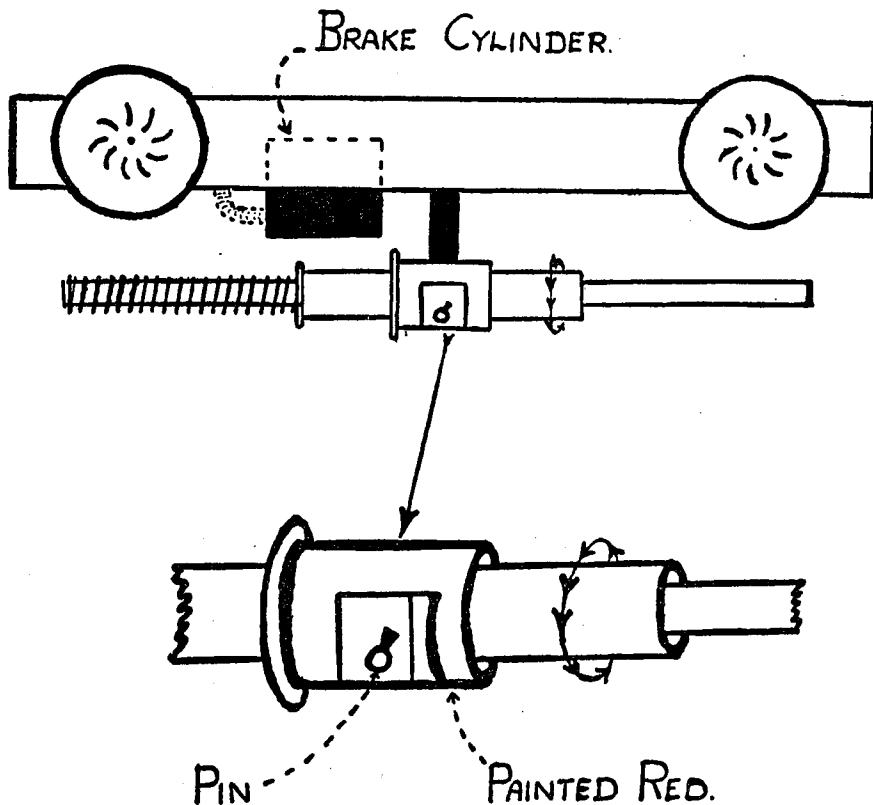
DISC BRAKES

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 the rigging prevent wagons so fitted from being used on many existing tipplers 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. Some wagons have two sets of brake gear, each set operates on one wheel which has a special solid centre, but there is no mechanical link between the two sets of brake gear. On other wagons the two sets of brake gear are mechanically connected and operated by one cylinder. In both cases the other wheel of each pair has the usual holes for sprags.
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. In some instances the hand brake operates on brake blocks of the usual kind and is quite separate from the power brake, whilst on other wagons it is an integral part of the power brake.
4. No change over lever is fitted, the brake power is adjusted automatically according to the load on the springs of the wagon. Where two sets of vacuum brake gear are fitted without mechanical linkage, the brake cylinders are independent.
5. A slack adjuster is provided to maintain the brakes in proper adjustment.
6. Where two brake cylinders are fitted, two sets of 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 C. & W. 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.

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 Convoys).

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 convoys. 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 convoys, including the unloading of the baskets from the vans at the points from which liberation takes place. (P. 3/3149)

WINDSCREENS ON GANGWAY STOCK

Claims continue to arise in respect of damage by grease to passengers' clothing as a result of the absence of windcreens in gangways, and the attention of all concerned is again directed to the need for seeing that the protective windcreens 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.

MISCELLANEOUS NOTICES—continued

WINDSCREENS ON GANGWAY STOCK—continued

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

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

PROTECTION OF MAIL AND PARCELS TRAFFIC DURING TRANSIT.

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

The doors must be locked by the Station Staff immediately loading and unloading is completed, except when a guard is travelling in the compartment. Guards should ensure that the doors are kept locked during journeys. (P. 3/3493)

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 Fiat	E.D.

RAIL TANK CARS RETURNED FULL IN ERROR TO SENDING POINT.

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

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

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

FREIGHT BRAKE VANS.

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

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

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

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

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

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK.

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

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

All locomotivemen and Guards from other depots working trains into Skelton New Yard must report to the Traffic Inspector at that point as soon as possible after arrival.

(G. 7/194/1/N
P. 3/710.)

MISCELLANEOUS NOTICES—continued

RE-DESIGNATION OF LOCOMOTIVES—MIXED TRAFFIC TYPES.

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

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

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

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

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

MISCELLANEOUS NOTICES—continued**EASTERN AND LONDON MIDLAND REGIONS****MANCHESTER AND SHEFFIELD**

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

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.

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.

HELLABY SIDINGS—DOCK LOADING FACILITIES

Owing to restricted clearance these sidings are restricted to wagons of a maximum width of 8 feet 8 inches.

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

Until further notice, contractors are engaged uplifting the Up Goods Independent line and No. 2 Loop line. The relative connections to the Up Main line at King's Road have been disconnected, spiked, clamped and padlocked out of use and the arms of the outlet signals have been removed.

MIDLAND REGION**★HEAD LAMPS OR HEAD BOARDS ON LOCOMOTIVES IN ELECTRIFIED AREAS**

Until further notice, head lamps or head boards must not be placed on, or removed from, the top lamp bracket on locomotives whilst the locomotive is standing under overhead wires on an electrified line.

Arrangements must be made for the lamp or head board to be placed on, or removed from, the top lamp bracket at the first convenient point away from the overhead wires on the electrified line.

BOLTON—CASTLETON LINE BRIDGE No. 21. REDUCTION IN APPLICABLE LOAD GAUGE

This bridge is being reconstructed and as a temporary measure the Chief Civil Engineer has reduced the applicable load gauge with immediate effect. **Until further notice** a load gauge to Diagram 57 in booklet No. 9 (BR.20673) must apply over the Up line only through this Bridge No. 21 which is situated between Black Lane and Bury, Knowsley Street between 13½ and 13¼ m.p.

The District Engineer has erected the load gauge.

All concerned to note.

Until further notice—Sleeping Cars, ex L.M.S. Restaurant Cars, Post Office Vehicles (having no outside apparatus) and Western Region Stock 63 feet long over buffers and 9 feet 5½ inches wide over projections may work between Sandbach and Stockport, via Middlewich, Northwich, Knutsford, Skelton Junction, Northenden, Cheadle Village Junction and Edgeley and return subject to the usual service and speed restrictions being observed and in addition:—

To travel with caution through Northwich Station Up Line Platform.

Not to work through Nos. 1 and 2 Platform lines at Altrincham.

The adjoining line to be blocked from Deansgate Junction to Skelton Junction and vice versa.

Not to use crossover roads or connections situated between platforms on this route.

NEWCASTLE—YORK—SHEFFIELD—BIRMINGHAM—BRISTOL INTER REGIONAL DIESELISATION SCHEME. SEPTEMBER 1962. WESTERN REGION A.W.S. APPARATUS, WESTERN REGION INTER CITY CROSS COUNTRY TYPE DIESEL MULTIPLE UNITS

The Western Region Cross Country type diesel multiple units are permitted to work over those lines normally used by passenger trains between the points shown below, with the shoe of the A.T.C. apparatus in the Down (operative) position.

Barnt Green and Horns Bridge via Birmingham, Burton, Derby, Ambergate and Clay Cross.

Water Orton Station Junction, Whitacre and Kingsbury Station Junction Slow lines.

Burton N.S. Junction and Stenson Junction via Dove Junction.

Stenson Junction, Trent and the Erewash Valley.

Ambergate and Clay Cross via Crich Junction, Butterley, Ironville Junction and Riddings Junction.

Derby Midland and Nottingham Midland.

Nottingham Midland and Whitacre via Nuneaton Abbey Street.

TYPE 4 DIESEL LOCOMOTIVES

With the introduction of Type 4 diesel locomotives into the Toton and Brent services, attention is called to the prohibition of this type of locomotive over the Down Hump at Toton.

It is necessary therefore, until further notice, that arrangements are made for these locomotives and/or brake tenders to be detached from the trains at Toton East Junction to proceed via Toton Junction to the Motive Power Depot Yard or for the return working.

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

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

PAGE 63

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

ZONE NUMBERING OF PARCELS TO LONDON POSTAL AREA

Page No	Postal District	Amended Zone Number
5	N.6	IX (East Ham)
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 2nd JANUARY, 1961

The following amendments are in addition and further to those shown in Supplement to BR.29760 dated 1st May, 1963.

Page No.	DESTINATION	Principal Col.	Forwarding towards				Page No.	DESTINATION	Principal Col.	Forwarding towards			
			N	S	E	W				N	S	E	W
★ 6	Aberavon	W5					27	Erwood	W28				
★ 6	Aberayron	W9					★ 28	Fakenham East	—	—	172	172	169
6	Aberedw	W28					★ 28	Fencehouses	195				
★ 6	Acton Central	—					★ 28	Finedon	58				
★ 6	Addington	58					★ 30	Glan Conway	14X				
6	Addiscombe	SC1					31	Golcar	20				
7	Delete Alsop-en-le-Dale	51					★ 31	Great Chesterford	166				
7	Arbroath	84					★ 32	Gretton	—	104	57T	—	104
★ 7	Ardley	112					33	Hampton Loade	W27				
★ 7	Ardrossan	—	68	82	—	82	33	Delete Hartington	51				
8	Arley	W27					35	Henlow Camp	102				
★ 8	Ashbourne	49					★ 35	Hensall	40				
★ 8	Ashdon Halt	—	165	166	—	—	★ 35	Hetton	195				
★ 8	Ashington	198					35	High Field	180				
★ 8	Audley End	—	165	166	—	—	35	Highley	W27				
★ 9	Awsworth	—	56T	47	56T	56T	★ 35	Hinderwell	190				
9	Bainton	—	181T	180	180	—	36	Horbury and Ossett	—				
★ 10	Bardsey	—	112	21	—	—		amend to read Horbury	110				
★ 10	Barnwall (Northants)	104					★ 36	Horden	191				
★ 10	Barton Hill	183					★ 36	Hucknall (Central)	135				
★ 10	Batley	—	110	21T	39	21T	★ 37	Hunwick	193				
★ 10	Battysford	—	110	21T	39	21T	★ 37	Hylton	196				
★ 11	Bebside	198					★ 37	Ilkeston North	—	56T	47	56T	56T
★ 11	Bedlington	198					37	Ingleton	—	29X	29	—	42
11	Bewdley	W27					37	Iron Bridge and Broseley	W27				
11	Bickley	SE1					★ 37	Irthlingborough	58				
★ 12	Blackhall Colliery	191					★ 37	Irvine	—	68	82	—	82
★ 13	Blyth	198					★ 38	Jedburgh	79				
★ 13	Bottesford	107					★ 38	Jedfoot	79				
★ 14	Brecon	W15					★ 38	Kelso	79				
14	Bridgnorth	W27					38	Kemsing	SE2				
15	Bubwith	180					★ 39	Kimberley East	—	56T	47	56T	56T
15	Buildwas	W27					★ 39	Kingsliffe	104				
15	Builth Road	W28					★ 39	Kirkbank	79				
15	Builth Wells	W28					★ 39	Kirkham Abbey	183				
★ 15	Bulwell	56					★ 40	Knottingley	—	40	21T	40	—
★ 17	Carn Brea	W12					★ 40	Langley Green	W24				
★ 17	Carham	79					★ 40	Langwith	46T				
★ 17	Castleford	—	40	182	—	—	★ 41	Linley	135				
★ 17	Causeway Green	W24					42	Little Salkeld	—	42	27T	—	—
★ 18	Chirnside	79					★ 44	Lye	W24				
18	Chislehurst	SK1					★ 44	Mablethorpe	122				
19	Cliff Common	180					★ 45	Manton	—	104	57T	—	104
★ 19	Clare	161					★ 45	Maxton	79				
19	Clock House	SK1					46	Middleton-on-the-Wolds	—	181T	180	180	—
19	Coalport	W27					★ 46	Midhurst	SW2				
20	Collingham Bridge	182					★ 46	Mildenhall	161				
★ 20	Corby Glen	107					47	Montrose	84				
★ 21	County School	—	—	172	172	169	★ 48	Mumby Road	122				
★ 21	Cox Green	195					48	New Beckenham	SK1				
★ 21	Cradley Heath	W24					★ 48	Newbiggin	198				
★ 21	Cross Gates	—	112	21	—	—	48	Newbridge-on-Wye	W28				
23	Darfield	—	139	182	139	182	★ 49	Newsham	198				
★ 23	Dewsbury (Central): Delete entry	—					49	Newton Kyme	182				
★ 23	Dewsbury (Wellington Road)	—	110	21T	39	21T	★ 49	Nisbet	79				
★ 24	Dinnington & Laughton	56T					★ 49	North Elmham	—	—	172	172	169
★ 24	Dolgarrog	14X					50	North Rode	—	52	17	—	52
24	Doldowlod	W28					★ 50	North Seaton	198				
★ 24	Dreghorn	—	68	82	—	82	★ 50	Old Hill	W24				
★ 25	Duns	79					★ 51	Ossett	—	110	40	110	—
25	Eardington	W27					★ 51	Oundle	104				
★ 25	Easington	191					★ 52	Penshaw	195				
26	Eden Park	SK1					★ 53	Plaistow	151				
★ 26	Edrom	79					54	Quorn and Woodhouse	—	57T	56T	57T	57T
27	Elmers End	SK1					★ 55	Raunds	58				
27	Elmstead Woods	SK1					55	Ravensbourne	SE1				
★ 27	Elmswell	161					55	Rednal and West Felton	W11				
★ 27	Elmton and Cresswell	46T					★ 55	Reston	199				
							55	Rhayader	W28				
							★ 56	Rinestead	58				

[illegible]

AMENDMENTS TO NUMERICAL SORTING BOOKLET BR.25521

LONDON MIDLAND REGION AND SCOTTISH REGION (WEST)

ISSUE DATED SEPTEMBER, 1962

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			N	S	E	W				N	S	E	W
3	Aberedw	W28					22	Elmers End	SK1				
★ 3	Acton Central	I					22	Elmstead Woods	W28				
★ 3	Addington	58					23	Erwood	W28				
3	Addiscombe	SC1					23	Eyemouth	—	79	81		
3	Alcester	6					23	Fairford	W17				
4	Delete Alsop-en-le-Dale	51					★ 23	Fencehouses	195				
4	Alvescott	W18					★ 24	Finedon	58				
★ 4	Ardrossan	—	68	68	—	—	25	Gartcosh	62X				
★ 4	Ardley	21					★ 26	Glan Conway	14X				
4	Arley	W27					27	Greetland	38				
4	Armada	81					★ 27	Gretton	—	58	57T	57T	—
★ 5	Ashbourne	49					27	Gwersyllt & W.	W26				
★ 5	Ashington	198					28	Hampton Load	W27				
★ 5	Audley End	166					28	Harmston	119				
★ 5	Awsorth	—	56T	47	56T	56T	28	Delete Hartington	51				
6	Ayton	—	79	81			28	New entry Hartford & G.	C2				
6	Backney	W14					29	Hawes	187				
6	Bainton	—	181T	180	180	—	29	Heald Green	18				
6	Baguley	18					29	Henlow Camp	102				
★ 6	Bardsey	21					★ 30	Hetton	195				
★ 7	Barnwell (Northants) ..	104					30	High Field	180				
★ 7	Barton Hill	183					30	Highley	W27				
7	Bathgate	106					★ 30	Hinderwell	190				
★ 7	Batteford	—	39	21T	39	21T	31	Honington	106				
★ 7	Bebside	198					31	Horbury & Osset amend					
★ 7	Bedlington	198						to read Horbury	39				
8	Bewdley	W27					★ 31	Horden	191				
8	Bickley	SE1					★ 31	Hucknall (Byron)	135				
★ 9	Blackhall Colliery	191					★ 31	Hunwick	193				
★ 9	Blackheath (Worcs)						★ 31	Hylton	196				
	amend to (Staffs)	W24					32	Iron Bridge	W27				
★ 9	Blyth	198					★ 32	Irthlingborough	58				
★ 10	Brecon	W15					★ 32	Irvine	—	68	68	—	—
11	Bridgnorth	W27					32	Kemsing	SE2				
11	Broadheath	C2					32	Keinton Mandeville	W2				
11	Broom Junction	W25					32	Kelmscott & L.	W18				
12	Bubwith	180					★ 33	Kimberley	—	56T	47	56T	56T
12	Buildwas	W27					★ 34	Kirkham Abbey	183				
12	Builth Road	W28					★ 35	Langley Green	W24				
12	Builth Wells	W28					★ 35	Langwith	46T				
★ 12	Bulwell	56					35	Lechlade	W18				
12	Burnmouth	—	79	81			35	Leadburn	80				
12	Caergwrle Castle	W26					★ 36	Linley	135				
★ 13	Carham	79					38	Luddendenfoot	38				
★ 14	Causeway Green	W24					★ 38	Lye	W24				
14	Caythorpe	106					★ 38	Mablethorpe	122				
14	Cefn-y-Bedd	W26					★ 39	Manton	—	58	57T	57T	—
14	Charlton Mackrell	W2					40	Middleton-on-the-Wolds	—	181T	180	180	—
★ 15	Chirnside	79					★ 40	Midhurst	SW2				
15	Chislehurst	SK1					★ 40	Mildenhall	161				
★ 15	Clare	161					★ 41	Mumby Road	122				
15	Cliff Common	180					42	Navenby	106				
15	Clock House	SK1					42	New Beckenham	SK1				
16	Coalport	W27					★ 42	Newbiggin	198				
16	Collingham Bridge	—	46T	182	44	—	42	Newbridge-on-Wye	W28				
★ 17	Cox Green	195					★ 43	Newsham	198				
★ 17	Cradley Heath	W24					43	Newton Kyme	—	46T	182	44	—
★ 18	Cross Gates	21					43	Notgrove	W13				
18	Daisy Hill	—	24	24	24	19T	43	Nitshill	66				
19	Darfield	—	46T	182	182		43	Northenden for W.	18				
20	Doldowlod	W28					★ 43	North Seaton	198				
★ 20	Dolgarrog	14X					★ 44	Old Hill	W24				
★ 20	Dreghorn	—	68	68	—	—	★ 44	Ossett	40				
★ 21	Duns	79					★ 44	Oundle	104				
21	Eardington	W27					44	Overton on Dee	W26				
★ 21	Easington	191					44	Pannal	21T				
22	Eddleston	80					★ 45	Penshaw	195				
22	Eden Park	SK1					★ 46	Plaistow	151				
★ 22	Edrom	79					47	Quorn and Woodhouse ..	—	57T	56T	57T	57T
22	Elland	38					★ 48	Raunds	58				
★ 22	Elmswell	161					48	Ravensbourne	SE1				
★ 22	Elmton and Cresswell ..	46T					48	Rednal and West Felton	W11				
22	Eltham	SK2					★ 48	Reston	199				

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

ISSUE DATED SEPTEMBER 1962—continued

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48	Rhayader	W28					★56	Thorner	21				
48	Rhydrowen	W9					★57	Thorpe (Northants) ..	104				
★49	Ringstead	58					57	Thorpe Arch	—	46T	182	44	—
★49	Rothley	—	57T	56T	57T	57T	57	Delete Thorpe Cloud ..	51				
★49	Rowley Regis and Blackheath	W24					★57	Thrapston	58				
★50	Ryhope	196					★57	Thurston	161				
50	St. Harmons	W28					★57	Tissington	49				
50	Salford Priors	W25					58	Uplawmoor	—	69	68		
★50	Saltcoats	—	68	68	—	—	★58	Uppingham	—	58	57T	57T	—
★51	Scholes	21					59	Waddington	119				
★51	Seaton	—	58	57T	57T	—	59	Warcop	—	42	27T	27T	
51	Sedgefield	189					60	Weeton	21T				
★51	Sessay	186					60	West Dulwich	SCI				
★51	Sharnbrook	60					60	Westerham	SCI				
52	Sheffield	60					60	West Felton	W11				
★52	Shirebrook	46T					★60	West Hallam	—	56T	57	56T	56T
53	Southburn	—	181T	180	180	—	61	Wetherby	—	46T	182	44	—
53	Southill	60					61	Whifflet	62X				
★53	Spennymoor	193					★61	Whitwell (Derby) ..	46T				
53	Spofforth	—	46T	182	44	—	★62	Willington	193				
★53	Springside	—	68	68	—	—	★63	Worksop	46T				
★54	Stanley (Yorks) ..	40					63	Wrotham and Borough Green	SKI				
54	Stepps	65					64	SE.10 to amend Sorting Number to read SE.1 ..					
54	Stevenage	102					64	SE.11 amend Sorting Number to read I ..					
★54	Stevenston	—	68	68	—	—	65	SE.19 amend Sorting Number to read SCI ..					
★54	Stoke (Suffolk) ..	161					67	N.19 Amend Rail Number to read IX. ..					
★55	Sutton on Sea	122											
56	Sydenham Hill	SCI											
56	Tadcaster	—	46T	182	44	—							
★56	Temple Hirst	180											

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 REGION

APRIL, 1964

PAGE 2. DELETE:—

Y1/1, Y3, Y9.
2E, 2K, 2L, 2R.
3F, 3H, 3Y.

PAGE 4/5 AMEND:—

CLASSIFICATION AND TYPES OF DIESEL LOCOMOTIVES (B.R. STANDARD)

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:—

Capital letter indicates variations within a particular group, e.g., wheel diameter, route availability.

3	1	A
3	1	B

Example. 3/1A=350 h.p. B.R./E.E. (0-6-0) 4 ft. 9½ in. wheel diameter.
3/1B=350 h.p. B.R./Blackstone/G.E.C. (0-6-0) Lighter Type.

Manufacturer's Code (Second Number(s)).

Code No.	Manufacturers
1	B.R. (British Railways).
2	Brush.
3	E.E. (English Electric).
4	N.B.L. (North British).
5	A.E.I. (B.T.H. and Metro Vic.).
6	B.R.C.W. (Birmingham Railway C. & W.).
7	Beyer Peacock.
8	L.M.S. (London Midland & Scottish Railway).
9	S.R. (Southern Railway).
10	L.N.E.R. (London 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 Co.
18	Clayton.

The code has been used in this Route Availability booklet, and will be used on diesel locomotive diagrams, and in load books. The makers' horse power and serial numbers are also shown below.

The code provides an easy reference to the various types of diesel locomotives in connection with the extraction of statistical information, and for maintenance requirements.

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

Locomotive Number.
Identification Code.
Power Classification (when available).
Depot Code Number and Letter.

Classification Code	Motive Power Class	Wheel Arrangement	Manufacturers	Numbers
1/12	Shunter	0-4-0	153 h.p. Barclay/Gardner	D.2953 to D.2956
1/15	Shunter	0-4-0	153 h.p. Hunslet/Gardner	D.2950 to D.2952
1/16	Shunter	0-4-0	165 h.p. Ruston & Hornsby	D.2957 to D.2958
1/17	Shunter	0-4-0	170 h.p. Yorkshire Engine Co.	D.2850 to D.2869
2/1	Shunter	0-6-0	204 h.p. B.R./Gardner	D.2000 to D.2199
				D.2372 to D.2399
2/2	Shunter	0-4-0	200 h.p. Brush/Petter	D.2999
2/4	Shunter	0-4-0	225 h.p. N.B.L./M.A.N.	D.2708 to D.2719
2/4A	Shunter	0-4-0	200 h.p. N.B.L./Paxman	D.2700 to D.2707
2/4B	Shunter	0-4-0	200 h.p. N.B.L./M.A.N.	D.2720 to D.2780
2/12	Shunter	0-4-0	204 h.p. Barclay/Gardner	D.2410 to D.2444
2/12A	Shunter	0-6-0	204 h.p. Barclay/Gardner	D.2400 to D.2409
2/13	Shunter	0-6-0	204 h.p. Drewry/Gardner (3 ft. 6 in. wheel)	D.2215 to D.2340
2/13A	Shunter	0-6-0	204 h.p. Drewry/Gardner (3 ft. 3 in. wheel)	D.2200 to D.2214
2/14	Shunter	0-6-0	204 h.p. Hudswell-Clarke/Gardner	D.2500 to D.2509
2/14A	Shunter	0-6-0	204 h.p. Hudswell-Clarke/Gardner	D.2510 to D.2519
2/15	Shunter	0-6-0	204 h.p. Hunslet/Gardner (3 ft. 9 in. wheel)	D.2574 to D.2618
2/15A	Shunter	0-6-0	204 h.p. Hunslet/Gardner (3 ft. 4 in. wheel)	D.2550 to D.2573
2/16	Shunter	0-6-0	275 h.p. Ruston/Paxman	D.2985 to D.2998

CLASSIFICATION AND TYPES OF DIESEL LOCOMOTIVES (B.R. STANDARD) —continued

Classification Code	Motive Power Class	Wheel Arrangement	Manufacturers						Numbers
3/1	Shunter	0-6-0	350 h.p. B.R./E.E.	..	..	..	..	..	D.3000 to D.3116 D.3127 to D.3136 D.3167 to D.3438 D.3454 to D.3472 D.3503 to D.3611 D.3652 to D.4048 D.4095 to D.4098 D.4115 to D.4192
3/1A	Shunter	0-6-0	350 h.p. B.R./E.E. (Max. Speed 27 m.p.h.)	..	..	..	..	..	D.4099 to D.4114
3/1B	Shunter	0-6-0	350 h.p. B.R./Crossley	..	..	..	..	..	D.3117 to D.3126
3/1C	Shunter	0-6-0	350 h.p. B.R./Blackstone/G.E.C.	..	..	..	..	..	D.3137 to D.3151 D.3439 to D.3453 D.3473 to D.3502 D.3612 to D.3651 D.4049 to D.4094 D.3152 to D.3166
3/1D	Shunter	0-6-0	350 h.p. B.R./Blackstone/B.T.H.	..	..	..	..	..	15004
3/2	Shunter	0-6-0	360 h.p. B.R. Brush/Petter	..	..	..	..	..	D.2900 to D.2913
3/4	Shunter	0-6-0	330 h.p. N.B.L./M.A.N.	..	..	..	..	..	12003 to 12022
3/8	Shunter	0-6-0	350 h.p. L.M.S./E.E. (4 ft. 3 in. wheel)	..	..	..	..	..	12033 to 12138
3/8A	Shunter	0-6-0	350 h.p. L.M.S./E.E. (4 ft. ½ in. wheel)	..	..	..	..	..	12023 to 12032
3/8B	Shunter	0-6-0	350 h.p. L.M.S./E.E. (4 ft. 3 in. wheel)	..	..	..	..	..	15211 to 15236
3/9	Shunter	0-6-0	350 h.p. S.R./E.E.	..	..	..	..	..	15201 to 15203
3/9A	Shunter	0-6-0	350 h.p. S.R./E.E. (Max. Speed 30 m.p.h.)	..	..	..	..	..	15000 to 15003
3/10	Shunter	0-6-0	350 h.p. L.N.E./E.E.	..	..	..	..	..	15101 to 15106
3/11	Shunter	0-6-0	350 h.p. G.W./E.E. (4 ft. ½ in. wheel)	..	..	..	..	..	15100
3/11A	Shunter	0-6-0	350 h.p. G.W./E.E. (4 ft. 1 in. wheel)	..	..	..	..	..
6/1	1	0-6-0	650 h.p. B.R./Davey Paxman/Voith	..	..	..	..	..
8/4	1	B-B	800 h.p. N.B.L./Paxman	..	..	..	..	..	D.8400 to D.8409
8/5	1	B-B	800 h.p. B.T.H./Paxman	..	..	..	..	..	D.8200 to D.8243
9/18	1	B-B	900 h.p. Clayton/Paxman	..	..	..	..	..	D.8500 to D.8566
10/3	2	B-B	1000 h.p. E.E./E.E.	..	..	..	..	..	D.8000 to D.8127
10/4	2	B-B	1000 h.p. N.B.L./M.A.N./G.E.C.	..	..	..	..	..	D.6100 to D.6109
10/4A	2	B-B	1000 h.p. N.B.L./M.A.N./Voith	..	..	..	..	..	D.6300 to D.6305
11/1	2	B-B	1160 h.p. B.R./Sulzer	..	..	..	..	..	D.5000 to D.5049
11/1A	2	B-B	1160 h.p. B.R./Sulzer	..	..	..	..	..	D.5050 to D.5150
11/3	2	B-B	1100 h.p. E.E./Napier	..	..	..	..	..	D.5900 to D.5909
11/4	2	B-B	1100 h.p. N.B.L./M.A.N./Voith	..	..	..	..	..	D.6306 to D.6357
11/4A	2	B-B	1100 h.p. N.B.L./M.A.N./G.E.C.	..	..	..	..	..	D.6110 to D.6137
11/4A	2	B-B	1100 h.p. N.B.L./M.A.N./G.E.C. (Continuous Speed Control)	..	..	..	..	..	D.6138 to D.6157
11/6	2	B-B	1160 h.p. B.R.C.W./Sulzer	..	..	..	..	..	D.5300 to D.5319
11/6A	2	B-B	1160 h.p. B.R.C.W./Sulzer	..	..	..	..	..	D.5320 to D.5346
12/1	2	B-B	1250 h.p. B.R./Sulzer	..	..	..	..	..	D.5151 to D.5242
12/2	2	A1A-A1A	1250 h.p. Brush/Mirrlees	..	..	..	..	..	D.5500 to D.5519
12/5	2	C-B	1200 h.p. M.V./Crossley	..	..	..	..	..	D.5700 to D.5719
12/6	2	B-B	1250 h.p. B.R.C.W./Sulzer	..	..	..	..	..	D.5347 to D.5415
13/2	2	A1A-A1A	1365 h.p. Brush/Mirrlees	..	..	..	..	..	D.5520 to D.5544 D.5546 to D.5654 D.5671 to D.5699 D.5800 to D.5862
15/6	3	B-B	1550 h.p. B.R.C.W./Sulzer	..	..	..	..	..	D.6500 to D.6585
15/6A	3	B-B	1550 h.p. B.R.C.W./Sulzer (Hastings Line Gauge)	..	..	..	..	..	D.6586 to D.6597
16/2	3	A1A-A1A	1600 h.p. Brush/Mirrlees	..	..	..	..	..	D.5545 D.5655 to D.5670 10000 to 10001
16/8	5P/5F	C-C	1600 h.p. L.M.S./E.E.	..	..	..	..	..	D.6700 to D.6816
17/3	3	C-C	1750 h.p. E.E./E.E.	..	..	..	..	..	D.6819 to D.6886 D.6899 to D.6911 D.7000 to D.7097
17/7	3	B-B	1700 h.p. Beyer Peacock/Maybach	..	..	..	..	..	D.800 to D.802
20/1	4	B-B	2000 h.p. B.R./Maybach/Mekydro	..	..	..	..	..	D.200 to D.399
20/3	4	IC-CI	2000 h.p. E.E./E.E.	..	..	..	..	..	D.600 to D.604
20/4	4	A1A-A1A	2000 h.p. N.B.L./M.A.N./Voith	..	..	..	..	..	D.803 to D.832
22/1	4	B-B	2200 h.p. B.R./Maybach/Mekydro	..	..	..	..	..	D.866 to D.870 D.833 to D.865
22/4	4	B-B	2200 h.p. N.B.L./M.A.N./Voith	..	..	..	..	..	D1 to D.10
23/1	4	IC-CI	2300 h.p. B.R./Sulzer/Crompton Parkinson	..	..	..	..	..	D.11 to D.137
25/1	4	IC-CI	2500 h.p. B.R./Sulzer/Crompton Parkinson	..	..	..	..	..	D.138 to D.193
25/1A	4	IC-CI	2500 h.p. B.R./Sulzer/Brush	..	..	..	..	..	D.1000 to D.1026
27/1	4	C-C	2700 h.p. B.R./Maybach/Voith	..	..	..	..	..	D.1030 to D.1031 D.1035 to D.1073 D.1500 to D.1549 D.1682 to D.1697 D.1699
27/2	4	C-C	2750 h.p. Brush/Sulzer	..	..	..	..	..	D.9000 to D.9021
33/3	5	C-C	3300 h.p. E.E./Napier	..	..	..	..	..

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

PAGE 6. DELETE:—

3F, Y1/1, Y/3.

PAGE 9. Item 2. AMEND note:—

The following classes are prohibited from using the crossover road near platforms at Askern, etc., as printed.

Page	Item No.	Section of line	R.A. Group	Additional Classes permitted	Notes
15	90	Heaton South to Tynemouth via Wallsend TO READ:— Heaton to Tynemouth via Wallsend			AMEND to read:— All diesel locos. of 800 h.p. and above except 9/18 are prohibited from Lines Nos. 3, 36, 38, 39 and 41 (WP.595) which give access to the Malleable Works. 9/18 prohibited from Siding No. 31.
15	91	Heaton East to Benton Bank (Goods lines) TO READ:— Heaton to former Benton Bank (Goods lines)			
16	107	North Shore Branch (North Shore Jct. to end of branch)	4*	J.27, Q.6, 11/1A, 11/6A, 12/1, 12/6, 3/1, 3/1A, 3/1C, 3/4, 3/8A	
17	134	Dewsbury East Junction to Headfield Junction	6	5A, WD.2-8-0 Notes.—8A prohibited.	
20	166	Lofthouse East to Methley (Lofthouse Jcn.) via Methley South	5	ADD.—8A, 11/1A, 11/6A, 12/1, 12/6. ADD.—Note 8A, 11/1A, 11/6A, 12/1, 12/6 restricted to 25 m.p.h. between Lofthouse East Jcn. and Charlesworth S.B.	
22	206	Methley North Junction to Pontefract (Monkhill) West	6*	AMEND:—To read all locomotives in "Group 7". DELETE:—Note and INSERT 20 m.p.h. restriction on permitted classes.	
22	249	Hessle Road to Alexandra Dock S.B. (Dock Engineer's boundary)	5*	DELETE:—17/3 from classes of locomotive permitted only between Hessle Road and Springbank North.	
29	308	Lingdale Branch (Lingdale to Lingdale Mines)	4		
30	332	Forcett Goods Branch	4	ADD:—4L	
30	333	Forcett Quarry Branch	4	ADD:—4L	
31	345	Butterknowle Branch	4*	ADD:—4L	
34	392	Carr House West to Fell S.B.	8	ADD:—9R/1, 9R/3, 9R/6, 9R/7.	
54	11	Randolph Colliery		AMEND to read Item 345 and ADD:—4L—not permitted beyond entrance gate.	

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

SIDINGS AND DEPOTS

Page	Item No.	Yard, Siding or Depot	Class of Loco permitted	Restrictions
ADD:—				
39	410	Ashington Station Sidings	Groups 1 to 6	—
39	395	Algernon Colliery, Loaded Sidings Empty Sidings	Groups 1 to 7 Groups 1 to 7	— B.R. locomotives permitted into Nos. 1 and 2 Empty Sidings only.
39	83	Bearpark Station Siding	Groups 1 to 6	—
39	24	Blackhall Colliery Sidings	Groups 1 to 7	—
39	24	Blackhall Station Yard	Groups 1 to 7	—
39	389	Blackhill Station Yard	All	—
39	390	Blanchland	Groups 1 to 7	B.R. Locos not to pass under Loading Chutes in Durhill's Siding.
40	405	Blyth Gas Works Sidings	Groups 1 to 7	B.R. locos. not to go over coal drops.
40	405	Blyth Shipyard Sidings	Groups 1 to 7	—
40	405	Blyth M.P.D.	All	—
40	411	Cambois Power Station	All	—
40	415	Cambois Colliery Sidings	All	—
40	390	Burnhill	All	—
41	1	Dudley Colliery Sidings	Groups 1 to 7	—
	1	Dudley S.B. Sidings	Groups 1 to 7	D+ to pass Loading Dock at caution.
41	33	Castle Eden Station Sidings	Groups 1 to 6	—
41	117	Dawdon Seaham Yard Sidings	Groups 1 to 6	D+ when working the Hole Siding, to pass building at commencement of Siding with caution.
41	38	Derwenthaugh Coke Works	9/18, 11/1, 11/1A	—
		Garesfield Sidings	12/1, 12/6, 20/3	—
41	389	Consett New Plate Mill Siding	All	—
		Dawdon Colliery Sidings	Groups 1 to 7	—
42	24	Easington Colliery Sidings	Groups 1 to 6	B.R. locomotives to use Nos. 1, 2 and 3 lines only, in the Loaded Sidings.
42	24	Easington Goods Yard	Groups 1 to 7	D+ prohibited from passing high position of Loading Dock.
42	1	Ferryhill Wakefield Sidings	All	—
43	33	Haswell Station Sidings	Groups 1 to 7	B.R. locomotives not to pass either side of high Loading Dock.
43	24	Hawthorn Quarry Sidings	Groups 1 to 6	—
43	24	Hawks Yard	11/1A, 11/6A, 12/1, 12/6, 17/3, 9/18	D+ prohibited from Loading Dock Road.
43	366			—
43	403	Hartley Independent	All	—
44	417	Isabella Colliery Sidings	Groups 1 to 6	—
44	119	Hendon Paper Works	All	—
		Brian Mills Depot	All	—
44	121	Hylton Colliery Branch		—
		Ayton Pipe Works Sidings	Groups 1 to 7	—
		Pickersgills Shipyard Sidings	Groups 1 to 7	—
		Southwick Yard	Groups 1 to 6	—
		Wearmouth Colliery Sidings	Groups 1 to 7	—
44	24	Horden Colliery Sidings	Groups 1 to 7	—
44	121	Hylton Colliery Sidings	Groups 1 to 7	B.R. locomotives to use only Nos. 1 and 2 lines in loaded sidings and not to proceed beyond Road Crossing in Empty Sidings.
44	34	Hylton Station Sidings	Groups 1 to 6	—
		T.S. Fosters Works	Groups 1 to 6	D+ prohibited from passing through doorway into Works.
		Ford Paper Works Sidings	Groups 1 to 6	—
		Quarry Sidings	Groups 1 to 6	B.R. locomotives not to proceed more than one engine length beyond entrance gate.
44	83	Lanchester Station Sidings	Groups 1 to 6	—
45	34	Millfield Station Sidings	Groups 1 to 7	—
46	34	Pallion Station Sidings	Groups 1 to 7	—
46	358	Pallion		—
		Doxfords Shipyard Sidings	Groups 1 to 7	—
		National Galvaniser Co.'s Sidings	Groups 1 to 7	D+ to pass shelter at commence- ment of siding with caution.
46	352	Joblings Glass Works Sidings	All	—
		Ryhope Colliery Sidings	Groups 1 to 3 J.27, 4L, 4K/1, 9/18, 11/1A, 12/1, 12/6, 17/3	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

Page	Item No.	Yard, Siding or Depot	Class of Loco permitted	Restrictions
46	33	Ryhope Station Sidings	Groups 1 to 7	D+ prohibited from passing Loading Dock.
46	24	Seaham Vane Tempest Colliery Sidings Vane Tempest Independent Seaham Harbour Station Siding (Banana Road)	Groups 1 to 7 All Groups 1 to 7	— — D+ not to pass shelter for go over sharp curve in this Siding. (Wagons to be used as lengtheners if necessary.)
		Polka Sidings	Groups 1 to 7	—
46	1	Pegswood Colliery Sidings	Groups 1 to 7	—
46	1	Shilbottle South Side	Groups 1 to 7	—
46	21	Seghill Yard	Groups 1 to 7	—
46	21	Seghill & Hartley Main Colliery Sidings	Groups 1 to 7	—
46	396	Percy Main Dock Area (TIC) Nos. 2, 3 & 4 Staiths California Sidings Esso Depot T.I.C. Goods Yard Siberia Sidings Whitehill Point, High & Low Sides Whitehill Point, Empty Lines Whitehill Point Point Five—Loaded and Empty Sidings	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1 9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1 9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1 9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	— — D+ prohibited beyond hand points at Bridges Nos. 2 and 14. —
46	390	Rowley Station Sidings	1/17, 2/1, 2/4A, 2/13, 2/13A, 2/15, 3/1, 3/1A, 3/1B, 3/1C, 3/1D, 3/4, 3/8A	D+ prohibited.
47	352	Silksworth Colliery Sidings	Groups 1 to 3 J.27, 4L, 4K/1, 9/18, 11/1A, 12/1, 12/6, 17/3	—
47	14	Tursdale Colliery Thinford Sidings	Groups 1 to 7 Groups 1 to 7 Groups 1 to 7	— — —
48	390	Waskerley	Groups 1 to 7	D+ prohibited from passing Dock.
48	390	Waskerley, Kell's Siding	Groups 1 to 7	B.R. Locos not to pass under Loading Chutes in Hobson's Siding.
49	390	Weatherhill	Groups 1 to 7	—
AMEND:—				
47	33 and 350	South Hetton Colliery	J.27, Q.6, WD.2-8-0, 11/1A, 12/1, 12/6, 17/3	5 m.p.h. restriction on permitted classes on curve from Up Main at South Hetton S.B. to point 220 yards in Sidings, in both directions.
44	36	Hilda Colliery Sidings (Hilda S.B.)	Groups 1 to 6 B.1, Q.6	B.R. locomotives must only use the Hilda S.B. end of the Siding which serves Taylor's Foundry and Parson & Crosslands Works
45	24	Monkwearmouth Goods Yard (except Granary Sidings) Granary Sidings Nos. 1 to 5	Groups 1 to 7 Group 1, J.94	— —
48	24	Wearmouth Old Yard (Portobello Sidings)	11/1, 11/1A, 12/1, 12/6, 17/3	—
54	73	Redmire D. Long Coy's Quarry Siding		
AMEND existing		entry to read:—		
54	73	Redmire D. Long Coy's Quarry Siding	Groups 1 to 7	Maximum speed 5 m.p.h.
ADD new item:—				
54	73	Redmire Station Yard	Groups 1 to 7	Maximum speed 5 m.p.h.
ADD:—				
66	43	Whitwood Colliery Sidings (N.E. Side)	All	B.R. Locos. prohibited beyond Colliery Ropeway Bridge.
64	206	Whitwood Colliery Sidings (L. & Y. Side)	All	—
64	206	Glasshoughton Colliery Sidings	All	—
64	206	Glasshoughton, Yorkshire Coke Co.'s Sidings	All	—
64	206	Prince of Wales Colliery Sidings	All	—
64	204	Kellingley Colliery Sidings	All	—

CLASSIFICATION AND TYPES OF DIESEL LOCOMOTIVES (B.R. STANDARD) —continued

Page	Item No.	Yard, Siding or Depot	Class of Loco permitted	Restrictions
64	203	Sharlston Colliery: West Curve only	9/18	Locos prohibited 11/1, 11/1A, 11/6, 11/6A, 12/1, 12/6, 17/3, 20/3, 25/1, 25/1A, 27/2, 33/3.
		East Curve and Colliery Sidings	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1, 25/1A, 27/2	—
64	203	Snydale Colliery Sidings	Groups 1 to 7	D+ prohibited from No. 1 Siding.
62	203	Acton Hall Colliery Sidings	All	—
64	51	Nostell Colliery Sidings	All	—
62	40	South Kirkby Colliery Sidings	All	—
64	8			
64	51			
64	135	Woolley (Haigh) Colliery Sidings	All	—
66	59	New Monckton Colliery: Loaded Sidings	All	—
		Coke Ovens Sidings	Groups 1 to 7	—
66	186	New Monckton Colliery Empty Sidings	All	—
66	59	Wharnccliffe Woodmoor Nos. 4 and 5 Colliery	All	—
64	201	Grimethorpe Colliery Sidings	All	—
64	201	Goldthorpe Colliery Sidings	All	—
64	202	Highgate Colliery Sidings	All	—

WORKING OF FREIGHT TRAINS DOWN STEEP FALLING GRADIENTS

(Dated October, 1955)

From	To	Description of Train	Proportion of Brakes to be fastened down
PAGE 4.			
INSERT:—			
(3) Lemington	Newburn	Trains of 32xx loaded wagons worked by Class Q7 Engines.	1 double brake for every 4 wagons.
PAGE 9			
(35) Hesleden Bank Head	Hart	—	AMEND reference to Deaf Hill Colliery Up Advance Signal to read Wingate Station Up Home Signal.
*AMEND:—			
(37) Naworth	Carlisle	Class 8 Loaded Mineral or Concentrated Goods Trains worked by Diesel Loco. Class 7 and 9 trains worked by Steam or Diesel locomotive and Class 8 loaded mineral or concentrated goods trains worked by steam loco.	1 double brake for every 5 wagons. It is not necessary to fasten down wagon brakes but the speed must be restricted to 20 m.p.h. from 48½ miles at Naworth to 58½ miles at Durran Hill.
PAGE 10			
(37) Naworth to Carlisle continued			
DELETE first paragraph relating to trains of XX wagons.			
DELETE from end of remaining paragraph the words "as shown for trains			
in the opposite direction."			
INSERT:—			
(38) Southwick Branch	Austin and Pickersgill Sidings	Loaded trains	4 double brakes for every 5 Wagons. Loaded wagons should not exceed equal to 20 ordinary wagons at any one movement.
PAGE 11.			
INSERT:—			
(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.
Consett South	Lanchester Junction	Loaded Trains	1 double brake for every 4 wagons. ADD:— Note to read:—Class 6 loads hauled at Class 8 or 9 speed by Loading Group 6 locos with 30% wagons fitted and controlled from the locomotives are exempt from these special braking instructions.
PAGE 12.			
INSERT:—			
(48B) New Plate Mill Siding, Consett	Consett South	Loaded trains	1 double brake for every 3 wagons.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS

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.

AMEND:—to read:

These instructions apply to the following lines:—

Main lines between Newcastle and Benton Quarry Junction and from there to Benton Station Junction via the South West Curve and Benton East Junction via the South East Curve.

Manors and Tynemouth via Backworth including Gosforth Car Sheds Heaton and Tynemouth via Wallsend.

The Riverside and Quayside branches.

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 7.

AMEND:—Sections Nos. 11/12/13/14 Riverside signal box to read—Riverside Junction.

Sections Nos. 15/16/17/18 Riverside signal box to read—Riverside Junction.

Sections 15/16/17/18 Heaton South Signal Box to read—Heaton South Junction.

Sections 19/20/21/22 Heaton South Signal Box to read—Heaton South Junction.

Sections Nos. 23/24 Riverside signal box to read—Riverside Junction.

PAGE 8.

Section No. 35 Cullercoats to read Cullercoats.

Sections Nos. 35/36/37 Backworth to read Backworth Junction.

PAGE 9.

DELETE:—Sections 49 and 50.

PAGE 10.

DELETE:—entries Section Nos. 53 to 62 inclusive.

PAGE 11.

DELETE:—first and second paragraphs.

MANORS NORTH STATION

DELETE:—in lines 3 and 4 the words "Manors North Signal Box" and **SUBSTITUTE** "a switch pillar positioned at the North End of Platform No. 2 under New Bridge Street Bridge".

PAGE 12.

AMEND:—Switch pillar outside Argyle Street signal box to read—Switch pillar on Down Side of line near connection to Trafalgar North Yard.

Heaton East (Walkergate)—Down Goods Line.

DELETE:—Heading and instruction.

PAGE 13.

MONKSEATON STATION.

AMEND:—Reference to Monkseaton East to read Monkseaton.

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).

Continued from page 20.

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.

DELETE:—Gateshead High Street 53, 54 and 53a.
Pelaw 55, 56, 57 and 58.
Harton 59, 60, 61 and 62.

INSERT:—

DELETE:—

DELETE:—

DELETE:—

INSERT:—

Signal Box

Newcastle

Riverside

Backworth Station

Monkseaton

Benton

Section Numbers

11, 12, 13, 14, 23 and 24

11, 12, 13, 14, 23 and 24

35, 36, 37, 38

35, 36

37, 38

AMEND:—"Heaton South" to read "Heaton".

DELETE:—Sections 49 and 50.

PAGE 51.

AMEND:—In 2nd paragraph.

Riverside Signal Box to read Percy Main Station Signal Box.

DELETE:—third paragraph.

INSTRUCTION 42.

PAGE 55.

DELETE:—South Tyneside clause (v).

INSTRUCTION 68

PAGE 71.

Clause (b)

Assistance to Electric Stock by a locomotive.

AMEND:—Emergency rigid couplings are provided at all stations in the electrified area and also at Benton signal box to enable a locomotive to be coupled to electric stock, etc.

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.

Continued from page 21.

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.

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

PAGE 43.

Instruction No. 40.—DELETE last but one paragraph and **SUBSTITUTE:**—

It is to be particularly noted that the overhead line equipment must not be touched or approached until an assurance has been received from the Electric Control operator that it is safe to do so, except that in the case of electric shock it may be approached to the extent permitted by section "A" of the instructions headed "Treatment for Electric Shock".

INSTRUCTION 45.

PAGE 46.

AMEND:—reference to "Rule 194" to read "Rule 189—paragraphs 2.6.1 and 2.6.2".

★APPENDIX "C"—LOCATION OF ELECTRIFICATION TELEPHONES

Location of Instrument	Structure No.	Outdoor	Indoor
ADD:—			
CREWE NORTH JUNCTION (INCLUSIVE) TO LIVERPOOL LIME STREET			
Hartford (exclusive) to Speke (inclusive)—ADD:—			
Adjacent to switching structure Down Side	L.184/34	|	—
Adjacent to switching structure Down Side	LX.185/10	|	—
Ditton Station Platforms Nos. 1 and 2	L.182/56	|	—
Adjacent to structure Down Side	LX.00/54	|	—
DELETE:—			
Adjacent to structure Down Side	LX.181/54	|	—
Allerton District Electric Depot to Wavertree			
(exclusive)—ADD:—			
Adjacent to switching structure Down Side	L.190/72	|	—
Allerton D.E.D. Overhead Line Workshop .. .. .	—	—	|
Allerton D.E.D. Shift Overhead Line Inspector's Office ..	—	—	|
Adjacent to switching structure No. 3 and 4 Carriage	AX/06/22	|	—
Cleaning Roads	—	—	—
DELETE:—			
Adjacent to structure	AX.05/38	|	—
Adjacent to switching structure Nos. 3 and 4 Depot Roads ..	AX/06/22	|	—
Wavertree (inclusive) to Liverpool Lime Street—			
ADD:—			
Lime Street Frequency Changer Room .. .. .	—	—	|

APPENDIX D—WATER COLUMNS IN A.C. ELECTRIFIED AREAS WHERE IT IS PERMISSIBLE TO CLIMB UPON ENGINES AND TENDERS

CREWE NORTH JUNCTION (INCLUDING CHESTER LINE) TO BASFORD HALL (INCLUSIVE)

Location of Water Column	Line Served by Water Column
Miles Feet	
PAGE 190—DELETE:—	
157 + 4,972 Crewe Station	No. 3B Platform

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS
GLASGOW SUBURBAN ELECTRIFICATION—A.C. ELECTRIFIED LINES—
WORKING INSTRUCTIONS—1960 (B.R.29963)

★PAGE 35—Instruction 33.

INSERT as new paragraph after clause (v):—

Should the emergency arise as a result of a derailment or mishap involving detrainment of passengers or rescue operations, the person in charge at the scene of the incident must ensure that all concerned are kept clear of the overhead line equipment until he has received an assurance that the electricity has been switched off. In the case of train crews, however, where opposite or adjoining lines are obstructed by the mishap, they must ensure that such lines are protected in accordance with the provisions of Rule 180 before telephoning for the electricity to be switched off.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

GLASGOW SUBURBAN ELECTRIFICATION—A.C. ELECTRIFIED LINES— WORKING INSTRUCTIONS—1960 (B.R.29963)—continued

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 Signaller operating that signal. In this case the request should be for the Signaller to contact the Electrical Control Operator and ask for the power to be switched off. The Signaller 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 Signaller.

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.

MANCHESTER—SHEFFIELD—WATH ELECTRIFIED LINES

BOOKLET OF WORKING INSTRUCTIONS, 1954.

SUPPLEMENT No. 1

APPENDIX "D"

INSERT:—DELETE in the column headed Location, above the item 17/04.

LANCASTER, MORECAMBE AND HEYSHAM SECTION

(Booklet dated March, 1937)

Instruction No. 6—AMEND:—

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

Instruction No. 10.—AMEND reference to "District Controller" to read "Line Traffic Officer (Operating), Manchester"
DELETE the words "at night and on Sundays" shown in the sixth line.

Instruction No. 11.—AMEND:—

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

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

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

Instruction No. 14.—AMEND:—

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

The person making the request must:—

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

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

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

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

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

In addition to the above there is an isolating and earthing switch near Lancaster (Castle) No. 4 box Down Home from Branch signal, worked by a lever in that box. This switch cuts off electricity on the Lancaster (Castle) station side of the switch only, and may be operated by the Signaller at Lancaster (Castle) No. 4 box as required.

Instruction No. 15.—AMEND:—

15. Except for the switch near Lancaster (Castle) No. 4 box, the switch operating rods are secured by padlock, the keys for which are kept at Lancaster (Green Ayre) box, Morecambe (Promenade) Foreman's Office and the Telegraph Office at Heysham. The boxes in which these keys are kept must be locked so that they can only be obtained by breaking the glass front of the box. The key of the box is kept by the Electrical Department staff.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

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

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.

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.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet dated March, 1937)—continued

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.
260 $\frac{3}{4}$ 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)".

Instruction No. 53.—AMEND second paragraph:—

Chemical fire extinguishers are provided in the driving cabs of the motor cars, driving trailers, and luggage compartments.

The gas given off by the fire extinguisher in the driving cab is very dangerous and such extinguishers must not be used in a confined space. The fire extinguisher in the Guard's compartment must not be used on or near electrical equipment which may be alive. Water must not be used to extinguish fires on or near electrical equipment which may be alive.

DELETE:—Instructions Nos. 54 and 61.

INSERT:—Instruction No. 63A:—

Before exterior cleaning of motor coaches is commenced the person in charge must ensure that the pantograph is DOWN and in addition to the normal protection of a red flag or lamp special boards inscribed "CLEANERS AT WORK ON MOTOR COACH—PANTOGRAPH MUST NOT BE RAISED" must be placed on the cab door handles of the Motorman's compartment.

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

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

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

LANCASTER, MORECAMBE AND HEYSHAM SECTION—continued

(Booklet dated March, 1937)—continued

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.

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

★EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION

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.
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. 71.

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.02/34, 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.

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 ADVISE 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.

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 2634: or
3. By G.P.O. exchange direct, telephone number Crewe 55582.

Removal of Article from the Overhead Line

Objects such as string, rope or wire and the like MUST NOT BE REMOVED from the overhead line equipment, NOR MUST THEY BE APPROACHED, but must be reported immediately to the Electric Control Operator, who will arrange for their removal.

Electric Shock

Instructions for dealing with cases of electric shock have been issued for exhibition at each Station, Signal Box, Lengthmen's Cabin, etc. on the line, and staff normally working on the line must make themselves familiar with these instructions.

Procedure in case of fire

Any outbreaks of fire adjacent to, or upon, the electrified lines which affect cables or other electrical equipment, must be reported immediately to the Electric Control Operator.

In reporting fire, care must be taken to state the exact location and which line or lines are affected.

Immediate measures must be taken to extinguish fires likely to affect cables or other electrical equipment, and the occurrence must be reported to the Electric Control Operator. In addition, the existing procedure, as far as applicable, quoted in the General Appendix to the Working Timetable and the Fire Manual should be observed, and the local instructions regarding procedure in case of fire, embodied in the Local Information Card should be carried out.

Dry sand or earth is suitable for extinguishing fires, but water must not be used until the electricity has been switched off; even then water should not be used if other means of extinguishing the fire are available.

Steam engines, diesel locos, and M.U. trains standing under electrical equipment

Drivers of steam trains, diesel locos, and M.U. trains, when coming to a stand, should, as far as possible, avoid stopping the engine with the chimney or exhausts underneath section insulators or structures to avoid damage to this equipment.

Use of Fire-Irons or Steam Lances, etc.

It is forbidden to use all forms of fire-irons or the slaker pipe whilst on the electrified lines.

When steam loco motives 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.

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.)

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

- (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.

Euston to Crewe—Reduction of Loading Gauge to 13 feet 1 inch.

Staff are reminded that particularly due to A.C. Electrification it is essential that the instructions regarding correct coaling of locomotives should be strictly observed. Coal stacked above cab top level can cause "flashing over".

The undermentioned types of locomotives are not permitted to work under the overhead line equipment South of Crewe (Basford Hall Junction).

Class 8P — 4-6-2
 Class 7P — 4-6-0
 Class 6P — 4-6-0
 Class 7F — 0-8-0 (G2 and G2A)
 Class 4F — 0-6-0

In order that the locomotives may be clearly recognised, a yellow diagonal stripe is painted on each cab side panel.

Enginemen in charge of steam locomotives on through workings (North or South of Crewe) are requested to make every effort to bring coal forward prior to working under the Electric Overhead Equipment, to enable the locomotive to complete its diagrammed work and so avoid any delay by Enginemen requesting fresh locomotives en route, due to coal being out of reach of the Fireman.

**★ MODIFICATION OF STANDARD RULES ETC., APPLICABLE
 TO THE UNDERMENTIONED SECTIONS OF LINE WHERE THE
 TRACK CIRCUIT BLOCK SYSTEM IS IN OPERATION**

Sections of Line concerned.

Crewe and North thereof.	Between Ditton Junction No. 1 and Edge Hill.
	Between Heaton Norris Junction and Manchester Oxford Road.
	Between Broad Green and Liverpool Lime Street (Fast Lines).
	Between Olive Mount Junction and Liverpool Lime Street (Slow lines).
	Between Edge Lane Junction and Edge Hill.
Central Lines.	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).
	Between Miles Platting, Midland Junction and Manchester London Road, Ardwick Junction.
	Between Manchester (Victoria) East Junction and Cheetham Hill Junction.
Midland Lines	Between Manchester (Victoria) East Junction and Irk Valley.
	Between Manchester (Victoria) East Junction and Collyhurst Street (Miles Platting).
	Between Ardwick, Ashburys West and Manchester London Road, Ardwick Junction.

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, or Handsignaller or Pilotman (acting under the authority of the Signaller).

Rule 179(i)—Modified—

The provisions of this clause apply to controlled stop signals as well as automatic and semi-automatic stop signals.

If, before reaching a stop signal, the Guard comes to:—

- A converging junction**—he must place 3 detonators on the rail in advance of the junction points. He must exercise his discretion as to which line he proceeds along to reach a stop signal.
- A diverging junction**—he must place 3 detonators on the rail, ahead of the junction points, on the line on which his train is standing. If the junction stop signal is showing Danger for the line on which his train is standing, he must remain at the signal unless otherwise instructed by the Signaller, but detonators must not be placed on the line at the signal.

During Single Line Working, however, the Guard of a train travelling over the single line in the wrong direction which is not accompanied by the Pilotman must go back the full distance of $\frac{3}{4}$ mile.

LOADS OF PASSENGER TRAINS

(L.M.R. Booklet dated 1st November, 1954)

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

AMEND—Power Classification to read 7P/6F

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

PAGE 5.

Mixed Traffic and Freight Engines—Amend last sentence.

Class 9F (2-10-0) and Class 8F (2-8-0) freight tender engines must not be used for working passenger-or-excursion trains, except where specially authorised or in emergency.

PAGE 6. ADD:—

		Maximum Load in Tons															
Section of Line	Down or Up	Full Load Timings								Limited Load Timings							
		Class of Engine								Class of Engine							
		2	3	4	5	6	7	8	2	3	4	5	6	7	8		
Stockport (Edgeley)— Stalybridge via Dukin- field or Guide Bridge	Down and Up	240	290	320	370	415	465	—	210	250	280	320	365	420	—		

Section of Line	Down or Up	Maximum Load in Tons
		XL. Limit Timings
		Class of locomotive
		7
PAGE 7.		
INSERT:—Loading for Class 7 locomotive:—		
St. Pancras—Leicester	Down and Up	340
Kettering—Nottingham	Down and Up	340
Leicester—Derby and Nottingham	Down and Up	340
Derby—Birmingham	Down and Up	340
Trent—Leeds (via Eckington)	Down and Up	340
Nottingham—Trowell Junction (via Radford)	Down and Up	340
Chesterfield—Sheffield	Down and Up	340
Leeds—Bradford	Down and Up	340
Shipley—Settle Junction	Down	340
Settle Junction—Garsdale	Down	340
Ais Gill—Shipley	Up	340
Garsdale—Carlisle	Down	340
Carlisle—Ais Gill	Up	340
		(W.E.3043)

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.

MAXIMUM WEIGHT OF NON-PASSENGER CARRYING COACHING STOCK TRAINS

AMEND:—

Maximum No. of vehicles
including brake van or vans
30

Parcels

SPECIAL INSTRUCTIONS RESPECTING THE WORKING OF PASSENGER AND OTHER COACHING STOCK TRAINS TO AND FROM CERTAIN PLACES

Station or line	To or from	Normal maximum load or equivalent (bogie vehicles)	Special conditions under which load may be exceeded	Additional or other restriction
PAGE 14.—				
AMEND:				
Edinburgh, Princes St. ..	To	11	57-ft. vehicles.	Inward trains must have a brake vehicle at each end.
Glasgow, Buchanan St. ..	To	12	B.R. standard. 57-ft. vehicles.	
Leeds City North ..	To	11	B.R. standard.	Inward trains must not exceed 850 ft. including engine or engines.
		12 and one locomotive 11 and two locomotives	Trains formed wholly of B.R. standard stock 63' 5" in length over headstocks	
		13 and one locomotive 12 and two locomotives	57-ft. bogie vehicles.	

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
PAGE 14—cont. ADD:— Kingswear, Paignton, Torquay Liverpool, Lime St.				
	To or from	10	On authority of Line Traffic Officer (Operating).	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. 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.
	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.
PAGE 15. AMEND:— 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

PAGE 1.**AMEND:—**fifth paragraph:

Empty coaching stock trains of Category A above may be conveyed by prior arrangement over the Hampstead Junction line, provided the opposite line is blocked between Hampstead Heath signal box and Finchley Road signal box in each direction.

INSERT at foot of page:—

Coaching stock of Category "A" above is stencilled "CI" above the dimensions shown on the ends of the vehicles.

PAGE 2.**DELETE:—**

Macclesfield Central Platform Line (ex G.C. and N.S. Joint)
 Ardsley No. 1 Up Goods
 Ardsley Station Signal Box to Ardsley South Signal Box

*Prohibited.

Prohibited.

AMEND:—

Sudbury Station (Suffolk)
 Stocksfield, through stations

★The adjoining line to be clear.

★If on Down Main, Up Main to be clear, and vice versa.

PAGE 3.**DELETE:—**

How Mill

Albert Hill Junction to Hopetown Junction

Newcastle Central Yard

Bedlington
 Bedlington South to North
 West Hartlepool Goods Lines, Stranton Junction to Clarence Road
 Gateshead Goods Lines, St. James Bridge Signal Box to Borough Gardens S.B.

If on Up Main, Up siding adjacent to Loading Dock to be kept clear.

If on Up Main, Down Main to be blocked and vice versa except through North Road Station.

If on Down East Goods and line X, Up East Goods and lines W and Y to be blocked (Signals 234 to 116)

If on line Y and Up East Goods, line X and Down East Goods to be blocked (Points 472 to Signal 175)

If on Bay Platform Line, adjacent Line to be kept clear.

If on Up Line, Down Line to be clear and vice versa.

If on Down Goods, Up Goods to be blocked and vice versa.

If on No. 1 Down Goods, No. 2 Down Goods to be blocked and vice versa.
 If on Up Goods, Down Goods to be clear and vice versa.

INSERT:—

West Hartlepool Goods Lines, Clarence Road Junction to Church Street, Signal No. 2

ALTERATIONS TO ROUTE RESTRICTIONS FOR BRITISH RAILWAYS STANDARD COACHING STOCK—continued

B.R. 29197 dated January, 1961—continued

AMEND:—

Percy Main Signal Box to Percy Main North Junction Signal Box
At Percy Main North Junction Signal Box—Between Signal Bridge North of Percy Main North Junction Signal Box and Up Dock Line Home Signal No. 64
Tyne Commissioners' Lines, between T.I.C. Box No. 6 and T.I.C. Box No. 8
Shipley, Bingley Junction to Shipley, Bradford Junction

If on Up Main, Down Main to be clear, and vice versa.

If on Up Main and Down Dock Line, Down Main and Up Dock Line to be clear, and vice versa.

If on Up Main, Down Main to be clear, and vice versa.

If on Up Main, Down Main to be clear and vice versa.

PAGE 4.

DELETE:—

Whitby Station
Through Shildon Station

Huddersfield between Sub Signal No. 88 and Sub Signal No. 115 or Signal No. 103
Fighting Cocks
Gateshead Goods Line Park Lane Signal Box to High Street Signal Box
York Goods Lines Holgate Bridge to York Yard South

Bishop Auckland East to Bishop Auckland North

If on No. 3 Platform line, etc.

If on Up Main Down Main, to be blocked and vice versa.

If on Up Loop, Down Loop to be blocked and vice versa.

If on Up Main, Up Siding to be clear.

★ If on Up Goods, Down Goods to be blocked and vice versa.

★ If on Down Doncaster Goods Up Doncaster Goods to be blocked and vice versa.

If on No. 2 Platform Line Down Mineral to be blocked.

If on Down Mineral No. 2 Platform Line and Up Mineral to be blocked. If on Up Mineral, Down Mineral and No. 3 Platform Line to be blocked.

If on No. 3 Platform line, Up Mineral to be blocked.

PAGE 6.

INSERT:— Vale of Neath Line

Ocean and Taff Merthyr Colliery and Quakern Yard East Junction
Taff Bargoed Branch, Dowlais Junction Signal Box and Dowlais Cae Harris

*Must not pass each other or any passenger stock.

Adjacent line to be clear.

BRITISH RAILWAYS GENERAL APPENDIX

PAGE V

★DELETE:—

Single line working where more than one running line is available—Rules 189 and 208—Page 2.

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.

PAGES 2 and 3.

SINGLE LINE WORKING WHERE MORE THAN ONE RUNNING LINE IS AVAILABLE, ETC.

★DELETE:—Heading and instruction.

PAGE 3.

★INSERT:—

WRONG DIRECTION MOVEMENTS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION

- The provisions of Rules 179, 183, 184, 185 and 189 must be carried out except that Wrong Line order forms will not be used. The Signalman's authority must, however, be obtained, if necessary by telephone, before any wrong direction movement is made.
- If a train requires assistance for any reason, the man asking for assistance must use the nearest telephone to speak to the Signalman. When assistance is to be provided from the front, arrangements must be made for a member of the train crew to be positioned 300 yards ahead of the disabled train, where he must place three detonators on the line, 10 yards apart, and exhibit a red hand signal in the direction from which the assisting engine will approach and await its arrival in order to conduct it to the disabled train. The Signalman must now allow the assisting engine to proceed in the wrong direction towards the disabled train until he has been assured that a member of the train crew will be positioned ahead of the disabled train as described above.
- Whenever a wrong direction movement concerns two Signalmen, a clear understanding must be reached before the movement is authorised.
- Before authorising a wrong direction movement the Signalman must ensure that the line over which it is to travel is clear and that the necessary signals have been placed to danger to protect the movement. When giving authority for a wrong direction movement to be made, the Signalman must have a clear understanding with the Driver as to how far the movement may proceed and in addition he must advise the Driver of any catch points, spring or unworked trailing points on the line concerned.
- Ballast trains must not set back in the wrong direction in accordance with Rules 175(c) and 216 (j), except where authorised by the Regional Operating Officer. The Signalman must record in the Train Register details of the movement authorised and the time at which authority was given.

BRITISH RAILWAYS GENERAL APPENDIX—continued**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 Signalman 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 Signalman concerned.

PAGE 7 (Page 3, Supplement No. 1).**GENERAL REGULATIONS FOR WORKING THE VACUUM BRAKE****★Regulation 5 (g)—include as third paragraph:—**

Should any train booked as a fitted Freight train have less than the required number of braked vehicles shown to be coupled to the locomotive, it must run at such reduced speed as will enable the Driver properly to control the train with the brake power at his disposal.

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. Condition of operations**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 multiple-unit stock and Southern Region non-steam locomotives an A.W.S. switch handle is not required as the A.W.S. equipment is made operative through the brake control apparatus.

PAGE 21.**INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN THE REAR****★DELETE:—Paragraph headed "Single Line Working—Rules 189 to 208".****REGULATIONS FOR WORKING ON SINGLE LINES BY TRAIN STAFF AND TICKET****PAGE 32—Change of Pilotman or Signalman****★AMEND:—paragraph (i) to read:—**

Should it be necessary to change the Pilotman, the person who arranged the working by Pilotman must issue fresh forms on which must be inserted the name of the new Pilotman to whom the necessary forms must be handed in the presence of the Pilotman who is being relieved and the latter must at the same time hand his form to the new Pilotman.

After he has been relieved he must not ride with the Driver of any train or upon any engine over the section. This will prevent persons seeing him from assuming he is still in authority as the Pilotman.

The new Pilotman must sign and deliver the fresh forms, obtain the necessary signatures and at the same time withdraw the old forms which must afterwards be delivered by him to the person who arranged working by Pilotman. Should, however, the Pilotman require to be changed after the person who arranged the working by Pilotman has left duty, the person then in charge of the working, when the change of Pilotman is to be made, may issue the fresh forms in the presence of the Pilotman who is being relieved.

When the Signalmen are changed during working by Pilotman, the man going off duty must give full details of the arrangements in operation to the man coming on duty. If the Pilotman is present when the change of Signalmen takes place, the Signalman coming on duty must sign the Pilotman's form on taking charge of the box. If the Pilotman is not at that end of the section the Signalman coming on duty may take charge of the box, but before doing so he must sign the form then in the signal box in the presence of the Signalman going off duty, who will be responsible for seeing that this is done; the Signalman coming on duty must sign the Pilotman's form as soon as possible.

PAGE 41**WORKING OF MULTIPLE-UNIT MECHANICAL DIESEL TRAINS****★AMEND:—"Rule 204" in last paragraph of clause 6 to read "Rule 189".****PAGE 42.****8. Propelling.****INSERT as second sentence to first paragraph:—**

During shunting operations, before any propelling movement is commenced, the Guard or Shunter riding in the leading driving compartment must have the communicating door between the driving compartment and the rest of the vehicle unlocked so as to provide a means of exit in emergency.

Clause 10.**HEATING OF TRAINS****★AMEND:—3rd paragraph to read:—**

Any defect in the heating must be advised by the Guard to the maintenance staff at the first available point and to the Driver who must report it on the defect card for the attention of the Depot maintenance staff. In the case of out-stabling points, the Guard must also advise the Station Master or Supervisor who must make arrangements for maintenance staff to attend to the defect as soon as possible.

BRITISH RAILWAYS GENERAL APPENDIX—continued

PAGE 51.

PERMANENT SPEED RESTRICTIONS

AMEND Clause 7:—

The indicator signs mark the commencement of the speed restrictions only and drivers must not start to accelerate until the whole of their train has passed over the portion of line to which the restriction applies. The provision of indicator signs in no way relieve the Driver of his responsibility for obeying all speed restrictions shown in the Sectional Appendices or other publications.

PAGE 52.

ABSOLUTE POSSESSION OF RUNNING LINES FOR ENGINEERING PURPOSES NECESSITATING A COMPLETE STOPPAGE OF TRAFFIC ON SUCH LINES

★**AMEND**:—Reference to Rules 189–208 in first paragraph to read Rules 189 and 190.

PAGE 61.

STATION LIMITS

★**DELETE**:—paragraph headed “3. Wrong direction movement in colour light signalled areas.”

PAGE 62.

AUTOMATIC AND SEMI-AUTOMATIC SIGNALS

★**DELETE**:—paragraph headed *Single Line Working*.

PAGE 64.

TRACK CIRCUITS

★**AMEND**:—“Rule 198(c)” in last paragraph of clause 3 to read “Rule 189”.

PAGE 65.

DELETE:—

TRANSMISSION OF VERBAL MESSAGES IN CONNECTION WITH THE SIGNALLING OF TRAINS

DETONATORS

PAGE 67.

Types A, B and C

★**AMEND**:—third paragraph

The detonators fixed in the machines must be replaced at **two monthly** intervals, on the first Monday in each **alternate** month and a record made in the Train Register when the change is made. The Station Master will be responsible for seeing this is done. The detonators taken from the machines must be returned to the Stores Department.

PAGE 72–73 Page 7 (Supplement No. 1)

★**AMEND**:—note in italics to read

The last two columns of the above do not apply on the Southern Region except where specially authorised.

PAGE 75.

INSERT:—

“DIESEL AND ELECTRIC LOCOMOTIVES RUNNING LIGHT

Diesel and Electric Locomotives with driving cabs at each end when travelling light must normally be driven from the leading cab.

Where short distance shunting movements are involved, such as crossing from one line to another, or where undue delay would occur through having to change ends for the reverse movement, the locomotive may be driven from the trailing cab. When a second man is on the locomotive he must then ride in the leading cab ready to sound the warning horn, to signal the Driver to stop and/or apply the brake in an emergency.

INSTRUCTIONS IN THE OPERATION OF “BUCK-EYE” AUTOMATIC COUPLERS AND PULLMAN GANGWAYS

PAGE 79.

AMEND item 18 in illustrations to read:—

18. VERTICAL LOCK TELL-TALE (Electric and certain multiple unit diesel stock only.)

PAGE 80.

AMEND ninth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock on each coupler is projecting below the coupler head and that the knuckles of the coupler are claspings each other. A test must then be made by a slight pull from the Engine. Certain electric and diesel multiple-unit stock is fitted with a vertical lock tell-tale. In this case, when the coupler knuckle is in the open position, the vertical lock tell-tale will be at the top of its slide. It will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly.

PAGE 86.

Inter-Cities Diesel Vehicles.

AMEND eighth paragraph of clause 2 (a) to read:—

Staff must satisfy themselves that the couplers have engaged properly by looking or feeling underneath to make certain that the vertical lock of each coupler is projecting below the coupler head and that the knuckles of the couplers are claspings each other. Where a vertical lock tell-tale is provided, this will be at the top of its slide when the coupler knuckle is in the open position and will fall to the bottom of the slide when the coupler knuckle is shut, thus indicating that the vertical lock has dropped correctly. A test must then be made by a slight pull from the unit which is making the attachment.

BRITISH RAILWAYS GENERAL APPENDIX—continued

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 95.

INSERT:—

INSTRUCTIONS FOR THE OPERATION OF DIESEL BRAKE TENDERS

1. Brake tenders are used to assist the braking power of diesel locomotives when working unfitted or partially fitted trains. More than one brake tender may be used, if required. They will work with the locomotive, and be regarded as part of the locomotive equipment. In all cases where brake tenders are attached to locomotives, the vacuum brake must be operative on the tender(s) and the driver will be responsible for seeing that this is done.
2. Brake tenders are subject to a maximum speed of 60 m.p.h. when being drawn and 45 m.p.h. when being propelled. In the latter case, the train headlamps must be placed on the tender. Not more than two tenders may be propelled.
3. When it is necessary to couple or uncouple a brake tender to or from a locomotive this will be the duty of the Fireman or Second man. If no second man is employed it will be the duty of the Guard or Shunter. Before a tender is separated from the locomotive the handbrake of the brake tender must be fully applied.
The duty of coupling and uncoupling of the brake tenders to and from the train will be in accordance with the instructions regarding coupling and uncoupling of locomotives to and from trains, as set out in the Sectional Appendix.
4. For the purpose of load computation, diesel brake tenders will be regarded as equal to $3\frac{1}{2}$ basic wagon units, and $1\frac{1}{2}$ standard wagon lengths.
5. A diesel locomotive running light with a braking tender or tenders attached will for signalling purposes, be treated as a light engine. In all such cases the Signaller signalling the movement must advise the signaller in advance, by telephone, of the number of brake tenders attached.
6. When brake tenders are in use special care must be exercised in the carrying out of Rule 69.
7. Under no circumstances may brake tenders be loose shunted.

PAGE 95 (Supplement No. 1 page 10).

★AMEND:—Notes (1) (2) and (3) to read:

1. Condition No. 6 of Loading Booklet No. 3 (BR20426) sets out the loading and labelling instructions for terminal staff. The Guards responsibility is covered by Rule 158.
2. Wagons which bear "out-of-gauge load" or "examine load" labels must travel on trains which do not exceed a maximum speed of 35 miles per hour and any such loads which are required to travel at a lower maximum speed will be specially advised.
3. When an indivisible load is carried on three or more bolster wagons, the wagons must not be conveyed on Class 4, 5, 6 or 7 freight trains.

DELETE:—

The above arrangements do not apply on the Southern Region, except where specially authorised.

PAGE 97.

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

INSERT:—as second paragraph to Clause 1(g)(ii)

In the event of a "dead" diesel shunting locomotive of 20 tons or over and not fitted with the vacuum brake or through pipe, being required to travel on a partially fitted freight train, it must be marshalled immediately behind the fitted portion.

AMEND:—Clause 1(f)

Unless specially authorised by the Chief Mechanical Engineer's Department, "dead" steam tender, diesel Main line, electric or gas turbine locomotives, must not be conveyed on freight trains—see clause (2)(b) for movement of "dead" engines with defective handbrakes. If this authority is given, forward services must be agreed by the Operating Department, having regard to Clause (e).

PAGE 106.

★DELETE:—PRESS FACILITIES AT ACCIDENTS instruction and

SUBSTITUTE:—PRESS FACILITIES AT ACCIDENTS

1. Representatives of newspapers, the British Broadcasting Corporation, Independent Television, photographic agencies and newsreels are to be afforded such reasonable facilities and access to the scene as may be expedient for obtaining factual information in regard to any railway mishap.
2. The Station Master or the Senior Traffic Department representative present must use his discretion as to the movements of accredited representatives of the Press and other news services having regard to the conditions obtaining at the time, and the representatives of the Press and other news services must be informed that they enter upon the railway at their own risk.
3. Members of the staff who are approached by the Press for information should refer them to the representatives of the Public Relations Department or the Senior Traffic Department Representative.
4. Facilities for interviewing any person injured in an accident will only be given with prior approval of the medical officer on the scene of the accident.
5. If a representative of the regional Public Relations and Publicity Officer is present he will, in close consultation with the Senior Traffic Department representative, assume responsibility for all Press and other news services facilities, subject to the overriding control of the incident by the Senior Traffic Department representative in charge.

BRITISH RAILWAYS GENERAL APPENDIX—continued**PAGE 106—continued**

6. Any information given locally must be confined to a statement of the facts; while the nature of the accident should be explained there should be no comment or speculation on its cause. Nothing should be said to prejudice any subsequent official enquiry. Station Masters are instructed to refer all Press and news services enquiries to the representative of the Public Relations & Publicity Officer should he be on the scene of the accident and, if not, to the Senior Traffic Department representative present.
7. It is the practice in major accidents, i.e. where there is loss of life, for the Railway Region concerned to issue an official statement to the Press and other news services from its headquarters. In cases where the Public Relations and Publicity Officer is instructed by the General Manager to issue a formal statement, this will begin "British Railways (..... Region) regret to announce". In these circumstances, as in the case of other accidents, factual information is supplied by the Traffic Officer concerned to the regional Public Relations and Publicity Officer, or such other Officer as may be otherwise delegated within the Region, who is responsible for informing the Press and other news services.
8. In outstandingly serious accidents, involving heavy loss of life, the Public Relations Adviser of the B.R.B. will arrange for a short additional message of sympathy and regret to be issued subsequently through the Press in the name of the Chairman and Members of the Board.
9. The name of the British Railways Board will be associated with expressions of sympathy by railway spokesmen at inquests and public enquiries.
10. Press, and other news services representatives, are not admitted to the railways' own private enquiries into accidents because, if the proceedings were to be published, this might prejudice the position of members of the railway staff giving evidence at this, or any subsequent, official enquiry. The admission of press and other news services representatives to the official enquiries held by the Ministry of Transport is entirely a question for the appointed Inspecting Officer to whom Press enquiries on this point should be referred, and his decision in this respect is final.

PAGE 108.**PLATFORM EDGES—WHITENING**

INSERT:—Additional sentence as follows:—

When performing this work staff must, whenever possible face the direction from which trains approach.

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."

SECURITY OF POST OFFICE MAILS

★**INSERT:—**

Vehicles used for the conveyance of Post Office Mails may be equipped with means for raising an alarm in case of emergency. The following instructions should be observed:—

1. Should any member of the staff become aware of signals of alarm (whether by bell or other means) from a train conveying Post Office mails, the Police authorities must be advised immediately, either by dialling "999" or via the District Control.
2. Should a signaller become aware of such alarm signals from a train in motion in the area under his control he must bring the train to a stand if he is in a position to do so. If unable to do so he should apply the provisions of Block Regulation 17.
3. Should the Driver or Guard of a train conveying Post Office mails become aware of such alarm signals he must take steps to bring the train to a stand at the first point at which communication is available. On the train coming to a stand the quickest available means must be used to ensure that the Police Authorities are advised.
4. A Signaller acting in accordance with clause 2, or becoming aware that a train has been stopped in accordance with clause 3, must at once advise the District Control, giving details of the point at which the train has been (or is being) stopped. This information, with particulars of the nearest bridge or road, must be passed forward immediately to the Police Authorities.
5. It is left to the discretion of the staff to take any other action appropriate to the circumstances which might assist in preventing a robbery or apprehending those concerned.
6. In certain circumstances a member of the Post Office staff on a train conveying mails may require to make telephone contact with the Police Authorities. Every assistance should be given and if direct contact is not possible he should be put in touch with the District Control.

★ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

SEQUENCE OF LINES USED THROUGHOUT THIS BOOK

PAGE ii (Page I Supplement No. 2)

AMEND to read:—Rillington to Whitby Town	Page 27
DELETE :—Husthwaite Gate to Malton (Scarborough Road) including Malton (East) to Malton (Scarborough Road)	32
DELETE :—Gilling to Kirby Moorside	34
DELETE :—Pateley Bridge Branch	35
DELETE :—Knaresborough Goods to Brafferton	35
AMEND :—Church Fenton North to Wetherby	37
DELETE :—Cross Gates to Harrogate Crimble (including Wetherby East to South)	39
AMEND :—Thornhill (L.N.W. Junction) to Hull (Paragon) via Leeds City South (including Neville Hill West to Hunslet and Selby West to Canal)	40
DELETE :—from Hull Yards heading, Springhead Locomotive S.B. to Springbank North, Springhead Locomotive Signal Box to Springbank South, Springbank North to West	73
INSERT :—Springhead Yard to Springbank South.	
DELETE :—Moorhouse and South Elmsall Branches (Moorhouse and South Elmsall, etc.)	87
INSERT :—Moorhouse and South Elmsall to Moorhouse Junction	88
Frickley Colliery Branch	88
AMEND :—Denby 'A' to Upton & North Elmsall (Wrangbrook)	89
AMEND :—Selby (Brayton) to Barlow	93
INSERT :—Goole, Rawcliffe Bridge to Boothferry Road	94

PAGE iii (Page I Supplement No. 2)

AMEND :—Bramwith (exclusive) to Carcroft (Adwick Junction) (including Carcroft Station to Skellow Junction, Applehurst Loop, Skellow Junction to Bullcroft, Doncaster Junction (E.R.) to Carcroft, Bullcroft)	107
DELETE :—Nostell to Staincross, etc.	109
AMEND :—Lofthouse North to Stourton	116
AMEND :—Ardsley Station to Adwalton Junction	117
DELETE :—Bramley to Laisterdyke (Cutlers Junction)	123
DELETE :—Laisterdyke (Quarry Gap) to Shipley Junction etc.	123
DELETE :—Halifax to Halifax North Bridge	132
AMEND :—Barnsley Exchange to Horbury Junction (including Horbury Station Junction to Cragglestone Junction)	153
AMEND :—Apperley Junction to Embsay Junction via Ilkley	170
INSERT :—Shipley (Leeds Junction)—Idle (Goods Branch).	177

TABLE "A"

PAGE 4.

Explanation of References.

AMEND:—"T.C. Block"—Sections, other than automatic, etc., to read:—

"T.C.B."—where running lines between successive signal boxes are completely track circuited.

"T.C.B.(G)"—the equivalent of Permissive Block on Goods Lines—See General Appendix (pages 21–22).

"T.C.B.(P)"—the equivalent of Permissive Block on Platform Lines for passenger trains—See General Appendix (pages 21–22).

"T.C.B.(PF)"—the equivalent of Permissive Block on Passenger Lines for freight trains—See General Appendix (pages 21–22).

PAGE 5.

Heck.

Station.

DELETE:—Engine whistle 1L 1S Gascoigne Wood
2S Light engines for Selby Shed.

Selby.

Henwick Hall.

DELETE:—DRS 27.
DRS 58.

Brayton.

AMEND:—Note to read (see page 93 for Selby Brayton to Barlow).

AMEND:—Speed restriction 25 Up Over junction towards Barlow.

PAGES 7/8/9/10/11 (Pages 2/3, Supplement No. 2)

AMEND:—

Between Naburn and Longlands Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines and all additional lines. Where P.F. is already inserted on additional running lines **SUBSTITUTE**:—T.C.B.(PF) and where additional lines are dotted **INSERT**:—T.C.B.(G).

PAGES 11/12.

AMEND:—

Between York Holgate Junction and York Yard South Description of Block Signalling to read T.C.B.(G) on Down Main line and on 2 additional Down lines.

PAGE 12.

York.

York Yard South.

INSERT:—Black dot indicating Block Post on Main line.

AMEND:—Between York Yard North and Skelton Description of Block Signalling to read T.C.B.(G) Down Main line.

AMEND:—Between York Yard South and Holgate Junction Description of Block Signalling to read T.C.B.(G) on Up Main line and on one additional Up line.

DELETE:—The other additional Up line.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 13.**AMEND:**—Between York Yard South Leeman Road Junction and Waterworks Junction Description of Block Signalling to read T.C.B.(G) on Up and Down Main lines.**Carcroft.**

Adwick Junction.

AMEND:—distance 1,134 yards.**South Elmsall.**

Moorhouse Junction.

AMEND:—distance 2 m. 1,168 yards.**PAGE 14.****Nostell.****DELETE:**—Note and speed restriction 15 Down **Over South Junction towards Winterset Junction (Branch Speed Limit).****DELETE:**—C—Up Main, 580 yards before reaching Home Signal, 240.**PAGE 17.****AMEND:**—Between Ardsley North and Beeston Junction Description of Block Signalling to read T.C. Block on Up Main line.**PAGE 21 (Page 4, Supplement No. 2).****AMEND:**—Between Wortley North and Headingley Station Description of Block Signalling to read T.C. Block on Up and Down Main Lines.**Headingley Station.****DELETE:**—both sets of catch points..**INSERT:**—catch points—C. Down line, 580 yards before reaching H.26 signal., 98.

C. Down line, 1,511 yards before reaching H.24 signal, 100.

PAGES 22/3 (Page 4, Supplement No. 2).**Harrogate.**

Crimple.

DELETE:—Signal box and all relevant details (do not delete speed restrictions other than as shown below).**AMEND:**—Speed restriction—45 Down—45 Up—17 m. 43 chs. to 17 m. 55 chs. (Old Church Fenton—Harrogate mileage).**DELETE:**—Speed restriction 55 Up over junction towards Wetherby South.**South.****AMEND:**—3 m. 354 yards.**INSERT:**—C—Down line 1 m. 560 yards before reaching Harrogate South Down Distant signal. Gradient 1 in 114.**PAGE 23 (Page 5, Supplement No. 2).****Ripley.****DELETE:**—Note regarding Pateley Bridge Branch and speed restriction 10 **Over Junction towards Pateley Bridge.****PAGE 25 (Page 5, Supplement No. 2).****AMEND:**—Between Newby Wiske Station and Northallerton Cordio Junction Description of Block Signalling to read T.C. Block on Down Main line.**PAGE 27.****AMEND** heading to read:—**RILLINGTON TO WHITBY TOWN****Pickering.**

Mill Lane.

DELETE Note:—(See Page 29 for Pickering Mill Lane to Thornton Dale).**DELETE:**—Speed restriction 25 Up **Over Junction towards Thornton Dale (Branch Speed Limit).****PAGE 29.****PICKERING (MILL LANE) TO THORNTON DALE (GOODS LINE)****DELETE:**—whole table.**AMEND:**—Between York and Bootham Description of Block Signalling to read T.C. Block on Up Main line.**Strensall.**

Station.

DELETE:—DRS—47., URS—56.**Flaxton.**

Station.

DELETE:—URS—12.**PAGE 30.****Barton Hill.**

Station.

DELETE:—URS and note.**Kirkham Abbey.**

Station.

DELETE:—URS—58.**Crambeck and Huttons Ambo.****DELETE:**—Both signal boxes and distances.**Malton.**

West.

AMEND:—Distance 5 m. 1,516 yards.

East.

DELETE:—Note and speed restriction.

Houlbeckfield.

DELETE:—Signal box and distance.**Rillington.**

Station.

AMEND distance to read:—4 m. 143 yards.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 31.**Weaverthorpe.**

Station.

DELETE:—DRS—46.**Seamer West.****DELETE:—**Additional Down Running line between Seamer West and East.**Washbeck.****AMEND:—**Two additional both direction running lines between Washbeck and Falsgrave to read "PF".**PAGES 32/33 (Page 6, Supplement No. 2).****DELETE:—**HUSTHWAITE GATE TO MALTON table.**DELETE:—**MALTON EAST TO MALTON SCARBOROUGH ROAD table.**PAGE 34.****DELETE:—**GILLING TO KIRBY MOORSIDE table and all particulars.**PAGE 35 (Page 6, Supplement No. 2).****PATELEY BRIDGE BRANCH.****DELETE:—**Table.**KNARESBOROUGH GOODS TO BRAFFERTON (GOODS LINES).****DELETE:—**Table.**PAGE 36.****Knareborough.**

Goods.

DELETE:—Note and speed restriction 25 Over junction towards Brafferton.**PAGE 36 (Page 7, Supplement No. 2).****AMEND:—**Between Skelton and Poppleton Description of Block Signalling to read T.C. Block on Up Main line.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 39/40 (Page 7, Supplement No. 2).

CROSS GATES TO HARROGATE (CRIMPLE), INCLUDING WETHERBY EAST TO SOUTH.

DELETE:—Table.

PAGE 41 (Page 8, Supplement No. 2).

AMEND:—Between **Morley (Low)** Station and Farnley Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.

AMEND:—in footnote the words "track controlled and worked under special arrangement" to read "T.C.B.".

PAGES 41/42.

AMEND:—Between **Leeds City (South) West** and **Leeds City East** Description of Block Signalling to read T.C.B.(P) on Up and Down Main lines. T.C.B.(P) on two additional Up lines and T.C.B.(G) on Up and Down Additional Goods lines.

PAGE 44 (Page 9, Supplement No. 2).

Cross Gates.

Station.

DELETE:—note and speed restriction **35 Down Over Junction towards Wetherby, etc.**

DELETE:—I.B.S. Down Line, 1,445 yards from Cross Gates

I.B.S. Up Line, 1,139 yards from Garforth

DELETE:—C—Down Line, 1,100 yards before reaching Down
Intermediate Block Home Signal 158

INSERT:—CW—Down Line 510 yards before reaching CG 17 signal 158
C—Down Line 600 yards before reaching CG 22 signal,
300 yards in advance of Manston Ground Frame 325

AMEND:—Between **Cross Gates** Station and **Garforth** Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

INSERT:—† Between Cross Gates Station and Garforth and Note † When Garforth Station Signal Box is closed Absolute Block Working is in operation throughout between Cross Gates Station and Peckfield.

Micklefield.

Station.

DELETE:—URS—25.

PAGE 45 (Page 10, Supplement No. 2).

Gascoigne Wood.

DELETE:—Additional Up Goods Line between Gascoigne Wood and Hagg Lane and entry relating to catch points on that line.

PAGE 46.

Selby West.

DELETE:—One of additional Down running lines between Selby West and South.

PAGE 48.

Hessle Haven.

DELETE:—Additional Down Slow line between Hessle Haven and Hessle East.

PAGES 48/49 (Pages 10/11, Supplement No. 2).

AMEND:—Between Hessle East and West Parade. Description of block signalling to read T.C. Block on Up and Down Main lines.

Anlaby Road.

DELETE:—Block Post indication and engine whistle.

AMEND:—to read *Anlaby Road Junction* (Controlled by Hessle Road Signal Box).

West Parade.

INSERT:—Engine whistle Up Main IS 2L Engine Shed, Hessle Road.

Micklefield.

Station.

DELETE:—URS—25.

PAGE 53.

Burton Salmon.

Station.

DELETE:—Speed restriction **50 Up Over junction towards Ferrybridge 0 m. 0 chs. to 0 m. 10 chs.** (Burton Salmon to Bolton-on-Deerne mileage).

INSERT:—Speed restriction **40 Up Over junction towards Ferrybridge 0 m. 0 chs. to 0 m. 10 chs.** (Burton Salmon to Bolton-on-Deerne mileage).

PAGE 54.

Sherburn.

South.

DELETE:—Additional Down running line between **Sherburn South** and **North**.

PAGE 55 (Page 11 Supplement No. 2)

Church Fenton

North.

AMEND:—Notes to read (See page 37 for Church Fenton (North) to Wetherby.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 55.

AMEND:—Between Copmanthorpe Station and York Chaloners Whin Description of Block Signalling to read T.C. Block on Up and Down Main lines and on Up and Down Additional lines.

Ullskelf.

Station.

DELETE:—Signal Box and all relevant details.

Bolton Percy.

Station.

AMEND:—Distance 2 m. 1,733 yards.

PAGE 57.

AMEND:—sub-heading:—

SWINTON (DEARNE JUNCTION) AND BURTON SALMON 60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Bolton-on-Deerne.

Station.

INSERT:—Speed restriction 45 Down 45 Up 17 m. 14 chs. to 17 m. 5 chs.

PAGE 58.

DELETE:—sub-heading:—

MOORTHORPE AND BURTON SALMON 60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Moorthorpe.

Frickley Station.

DELETE:—Signal box and all relevant details.

Frickley Colliery.

AMEND:—Distance 2 m. 1,623 yards.

Moorthorpe.

North.

DELETE:—Signal box and all relevant details.

PAGE 59.**Pontefract (Baghill).**

Brackenhill.

AMEND:—Distance 3 m. 592 yards.

INSERT:—catch points—C. Down line, 3,220 yards before reaching Brackenhill Down Home signal—151.

Burton Salmon.

Station.

DELETE:—Speed restriction 50 Down 0 m. 10 chs. to 0 m. 0 chs.

INSERT:—Speed restriction 40 Down 0 m. 10 chs. to 0 m. 0 chs.

PAGE 63.**Foggathorpe Station.**

DELETE:—Signal box and all relevant details.

Holme Moor, Station.

AMEND:—mileage to 4 m. 1,326 yards.

PAGE 63.**Market Weighton.**

West.

DELETE:—CW—Down Line, 424 yards before reaching Market Weighton East Down Starting Signal

95

Market Weighton.

East.

INSERT:—CW—Down Line 56 yards ahead of Market Weighton East signal box

95

AMEND:—Location of catch points to read:—

C—Down Line, 1,076 yards ahead of Market Weighton East signal box

95

Enthorpe.

Station.

DELETE:—Signal box and distance.

Middleton-on-the-Wolds.

Station.

DELETE:—Signal box and distance.

Bainton.

Station.

AMEND:—distance to read 8 m. 140 yards.

PAGE 64.**Southburn, Station.**

DELETE:—Signal box and all relevant details.

Driffeld, West.

AMEND:—Mileage to 5 m. 217 yards.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 65.**Kipling Cotes.**

Station.

DELETE:—Signal box and distance.**Cherry Burton.**

Station.

DELETE:—Signal Box and distance.**Beverley.**

North.

AMEND:—Distance to read 10 m. 729 yards.**HULL WEST PARADE TO SEAMER WEST, etc.****Hull.**

West Parade.

DELETE:—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 48 chs.**INSERT:**—Speed restriction 20 Down, 20 Up, all lines 0 m. 40 chs. to 0 m. 59 chs.**PAGE 69 (Page 13, Supplement No. 2).****AMEND:**—Between Hessle Road and Cottingham South Description of Block Signalling to read T.C. Block on Up and Down Main lines.**PAGE 70.****AMEND:**—Sub-heading and speed restriction to read:—

HULL (WEST PARADE) AND HEDON 55 DOWN 55 UP MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Wilmington.

Station.

AMEND:—second speed restriction to read 30 Down Over Junction towards Hornsea (Branch Speed Limit).**PAGE 71.****DELETE:**—All table after Hedon Station and **SUBSTITUTE:**—

One Engine in Steam	HEDON AND WITHERNSEA			30 (Both directions)	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE
				15 (Both directions)	20 m. 40 chs. to Withernsea
	Withernsea	12 m.	391 yds.		S.—60 ft. from end of single line, leading to Depot Sidings, normally laid for single line.

Anlaby Road.**DELETE:**—Block Post indication.**AMEND:**—to read *Anlaby Road Junction* (Controlled by Hessle Road Signal Box).**INSERT:**—new location between *Anlaby Road Junction* and **Botanic Gardens** Station as follows*Victoria Crossing* 423 yards.

(Controlled by West Parade Signal Box).

INSERT:—Between *Anlaby Road Junction* and *Victoria Crossing* Description of Block Signalling to read T.C.B.(G) on Up and Down lines.**Botanic Gardens.**

Station.

AMEND:—distance 675 yards.

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—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	Des- cription	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	
PAGE 72 (Page 13, Supplement No. 2).																
WILMINGTON TO HORNSEA (INCLUDING STONEFERRY BRANCH)																
DELETE:—Table and SUBSTITUTE:— WILMINGTON AND HORNSEA																
One Engine in Steam	● Wilmington Station (See page 70 for Hull, West Parade to Withernsea)	—	—						30 (both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE					
	Hornsea Bridge	12	120								S.—1,193 yards after passing Wilmington Station box.					

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 73.**STONEFERRY BRANCH (GOODS LINE).****DELETE:**—Table.**PAGE 73 (Page 13, Supplement No. 2).****DELETE:**—from heading—Springhead (Locomotive S.B.) to Springbank South, Springbank North to West.**INSERT:**—in heading—Springhead Yard to Springbank South.**PAGE 76 (Pages 14/15, Supplement No. 2).****AMEND:**—Between Dairycoates East and Hessle Road. Footnote to read:—Up line T.C.B.(G) Down line No Block.**PAGE 76 (Page 15, Supplement No. 2).****AMEND:**—Between Dairycoates West and Hessle Road (North Branch). Footnote to read:—T.C.B.(G).**PAGES 76/77 (Page 16, Supplement No. 2).****AMEND:**—Between Dairycoates West and Hessle Road (South Branch). Footnote to read:—T.C.B.(G).**PAGE 77 (Page 17, Supplement No. 2).**

Springhead, Springbank South.

AMEND:—note to read—(See page 79 for Springbank South to Springhead Yard)**DELETE:**—Speed restriction 20 Up Over junction towards Springbank West etc.**INSERT:**—Speed restriction 15 Up—Over Junction towards Springhead Yard (Branch Speed Limit).

Springhead, Springbank North.

DELETE:—from Note—(See page 79 for Springbank North to West "page 78 Springbank North to Locomotive Signal Box".)**DELETE:**—Speed restriction Up 15 Over junction towards Springbank West.**DELETE:**—Speed restriction Up 30 Over junction towards Locomotive Signal Box.**PAGE 78.**

Burleigh Street.

DELETE:—Signal box and all relevant details.

Alexandra Dock S.B.

AMEND:—distance 2 mile 179 yards.**PAGES 78/79.**

SPRINGHEAD LOCOMOTIVE SIGNAL BOX TO SPRINGBANK NORTH.

DELETE:—Complete table.

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

PAGE 79 (Page 17, Supplement No. 2).

SPRINGHEAD LOCOMOTIVE SIGNAL BOX TO SPRINGBANK SOUTH

DELETE:—whole table and insert new table:—

Description of Block Signalling on Main Lines (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 in addition to 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	
SPRINGHEAD YARD TO SPRINGBANK SOUTH SPRINGHEAD YARD AND SPRINGBANK SOUTH								15	15	MAXIMUM PERMISSIBLE	SPEED ON	MAIN LINES				
NB	Notice Board at Springhead Yard Springhead Springbank South (See page 77 for Hessle Rd. to Alexandra Dock)	1	115													
SPRINGBANK NORTH TO SPRINGBANK WEST DELETE:—	Whole table															

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 84.

INSERT:—STAIRFOOT JUNCTION AND WRANGBROOK—40 DOWN—40 UP—MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

Stairfoot Junction.

INSERT:—Speed restriction 25 Down 25 Up 53 m. 30 chs. to 53 m. to 23 chs.

PAGE 85.

Cudworth.

Yard South.

INSERT:—Speed restriction 25 Down 25 Up 52 m. 77 chs. to 52 m. 70 chs.

Wrangbrook.

AMEND:—in note Sprotborough to read Denaby "A".

PAGE 86/87.

LITTLE WEIGHTON TO HULL SPRINGHEAD (LOCOMOTIVE S.B.) (GOODS LINES).

DELETE:—Whole table.

PAGE 87.

DELETE:—MOORHOUSE & SOUTH ELMSALL TO UPTON & NORTH ELMSALL (WRANGBROOK) heading and table.

PAGE 88.

Moorhouse and South Elmsall.

Station.

AMEND:—note (See below for Frickley Colliery Branch.)

PAGES 88/89.

Moorhouse and South Elmsall.

Station.

AMEND:—note (See page 88 for Moorhouse & South Elmsall to Moorhouse Junction.)

PAGE 89.

AMEND:— heading and sub-heading to read:—

DENABY "A" TO UPTON & NORTH ELMSALL (WRANGBROOK)

DELETE:—Sprotborough and **SUBSTITUTE**—Denaby "A" (Eastern Region).

Pickburn and Brodsworth.

Station.

AMEND:—Distance 6 miles 643 yards.

Upton and North Elmsall.

Wrangbrook.

AMEND:—(Note see page 84 for Wrangbrook to Stairfoot.)

PAGES 90/91.

AMEND:—Between Boothferry Road and **Saltmarshe** Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

Boothferry Road.

AMEND:—Note to read (see page 94 for Goole, Boothferry Road to Rawcliffe Bridge).

AMEND:—Speed restriction 25 Up **Over junction towards Rawcliffe Bridge, 0 m. 0 chs. to 0 m. 7 chs. (Old Goole, Boothferry Road to Oakhill mileage).**

PAGE 93/94.

AMEND:—Heading and sub-heading to read:—

SELBY (BRAYTON) TO BARLOW.

DELETE:—All of table after Barlow Station.

PAGE 94.

AMEND:—Heading and sub-heading to read:—

GOOLE, RAWCLIFFE BRIDGE TO GOOLE, BOOTHFERRY ROAD.

DELETE:—Oakhill and **SUBSTITUTE** Boothferry Road 2 m. 901 yards and note (see page 90 for Thorne North to Staddlethorpe) and speed restriction 25 Down **0 m. 7 chs. to 0 m. 0 chs. (Old Goole, Boothferry Road to Oakhill Junction mileage).**

PAGE 99.

Goole.

Rawcliffe

Bridge.

AMEND:—Note to read:—(See page 94 for Rawcliffe Bridge to Boothferry Road).

AMEND:—Speed restriction 40 Down **Over junction towards Boothferry Road (Branch Speed Limit).**

DELETE:—Additional Up running line between Beverley Sidings and Rawcliffe Bridge.

PAGE 100 (Page 20, Supplement No. 2).

Oakenshaw South.

AMEND:—C. Up line 313 yards before reaching Home signal.—72.

(This amends these catch points to be as originally printed.)

PAGE 102 (Page 21, Supplement No. 2).

INSERT:—in Station and Signal Boxes column "Shafton" above the words "DELETE Catch points Down line 1 mile 172 yards, etc."

PAGE 108.

BRAMWITH TO CARCROFT (ADWICK JUNCTION), etc.

Carcroft.

Skellow Junction.

INSERT note:—(See page 109 for Skellow Junction to Bullcroft).

INSERT:—Speed restriction 15 Up, **Over junction towards Bullcroft, 1 m. 65 chs. to 1 m. 49 chs.**

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 109 (Page 22, Supplement No. 2).**CARCROFT, SKELLOW JUNCTION TO BULLCROFT.****INSERT:—**CARCROFT, SKELLOW JUNCTION TO BULLCROFT 25 m.p.h. (both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.**Carcroft.**

Skellow Junction.

INSERT:—Speed restriction 15 m.p.h. (both directions) 1 m. 67 chs. to 1 m. 49 chs.**Bullcroft.****INSERT:—**Speed restriction 20 m.p.h. (both directions) 0 m. 22 chs. to 0 m. 0 chs.**PAGES 109/110.****NOSTELL TO STAINCROSS, ETC.****DELETE:—**All of this table.**PAGE 110.****WHARNCLIFFE WOODMOOR COLLIERY BRANCH.****DELETE:—**Table.**PAGE 114.****Laisterdyke.**

Cutlers Junction.

AMEND note to read:—(See page 115 for Cutlers Junction to Quarry Gap).**PAGE 115.**Quarry Gap—in both cases **DELETE** note:—**PAGE 117.****AMEND:—**Line heading—**ARDSLEY TO ADWALTON JUNCTION.****Tingley.**

Station.

DELETE:—Note in brackets.**PAGE 118.****DELETE:—**TINGLEY TO WOODKIRK (GOODS LINES) Table.**PAGE 120 (Page 23, Supplement No. 2).****Bramley.**

Station.

DELETE note:—(See page 123 for Bramley to Laisterdyke, Cutlers Junction).**DELETE** speed restrictions:—25 Down, Over junction towards Pudsey, 0 m. 0 chs. to 0 m. 7 chs. (Bramley to Laisterdyke, Cutlers Junction mileage).**DELETE** speed restrictions:—15 Down, Goods line, over junction towards Pudsey, 0 m. 0 chs. to 0 m. 8 chs. (Bramley to Laisterdyke, Cutlers Junction mileage).**PAGES 120/121.****AMEND:—**Between Bramley Station and Laisterdyke East Description of Block Signalling to read T.C. Block on Up and Down Main lines.**PAGE 121.****Stanningley Station.****DELETE:—**Signal box and all relevant details (except speed restrictions and Station name).**INSERT:—**C-Down 430 yards before reaching D5 automatic signal. Gradient 1 in 100.**AMEND:—**C-Down 695 yards before reaching Laisterdyke East Down distant signal.**Laisterdyke East.****AMEND:—**mileage to 3 m. 604 yards.**PAGE 123.****BRAMLEY TO LAISTERDYKE (CUTLERS JUNCTION).****DELETE:—**Complete table.**PAGES 123/124 (Page 24, Supplement No. 2).****LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION, etc.****DELETE:—**Whole table and heading.**PAGE 124.****SHIPLEY JUNCTION TO SHIPLEY (LEEDS JUNCTION) (GOODS LINES).****DELETE:—**Whole table and heading.**PAGE 127.****Sowerby Bridge.**

Milner Royd Junction.

AMEND reference to catch points to read—C Down line 396 yards before reaching starting signal

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 128/129.

Halifax West.

DELETE:—Fourth additional Down running line (Absolute Block) between Halifax West and East.

AMEND:—Additional Down Passenger line between Halifax West and East to be shown as signalled in both directions.

AMEND:—Both additional Down Goods lines between Halifax West and Goods Yard to be shown as signalled in both directions.

AMEND:—Additional Down Goods lines between Halifax Goods Yard and East to be shown as signalled in both directions.

PAGE 129.

Lightcliffe.

Wyke.

DELETE:—Signal box and relevant details. (Engine whistle code on Down Main to be shown opposite Station box.)

Low Moor.

No. 1.

AMEND:—Distance to 2 m. 789 yards.

PAGE 130 (Page 27, Supplement No. 2).

Bradford (Exchange).

Coal Shoots.

DELETE:—Signal Box and all relevant details.

Mill Lane Jct.

AMEND:—Distance 1,258 yards.

DELETE:—1st catch point.

AMEND:—2nd catch points to read:—

CW—Up Main line, 484 yards before reaching Up Main Starting signal.

PAGE 132.

HALIFAX TO HALIFAX NORTH BRIDGE.

DELETE:—Table.

PAGE 133.

Mytholmroyd.

East.

DELETE:—Signal Box and all relevant details.

Luddendenfoot.

West.

AMEND:—Distance 1 m. 683 yards.

PAGE 134.

AMEND:—in first footnote "Automatic and Semi-Automatic Signalling" to read T.C. Block.

PAGES 134/135.

AMEND:—Between Elland and Brighouse Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.

PAGE 135/136 (Page 28, Supplement No. 2).

Mirfield.

No. 3.

DELETE:—Down Goods line between Mirfield No. 3 and No. 5.

PAGE 136 (Page 28, Supplement No. 2).

INSERT:—Between Thornhill Junction and Midland Junction. (See page 139 for Headland Branch.)

PAGES 136/137/138 (Pages 28/29, Supplement No. 2).

AMEND:—Between Thornhill L.N.W. Junction and Wakefield (Kirkgate) West Description of Block Signalling to read T.C. Block on Up and Down Main lines and on Up and Down additional lines.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—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	
PAGE 139. INSERT:— New table.	HEADFIELD BRANCH															
One Engine in Steam	Dewsbury Railway Street Goods Yard															
	Notice board 150 yards North of C & W Sidings		1230						20 (Both directions)	MAXIMUM PERMISSIBLE SPEED ON SINGLE LINES						
						(Train staff housed in receptacle on short post adjoining Notice Board)										

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 139 (Page 29, Supplement No. 2).**AMEND:**—Engine whistles opposite Turners Lane and Lockes Siding In Supplement No. 2 to read IL 3S.**PAGE 140.****Golcar.**

Linthwaite.

AMEND:—C. Up Fast, 520 yards before reaching starting signal

105

PAGE 141 (Pages 30/31, Supplement No. 2).**AMEND:**—Between Longwood Goods and Huddersfield Description of Block Signalling to read T.C. Block on Up and Down Main lines and on Up and Down additional lines.**Diggle to Mirfield (Heaton Lodge Junction).****PAGE 143.**

Heaton Lodge.

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

Heaton Lodge Junction.

AMEND:—Distance 0 m. 869 yards.**PAGE 145 (Page 31, Supplement No. 2).****AMEND:**—Between Lockwood and Huddersfield Springwood Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.**Shepley.**

Station.

DELETE:—Signal box and relevant details.**Stocks Moor.**

Station.

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

Junction.

AMEND:—Distance 3 m. 740 yards.**AMEND:**—Catch points—C. Up line, 947 yards before reaching Home signal.**INSERT:**—Catch points—C. Up line, 1,373 yards before reaching Distant signal.

100

97

Honley Station.

DELETE:—Signal box and all relevant details.

Lockwood Lockwood.

AMEND:—distance 2 m. 1,461 yards.**PAGE 147.****AMEND:**—Lockwood No. 2 to read Lockwood.**Mirfield.**

Battysford.

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

Spen Goods.

AMEND mileage to read:—3 m. 1,476 yards.**INSERT:**—C. Down line 2 m. 1,440 yards before reaching Down Distant signal. Gradient 230.**PAGE 147 (Page 32, Supplement No. 2).****Cleckheaton.**

Cleckheaton (Spen).

Station.

INSERT:—C. Up line 4 m. 550 yards before reaching Up Distant signal

70

DELETE:—Engine whistle.**Gomersal.**

Station.

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

Birstall Town.

Station.

DELETE:—Signal box and all relevant details.**PAGE 148 (Page 33, Supplement No. 2).**

Farnley Junction.

AMEND:—Distance to read 7 m. 9 yards.**INSERT:**—C. Down line 5 m. 719 yards before reaching Down Distant signal

77

C. Down line 3 m. 1,363 yards before reaching Down Distant signal

80

PAGE 153 (Page 33, Supplement No. 2).**AMEND:**—Between Heckmondwike Junction and Thornhill Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.**PAGE 155 (Page 34, Supplement No. 2).****AMEND:**—Between Horbury Station Junction and Crigglestone Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.**AMEND:**—Between Middleton Junction and Midland Junction Description of Block Signalling to read T.C. Block on Up and Down Main lines.**PAGE 161****Hunslet**

Stourton

Down Sidings.

DELETE:—Signal box and all relevant details.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGES 161 AND 162.**Hunslet.**Stourton
Junction.**DELETE:**—3rd additional Down Goods line between Stourton Junction and Stourton Down Sidings.**DELETE:**—2nd additional Down Goods line between Stourton Junction and Wakefield Road.**PAGE 162.****Hunslet.**

Wakefield Road.

AMEND:—mileage to read 801 yards.**PAGE 165 (Page 35, Supplement No. 2).****Newlay Station.****DELETE:**—Speed restriction 55 Up 55 Down Fast lines 199 m. 29 chs. to 200 m. 24 chs.**PAGE 167.****Saltair Station.****DELETE:**—Signal Box and all relevant details.**Hirstwood.****AMEND:**—Distance 1 m. 462 yards.**DELETE:**—Sub heading—MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.**Bingley.**

Marley Junction.

DELETE:—Signal Box and all relevant details.**AMEND:**—Additional Up and Down running lines between Bingley Station and Keighley Thwaites Junction to be Absolute Block on Goods lines.**Keighley.**

Thwaites Junction.

AMEND:—Distance 2 m. 687 yards.**AMEND:**—CW—Up Goods line clear of fouling point with Up Main line.
Station Junction.**AMEND:**—Speed restriction 15 Up Over junction towards Ingrow, 0 m. 0 chs. to 0 m. 4 chs. (Keighley to Ingrow East mileage).**AMEND:**—Note "See page 177 for Keighley Station to Ingrow East".**DELETE:**—URS 42.**PAGE 167/168.****AMEND:**—Between Keighley Station Junction and Steeton & Silsden Station Description of Block Signalling to read T.C. Block on Up and Down Main lines.**PAGE 168.****Kildwick.****DELETE:**—URS 28.**Cononley.**

Station.

AMEND:—Distance 1 m. 1,076 yards.**Skipton.**

Snaygill.

AMEND:—Distance 1 m. 1,278 yards.**PAGE 170.****AMEND** heading to read:—**APPERLEY JUNCTION TO EMBSAY JUNCTION (VIA ILKLEY)****PAGE 171 (Page 36, Supplement No. 2).****Guiseley.**

Rawdon Junction.

DELETE note:—(See page 172 for Yeadon Branch).**DELETE:**—Speed restriction 10 Down Over junction towards Yeadon 0 m. 0 chs. to 0 m. 4 chs. (Yeadon Branch mileage).**Bolton Abbey.**

Station.

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

Station.

AMEND:—Distance—6 m. 130 yards.**PAGE 172 (Page 37, Supplement No. 2).****YEADON BRANCH (GOODS LINE).****DELETE:**—Heading and whole table.**PAGE 175.****Shipley.**

Leeds Junction.

AMEND:—note (See page 163 and 177).**PAGE 177.****INSERT:**—new table.

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (SOUTHERN SECTION)—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				
										Position	Gradient (Rising unless otherwise shown) 1 in	Down		Up		For
		M.	Yds.	Up	Down	Description	Standage Wagons E. & V.	Down	Up			Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
One engine in steam	SHIPLEY (LEEDS JUNCTION) To IDLE (GOODS BRANCH)															
	SHIPLEY (LEEDS JUNCTION) AND SHIPLEY YARD							5	5	MAXIMUM PERMISSIBLE CW—Up Line clear of fouling point with Down Fast	SPEED ON 248	MAIN LINES				
	Shipley Leeds Junction (see page 175)															
	Shipley Yard	0	394	SHIPLEY YARD		AND IDLE		25	25	MAXIMUM PERMISSIBLE	SPEED ON	SINGLE	LINE			
	Idle Station	2	251													

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

TABLE D2.

PAGE 179.

AMEND:—1st line heading.

MOORHOUSE & SOUTH ELMSALL TO MOORHOUSE JUNCTION.

PAGE 179 (Page 38, Supplement No. 2).

Snydale Branches.

DELETE:—heading and items.

TABLE E

PAGE 180.

Ripon.

Station.

DELETE:—whistle.

PAGE 181.

Gascoigne Wood.

Hagg Lane.

DELETE:—all whistles.

Hull.

Hessle Road.

DELETE:—All whistles.

PAGE 182.

WILMINGTON TO HORNSEA, ETC.

DELETE:—entry.

PAGE 183.

Hull locomotive.

DELETE:—All codes.

Springbank South.

AMEND:—Dairycotes Sidings to Springbank West item to read:—Dairycotes Sidings to Springhead Yard 1 long 1 crow.

PAGE 184.

Alexandra Dock.

DELETE:—To and from No. 2 Shunt and Coal Stage 3 long 6 short.

PAGE 185.

Laisterdyke.

East.

DELETE:—Up Goods Line to Shipley. 1 long 2 short.

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
PAGE 187. LEEDS (CENTRAL) INSERT:— Wortley North	"B" TO NORTHALLERTON, ETC. Cardigan Road G.F.	Down Main	14 Freight Wagons.
PAGE 188 YORK (WATERWORKS) TO SCARBOROUGH (ETC.) DELETE:— Seamer West	Seamer East AMEND:—heading to read RILLINGTON TO WHITBY TOWN	Down Slow	Empty Coaching Stock.
PAGE 189 (Page 39, Supplement No. 2). DELETE:—HUSTHWAITE GATE TO MALT INSERT:—MALTON EAST TO YORKSHIRE Malton East	ON SCARBOROUGH ROAD ETC.—heading and all items. BACON FACTORY. Yorkshire Bacon Factory	Down Direction	6 wagons with or without brake van (see local instructions).
PAGE 189 (Page 40, Supplement No. 2) Neville Hill East	Cross Gates	Down Slow	Parces van in clear weather.
PAGE 189. AMEND:— Hagg Lane	Gascoigne Wood	Up Reception	Freight wagons with or without brake van from Down Side.
DELETE:— KNARESBOROUGH GOODS TO BRAFFERTON			—heading and item.
PAGE 189 (Page 40, Supplement No. 2). DELETE:—CROSSGATES TO HARROGATE, ETC.—heading and both items. INSERT:—in Supplement No. 2—PAGE 189 above			AMEND:—Leeds City Junction item.
PAGE 190. DELETE:— Sherburn-in-Elmet North	Sherburn-in-Elmet South	Down Goods to Bacon Factory Connection	Freight wagons for the Bacon Factory etc.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

TABLE F—continued

From	To	Line	Number of Vehicles and Special Conditions
PAGE 190—continued			
INSERT:— Castleford Old Station	Castleford East	Single	6 Freight Wagons.
INSERT:— Castleford (Station)	Castleford (Old Station)	Down	10 freight wagons in Daylight.
PAGE 190 (Page 40, Supplement No. 2).			
DELETE:— Anlaby Road	West Parade	Down	One coaching stock vehicle, etc.
PAGE 192 (Page 41, Supplement No. 2).			
DELETE:— †Hessle Road †Dairycoates West	Dairycoates West Hessle Road	Up North and South Down North and South	} Freight wagon with or without brake vans.
PAGE 192. HULL YARDS ETC.			
DELETE:— Locomotive, Springhead Springbank West Springbank West Springbank North Springbank South Sculcoates	Springbank West Locomotive, Springhead Springbank North Springbank West Springbank West Burleigh Street		
PAGE 193.			
AMEND:— 1st line heading.			
MOORHOUSE & SOUTH ELMSALL TO MOORHOUSE JUNCTION			
DELETE:—			
SPROTBOROUGH TO UPTON & NORTH ELMSALL (WRANGBROOK).			
Wrangbrook	Neville's Hinchcliffe's and Hampole Sidings	Single	20 Freight Wagons.
PAGE 194.			
SELBYBRAYTON TO GOOLE, ETC.			
DELETE:— Heading and items.			
PAGE 196.			
AMEND:— Line heading—			
ARDSLEY TO ADWALTON JUNCTION.			
LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION			
DELETE:— Heading and both items.			
PAGE 197.			
AMEND:—			
Halifax, East Halifax, East Halifax, West	West West East	Up Goods Nos. 1, 2 & 4 Up Lines Nos. 3 & 5 Down lines	} Coaching Stock.
DELETE:—			
Bowling Junction	Mill Lane Junction	Down Through Siding	etc.
Bradford Coal Shoots	Bradford Yard	Down Goods	etc.
AMEND:—			
Bradford Mill Lane Bradford (Ex.) Station	Bradford (Ex.) Station Mill Lane	Down Up	20 Freight wagons. 2 Coaching Stock vehicles, etc.
PAGE 199.			
AMEND:— Huddersfield, Heaton Lodge Sidings (first column, second item)			to read Huddersfield, Spen Valley Junction.
DELETE:—			
Meltham Healey House Siding	Meltham	Single	15 Freight wagons etc.
PENISTONE NORTH (EXCL.) TO SPRINGWOOD JUNCTION			
INSERT:—			
Brockholes Junction	Holmfirth	Single	6 Freight wagons.
PAGE 202.			
INSERT:—SHIPLEY	(LEEDS JUNCTION)—IDLE (GOODS BRANCH)		
Shipley, Leeds Junction	Shipley Yard	Up Spur	20 wagons in clear weather only.
Shipley Yard	Shipley, Leeds Junction	Down Main	1 brake van during fog or falling snow.
AMEND heading to read	APPERLEY JUNCTION TO EMSAY JUNCTION (VIA ILKLEY).		

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

TABLE F—continued

PAGE 202.

PROPELLING FREIGHT BRAKE VANS

DELETE:—Crimple.

AMEND:—1st paragraph of conditions to read:—

A Guard must ride in the leading vehicle. He must keep a sharp look-out, warn any person who may be on or near the line and be prepared to give any necessary hand signal to the Driver, **also if necessary apply the brake.**

INSERT:—new 3rd paragraph:—

The speed must not exceed 45 m.p.h. when the brake van/s being propelled are fitted with the automatic brake connected and in use. Where not so fitted a speed of 20 m.p.h. must not be exceeded.

TABLE G

From	To	Line		Remarks
		Down	Up	
PAGE 204.				
THORNHILL (L.N.W. JUNCTION) TO HULL (PARAGON)				
INSERT:— Anlaby Road Junction	West Parade	—	Main	—
DELETE:— Sherburn-in-Elmet North	Sherburn-in-Elmet South	Goods	—	Traffic for Bacon Factory Sidings only.
AMEND:— heading to read RILLINGTON TO WHITBY TOWN				
PAGE 206 (Page 44, Supplement No. 2).				
SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.				
DELETE:— 2nd, 3rd, 4th, 5th and 6th items referring to Halifax East, Goods Yard and West.				
INSERT:— Halifax East	Halifax West	No. 3 Platform	—	Engines or empty coaching stock.
PAGE 206.				
DELETE:— Bradford Coal Shoots	Mill Lane Junction	—	Goods	Engines etc.
PAGE 208.				
DELETE:— Stourton Down Sidings	Stourton Junction	2nd Goods	—	—

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
PAGE 210 (Page 45, Supplement No. 2).			
DELETE:—HUSTHWAITE GATE TO MALTON etc. heading and items.			
PAGE 210.			
AMEND:— heading to read RILLINGTON TO WHITBY TOWN.			
PAGE 211.			
INSERT:—			
Sherburn, North	Church Fenton, South	Down Goods	15 wagons in daylight and clear weather only.
DELETE:—			
Hagg Lane	Gascoigne Wood	Up Goods	—
PAGE 212.			
HULL YARDS ETC.			
DELETE:—			
Springbank West	Locomotive Box	Up	
PAGE 213.			
DELETE:—			
Goole Oakhill	Rawcliffe Bridge	Up Main	} 10 loaded or 10 empty wagons.
Rawcliffe Bridge	Goole Oakhill	Down Main	
PAGE 215.			
DELETE:—			
Stourton Down Sidings	Wakefield Road	2nd Down Goods	38 wagons.
INSERT:—			
SNYDALE BRANCH			
Sharlston Colliery Siding	Snydale	Single	A brake van in which the Guard must ride must be drawn between the locomotive and train.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

TABLE H2

From	To	Line	Number of Vehicles and Special Conditions
PAGE 216 (Page 47, Supplement No. 2). DELETE:—HUSTHWAITE GATE TO MALTON etc. heading and items.			
PAGE 216. DELETE:— Hagg Lane AMEND:— heading to	Gascoigne Wood read RILLINGTON TO	Up Goods WHITBY TOWN.	—
PAGE 217. DELETE:— Bradford (Ex.) Station AMEND:— Bradford (Ex.) Station	Coal Shoots Bowling Junction	Up Up	 2.

TABLE J

From	To	Class of train	Condition	Remarks
PAGE 220 (Page 48, Supplement No. 2). DELETE:—HUSTHWAITE GATE TO MALTON etc. heading and items. AMEND:— heading to read RILLINGTON TO WHITBY TOWN.				
PAGE 221. AMEND:— heading DENABY "A" TO UPTON & NORTH ELMSALL (WRANGBROOK) AMEND:— Denaby "A" (Eastern Region)	Pickburn & Brodsworth	F	—	—
PAGE 222. AMEND:— Line heading— ARDSLEY TO ADWALTON JUNCTION. DELETE:—LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION heading and item.				
PAGE 223. SOWERBY BRIDGE (MILNER ROYD JCN.) TO BRADFORD (EXCHANGE) ETC. AMEND:— (1st item) Sowerby Bridge Station (3rd item) Greetland No. 2 DELETE:— HALIFAX TO HALIFAX NORTH BRIDGE: heading and item. SPEN VALLEY JUNCTION TO FARNLEY ETC. DELETE:— Heading and both items. AMEND heading to read APPERLEY JUNCTION TO EMBAY JUNCTION (VIA ILKLEY).	Halifax (East) Halifax (East)	F F	N N	— —

TABLE KI

PAGE 224.
DELETE:—YORK (WATERWORKS JUNCTION) TO SCARBOROUGH heading and item.
DELETE:—THORNHILL (LNW JUNCTION) TO HULL PARAGON ETC.—heading and item.

TABLE K2

PAGE 224.
DELETE:—HUSTHWAITE GATE TO MALTON etc.—heading and 2 items.
PAGE 225.
DELETE:—NOSTELL TO STAINCROSS SMITHIES, ETC., heading and 2 items.

TABLE M

PAGE 227.
DELETE:—Harrogate (Crimple) | Down (towards Pannal or Spofforth) | Ballast trains
DELETE:—CHURCH FENTON NORTH TO HARROGATE, ETC.—heading and item.
DELETE:—KNARESBOROUGH TO BRAFFERTON—heading and item.
AMEND:—NOSTELL TO STAINCROSS, ETC., heading to read:—
DELETE:—NOSTELL TO STAINCROSS ETC. heading and item.
STAINCROSS, WHARNCLIFFE WOODMOOR TO STAINCROSS SMITHIES.

PAGE 229.

TABLE N

DELETE:—CHURCH FENTON (NORTH) TO HARROGATE (CRIMPLE)—heading and item.
PAGE 230 (Page 49, Supplement No. 2).
SPEN VALLEY JUNCTION TO FARNLEY, ETC.
AMEND:—Location of Gomersal and Gildersome tunnels to read Cleckheaton Spen and Farnley Junction.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

TABLE N—continued

PAGE 230.

SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (EX.) etc.

Wyke Tunnel.

AMEND:—Between Lightcliffe and Low Moor No. 1.**PENISTONE (NORTH) (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JN.).**

Thurstonland Tunnel.

AMEND:—Between Clayton West Junction and Brockholes Junction.**AMEND:**—Robin Hood | Brockholes and Lockwood.

PAGE 230.

AMEND:—Line heading—**ARDSLEY TO ADWALTON JUNCTION.**

TABLE O

PAGE 231.

AMEND:—heading: Pullman Car Trains between Leeds Central and Harrogate to read: Pullman Car Trains between Leeds City and Harrogate.

PAGE 232 (Page 50, Supplement No. 2).

AMEND:—Embsay Junction | Bolton Abbey | 1

to read:—

Embsay Junction | Ilkley | 1

PAGE 232.

DELETE:—**CHURCH FENTON (NORTH) TO HARROGATE (CRIMPLE)**—heading and items.
CROSS GATES TO WETHERBY EAST, ETC.—heading and items.

TABLE P

Name of Crossing	Situated at or between	Remarks
PAGE 233 (Page 50, Supplement No. 2).		
DELETE: —line heading HUSTHWAITE GATE TO GILLING and 3 items under this heading.		
DELETE: —line heading GILLING TO KIRBY MOORSIDE and 4 items under this heading.		
PAGE 233.		
INSERT: —		
CHURCH FENTON NORTH TO WETHERBY.		
Stutton Road, Stutton Station, Tadcaster,	Church Fenton and Wetherby	—
Newton Kyme, Thorpe Arch, Walton		
DELETE: — RILLINGTON TO WHITBY TOWN etc. heading and items under this heading.		
INSERT: —		
HULL (WEST PARADE) TO WITHERNSEA (INCLUDING ANLABY LOOP)		
Magdalene Gates, Ryehill Station,	Hedon and Withernsea	—
Burstwick Gates, Keyingham Station,		
Ottringham Station, Ottringham		
Baulk, Winestead		
WILMINGTON TO HORNSEA		
Stoneferry, Sutton Road, Swine Station,	Wilmington and Hornsea	—
Skirlaugh Station, Ellerby West,		
Whitedale Station, Sigglesthorne		
Station, Wassand Low, Wassand High		
DELETE: — PATELEY BRIDGE BRANCH heading and item.		
KNARESBOROUGH GOODS TO BRAFFERTON heading and item.		

TABLE Q

PAGE 234 (Page 51, Supplement No. 2).

DELETE:—**SELBY (BARLBY NORTH) TO DRIFFIELD.**

Enthorpe Station All Signals.

PAGE 234.

DELETE:—**YORK (WATERWORKS) TO SCARBOROUGH** etc.

Malton, Houlbeckfield All signals.

TABLE SI

PAGE 236.

DELETE:—**LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION** heading and item.

TABLE S2

Siding From	To	Remarks
PAGE 237.		
DELETE: —		
SPROTBOROUGH TO UPTON & NORTH	ELMSALL (WRANGBROOK)	
Neville's, Hinchcliffe's and Hampole Sidings	Wrangbrook	—
Middleton Sidings	Denaby "A" (Eastern Region)	—
SELBY BRAYTON TO GOOLE, ETC.		
DELETE: —Heading and item..		
PAGE 237 (Page 51, Supplement No. 2).		
LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION		
DELETE: —Heading and item.		

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

TABLE S3**PAGE 238 (Page 51, Supplement No. 2).****DELETE:—**

Pilmoor Down Siding.

Between Pilmoor and Thirsk
Down Slow line.

Ground Frame, etc.

TABLE T**PAGE 238.****AMEND:—**heading to read **RILLINGTON TO WHITBY TOWN.****TABLE U****PAGE 239 (Page 51, Supplement No. 2).****WILMINGTON TO HORNSEA, ETC.****DELETE:—**entry.**PAGE 239.****DELETE:—YORK (WATERWORKS) TO SCARBOROUGH etc.—**heading and item.**DELETE:—KNARESBOROUGH GOODS TO BRAFFERTON—**heading and item.**DELETE:—HULL YARDS, etc.—**heading and item.**TABLE X****PAGE 240.****SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (EX.) etc.**

Wyke Tunnel.

AMEND:—Between Lightcliffe and Low Moor No. 1.**PAGE 241.****PENISTONE (NORTH) (EXCL.) TO HUDDERSFIELD (SPRINGWOOD JN.).**

Thurstonland Tunnel.

AMEND:—Between Clayton West Junction and Brockholes Junction.**SPEN VALLEY JUNCTION TO FARNLEY, ETC.****AMEND:—**Location of Gomersal and Gildersome Tunnels to read Cleckheaton Spen and Farnley Junction.**TABLE Y****PAGE 241.****DELETE:—**Londesborough Road item.**GENERAL INSTRUCTIONS.****PAGE 242 (Page 52, Supplement No. 2).****FOUR POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM.****AMEND:—**

*Z02 Train conveying Out-of-Gauge or Exceptional load (Bell Signal 2-6-1).

*Z03 Train conveying Out-of-Gauge or Exceptional load (Bell Signal 2-6-2).

*Z04 Train conveying Out-of-Gauge or Exceptional load (Bell Signal 2-6-3).

* To be preceded by the appropriate Class of train.

PAGE 244 (Page 54, Supplement No. 2).**SNOW PLOUGHS.**4 (a) (ii) **DIESEL LOCOMOTIVES.****AMEND:—**

Dairycoates

4

3 piece miniature

E.E. Type 3 1750 h.p.

STEAM LANCES.**PAGE 245.****AMEND:—**Holbeck M.P.D. 2.**DELETE:—**Leeds City Junction 1.**PAGES 245-253 (Pages 55-66, Supplement No. 2).****BREAKDOWN TRAIN ARRANGEMENTS.****PAGE 55.****BREAKDOWN CRANES. HULL DIVISION.****DAIRYCOATES.****DELETE:—**Goole (Oakhill) and Selby (Brayton) (exclusive).**DELETE:—**Springhead and Little Weighton.**PAGE 56.****TOOL VANS. HULL DIVISION.****DAIRYCOATES.****DELETE:—**Selby (Brayton) (exclusive) and Goole (Oakhill).**DELETE:—**Hull, Locomotive and Little Weighton (inclusive).**BREAKDOWN CRANES. YORK DISTRICT.****YORK M.P.D.****DELETE:—**Harrogate Crimble (inclusive) and Melmerby (inclusive).**INSERT:—**Harrogate (exclusive) and Melmerby (inclusive).**INSERT:—**Selby (Brayton) and Barlow.**DELETE:—**Pickering and Thornton-le-Dale.**DELETE:—**Husthwaite Gate and Malton.**DELETE:—**Gilling and Kirbymoorside.**DELETE:—**Brafferton and Pateley Bridge Branch.**PAGE 57.****YORK M.P.D.****DELETE:—**Church Fenton and Harrogate (Crimble) (exclusive).**INSERT:—**Church Fenton and Wetherby.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 58.**TOOL VANS. YORK DISTRICT.**

YORK M.P.D.

INSERT:—Church Fenton and Wetherby.**INSERT:**—Selby (Brayton) and Barlow.**DELETE:**—Husthwaite Gate and Malton.**DELETE:**—Gilling and Kirbymoorside.**DELETE:**—Pickering and Thornton-le-Dale.**DELETE:**—Knaresborough and Brafferton, Pateley Bridge Branch.**PAGE 59.****BREAKDOWN CRANES. WAKEFIELD DISTRICT.**

WAKEFIELD.

DELETE:—Nostell and Staincross (Smithies).**DELETE:**—Woodkirk Branch.**DELETE:**—Cutlers Junction and Shipley Windhill.**INSERT:**—Cutlers Junction and Quarry Gap.**INSERT:**—

Moorhouse Junction and Moorhouse and South Elmsall.

Moorhouse and South Elmsall and Frickley Colliery.

PAGE 60.

LEEDS (HOLBECK).

(LEEDS DISTRICT).

No. 159 36 tons (steam).

DELETE:—Bramley and Cutlers Junction via Pudsey.**DONCASTER.****DELETE:**—

Moorhouse Junction and Moorhouse and South Elmsall.

Moorhouse and South Elmsall and Frickley Colliery.

PAGE 61.**RESTRICTIONS.****DELETE:**—Cutlers Junction and Shipley Windhill.**INSERT:**—Cutlers Junction and Quarry Gap.**INSERT:**—Idle and Shipley Yard.**DELETE:**—

BRAMLEY JUNCTION

Permitted only in case of emergency

AND CUTLERS JUNCTION

DB.967159

DB.967160

AMEND:—ARDSLEY AND ADWALTON JUNCTION.**PAGE 62.**

WAKEFIELD.

TOOLVANS.**DELETE:**—Nostell and Old Oaks Junction via Notton and Royston.

ARDSLEY.

DELETE:—Bramley and Cutlers Junction (exclusive) via Pudsey.**DELETE:**—Woodkirk Branch.**PAGE 63.**

LOW MOOR.

DELETE:—Bradford Exchange and Shipley Eclusive.**DELETE:**—Laisterdyke East to Quarry Gap, etc.**INSERT:**—Bradford Exchange and Quarry Gap via Cutlers Junction including Laisterdyke Yards.**LEEDS, HOLBECK.****DELETE:**—Yeadon Branch.**INSERT:**—Shipley, Leeds Junction and Idle (Goods Branch).**PAGE 64.****BREAKDOWN CRANES. LEEDS DISTRICT.**

HOLBECK M.P.D.

DELETE:—Cross Gates and Wetherby East and West (exclusive).**DELETE:**—Wortley North and Harrogate (Crimple) exclusive.**INSERT:**—Wortley North and Harrogate (inclusive).

LEEDS (HOLBECK).

DELETE:—Bramley and Cutlers Junction via Pudsey—Wakefield District.

YORK M.P.D.

DELETE:—Church Fenton and Harrogate (Crimple) exclusive.

DONCASTER (EASTERN REGION).

DELETE:—Wrangbrook and Moorhouse and South Elmsall.**AMEND:**—Wrangbrook and Denaby "A" (when large steam crane required).

MEXBOROUGH (EASTERN REGION).

AMEND:—Wrangbrook and Denaby "A".**PAGE 65.****TOOL VANS. LEEDS DISTRICT.**

LEEDS (NEVILLE HILL) M.P.D.

DELETE:—Cross Gates and Wetherby.**DELETE:**—Harrogate (Crimple) and Church Fenton (exclusive)—Wakefield District.**CRANES FROM OTHER DIVISIONS, DISTRICTS AND REGIONS.****AMEND:**—DERBY (LONDON MIDLAND REGION) No. 1015 Capacity 50B.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 66.**MANNINGHAM.****DELETE:**—Yeadon Branch.**INSERT:**—Shipley, Leeds Junction and Idle (Goods Branch)**INSERT:**—Bradford Forster Square to Cononley (inclusive).**MEXBOROUGH (EASTERN REGION).****AMEND:**—Wrangbrook Junction (exclusive) and Denaby "A".**ENGINEER'S RAIL MOTORS****PAGE 258 (Page 67, Supplement No. 2).**

Paragraph 6.

INSERT (as third sentence):—

The Motor may be allowed to stop in section for an agreed length of time without possession of the line being taken unless the normal running time between two signal boxes is to be appreciably exceeded, in which case the person in charge of the Motor must take possession of the line concerned in accordance with the instructions on pages 52 and 53 of the General Appendix.

PAGE 259 (Page 68, Supplement No. 2).**AMEND:**—Church Fenton North to Wetherby.**AMEND:**—Pannal to Nidd Bridge.**DELETE:**—Cross Gates to Harrogate (Crimple).**DELETE:**—Tingley to Woodkirk.**DELETE:**—Malton (Scarborough Road) Gilling.**DELETE:**—Gilling Helmsley**AMEND:**—Idle Shipley.**PAGE 262 (Page 68, Supplement No. 2).****DELETE:**—Gilling Husthwaite Gate**PAGE 262.****DELETE:**—Goole Oakhill—Selby (Brayton).**DELETE:**—Nidd Bridge (Ripley) Pateley Bridge.
Knarborough Goods Boroughbridge.**INSERT:**—Barlow—Selby (Brayton).**INSERT:**—**TRACK CIRCUIT BLOCK REGULATIONS—DEFINITION OF STATION LIMITS (Rules 149 and 153).**

Referring to paragraph 1 of the instructions on page 61 of the General Appendix; where the Track Circuit Block Regulations are in operation, "Station limits" is the portion of line between the first and last stop signals controlled from the same signal box, even though automatic or semi-automatic signals intervene. The area may be extended to include points ahead of the last controlled signal and controlled from the same signal box, or worked from a ground frame released by the same signal box.

This applies at all signal boxes unless specially restricted or extended below.

Signal Box	Line	Station Limits
Wortley North	Down Lines	From the first controlled stop signal to No. 29 signal

PAGE 264.**AMEND:**—3rd heading:—**RULES 189–192—APPROACH LIGHTED COLOUR LIGHT SIGNALS PROTECTING CROSSOVER ROADS USED FOR SINGLE LINE WORKING****GONGS IN TUNNELS****PAGE 266.****DELETE:**—Reference to Halifax Beacon Hill Tunnel.**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
PAGE 268.			
INSERT:			
York (Clifton) to Selby (Parcel trains)	2 Car	300	1 vehicle 17 tons gross.
Newcastle to Leeds (both directions) (via Darlington and York)	4 Cars	600 BHP	1 vehicle (17 tons gross), wheelbase 15 feet or more spade conditions).
Leeds City to Diggle Junction via Dewsbury (both directions).	3 Car	720 BHP	1 or 2 vehicles (34 tons gross).
PAGE 268 (Page 71, Supplement No. 2.)			
AMEND:			
York—Harrogate (both directions)	2 Cars	300 BHP	1 vehicle 17 tons gross.
	4 Cars	600 BHP	1 or 2 vehicles 34 tons gross.
	8 Cars	1,200 BHP	1 or 2 vehicles 34 tons gross.
INSERT:			
Leeds—Northallerton via Arthington (both directions)	2 Cars	300 BHP	1 vehicle 17 tons gross.
	4 Cars	600 BHP	1 vehicle 17 tons gross.

PAGE 268 (Page 74, Supplement No. 2).**MAXIMUM PERMISSIBLE SPEEDS AND PERMANENT SPEED RESTRICTIONS.****DELETE:**

HULL (WEST PARADE) AND WITHERNSEA.
WILMINGTON AND HORNSEA.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 270.**RUNNING OF SPECIAL TRAINS OUTSIDE NORMAL TRAFFIC HOURS.****DELETE:—**

Hull and Withernsea.

Hull and Hornsea.

SOUTHERN**PAGE 274/275.****INSTRUCTIONS FOR CHARGING CARRIAGES WITH GAS****DELETE:—**Instruction.**PAGE 275.****FILLING GAS TANKS OF VEHICLES.****DELETE:—**Instruction.**PAGE 276.****BARROWS, RULLEYS AND RULLEY SHAFTS FOR REPAIRS.****DELETE:—**instruction and **SUBSTITUTE:—****BARROWS FOR REPAIRS.**

Repairing of barrows and miscellaneous wooden articles. The following articles requiring repairs must be sent to the Workshop indicated.

	<i>Barrows</i>	<i>Miscellaneous wood articles (e.g., loading boards, barrowing boards, dust boxes, step ladders, sheet tilts, cattle hurdles and trimmer boards)</i>
Hull (including York) Divisional Manager's Area Except:— Hull and stations on Hornsea and Withernsea Branches	Carriage Works, York Rulley Shops, Dairycoates, Hull	Carriage Works, York. Road Motor Engineer, Rulley Shops, Dairycoates, Hull (excluding loading boards which should be sent to Carriage Works, York).
West Riding Divisional Manager's Area Except:— Ex. E.R. Stations	Carriage Works, York Wagon Shops, Doncaster	Carriage Works, York. Wagon Shops, Doncaster.

In certain Carriage & Wagon Districts, staff is available for light repairs to be carried out on site and only heavy repairs should be sent to the Main Works. In cases of doubt Station Masters, Yard Masters and others may consult their local District Carriage & Wagon Foreman.

All articles sent for repairs must have on the address label the name of the sending Station together with the number of the barrow, etc. An advice must be sent in every case, and the Station Masters, Yard Masters and others must see that the articles are promptly returned from Shops.

In cases where it is not permissible to send barrows for repair without relief barrows being supplied application must be made to the Divisional Manager.

LAMPS FOR REPAIR.**PAGE 276.****AMEND** 5th line:—Aladdin and Tilley Lamps must be addressed to the District Engineer concerned.**LOCAL INSTRUCTIONS****PAGE 280/281****YORK****ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING.****DELETE:—**All instructions.**FREIGHT TRAINS TERMINATING AT YORK DOWN YARD****PAGE 282.****INSERT:—**

When a freight train conveying a load in excess of 50 standard wagons is routed for No. 1 or No. 2 Reception Line at York Yard South, the guard must proceed immediately to the front of the train and be prepared to dispose of the first portion as instructed by the Yard Inspector.

PAGE 283/284 (Page 75, Supplement No. 2).**BETWEEN YORK AND NORTHALLERTON****ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING.****DELETE:—**All instructions.**PAGE 284.****INSERT:—****THIRSK YARD.**

Guards of trains attaching or detaching in Thirsk Yard should, before departure, advise the Signaller the number of wagons and the siding into which the wagons have been attached or detached.

PAGE 289.**AMEND** line heading to read:—**RIILLINGTON TO WHITBY TOWN.**

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 290.**YORK.****BURTON LANE SIGNAL BOX.****AMEND** in 1st paragraph:—Staff Attendant times to read 07.30 to 16.30.**AMEND** in 2nd paragraph:—Between 16.30 and 07.30 etc.**AMEND** in 4th paragraph:—06.20 to read 07.30.**PAGE 291 (Page 78, Supplement No. 2).****CRAMBECK.****DELETE:**—item.**PAGE 291 (Page 79, Supplement No. 2).****MALTON EAST AND SCARBOROUGH ROAD SIGNAL BOXES.**

Working of Traffic to and from the Yorkshire Bacon Factory, etc.

DELETE:—item.**PAGE 292 (Page 79, Supplement No. 2).****GILLING TO KIRBYMOORSIDE.****DELETE:**—Whole entry.**PAGE 296.****NEVILLE HILL****NEVILLE HILL:**—Down Reception Lines.**DELETE:**—Heading and entry.**PAGE 297.****HULL****INSERT:**—

WEST PARADE SIGNAL BOX.—Light engines and trains other than passenger trains will not be brought to a stand nor will the Driver be cautioned, verbally or by hand signal, when proceeding to Paragon, from the Down Main line on B, D or F lines when the line concerned is clear to the Home signal only at Paragon box (Absolute Block Regulation 5, Permissive Block Regulation 4(ii)(b)).

Drivers of such trains, when a yellow aspect is displayed at the Down Home signal, must proceed as if cautioned in accordance with Rule 41(a) or paragraph 1(c) (Passenger and Platform lines) page 22 of the General Appendix, respectively.

PAGE 297 (Page 79, Supplement No. 2).**HULL****Hull Paragon Station: Carriage Washing Plant.****AMEND:**—References to "3 m.p.h." to read "2 m.p.h."**PAGE 299.****AMEND:**—**CASTLEFORD—EAST BRANCH** item to read:—

On the Down journey, the train must stop at Wheldale Road Bridge until the driver receives a hand signal from the guard to proceed. The guard must report to the gate office of Messrs. Hicksons Ltd. on arrival and a man will be detailed to supervise the car park and road crossings to ensure that the gates leading to the firm's sidings are open for the train to enter the works. The guard will then give the hand signal to the driver and precede the train to see that the points are correctly set and the line is clear to the yard.

Trains must be propelled in the Down direction in accordance with the authority in Table "F" and only the diesel shunt engine from Castleford must be used for movements over this branch. Speed on the branch must not exceed four miles per hour.

SHERBURN-IN-ELMET.**BETWEEN NORTH AND SOUTH SIGNAL BOXES—Occupation Level Crossing.****DELETE:**—Instruction.**PAGE 301 (Page 80, Supplement No. 2).****DELETE:**—**CLIFF COMMON: MENTHORPE GATE** instruction.**PAGE 302.****DELETE:**—from **HULL YARDS.**heading "**SPRINGBANK LOCOMOTIVE TO SPRINGBANK NORTH**".**DELETE** from heading:—**SPRINGBANK NORTH TO WEST.****AMEND** in heading:—**SPRINGBANK (LOCO.) TO SPRINGBANK SOUTH** to read:—**SPRINGHEAD YARD TO SPRINGBANK SOUTH.****HULL PRIORY ROAD****INSERT:**—

The hold up points in the Up South Main line, opposite the Shunters' cabin, are laid towards the Empty Mineral Sidings, and any Driver wishing to proceed to the Loaded Mineral Sidings must stop at the Shunters' cabin and await instructions.

PAGE 302 (Page 81, Supplement No. 2).**WILMINGTON TO HORNSEA.****DELETE:**—Both entries under this heading.**HULL PRIORY YARD.****DELETE:**—item.**PAGE 303.****BURLEIGH STREET SIGNAL BOX.****AMEND:**—this heading to read: **ALEXANDRA DOCK S.B.****BURLEIGH STREET SIGNAL BOX AND SCULCOATES SIGNAL BOX.****DELETE:**—heading and item.**INSERT:**—**HULL SWING BRIDGE**

The Down Outer Home signal protecting Hull Bridge is controlled as a Starting signal by Sculcoates when this box is open, the Down Distant signal for Hull Bridge being below the Sculcoates Down Home signal.

Only when Sculcoates box is open, will Rule 39(a) be applied up to the Hull Bridge Down Outer Home signal.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

**PAGE 304.
SPRINGHEAD YARD.****AMEND** instruction to read:—

Up trains arriving at Springhead Yard to stop at the "Stop and Await Instructions" board and await the Foreman's instructions.

Down trains departing from Springhead Yard to stop at the "Stop and Await Instructions" board and obtain permission to proceed from the Signaller at Springbank South box.

PAGE 304.**SCULCOATES.****CANNON STREET BRANCH.****DELETE:—**

Paragraphs 5 and 8.

AMEND:—

Paragraphs 6 and 7 to be 5 and 6.

UPTON & NORTH ELMSALL**PAGE 307.****WRANGBROOK SIGNAL BOX.** Backing of trains from Down Main.**DELETE** from third and fourth lines:—

"Up Moorhouse and South Elmsall Branch".

UPTON & NORTH ELMSALL**DELETE:—**Sub-heading and items.**PAGE 307/308.****MOORHOUSE AND SOUTH ELMSALL.
STATION SIGNAL BOX—Frickley Colliery Branch.****INSERT** as final paragraph:—

Trains may be worked from Frickley Colliery to Moorhouse Junction Siding without a brake van in the rear subject to the following conditions:—

1. The brake van must be attached to the engine and drawn.
2. Brakes must be pinned down as necessary.
3. A tail lamp must be carried on the last vehicle.

PAGE 308.**WRANGBROOK****DELETE:—**Neville's Sidings, Hinchcliffe's Sidings and Hampole Sidings instruction.**PAGE 312 (Page 82, Supplement No. 2).****DELETE:—**"BULLCROFT AND THORPE MARSH POWER STATION" item.**INSERT:—****THORPE MARSH POWER STATION.**

This power station is now worked by the Permanently Coupled "Raft" discharge system under which B.R. locomotives haul trains over the reception hopper and stop at intervals while wagons are discharged. When this is complete, locomotives run round the empty train and work out.

To avoid loss of time by having to reverse the brakevan, it is desirable for trains to be provided with a brakevan at each end.

Inward trains must be worked over the Arrival Siding from Bullcroft Junction Signal Box and must return on the Departure Siding.

In due course all signals and points within the power station will be power worked from the C.E.G.B. Control but until this system is completed temporary conditions will apply with running colour light signals maintained at danger and telephones provided for trainmen to obtain instructions from the C.E.G.B. hopper controller. All points will be hand operated and their position must be checked before passing over in the facing direction.

The internal layout consists of a Reception Line (and Emergency Reception Loop with entrance points clamped) leading to two hopper lines converging into a spur for the use of locomotives to run round trains. The weighbridge is situated on a separate loop line. There is also a Departure Line (and Emergency Departure Loop with entrance points clamped) leading on to the Departure Siding to Bullcroft Junction Signal Box.

The temporary method of working is:—

After passing Bullcroft Junction, trains to proceed via the Arrival Siding and Reception Line up to No. 1 Colour Light signal controlling the entrance to the power station. This signal shows a permanent red indication and, on arrival, drivers must obtain instructions from the C.E.G.B. hopper controller by the telephone provided.

For discharge on Line "A" the instructions may be to proceed to Signal No. 8 and again obtain instructions by telephone, or pass this signal at danger and run over the hopper. In either case it is necessary to check the position of the facing crossover points beyond No. 1 signal.

To discharge on Line "B" it is necessary to operate or check that the points beyond No. 1 signal are properly set for Line "B" and proceed forward to No. 7 signal for further instructions, unless authority has previously been given to pass this at danger and run over the hopper. After passing No. 7 signal, the position of the facing crossover points on the approach side of the hopper must be checked.

The series of ground signals beyond the hopper are for the purpose of controlling the movements of trains during discharge. After passing over the hopper, drivers must stop with the front of the locomotive opposite Signal A.1 or B.1. C.E.G.B. staff will then discharge the wagons standing over the hopper and, when complete, the hopper controller will clear No. 1 Ground Signal for the train to proceed forward to No. 2 Ground Signal. These signals are 100 feet apart, thus enabling four wagons to be positioned over the hopper with each forward movement. As the discharge of each raft of wagons is completed, ground signals will be individually cleared until all wagons on the train are empty. The ground signals will then be individually cleared up to No. 11 to authorise the driver to proceed forward to Colour Light Signal No. 17 or 18 which will both show a permanent red indication. The driver should then communicate with the hopper controller by using the telephone provided at No. 17 signal and obtain permission to work the locomotive light into the spur and run round via the empty hopper line and hand worked crossover points on the approach side of the hopper.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

When the locomotive has been re-attached, the driver must obtain permission from the hopper controller before departure.

If the train is on "A" Line, this departure can be via the first set of crossover points to the extension of "B" Line with authority to pass No. 6 Colour Light signal at danger, then further authority must be obtained to pass No. 5 Colour Light signal at danger; or via the extension of "A" Line to the next facing crossover, in which case authority must be obtained to pass No. 4 Colour Light signal at danger. IN EITHER CASE BEFORE PASSING NOS. 4 OR 5 SIGNALS THE POSITION OF THE FACING CROSSOVER POINTS BEYOND MUST BE CHECKED TO ENSURE THEY ARE PROPERLY SET FOR THE DEPARTURE LINE.

If the train is on "B" Line it will leave via "B" Line extension and the driver will require authority to pass Nos. 6 and 5 Colour Light signals at danger BUT BEFORE PASSING THE LATTER HE MUST ENSURE THAT THE FACING CROSSOVER POINTS BEYOND ARE PROPERLY SET FOR THE DEPARTURE LINE.

Trains will then proceed via the Departure Line and Departure Siding to Bullcroft Junction.

The C.E.G.B. will require to weigh certain selected wagons. When this is necessary they will inform and instruct the trainmen as required.

PAGE 313.**NOSTELL TO STAINCROSS****DELETE:—**Heading.**STAINCROSS****DELETE:—**Item.**WARNCLIFFE WOODMOOR****DELETE:—**Item.**PAGE 314 (Page 82, Supplement No. 2).****AMEND:—**Line heading—**ARDSLEY TO ADWALTON JUNCTION.****WOODKIRK.****WOODKIRK—HOWLEY PARK SINGLE LINE.****DELETE:—**Heading and item.**BRITANNIA SIDINGS.****DELETE:—**Heading and item.**PAGE 317.****BRADFORD GOODS YARD.****DELETE:—**Heading and item.**PAGE 317/318.****LAISTERDYKE (QUARRY GAP) TO SHIPLEY JUNCTION etc.****DELETE:—**Heading and items headed **SHIPLEY BRANCH** and **SHIPLEY.****PAGE 319.****SOWERBY BRIDGE (MILNER ROYD JUNCTION) TO BRADFORD (EXCHANGE) ETC.****HALIFAX****AMEND:—**Reference to "signalmen at Halifax North Bridge South" to read "Shunter at North Bridge".**HALIFAX TO HALIFAX NORTH BRIDGE.****HALIFAX**

DELETE:—Line heading and Corporation Gas Works Sidings item. Items headed "North Bridge Line" and "Messrs. Smith & Co.'s Sidings" to be included under **SOWERBY BRIDGE (MILNER ROYD JN.) TO BRADFORD (EXCHANGE)** ETC. line heading.

BRADFORD (EXCHANGE).**SHUNTING BY GRAVITY.****DELETE:—**Heading and item.**HEBDEN BRIDGE****DELETE:—**item.**PAGE 320.****SOWERBY BRIDGE****DELETE:—**Items 1, 3 and 4.**INSERT** additional item:—**Coupling up of Passenger Trains.**

The provision of Rule 96 may be applied on the Up Loop line. During fog or falling snow, a competent man must meet the second train at the platform and conduct it to the rear of the train in front.

PAGE 322.**MIRFIELD UP SIDINGS****INSERT:—**

When an incoming train has passed clear of 1 or 2 Up Departure lines the person in charge must advise the Signalman at No. 2 Signal Box by telephone.

The person in charge of a train or light engine ready to depart from the Up Sidings must, before fouling Departure lines 1 or 2, telephone the Signalman for permission and give the classification and destination.

DELETE:—**UP ARRIVAL AND DEPARTURE LINES BETWEEN No. 5 AND No. 2 BOXES.****PAGE 324.****MARSDEN.****Tunnel End Sidings.****DELETE:—**Item.**GOLCAR.****Linthwaite.**

Up Sidings.

DELETE:—Item.**SLAITHWAITE.****DELETE:—**Item.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (SOUTHERN SECTION)

—continued

PAGE 325.**DELETE:—**Item.**BATTYEFORD.****GOMERSAL****DELETE:—**heading and instruction.**PAGE 329.****HUNSLET****DELETE:—**“and Down” in sub-heading and in 2nd line.**DELETE:—**“or Nos. 2 or 3 Down Goods between Stourton Junction and Stourton Down Sidings signal boxes” 3rd and 4th lines.**PAGE 331.****INSERT:—SHIPLEY, LEEDS JUNCTION—IDLE (GOODS BRANCH).****SHIPLEY****GOODS YARD.** During shunting operations wagons must not be allowed to run into No. 8 road without the locomotive being attached.**PAGE 331 (Page 84, Supplement No. 2).****AMEND** heading to read:—**APPERLEY JUNCTION TO EMBAY JUNCTION (VIA ILKLEY)****DELETE:—YEADON BRANCH** heading and item.**DELETE:—YEADON** heading and item.**LOCAL AND GENERAL INSTRUCTIONS INDEX****PAGE 332.****DELETE:—**Bradford Goods Yard

317

AMEND:—Bradford and Thornton—Local Instructions

318

DELETE:—Golcar—Local Instructions

324

Battleyford—Local Instructions

325

DELETE:—Gomersal—Local Instructions

325

Hebden Bridge—Local Instructions

319

Gas—Instructions for charging carriages with Instructions for charging carriages with gas

274

PAGE 333.**DELETE:—**Slaithwaite—Local Instructions

324

Keighley to Oxenhope—Local Instructions

331

Kirby Moorside and Nunnington—Local Instructions

292

Nunnington and Kirby Moorside—Local Instructions

292

Oxenhope to Keighley—Local Instructions

331

PAGE 334 (Page 84, Supplement No. 2).**AMEND:—**Shipley—Local Instructions

330/331

DELETE:—Shipley—Single Line to Laisterdyke—Local Instructions

317

DELETE:—Staincross—Local Instructions

313

DELETE:—Woodkirk—Local Instructions

314

DELETE:—Yeadon Branch

331

★ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

SEQUENCE OF LINES USED THROUGHOUT THIS BOOK

PAGE ii.	Page
AMEND: —Beckworth Junction to Morpeth via Seghill (including Newsham to Blyth, Newsham to Blyth via Staiths Netherton Colliery Branch Low Pit Branch and Isabella Colliery Branch).	
AMEND: —Heaton South Junction to Tynemouth via Wallsend (including Up Benton Goods line)	47
AMEND: —Benton (Earsdon) to Tyne Commission Quay (including Percy Main Station to North, Percy Main, Engine Shed S.B. to Northumberland Dock)	49
AMEND: —Frankland to Fencehouses Leamside (including Finchale Siding)	77
DELETE: —North Dock Branch.	79
 PAGE iii.	
DELETE: —Waterhouses Branch	92
AMEND: —Wear Valley to St. John's Chapel.	96
AMEND: —Northallerton to Redmire (including Castle Hills curve).	108
AMEND: —Middlesbrough Old Town Branch	126
AMEND: —Saltburn West to Brotton Crag Hall.	127
AMEND: —Middlesbrough (Guisborough Junction) to Nunthorpe East.	128
DELETE: —Boosbeck to Brotton	129
DELETE: —Kilnonthorpe and Lingdale Branches.	131

TABLE A

PAGE I.

Explanation of References:—

AMEND: —"T.C. Block"	—Sections other than automatic, etc., to read:—	
"T.C.B."	—where running lines between successive signal boxes are completely track circuited.	
"T.C.B. (G)"	—the equivalent of Permissive Block on Goods Lines	
"T.C.B. (P)"	—the equivalent of Permissive Block on Platform Lines for Passenger trains	} See General Appendix (Pages 21/22)
"T.C.B. (PF)"	—the equivalent of Permissive Block on Passenger Lines for freight trains	

PAGE 2 (Page 2/3/4/5, Supplement No. 2).

AMEND:—Between York Chaloners Whin Junction and Longlands Junction Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines and all additional running lines. Where PF is already inserted on additional running lines **SUBSTITUTE:**—T.C.B. (PF) and where additional lines are dotted **INSERT:**—T.C.B. (G).

PAGE 2 (Page 5, Supplement No. 2).

AMEND:—Between York Holgate Junction and York Yard South Description of Block Signalling to read:—
T.C.B. (G) on Down Main Line and on two additional Down lines.
INSERT:—Black dot indicating Block Post on Main Line.
AMEND:—Between York Yard North and Skelton Description of Block Signalling to read:—
T.C.B. (G) on Down Main Line.

PAGE 2 (Page 6, Supplement No. 2).

AMEND:—Between York Yard South and Holgate Junction Description of Block Signalling to read:—
T.C.B. (G) on Up Main Line and on two additional Up lines.
AMEND:—Between York Yard South Leeman Road Junction and Waterworks Junction Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 2.

Northallerton.

Station.

AMEND note to read:—

(See Page 30 for Northallerton Station to East Junction, Page 108 Northallerton to Redmire, and Page 109 for Castle Hills Curve).

PAGES 2/3.

AMEND:—Between Northallerton and Darlington South Description of Block Signalling to read:
T.C. Block on Up and Down Main lines.

PAGES 3/4/6.

AMEND:—Sub-heading ERYHOLME AND DURHAM.

PAGES 4/5.

AMEND:—Between Parkgate and Aycliffe Station Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 5.

Sedgefield.

Bradbury.

AMEND:—Supervisory station to read Stillington.

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)

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

Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts)	Stations and Signal Boxes	Distance between signal boxes		Additional running lines		Loops and Refuge Sidings		Permanent Speed Restrictions, miles per hour		Catch points, spring or unworked trailing points		Engine Whistles L—Long S—Short C—Crow				
		M.	Yds.	Up	Down	Des- cription	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	
PAGES 7/8/9/10/11/12/13/14/15/16/17 (Pages 7/8/9/10/11/12/13/14, Supplement No. 2). DELETE all pages and SUBSTITUTE following:—																
●	Coxhoe (See page 88 for Ferryhill (Coxhoe) to Kelloe Bank Foot page 97 for Ferryhill (Coxhoe) to Bishop Auckland, and page 89 for Coxhoe Goods Branch)	0	1,499	●●	●●			15	—	Slow line. Over junction towards Kelloe Bank Foot, 13 m. 62 chs. (Hartlepool to Ferryhill mileage).						
								15	—	Slow line. Over junction towards Bishop Auckland to Ferryhill (mileage).						
								20	—	Slow line. Over junction towards Coxhoe Goods Branch (Speed Limit.)						
●	Tursdale (See page 73 For Ferryhill (Tursdale) to Pelaw via Leamside)	1	158	●	●		44 41	20	20	All connections between Northallerton to Berwick and Ferryhill to Pelaw lines, 58 m. 78 chs. to 59 m. 8 chs.						
															1L 2S	Trains for Darlington and York.
															1L 1S	Trains for Sedgefield.
															3S 1L	Trains to enter Ferryhill Yard.
															4S 1L	To reverse loads at Ferryhill without entering yard.

[illegible]

* Platform line. When No. 2 Signal Box is switched out of circuit the route over the additional running lines between Nos. 3 and 1 Signal boxes will be via the platform lines and Absolute Block Regulations will apply. Both way working is authorised over the platform lines, but in the case of passenger trains, will apply in emergency only.

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) l in	Engine Whistles L—Long S—Short C—Crow				
		M.	Yds.	Up	Down	Des- cription	Standage Wagons E. & V.	Down	Up			Down		Up		For
												Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
T.C. Block { ● Tyne	Ouston Junction (Controlled by Tyne Box) (See page 60 for Ouston Junction to Consett North)	4	82	—	—			25 —	25 45	To and from Slow lines, Slow line over junction towards Consett (mileage). Connections Fast to Slow	73 m. 25 chs. to 73 m. 32 chs. Slow line.	Consett 0 m. 0 chs. to 0 m. 5 chs.			Ouston	
								10	10	C. Up Main, 850 yards before reaching 295 Signal. C. Up Main, 560 yards before reaching U.70 Signal. C. Up Main, 560 yards before reaching 283 Signal. C. Up Fast, 673 yards before reaching U.73B Signal. C. Up Fast, 560 yards before reaching 265 Signal. C. Up Slow, 384 yards before reaching U.74BS Signal. C. Down Main, 508 yards before reaching D.78B Signal.	146 146 146 149 143 143 194			74 m. 37 chs. to 74 m. 42 chs.		
	Tyne	2	698	T.C.B. ●	T.C.B. ●											
	Low Fell Junction (Controlled by Tyne Box) (See page 69 for Low Fell Junction to Norwood)	1	1,491	—	—			20 20 25	20 — 25	All connections Fast to Slow and Slow to Fast 74 m. 62 chs. to 76 m. 54 chs. Slow line. Over junction towards Norwood (Branch Speed Limit). To and from Slow lines 77 m. 58 chs. to 77 m. 50 chs.						
								55 35 15	55 50 15	78 m. 63 chs. to 79 m. 17 chs. 79 m. 26 chs. to 79 m. 42 chs. Over connections to and from Gateshead to Blaydon Branch, 79 m. 37 chs. to 79 m. 42 chs.						

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	
T.C. Block (PF)	VIA HIGH LEVEL BRIDGE	GE						20	20	See below						
	King Edward Bridge Junction (controlled by Gateshead S.B.)			T.C.B.G. |	T.C.B.G. |			—	15	0 m. 48 chs. (79 m. 42 chs. York and Newcastle mileage) to 0 m. 16 chs. (Gateshead to Blaydon mileage). 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 Jct to High Street Jct and page 19 for Gateshead to to Northallerton via Horden)	0	674	|	|			10	10	Through Gateshead West station and entering Down Slow Line, 0 m. 16 chs. (Gateshead to Blaydon mileage).						0 m. 0 chs. to
					T.C.B.P.F. |			20	—	Over junction towards High Street Junction (Branch Speed Limit).						
	Newcastle Newcastle	0	1,024					—	15	Over Junction towards Pelaw, 101 m. 33 chs. to 100 m. 75 chs. (Leeds to Newcastle mileage). All lines, 101 m. 45 chs. to Newcastle Central Station (Leeds to Newcastle mileage).						
T.C. Block (PF)	KING EDWARD BRIDGE	GE						15	15	See above MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.						
	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)	—	—													

The lines between signals 118 and 141 on the Up and 149 and 123 on the Down are Goods 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			Down		Up		For
										Position	Gradient (Rising unless otherwise shown) 1 in	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
T.C. Block	● Dudley	1	1,725			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					
	● Stannington	6	23			UPL DPL	150 150	75	75	Over viaduct, 12 m. 0 chs. to 12 m. 20 chs. CW. Down Passenger Loop clear of fouling point with Main line, 988 yards before reaching S.12 Signal. CW. Up Passenger Loop, clear of fouling point with Main line, 995 yards before reaching S.5 Signal.	261 174	20 chs. IS 2L	IS 2L			To attach and detach Morpeth.
	● Morpeth Station (See page 35 for Morpeth to Woodburn and page 36 for Morpeth to Backworth via Seghill)	2	1,489			UGL DRS	67 78	40	40	16 m. 14 chs. to 16 m. 50 chs. CW. Up Goods Loop, connection to Up Main Line, 584 yards before reaching No. 110 Signal, Up Goods to Up Main.	1,320	1L 3S	1L 3S			Water at Morpeth.
								60 70	60 70	16 m. 67 chs. to 17 m. 51 chs. 17 m. 54 chs. to 18 m. 16 chs.						

T.C. Block	● Pegswood Station	1	1,682							C. Up Main line, 560 yards before reaching PD.6 Signal.	218				
	● Widdrington Longhirst	1	836	DRS	61							IL 3S		Water at Morpeth.	
	● Station (see page 18 for Stobswood Colliery Branch)	3	106												
	● North	1	1,097							S. Up Main line, 1,050 yards before reaching W.15 Signal.	300				
	● Chevington (see page 34 for Amble Branch)	0	1,424	UGL DGL	159 159	30	—					IL 3S		Water at Alnmouth.	
				DRS	61	65	65			Over junction towards Amble (Branch Speed Limit).					
										30 m. 0 chs. to 30 m. 40 chs.					
	● Alnmouth Station (see page 34 for Alnmouth to Alnwick)	9	608	URS UPL	74 160	60	60			34 m. 65 chs. to 35 m. 43 chs.					
				DPL	180					CW. Up Passenger Loop, clear of fouling point with Main line.	264 (falling)				
										CW. Down Passenger Loop, clear of fouling point with Main line.	255				

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	
T.C. Block	● Chathill Little Mill	4	822			DRS UPL DPL	37 200 200			C. Down line, 1,160 yards before reaching D.37B Signal. C. Down line, 560 yards before reaching D.38 Signal. C. Down line, 560 yards before reaching LM.12/13 Signal. CW. Down Passenger Loop clear of fouling point with Main line at Little Mill. C. Down line, 560 yards before reaching D.41 Signal. C. Up line, 920 yards before reaching U.41 Signal. CW. Up Passenger Loop, clear of fouling point with Main line at Stamford Crossing Gate Box.	163 180 175 270 (falling) 172 147 172 (falling)					
	FALLODON (44 M.P.) AND MARSHALL MEADOWS							90 60	90 60	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES. MAXIMUM PERMISSIBLE SPEED ON SLOW LINES						
	● Christon Bank	3	1,022			DRS	40			C. Up line, 560 yards before reaching CB.15 Signal.	147					
	● Station	2	1,735			URS	72							1L 3S		Water at Alnmouth.
	● Belford Lucker	3	404					70	70	Over Lucker water troughs, 50 m. 3 chs. to 50 m. 31 chs.						

T.C. Block	●	Station	2	637			URS DRS UPL DPL	32 59 170 160			CW. Down Passenger Loop clear of fouling point with Main line.	2,200	IL IS			Water at Berwick.
	●	Smeafield	3	728							CW. Up Passenger Loop, clear of fouling point with Main line.	200 (falling)				
	●	Beal Station	3	1,162	●	●	DRS	42			C. Up line, 560 yards before reaching B.D.26 Signal.	208				
	●	Goswick	2	327	●	●			80	80	57 m. I ch. to 58 m. 67 chs. CW. Up Slow line, clear of fouling point with Main line, 540 yards before reaching U.60 B.S.	Level				
											C. Up line, 725 yards before reaching U.64 Signal.	245				
											C. Down line, 960 yards before reaching D.62 Signal.	190				
											C. Down line, 560 yards before reaching SN.3 Signal.	190				
											C. Down line, 560 yards before reaching D.63B Signal.	190				

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	
T.C. Block	● Berwick Tweedmouth	5	224					50	50	65 m. 57 chs. to 66 m. 57 chs.						
								25	—	Over junction towards to Carham mileage).	Carham, 0	m. 1 ch.		to 0 m. 22 chs.	(Tweedmouth	
	(See page 33 for Tweedmouth to Carham and page 19 Tweedmouth Dock Branch)					UGL DGL DGL	63 116 53			CW. Up Goods Loop, clear of fouling point with Main line, 460 yards before reaching T.18 Signal.	190 (falling)					
										S. Connection from Down Goods Loop (North end) to Down Main line.	190					
						UGL DGL	64 59	— 60	30 60	67 m. 6 chs. to 66 m. 70 chs. 67 m. 6 chs. to 67 m. 69 chs.	190					
								70 60	70 60	CW. Down Goods Loop, clear of fouling point with Main line, 448 yards before reaching T.4 Signal.						
										CW. Up Goods Loop, clear of fouling point with Main line, 438 yards before reaching T.5 Signal.	190 (falling)					
										69 m. 0 chs. to 69 m. 48 chs. 69 m. 48 chs. to 69 m. 66 chs.						

T.C. Block	●	Burnmouth Station (Scottish Region)	6	165					C. Down line, 800 yards before reaching Down Auto Signal D.68.	190				
									C. Down line, 560 yards before reaching Down Auto Signal D.69.	190				
									C. Down line, 600 yards before reaching Down Auto Signal D.54.	190				
									C. Down line, 560 yards before reaching Down Auto Signal D.53.	190				
									C. Down line, 560 yards before reaching B.9 Burnmouth Down Outermost Home Sig- nal.	190				

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 19.

AMEND:—Between Cordio Junction and Brompton Station Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 20.

Welbury.
Station.

DELETE:—Engine whistle Down Main IS IL to detach at Yarm.

PAGE 21.

Eaglescliffe.
South.

DELETE:—Second additional Down running line between South and North boxes.

AMEND:—Between **Eaglescliffe** North and **Stockton** Hartburn Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGES 21/22.

Stockton.
Hartburn.

AMEND engine whistle to read:—
3S IL (Up Main) 3S IL (Up Goods) Passenger lines at Bowesfield and also L.E.'s for Thornaby M.P.D.

PAGE 22.

Norton-on-Tees.
South.

AMEND engine whistle to read:—
IL IS IL (Up Main) Passenger line at North Shore for Tees Yard.

PAGE 24.

AMEND:—Between **Greatham** Station and **West Hartlepool** Cliff House Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

Seaton Carew.
Seaton Snook.

DELETE:—Catch points on Down Goods Line.

West Hartlepool.
Cliff House.

INSERT:—Catch points—C.W. Down Goods Line clear of fouling point 480 yards before reaching No. 5 Cliff House
Down Goods Home No. 1 Signal.

PAGE 25.

West Hartlepool.
Newburn and Church Street.

DELETE:—One of Down Goods lines.
Stranton and Church Street.

INSERT:—Down Goods line.
Church Street.

INSERT:—
The Down Main line between Church Street and Clarence Road boxes is worked in both directions in accordance with the Absolute Block Regulations.
Cemetery North.

INSERT:—
I.B.S. Down line 1 m. 587 yards from Cemetery North.
Catch points—C. Down line 555 yards before reaching Down I.B.H. Signal—Gradient 1/130.
Engine whistle Down Main Column 3S IL Blackhall Colliery.

PAGE 26.

Hart Station.
DELETE:—Signal box and all relevant details **other than speed restriction.**
Blackhall Rocks Station.

AMEND:—distance 3 m. 493 yards.

INSERT:—between this box and Cemetery North S.B.—Up I.B.H. Signal 1 m. 1,060 yards from Blackhall Rocks.

PAGE 28.

North Dock.
DELETE:—note and speed restriction **10** Up Over junction towards North Dock Branch.
AMEND:—Between **Boldon Colliery** Station and **Pelaw** Station Description of Block Signalling to read:—
T.C. Block on Down Main line, only when Boldon Colliery Signal Box open.

PAGES 28/29 (Pages 16/17, Supplement No. 2).

AMEND:—Between **Pelaw** and High Level Bridge Junction Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 29 (Pages 16/17, Supplement No. 2).

AMEND:—Between **Felling** and High Level Bridge Junction Description of Block Signalling to read:—
T.C.B.(G) on Up and Down Additional Goods Lines.

PAGE 30.

AMEND:—Between Longlands Junction and Boroughbridge Road Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

AMEND:—Between Cordio Junction and **Northallerton** Station Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

AMEND:—Between **Northallerton** Station and East Junction Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 32 (Page 18, Supplement No. 2).

AMEND:—Between High Street Junction and Greensfield Junction Description of Block Signalling to read:—
T.C.B.(PF) on Up and Down Main Lines.

PAGE 33.

Twizell Station.

DELETE:—Signal Box and distance.

Coldstream Station.

AMEND:—5 miles 1,260 yards.

WOOLER AND COLDSTREAM.

DELETE:—25 M.P.H. (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.**INSERT:**—15 M.P.H. (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.**PAGE 34.**

Alnwick Station.

DELETE:—Catch points.**PAGE 36.**

Earsdon.

INSERT:—Engine whistle in Up Main or Fast column 1L 3S Water at Newcastle Central Yard.**PAGE 36 (Page 19, Supplement No. 2).**

AMEND:—Between Backworth Junction and Benton Earsdon Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 37.

Hartley Station.

DELETE:—Note and speed restriction 25 Up Over junction towards Monkseaton West 3 m. 57 chs. to 3 m. 19 chs.
(Monkseaton to Hartley Mileage).

Page 38 (Page 20, Supplement No. 2).**MONKSEATON WEST TO HARTLEY.****DELETE:**—Table.**PAGE 41 (Page 21, Supplement No. 2).**

Newbiggin.

Station.

DELETE:—Block post dot.**AMEND:**—Station to read Colliery and distance 1 m. 500 yards.**AMEND:**—Description of signalling from Woodhorn to read "One engine in steam".

Freeman's.

AMEND:—this Signal box to be opposite the speed restriction 20 Up and 20 Down Over junction and B.E.A. Power
Station lines and **AMEND:**—Engine whistle 1L 1C Woodhorn or Lynemouth to be opposite Winning Signal Box.

PAGE 43 (Page 21, Supplement No. 2).

AMEND:—Between Manors Junction and South Gosforth Station Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 43 (Page 22, Supplement No. 2).

AMEND:—Between South Gosforth Station and East Description of Block Signalling to read:—
T.C. Block on Up Main Line.

PAGE 43.

South Gosforth Station.

INSERT:—

Engine whistle in Up Main or Fast column 1L 3S.
Water at Newcastle Central Yard.

PAGES 43/44 (Page 22, Supplement No. 2).

AMEND:—Between South Gosforth East and Monkseaton Station Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 44 (Page 22, Supplement No. 2).

Monkseaton West Junction.

DELETE:—This junction and speed restriction.

Monkseaton.

Station.

AMEND:—Distance 2 m. 1,137 yards.**PAGE 45 (Page 23, Supplement No. 2).**

AMEND:—BENTON NORTH WEST, SOUTH WEST, SOUTH EAST CURVES, Tables Description of Block
Signalling to read:—
T.C. Block on Up and Down Main Lines.

PAGE 47.

Church Pit.

INSERT:—Engine whistle in Up Main or Fast column 1L 3S Water at Newcastle Central Yard.**PAGE 47 (Page 23, Supplement No. 2).**

AMEND:—Between Heaton South Junction and Percy Main Station Description of Block Signalling to read:—
T.C. Block on Up and Down Main Lines.

DELETE:—** and applicable note.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGES 47/48 (Page 23, Supplement No. 2).**AMEND:**—line heading and sub heading to read:—**HEATON SOUTH JUNCTION AND TYNEMOUTH, ETC.****AMEND:**—Heaton South signal box to be *Heaton South Junction* and**DELETE:**—black dot denoting block post.

Heaton East.

DELETE:—Signal Box and all relevant details including speed restrictions on Down line and **SUBSTITUTE** following:—

● Heaton	0	560	||	DGL	40
----------	---	-----	--	-----	----

Wallsend.

Church Pit.

AMEND:—Distance 2 m. 38 yards.**PAGE 48 (Page 23, Supplement No. 2).****AMEND:**—Between Riverside Junction and St. Peters Station Description of Block Signalling to read:—

T.C. Block on Up Main Line.

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—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 in addition to 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	
PAGE 48. AMEND:—1st T.C.B.(G).....●	Table as follows:— UP BENTON GOODS LINE Heaton Heaton Heaton North Junction (Controlled by Heaton S.B.) (See page 2 for Northallerton to Berwick)	—	—					—	15	MAXIMUM PERMISSIBLE SPEED ON		GOODS	LINES			
		0	784							CW—Up Line 620 yards before reaching H.77 Signal.	91 (falling)					

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGES 49/50.

AMEND Line heading:—

BENTON (EARS DON) TO TYNE COMMISSION QUAY (INCLUDING PERCY MAIN STATION TO NORTH, PERCY MAIN ENGINE SHED S.B. TO NORTHUMBERLAND DOCK).

AMEND Sub heading:—

BENTON (EARS DON) AND TYNE COMMISSION QUAY/30/30/MAXIMUM PERMISSIBLE SPEED ON MAIN AND SINGLE LINES.

PAGE 50.

Percy Main.

North.

INSERT:—Speed restriction 15 Up 15 Down 3 m. 2 chs. to 3 m. 67 chs.

Engine Shed.

DELETE:—Speed restriction 15 Up 15 Down 3 m. 2 chs. to 3 m. 60 chs.**INSERT:—Speed restriction 15 Down Over junction towards Northumberland Dock (Branch Speed Limit).****INSERT:—note (See Page 51 for Engine Shed to Northumberland Dock line).****INSERT:—Catch points C-Up Line from Albert Edward Dock 636 yards before reaching Engine Shed**Gradient
67

home signal.

Tyne Commissioners.

No. 1.

DELETE:—Signal box and all relevant details.

No. 6.

INSERT:—Speed restriction 15 Up 15 Down 4 m. 7 chs. to 5 m. 10 chs.**AMEND:—distance 958 yards.**

ALTERATIONS TO NORTH EASTERN REGION SECTIONAL APPENDIX (NORTHERN SECTION)—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	Des- cription	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 51. INSERT new Table:—																
PERCY MAIN, ENGINE SHED TO NORTH UMBERLAND DOCK One Engine in Steam	PERCY MAIN, ENGINE SHED TO NORTH UMBERLAND DOCK Percy Main Engine Shed (See page 50 for Benton, Earsdon to Tyne Commission Quay) Northumberland Dock	—	690					15 (Both directions)		MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.						

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

Percy Main.

Station.

INSERT:—**Catch points, etc.**

CW—Down Goods line, clear of fouling point with Main line, 235 yards before reaching Percy Main North Down Goods Home signal.

AMEND:—Between Newcastle and Forth Description of Block Signalling to read:—

T.C. Block on Up and Down Main Lines and T.C.B.(G) on Up and Down additional Goods Lines.

Gradient
394
(falling)

PAGE 52.

Addison.

DELETE:—D.R.S. 23.**PAGE 54.**

Bardon Mill Station.

DELETE:—DRS. 70.**INSERT:—**

Opposite **Naworth Station** "Naworth Level Crossing"—Drivers of trains passing over the level crossing must sound the engine whistle continuously from the whistle board until reaching the crossing.

Low Row Station.**DELETE:—**DRS. 60.**Brampton Fell.****AMEND:—**URS. 70.

DRS. 70*.

PAGE 56.**HALTWHISTLE TO ALSTON.****Lambley.**

Station.

DELETE:—Speed Restriction 20 m.p.h. (Both directions) 4 m. 56 chs. to 5 m. 13 chs.**INSERT:—**Speed Restriction 20 m.p.h. (Both directions) 4 m. 49 chs. to 5 m. 13 chs.**PAGE 60.****Consett.**

Carr House East.

DELETE:—1st set of catch points (CW. Up line, 353 yards before reaching Up Main Starting signal, etc.).**PAGE 62 (Page 27, Supplement No. 2).****AMEND:—**Between South Pelaw and Ouston Junction Description of Block Signalling to read:—

T.C. Block on Up and Down Main Lines.

ANNFIELD EAST AND STANLEY LEVEL.**AMEND:—**Line heading and sub-heading to read:—**ANNFIELD EAST AND OXHILL.****DELETE:—**All of table below Oxhill.**PAGES 66/67 (Pages 27/28, Supplement No. 2).****AMEND:—**Between Greensfield Junction and Norwood Description of Block Signalling to read:—

T.C.B.(G) on Up and Down Main Lines.

PAGE 69 (Page 28, Supplement No. 2).**AMEND:—**Between Low Fell Sidings Junction and Bensham Curve Junction Description of Block Signalling to read:—

T.C.B.(G) on Up and Down Main Lines.

PAGE 69 (Page 29, Supplement No. 2).**AMEND:—**Between Low Fell Junction and Norwood Junction Description of Block Signalling to read:—

T.C.B.(G) on Up and Down Main Lines.

PAGE 70/71.**TANFIELD BRANCH.****DELETE:—**whole of table after Teams Crossing.**PAGE 71.****DELETE:—**Between Pelaw Station and Hebburn West Automatic and Controlled Colour Light Signalling.**PAGES 71/72.****Hebburn West.****DELETE:—**Down additional running line between Hebburn West and Station.**PAGE 73.****Shincliffe Station.****DELETE:—**Signal box and all relevant details.

Whitwell.

AMEND:—Distance 2 m. 243 yards.**DELETE:—**URS. 43.**PAGE 74.****Fencehouses.**

Leamside.

AMEND:—Note to read (See page 77 for Fencehouses, Leamside to Frankland).**AMEND:—**Speed restriction 25 Up Over Junction towards Frankland 0 m. 0 chs. to 0 m. 4 chs. (Leamside to Frankland mileage).**DELETE:—**All engine whistles.

Newbottle Lane.

DELETE:—Engine whistle 2S 2L Durham requiring clear run up Durham Bank.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGES 75/76.**INSERT** between Usworth Station and Wardley Boxes:

"Follingsby Level Crossing—Drivers of trains passing over the level crossing must sound the engine whistle continuously from the whistle board until reaching the crossing".

PAGE 77.**AMEND**:—1st line heading and sub-heading to read:—**DURHAM, FRANKLAND TO FENCEHOUSES, LEAMSIDE (INCLUDING FINCHALE SIDING).**

Durham.

Newton Hall.

DELETE:—Signal Box and all relevant details and**AMEND** Table to read:—**FRANKLAND TO LEAMSIDE** only.**PAGE 78.**

Hylton.

Station.

DELETE:—URS † 38

and related footnote

PAGE 79.**NORTH DOCK BRANCH.****DELETE**:—Table.**PAGE 83.**

Cemetery North.

AMEND:—C. Down line 3,861 yards before reaching Hesleden Down Outer Home signal.

Hart Station.

DELETE:—Signal box, signal box distance, DGL 72, and 1st set of catch points.

Hesleden Station.

AMEND:—distance 4 m. 205 yards.**AMEND**:—S. Up Main 5,601 yards before reaching Cemetery North Up Outer Home signal.**PAGE 84.**

Murton.

Station.

DELETE:—Signal box and distance.**PAGE 85.**

Seaton.

Station.

AMEND:—Distance 2 m. 1,543 yards.**PAGE 85** (Page 30, Supplement No. 2).

Seaton.

Station.

AMEND Catch points:—C.W. Up line, 500 yards before reaching Up Starting signal.**PAGE 86.****SOUTH HETTON COLLIERY BRANCH (GOODS LINE).**

Haswell.

Pesspool.

INSERT:—Permanent Speed Restriction, 10 (Both directions). Over Pesspool Lane Crossing.**PAGE 90.**

Durham.

Relly Mill.

AMEND note in location column to read:—

(See Page 2 for Northallerton to Berwick, Page 93 for Durham Relly Mill to Evenwood Spring Gardens).

PAGE 92.**Brandon Colliery.**

Dearness Valley.

AMEND note in location column to read:—

(See Page 93 for Evenwood Spring Gardens to Durham Relly Mill).

AMEND speed restriction to read:—**15 Down 15 Up** Over connections to and from Evenwood to Durham lines, 0 m. 6 chs. to 0 m. 11 chs.**PAGES 92/93.****WATERHOUSES BRANCH (GOODS LINES).****DELETE**:—Line heading and table.**PAGE 93.****Brandon Colliery.**

Dearness Valley.

AMEND note in location column to read:—

(See below for Evenwood Spring Gardens to Durham Relly Mill and see Page 92 for Dearness Valley and Baxter Wood No. 2).

PAGE 94.**West Auckland.**

Fieldon Bridge.

AMEND speed restriction to read:—**15 Down, 15 Up, 0 m. 34 chs.** (Bishop Auckland to Evenwood mileage) to 0 m. 25 chs. (Bishop Auckland to Durham mileage).**DELETE**:—UGL 121.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 94.**Bishop Auckland.**

East.

DELETE:—Up and Down additional lines and catch points between Bishop Auckland East and Bishop Auckland North.**PAGE 95.****Hunwick.**

Station.

DELETE:—Engine whistles Up Main 1L 1S 1L Ferryhill; 1L 1S 2L St. Helens.**Brandon Colliery.**

Dearness Valley.

AMEND remarks to read:—

(See page 92 for Dearness Valley to Baxter Wood No. 2).

DELETE:—Speed restriction Up 15 m.p.h. **Over Junction towards Waterhouses Branch etc.****PAGE 96.****BUTTERKNOWLE BRANCH.****DELETE:**—All of table after Evenwood Crossing inclusive.**INSERT:**—After Spring Gardens—Randolph Colliery distance 900 yards.**AMEND:**—Line heading and sub-heading to read **WEAR VALLEY TO ST. JOHN'S CHAPEL****PAGE 97.****Westgate-in-Weardale.**

Station.

AMEND:—In Catch Point Gradient column Wearhead to read St. John's Chapel.**St. John's Chapel.**

Station.

INSERT:—Distance 1 m. 826 yards.**Wearhead.**

Station.

DELETE:—All particulars.**PAGE 98.****North Road Station.**

Hopetown.

AMEND note in location column to read:—

(See Page 103 for Darlington Hopetown to Barnard Castle West).

AMEND speed restriction to read:—**20 Down over Junction towards Piercebridge, 0 m. 0 chs. to 0 m. 37 chs. (Darlington Hopetown to Barnard Castle West mileage).****PAGE 99.****Shildon.**

Simpasture.

DELETE:—DRS 156.**PAGE 100.****Bishop Auckland.**

East.

AMEND note in location column to read:—

(See Page 93 for Evenwood Spring Gardens to Durham Relly Mill and Page 97 for Bishop Auckland East to Ferryhill/Coxhoe).

AMEND speed restriction to read:—**15 Up over Junction towards Evenwood, 0 m. 0 chs. to 0 m. 34 chs. (Bishop Auckland to Evenwood mileage).****PAGE 101.****Etherley.**

Wear Valley.

AMEND note in location column to read:—

(See Page 96 for Wear Valley to St. John's Chapel).

AMEND speed restriction to read:—**15 Down over Junction towards St. John's Chapel, 14 m. 44 chs. (Branch mileage) to 0 m. 3 chs. (Wear Valley to St. John's Chapel mileage.)****PAGE 102.****Darlington.**

Stooperdale.

AMEND note in location column to read:—

(See Page 103 for Darlington Hopetown to Barnard Castle West).

West Auckland.

Fieldon Bridge.

AMEND note in location column to read:—

(See Page 93 for Evenwood Spring Gardens to Durham Relly Mill).

PAGE 103.**Bishop Auckland.**

North.

AMEND note in location column to read:—

(See Page 93 for Evenwood Spring Gardens to Durham Relly Mill).

PAGE 108 (Page 34, Supplement No. 2).**AMEND** line heading to read:—**NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).****Northallerton.**

Station.

AMEND:—Speed restriction 15 Down, 15 Up, Northallerton to Redmire, All connections, etc.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 109 (Page 34, Supplement No. 2).**AMEND** sub-heading to read:—

WENSLEY AND REDMIRE

25 m.p.h. (Both directions) MAXIMUM PERMISSIBLE SPEED ON SINGLE LINE.

Jervaulx.

Station.

DELETE:—All particulars.**Leyburn.**

Station.

AMEND:—distance 9 m. 1,436 yards.**Redmire Station.****INSERT:—**mileage 2 m. 132 yards.**Aysgarth Station.****DELETE:—**entry and all relevant details.**Askrigg Station.****DELETE:—**entry.**Hawes Station.****DELETE:—**entry and all relevant details.**AMEND:—**"Description of Block Signalling" column between **Wensley Station** and **Redmire Station** to read:—
"One Engine in Steam".**PAGE 111.****Stillington.**

North.

DELETE:—Engine whistle Up Main IS IL Train required to call at Bishop Middleham and Chilton.**INSERT:—**Engine whistle Up Main IS IL Train for Fishburn Colliery.**PAGE 113 (Page 35, Supplement No. 2).****NORTON-ON-TEES WEST TO EAST.****DELETE:—**Additional Goods line between Norton-on-Tees West and East.**PAGE 116.****Port Clarence.**

Station.

DELETE:—Engine whistle Up Main IS IL, To detach at Billingham-on-Tees Up Siding.**PAGE 119.****AMEND:—**Between **Darlington South** and **Geneva** Description of Block Signalling to read:—

T.C. Block on Up and Down Main Lines.

Eaglescliffe South.**DELETE:—**Second additional Down running line between South and North Boxes.**PAGES 119/120/121 (Page 36, Supplement No. 2).****AMEND:—**Between **Eaglescliffe North** and **Middlesbrough West** Description of Block Signalling to read:—

T.C. Block on Up and Down Main Lines and T.C.B.(G) on Up and Down additional lines.

PAGE 120.**Thornaby.**

Bowesfield.

DELETE:—DGL 34.**PAGE 121.****Tees.****DELETE** speed restrictions:—

20 Down, 20 Up, over connections to and from Goods lines at 13 m. 71 chs.

20 Down, 20 Up, over connections to and from Goods lines at 14 m. 21 chs.

INSERT speed restrictions:—

20 Down, 20 Up, over connections to and from Goods lines at 13 m. 67 chs.

20 Down, 20 Up, over connections to and from Goods lines at 13 m. 76 chs.

PAGE 121 (Page 37, Supplement No. 2).**Middlesbrough West.****AMEND:—**Engine whistles

Up Main or Fast

IL 2S

IL 4S

IS IL

For Up Freight trains

Castle Eden branch

Stockton

Bowesfield Works

PAGE 121.**Middlesbrough.**

Guisborough.

AMEND to read:—Guisborough Junction.**AMEND:—**remarks to read (See Page 128 for Middlesbrough (Guisborough Junction) to Nunthorpe East).**AMEND** speed restriction:—

20 Down, over junction towards Nunthorpe East, 0 m. 0 chs. to 0 m. 6 chs. (Guisborough Junction to Nunthorpe

East mileage).

Cargo Fleet.

Whitehouse.

DELETE:—Engine whistle Up Main and Up Goods IS IL Tees Works Sidings.

Normanby.

DELETE:—Block post indication in Main line column.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 122.**South Bank.**

Station.

DELETE:—Engine whistle Down Main 1L 3S Water at Tod Point.
Eaton West.**DELETE:**—Engine whistle Down Goods 1L 3S Water at Tod Point.**PAGE 123.****Redcar.****INSERT:**—Block Post between Tod Point and Station Kirkleatham distance 1 m. 237 yards.**Redcar.**

Station.

AMEND:—Distance to read 704 yards.**Redcar.**

Fisherman's.

DELETE:—Signal box, dot denoting block post, and distance.**Redcar Station.****AMEND:**—distance 2 m. 181 yards.**Marske.**

Longbeck.

DELETE:—All engine whistles.**PAGE 123 (Page 37, Supplement No. 2).****Saltburn.**

West.

AMEND note to read:—(See Page 127 for Saltburn West to Crag Hall).**AMEND** mileage to read:—

20 Down, Over Junction towards Brotton Crag Hall 27 m. 8 chs. to 27 m. 16 chs. (Darlington South to Brotton Crag Hall via Saltburn West mileage).

PAGE 125 (Page 37, Supplement No. 2).**AMEND:**—Between Thornaby East Junction and Newport East Junction Description of Block Signalling to read:—

T.C.B.(G) on Up and Down additional lines.

PAGES 125/126 (Pages 37/38, Supplement No. 2).**AMEND:**—Between Thornaby East Junction and Middlesbrough Old Town Description of Block Signalling to read:—

T.C.B.(G) on Up and Down Main lines.

PAGES 125/126.**Tees.****DELETE** speed restriction:—

20 Down, 20 Up, over connections to and from Main lines at 13 m. 66 chs.

INSERT speed restriction:—

20 Down, 20 Up, over connections to and from Main lines at 13 m. 71 chs.

Middlesbrough.

Old Town.

DELETE speed restriction:—

20 Down, 20 Up, over connections to and from Main line at 14 m. 26 chs.

PAGE 126 (Supplement No. 2, Page 38).**Middlesbrough.**

Guisborough Junction.

AMEND:—Speed restriction Down 10 m.p.h. Over junction towards Nunthorpe East 15 m. 23 chs. (Darlington to Saltburn mileage) to 0 m. 6 chs. (Guisborough Junction to Nunthorpe East mileage).**PAGE 126.****ACKLAM BRANCH.****DELETE:**—heading and table.**PAGE 127 (Pages 38/39, Supplement No. 2).****AMEND** line heading to read:—**SALT BURN WEST TO BROTTON CRAG HALL.****AMEND** sub-heading to read:—**BROTTON AND BROTTON CRAG HALL 30 Down 30 Up, MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.****Brotton.**

Station.

DELETE from note:—"Page 131 for Kiltonthorpe and Lingdale Branches".**DELETE:**—Engine whistle Up Main 1S 2L to call at North Skelton Mines.**Skinningrove.**

Crag Hall.

AMEND supervising station to read:—**Brotton.****Skinningrove Halt.****DELETE:**—entry.**Brotton.**

Loftus.

DELETE:—entry.**DELETE:**—in "Description of Block Signalling" column "One Engine in Steam between Crag Hall and Loftus".

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 128 (Page 39, Supplement No. 2).

Ormesby.

Station.

DELETE:—Signal box and all relevant details.

Nunthorpe.

Station.

AMEND:—distance 3 m. 1,531 yards.

INSERT:—catch points:—C. Down line 3,368 yards before reaching Down Home Signal.—40.

C. Down line 1,793 yards before reaching Down Home Signal.—40.

PAGES 128 and 129 (Page 39, Supplement No. 2).

AMEND line heading and sub-heading to read:—**MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO NUNTHORPE EAST.**

PAGE 129.

Guisborough.

DELETE:—Signal box and all relevant details.

PAGE 129 (Page 39, Supplement No. 2).

DELETE:—Sub-heading **BROTTON TO BOOSBECK.**
and all entries under this heading.

PAGE 130.

GUISBOROUGH S.B. to GUISBOROUGH STATION.

DELETE:—table

PAGE 131 (Page 39, Supplement No. 2).

KILTONTHORPE BRANCH (GOODS LINE).

DELETE:—complete table.

LINGDALE BRANCH (GOODS LINE).

DELETE:—complete table.

Nunthorpe.

East.

AMEND note to read:—(See Page 128 for Middlesbrough, Guisborough Junction to Nunthorpe East).

TABLE D2

PAGE 135.

DELETE:—

Bowes Bridge

and Tanfield Lea Item and heading.

TABLE E

Whistle to be given at	Movement Required	
PAGE 136. Northallerton. Station.		
DELETE:—	No. 5 Platform to and from Dairy. No. 5 Platform to and from Down Siding. Dairy to and from Shunting Neck Down Sidings to No. 4 Platform	5 short 1 long 5 short 2 long. 1 short 1 long. 4 short 1 long.
Durham. North.		
DELETE:—All whistles.		
DELETE:— Heaton	Benton Bank Down Yard All engine whistles	—
PAGE 137. Eaglescliffe. North		
DELETE:—	No. 2 Down Goods line to No. 1 Down Goods line.	1 short 3 long
PAGES 137/138. West Hartlepool. Cliff House.		
DELETE:—	For Shunting line signals when running in Up Direction. For Shunting line signals when running in Down Direction. From Cliff House High Yard.	5 short 2 long. 5 short 1 long. 2 short 1 long.
West Hartlepool. Newburn.		
DELETE:—	East Shunting line to No. 1 Reception line. Wagon Shops to Shunting line. " " to Cliff House Branch. " " to No. 1 West. " " to Goods Yard. " " to Coal Staiths. " " to Shunt. " " to Up Goods.	1 short 1 long. 3 short 1 long. 3 short 2 long. 3 short 3 long. 3 short 1 long 1 short. 3 short 1 long 2 short. 3 short 1 long 3 short. 3 short 1 long 4 short.

PAGE 142.

DELETE:—**HEATON SOUTH TO TYNEMOUTH, etc.,** line heading and items.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

TABLE E—continued

Whistle to be given at	Movement Required	
PAGE 143. No. 1 Commissioners DELETE:— All whistles.		
PAGE 147. Fencehouses. Leamside. DELETE:— All whistles.		
PAGE 151. Shildon. Simpasture. DELETE:—	No. 1 Reception line to Simpasture Branch. No. 2 Departure line to Simpasture Branch. Shunting line to Simpasture	2 long 1 short 1 long 3 long 1 short 1 long. 4 long 1 short 1 long.
Crook. Thistleflat. DELETE:—	Up Reception to Up Main.	2 long 1 crow.
PAGE 152. West Hartlepool. Central Marine. DELETE:—	To and from Central Marine and Bridge Road Sidings. To and from Pritchards Siding and No. 1 Reception.	1 short 2 long. 2 short 1 long.
Harbour Street. DELETE:— All engine whistles.		
PAGE 153. Port Clarence. Station. DELETE:— Hartlepool. Cemetery South. DELETE:—	All engine whistles. Hartlepool Station to Up Mineral Sidings	 3 short 4 long.
PAGE 154. AMEND:— engine whistle to read: Guisborough Junction	From No. 2 Up and No. 2 Down Goods Lines and Nunthorpe branch. Dock Hill Sidings and No. 3 Down Goods Line to Nunthorpe branch.	2 short 4 long. 5 short 4 long.
Middlesbrough. West. DELETE:— All engine whistles. East. DELETE:— All engine whistles. Guisborough Junction. DELETE:—	No. 1 Up and No. 1 Down Goods line to and from Tees Works. No. 2 Up and No. 2 Down Goods line to and from Tees Works.	1 short 1 long. 2 short 2 long.
PAGE 155. Redcar. Tod Point. DELETE:—	To and from Ironworks line and Coat-ham Ironworks. To and from Ironworks Line and Coat-ham Steelworks. To and from Ironworks Line and Coat-ham Steelworks Sidings. To and from Ironworks Line and Coat-ham Rolling Mills Sidings. To and from Loop Line and Rolling Mills Sidings. Down Goods Line to and from Coat-ham Ironworks. Down Goods Line to and from Coat-ham Steelworks. Down Goods Line to Redcar Ironworks. To and from Ironworks Line and Coat-ham Receptions. To and from Ironworks Line and Coat-ham Sidings.	1 short 1 long. 2 short 1 long. 3 short 1 long. 4 short 1 long. 2 short 4 long. 1 short 2 long. 2 short 2 long. 3 short 2 long. 1 short 1 long. 3 short 1 long.
INSERT:—		
Saltburn. West. DELETE:— All entries. Station. DELETE:— All entries.		

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
PAGE 157. INSERT:— Birtley No. 1 G.F.	Tyne Yard	Down Fast to Down Arrival Line via 629, 628 pts.	15 freight wagons.
DELETE:— Heaton Down Yard	Benton Bank	Down Main	30 Freight, etc.
PAGE 158 (Page 42, Supplement No. 2) DELETE:— † shown against the following entry:— Low Gates	Northallerton Station	Up	Freight wagons with or without brake van.
PAGE 158. AMEND:— Eaglescliffe North	Eaglescliffe South	Down Goods	As printed.
PAGE 160. DELETE:—HEATON SOUTH TO TYNEMOUTH, etc., line heading and items. Backworth (Earsdon) to Northumberland Dock, etc.			
DELETE:— No. 1 Commissioners Engine Shed	Percy Main North No. 1 Commissioners	Up Down	Etc. Etc.
INSERT:— Engine Shed	Northumberland Dock	Down	Freight Wagon.
PAGE 161. DELETE:— Oxhill Louisa Colliery Bakers Bank	Louisa Colliery Oxhill Lobley Hill Bank Head	Down Up Down	} 25 freight wagons etc. Freight wagons with or without brake van.
PAGE 162. INSERT:— Low Fell P.W. Storeyard	Low Fell Junction	Up Goods to Up Slow	40 freight wagons. Clear weather only. The train must not be allowed to leave Low Fell Storeyard until the line is clear up to TY.144 signal.
DELETE:— Hebburn	Hebburn West	Down Goods	Freight Wagons, etc.
PAGE 163. AMEND:— last line heading to read WEAR VALLEY TO ST. JOHN'S CHAPEL. DELETE:—			
Randolph Colliery Spring Gardens Daddyshields and Coronation Sidings Bishop Auckland North Wear Valley Marshall Green Saw Mills	Spring Gardens Randolph Colliery Wearhead Bishop Auckland East Marshall Green Saw Mills Witton-le-Wear	Down Up Single Etc. Etc. Etc.	10 freight etc. Freight etc. 6 freight wagons. — — —
PAGE 164. DELETE:— Crook East Barnard Castle East Barnard Castle West	Crook West (Down Goods) Barnard Castle West Platform Barnard Castle East Platform	Etc. Etc. Etc.	— — —
PAGE 165. AMEND:— line heading to read NORTHALLERTON TO REDMIRE. DELETE:—			
Norton-on-Tees West	Norton-on-Tees East	Down Main Down Goods	— —
PAGE 166. DELETE:— Haverton Hill Station Blacketts Sidings Old Town Acklam Branch	Belasis Lane Haverton Hill South Acklam Branch Old Town	Etc. Etc. Down Up	— — — —
DELETE:— Acklam Branch	from Number of vehicles and special conditions column.		
PAGE 167 (Page 44, Supplement No. 2). DELETE:— line heading SALTBURN TO LOFTUS and entry for Carlin How Goods Yard. DELETE:—MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO GUISBOROUGH heading and items.			

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 167.

PROPELLING FREIGHT BRAKE VANS.

AMEND 1st paragraph of conditions to read:—

A Guard must ride in the leading vehicle. He must keep a sharp look-out, warn any person who may be on or near the line and be prepared to give any necessary hand signal to the Driver, also if necessary apply the brake.

INSERT new 3rd paragraph:—

The speed must not exceed 45 m.p.h. when the brake van/s being propelled are fitted with the automatic brake connected and in use. Where not so fitted a speed of 20 m.p.h. must not be exceeded.

TABLE G

From	To	Line		Remarks
		Down	Up	
PAGE 168 (Page 44, Supplement No. 2). AMEND:— York Yard South	Holgate	Goods Leeds Goods		Light engines or engine propelling not more than 6 freight wagons. Light engines.
PAGE 169. NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION, ETC. AMEND:— Eaglescliffe North	Eaglescliffe South	Goods	—	—
DARLINGTON SOUTH TO SALTBURN, ETC. AMEND:— Eaglescliffe North	Eaglescliffe South	Goods	—	—
NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN, ETC. DELETE:— Clarence Road	Church Street	Main	—	Must be drawn, etc.

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
PAGE 170 (Page 45, Supplement No. 2). DELETE:— Birtley North AMEND:— Heaton	Birtley Newcastle	Up Fast Up Main Up Tynemouth	— — —
PAGE 171. NORTHALLERTON (CORDIO JUNCTION) TO GATESHEAD JUNCTION VIA HORDEN, ETC. INSERT:— Clarence Road	Church Street	Down Main	In Up direction. May be drawn only, with or without brakevan.
PAGE 173. DELETE:— Oxhill Stanley Level	Stanley Level Oxhill	Down Up	— —
PAGE 174. DELETE:— TANFIELD BRANCH	—heading and 2 items under this heading.		
PAGE 175. DELETE:— BARNARD CASTLE EAST TO DURHAM (ET C.)	heading and all items.		
PAGE 176. AMEND:—	line heading to read NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE)		
PAGE 178. AMEND:—	line heading to read MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO NUNTHORPE EAST.		
DELETE:—	Crag Hall to Carlin How Sidings item.		
DELETE:—	KILNTHORPE AND LINGDALE BRANCHES heading and entry for Kilton and Lingdale Mines.		

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

TABLE J

From	To	Class of Train	Conditions	Remarks
PAGE 183 (Page 41, Supplement No. 2). AMEND:— Newcastle Heaton	Heaton Newcastle	E.C.S. E.C.S.	K K	— Up Main and Up Tynemouth.
DELETE:— Benton Bank—	Newcastle item.			
PAGE 184 (Page 48, Supplement No. 2). DELETE:— HEATON SOUTH TO TYNEMOUTH, etc., line heading and items. Backworth (Earsdon) to Northumberland Dock etc.				
DELETE:— Tyne Commissioners No. 1	Percy Main North	F	—	—
INSERT:— Engine Shed Junction	Percy Main North	F	—	—
PAGE 186. DELETE:— DURHAM (NEWTON HALL) AND FENCEHOUSES, LEAMSIDE, etc. heading and item.				
DELETE:— South Hetton Murton Ryhope Hart	Murton South Hetton Murton Hesleden	F F F F	K — — —	— — — In daylight and clear weather.
INSERT:— Ryhope West Hartlepool Cemetery, North	South Hetton Hesleden	F F	— —	— In daylight and clear weather.
SOUTH DOCK BRANCHES Hendon Bank Top G.F.		F	M	—
PAGE 187. AMEND:— Baxter Wood DELETE:— WATERHOUSES	No. 2 to Dearness Valley ES BRANCH and entry.			
PAGE 188 (Page 49, Supplement No. 2). AMEND:— line heading to read	SALTBURN WEST TO BROTTON CRAG HALL.			
PAGE 189 (Page 49, Supplement No. 2). AMEND:— line heading to read	MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO NUNTHORPE EAST.			

TABLE K2

From	To	Line	
		Down	Up
PAGE 190 (Page 50, Supplement No. 2). AMEND:— †Benton Quarry Junction	Benton East Junction	Main	—
DELETE:— Ferryhill, Tursdale Fencehouses, Leamside Penshaw, North	Fencehouses, Leamside Ferryhill, Tursdale Washington	Main Main Main	— Main. —
INSERT:— Ferryhill, Tursdale Pelaw	Pelaw Ferryhill, Tursdale	Main —	— Main
PAGE 191. DELETE:— WATERHOUSES AMEND:— line heading to read AMEND:— line heading to read	BRANCH line heading and item. NORTHALLERTON TO REDMIRE (INCLUDING SALTBURN WEST TO BROTTON CRAG HALL.		CASTLE HILLS CURVE)

TABLE M

PAGE 193.
AMEND:—line heading to read NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).
AMEND:—item to read:—
Northallerton Station Down (towards Redmire) —

PAGE 193 (Page 50, Supplement No. 2).
AMEND:—line heading to read MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO NUNTHORPE EAST.

TABLE N

PAGE 194.
AMEND:—line heading to HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND (INCLUDING UP BENTON GOODS LINE).

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

TABLE O

PAGE 197.

DELETE:—

DURHAM NEWTON HALL TO FENCEHOUSES (LEAMSIDE), etc. heading and item.

PAGE 198 (Page 51, Supplement No. 1).

DELETE:—DARLINGTON (HOPETOWN) TO BARNARD CASTLE line heading and all items.

DELETE:—BARNARD CASTLE/TEES VALLEY TO MIDDLETON-IN-TEESDALE line heading and all items.

AMEND:—line heading to read NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).

PAGE 199 (Page 51, Supplement No. 2).

DELETE:—BILLINGHAM-ON-TEES TO PORT CLARENCE line heading and items.

DELETE:—SALTBURN WEST TO CRAG HALL line heading and items.

DELETE:—

Loftus

Guisborough South Box

AMEND:—line heading to read MIDDLESBROUGH (GUISBOROUGH JUNCTION) TO NUNTHORPE EAST.

DELETE:—Guisborough Station to Nunthorpe.

AMEND:—to read Middlesbrough to Nunthorpe.

AMEND:—Stokesley to Castleton to read Battersby to Castleton.

AMEND:—Castleton to Stokesley to read Castleton to Battersby.

DELETE:—Battersby to Stokesley.

TABLE P

PAGE 200.

SOUTH GOSFORTH TO PONTELAND etc.

INSERT:—

Kenton Bank | Coxlodge and Callerton | The Guard must assist the Fireman in both opening and closing the gates.

AMEND:—line heading to read WEAR VALLEY TO ST. JOHN'S CHAPEL.

DELETE:—

Coronation

Westgate and Wearhead

PAGE 200 (Page 51, Supplement No. 2) TABLE P.

DELETE:—EVENWOOD SPRING GARDENS TO DURHAM ETC.

Line heading and items.

PAGE 200 (Page 52, Supplement No. 2).

DELETE:—BROTTON TO BOOSBECK.

and item under this heading.

TABLE S1

Name of Siding	Situation	Line Connected With	Method of Control
PAGE 202. DELETE:— YORK (CHALONERS WHIN) TO BERWICK, etc., Low Fell Storeyard	Between Low Fell Sidings and Norwood	Imperial Tobacco Co.'s Sidings item. Up Main	Ground Frame, etc.
Great Ayton	Between Nunthorpe East and Battersby	Single	Intermediate Token Instrument.

TABLE S2

Siding From	To	Remarks
PAGE 203. DELETE:— Waterhouses Branch Ushaw Moor Colliery	New Brancepeth	—
Wear Valley to St. John's Chapel Parson Byers	Frosterley, Broadwood	—
Nunthorpe East to Battersby Great Ayton Station	Nunthorpe East	—
AMEND:—line heading to read NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE).		
AMEND:—line heading to read WEAR VALLEY TO ST. JOHN'S CHAPEL.		

TABLE U

PAGE 206.

AMEND:—line heading to read WEAR VALLEY TO ST. JOHN'S CHAPEL.

DELETE:—

Lobley Hill.

Full Road.

To pull down-going set back to enable it to be restarted, etc.

Bakers Bank Head.

Middle or
Full Road.

To pull back down-going set, etc.

TABLE V

PAGE 208.

DELETE:—Acklam Branch from last item.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

GENERAL INSTRUCTIONS**PAGES 211 to 220 (Pages 54 to 61, Supplement No. 2).****BREAKDOWN CRANES, NEWCASTLE DIVISION****PAGE 55.****GATESHEAD.****DELETE:—**Hartley and Monkseaton.**PAGE 56.****SUNDERLAND.****DELETE:—**

Redheugh Bank Foot to Lobley Hill Bank Foot.

Lobley Hill Bank Foot to limit of Tanfield Incline Branch.

INSERT:—

Redheugh Bank Foot to Teams Crossing.

AMEND:—Sunderland and Durham (Frankland).**TOOL VANS.****PAGE 57.****PERCY MAIN.****DELETE:—**Hartley and Monkseaton.**PAGE 58.**

Sunderland (South Dock).

DELETE North Dock Branch.**AMEND:—**Sunderland and Durham (Frankland).**BREAKDOWN CRANES, MIDDLESBROUGH.****Darlington.****AMEND:—**Northallerton and Redmire.**DELETE:—**Waterhouses Branch.**Thornaby.****AMEND:—**Saltburn West and Brotton Crag Hall.**PAGE 59.****AMEND** to read:—Middlesbrough to Nunthorpe East.**RESTRICTIONS.****DELETE:—**Northallerton and Hawes and note.**TOOL VANS.****Darlington.****AMEND:—**Northallerton and Redmire.**DELETE:—**Waterhouses Branch.**West Auckland.****DELETE:—**heading and item.**Thornaby.****AMEND:—**Saltburn West and Brotton Crag Hall.**AMEND** to read:—Middlesbrough to Nunthorpe East.**PAGE 221 (Page 62, Supplement No. 2).****SNOW PLOUGHS****2 (a) (ii) DIESEL LOCOMOTIVES.****AMEND:—**

Gateshead

4

3 piece miniature

Type 2

1160 h.p.

PAGE 227.**BARROWS, RULLEYS AND RULLEY SHAFTS FOR REPAIRS.****DELETE:—**instruction and **SUBSTITUTE:—****BARROWS FOR REPAIR.****Repairing of barrows and miscellaneous wooden articles.** The following articles requiring repairs must be sent to the Workshop indicated.

	<i>Barrows</i>	<i>Miscellaneous wooden articles (e.g., loading boards, barrowing boards, dust boxes, cattle hurdles and trimmer boards)</i>
Newcastle and Middlesbrough Divisional Manager's Area	Wagon Works, Shildon	Wagon Works, Shildon

In certain Carriage & Wagon Districts, Staff is available for light repairs to be carried out on site and only heavy repairs should be sent to the Main Works. In cases of doubt Station Masters, Yard Masters, and others may consult their local District Carriage & Wagon Foreman.

All articles sent for repairs must have on the address label the name of the sending station together with the number of the barrow, etc. An advice must be sent in every case and Station Masters, Yard Masters and others must see that the articles are promptly returned from the Shops.

In cases where it is not possible to send barrows for repair without relief barrows being supplied, applications must be made to the Divisional Manager.

**ENGINEERS RAIL MOTORS
GENERAL INSTRUCTIONS****PAGE 227 (Page 63, Supplement No. 2).**

Paragraph 6.

INSERT (as third sentence):—

The Motor may be allowed to stop in section for an agreed length of time without possession of the line being taken unless the normal running time between two signal boxes is to be appreciably exceeded, in which case the person in charge of the Motor must take possession of the line concerned in accordance with the instructions on pages 52 and 53 of the General Appendix.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 229.**AMEND:**—Westgate-in-Weardale.

St. John's Chapel.

PAGE 229 (Page 63, Supplement No. 2).**DELETE:**—Guisborough Station to Guisborough.**AMEND:**—Brotton—Loftus to read:—Brotton—Crag Hall.**DELETE:**—Brotton—Lingdale Branch.**DELETE:**—Brotton to Boosbeck entry.**DELETE:**—Dearness Valley to Waterhouses Goods.**AMEND:**—North Ormesby to Guisborough to read North Ormesby to Nunthorpe East.**DELETE:**—Guisborough to Brotton.**PAGE 232.****AMEND:**—Northallerton . . . Redmire.**PAGE 234.****INSERT:**—**TRACK CIRCUIT BLOCK REGULATIONS DEFINITION OF STATION LIMITS (Rules 149 and 153)**

Referring to paragraph 1 of the instructions on page 61 of the General Appendix: where the Track Circuit Block Regulations are in operation, "station limits" is the portion of line between the first and last stop signals controlled from the same signal box, even though automatic or semi-automatic signals intervene.

The area may be extended to include points ahead of the last controlled signal and controlled from the same signal box, or worked from a ground frame released by the same signal box.

This applies at all signal boxes unless specially restricted or extended below.

Signal Box	Line	Station Limits
Benton	Up B. & T.	From B.18 to U.3.X signal.
	Down S.W. Curve	From B.35 to U.3.X signals.
	Up N.W. Curve	From B.36 to U.3.X signals.
	Down B. & T.	From B.41 to B.19 signals.
	Up S.W. Curve	From B.41 to B.30 signals.
Alnmouth	Down N.W. Curve	From B.41 to B.27 signals.
	Up Main	From 144 to 119 signals.
	Down Fast	From 124 to D.35 signals.
Stannington	Down Passenger Loop	From 123 to D.35 signals.
	Up Main	From S.1 to U.13 signals.
	Down Main	From S.17 to D.15 signals.
Tweedmouth (Berwick Area)	Up Main	From 1 signal to 9 ground position light signal and from Limit of Shunt boards on Up Main and Up Goods lines to U.66 signal.
	Up Goods	
	Down Main	
(Tweedmouth Area)	Up Main	From Limit of Shunt board on Border Bridge to D.68 signal.
	Down Main	From 51 to 84 signals.
	All	From 83 to 50 signals.
Tyne		No station limits. Special authorities in Tables F. and H.1 apply.

PAGE 236.**AMEND:**—1st heading.

APPROACH LIGHTED COLOUR LIGHT SIGNALS PROTECTING CROSSOVER ROADS USED FOR SINGLE LINE WORKING (RULES 189-192).

PAGE 237.**PROPELLING OF LOADED PASSENGER TRAINS INTO BAY PLATFORMS.****DELETE:**—

Hexham From Up Main line to Up Bay Platform.

WORKING OF MULTIPLE UNIT—MECHANICAL DIESEL TRAINS.**PAGE 238 (Page 65, Supplement No. 2).**

Trains formed entirely of other than Light Weight Units.

Route	Train Formation	Minimum B.H.P.	Maximum Tail Load
INSERT: — Newcastle to Berwick (both directions)	2 cars	300	1 vehicle 17 tons gross.
AMEND: — Alston to Haltwhistle (both directions)	2 cars 4 cars	300 600	1 vehicle 17 tons gross. 1 or 2 vehicles 34 tons gross.

PAGE 238.

Trains formed entirely or in part of Light Weight Units.

INSERT:—

Route	Train Formation	Minimum B.H.P.	Maximum Tail Load
Newcastle to Leeds (Both directions), (via Darlington and York)	4 Cars	600	1 vehicle (17 tons gross) wheelbase 15 feet or more (spade conditions).

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

RUNNING OF SPECIAL TRAINS OUTSIDE NORMAL TRAFFIC HOURS.**PAGE 240.****AMEND:—**Northhallerton and Redmire.**PAGE 240 (Page 68, Supplement No. 2).****AMEND to read:—**Nunthorpe to Middlesbrough.**FOUR-POSITION CLASSIFICATION, DESTINATION AND IDENTIFICATION SYSTEM.****PAGE 243.****LIGHT ENGINE MOVEMENTS.****AMEND:—**West Auckland . . . 13 to read:—Shildon . . . 13.**PAGE 243 (Page 70, Supplement No. 2).****AMEND:—**

*Z02 Train conveying Out-of-Gauge or Exceptional load (Bell Signal 2-6-1).

*Z03 Train conveying Out-of-Gauge or Exceptional load (Bell Signal 2-6-2).

*Z04 Train conveying Out-of-Gauge or Exceptional load (Bell Signal 2-6-3).

*To be preceded by the appropriate Class of train.

PAGE 243/244.**INSTRUCTIONS FOR CHARGING CARRIAGES WITH GAS****DELETE:—**Instruction.**PAGE 244.****FILLING GAS TANKS OF VEHICLES****DELETE:—**Instruction.**LAMPS FOR REPAIR****PAGE 245.****AMEND:—**5th line Aladdin and Tilley Lamps must be addressed to the District Engineer concerned.**INSERT:—****SECTIONS IN WHICH AUTOMATIC HALF BARRIER LEVEL CROSSINGS ARE SITUATED**

The following instructions will apply at the crossings shown in the table below.

Wrong Line Order "C" must not be issued for a movement which requires to pass over the crossing until permission has been obtained from the Signaller at the supervising box.

A ballast train which has passed over the crossing is prohibited from returning to the box in rear in accordance with Rule 175, clause (c).

A ballast train which has passed over the crossing must not be set back in accordance with the provisions of Rule 216, clause (j), if it will approach nearer than a quarter of a mile to the crossing.

A trolley must not be allowed to occupy any of the controlling track circuits without permission of the Signaller at the supervising box.

Prior arrangements must be made for a Crossing Keeper to be in attendance:—

(i) If a train is required to stop in section (in accordance with Block Regulation 8) on any of the controlling track circuits, or,

(ii) If a tamping machine, track recording machine, ballast cleaning machine, Engineer's rail motor or a Rail Bus is required to run through the section.

Level Crossing	Signal Boxes Between	
Naworth Follingsby.	Supervising Box Low Row Station. Wardley (Pelaw when Wardley Closed).	Brampton Junction Station. Usworth.

LOCAL INSTRUCTIONS**PAGE 247 (Pages 72/73, Supplement No. 2).****YORK****ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING.****DELETE:—**All instructions.**PAGE 247 (Pages 74/75, Supplement No. 2).****BETWEEN YORK AND NORTHALLERTON****DELETE:—**All instructions.**PAGE 247 (Page 74, Supplement No. 2).****INSERT:—FREIGHT TRAINS TERMINATING AT YORK DOWN YARD.**

When a freight train conveying a load in excess of 50 standard wagons is routed for No. 1 or No. 2 Reception Line at York Yard South, the guard must proceed immediately to the front of the train and be prepared to dispose of the first portion as instructed by the Yard Inspector.

PAGE 247 (Page 75, Supplement No. 2).**INSERT:—****THIRSK YARD.**

Guards of trains attaching or detaching in Thirsk Yard should, before departure, advise the Signaller the number of wagons and the siding into which the wagons have been attached or detached.

PAGES 247/248 (Page 75, Supplement No. 2).**BETWEEN NORTHALLERTON AND DARLINGTON****ARRANGEMENTS IN CASE OF FAILURE OF COLOUR LIGHT SIGNALLING.****DELETE:—**All instructions.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 252 (Page 76, Supplement No. 2).**DELETE** all **HEATON** items and **INSERT** following:—**HEATON.****LOCOMOTIVES RUNNING LIGHT AND EMPTY COACHING STOCK TRAINS FROM HEATON SHEDS, ETC., FOR NEWCASTLE CENTRAL STATION OR BEYOND.**

Drivers of Empty Coaching Stock trains from Heaton Carriage Sidings must advise the Signalman at Heaton what trains they are going to work from the Central, or their destination if they are going direct to some point beyond Newcastle. The Signalman at Heaton must immediately transmit the information to the Signalman at Newcastle.

Locomotives leaving the Motive Power Depot.—Drivers of locomotives leaving the Motive Power Depot via Heaton South Junction must inform the Signalman at Heaton, the train they are going to work from Newcastle Central Station or Manors, or their destination if they are going direct to some point beyond Newcastle. The Signalman at Heaton must immediately transmit the information to the Signalman at Newcastle.

Drivers of locomotives other than above must inform the Signalman as to the movements which they require to be made by their locomotives.

PAGE 253 (Page 76, Supplement No. 2).**DELETE:—BETWEEN DUDLEY AND DAM DYKES BOXES** item.**DELETE:—BETWEEN BELFORD AND CRAG MILL** item.**PAGE 254.****INSERT:—****WEST HARTLEPOOL**

The Down Main line between Church Street and Clarence Road boxes will be used in both directions in accordance with the Absolute Block Regulations.

All passenger and parcels trains booked to stop at West Hartlepool Station will be dealt with at the Down platform and drivers of passenger trains proceeding over the line in the Up direction must bring their trains to a stand at the signals protecting the main to main crossover connection at the South end of the platform.

PAGE 256.**GATESHEAD****GREENSFIELD, CHAYTOR'S BANK.****DELETE:—**item.**PAGE 258.****SOUTH BLYTH STAITHS****DELETE:—**item.**PAGE 259.****AMEND:—**Heading.**HEATON SOUTH JUNCTION TO TYNEMOUTH VIA WALLSEND (INCLUDING UP BENTON GOODS LINE).****AMEND:—**item.**HEATON**

Drivers of locomotives from Heaton Motive Power Depot must advise the Signalman at Heaton by telephone what movement they require to make and in the case of locomotives proceeding to the Carriage Sidings, what train they are to work.

PERCY MAIN**PAGE 260.****INSERT:—****Northumberland Dock Branch**

This branch is worked in accordance with the regulations for working single lines by "one engine in steam" and all drivers must be in possession of the train staff obtained from the signalman at Engine Shed box before passing the notice board which is situated approximately 200 yards south of the box.

In the return direction, all trains must stop at No. 44 signal and the trainmen indicate their arrival to the signalman by means of the Fireman's Call Plunger which is located on the signal post.

A ground frame is provided at the Esso Sidings which is released by an Annett's key attached to the Train Staff.

The ground frame will be operated by the guard.

NEWCASTLE**PAGE 261.****DELETE:—**

CENTRAL STATION Locomotives crossing from No. 13 Platform line to No. 14 Platform or vice versa items.

PAGE 262.**WYLAM AND PRUDHOE.****DELETE:—**Instruction headed**BETWEEN WEST WYLAM AND PRUDHOE SIGNAL BOXES.**

Up and Down goods lines.

BARDON MILL**AMEND:—**

LEVEL CROSSING EAST OF STATION—When Freight trains are shunted from one Main line to the other, and cannot be drawn clear of the level crossing, they must be divided to prevent delay to road traffic.

DELETE:—FREIGHT TRAINS AT STATION item.**PAGE 268 (Page 79, Supplement No. 2).****TANFIELD BRANCH****DELETE:—**heading and all items under this heading.**PAGE 269.****HEBBURN**

AMEND in first paragraph:—Up Advanced Starting signal should read "U I Auto Colour Light signal".

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 271.**SUNDERLAND****BETWEEN FAWCETT STREET AND HENDON SIGNAL BOXES.****DELETE:—**4th paragraph.**AMEND:—**5th paragraph

Before any Locomotive which is engaged in shunting at the Co-operative Depots, Waymans Depots, or at the New Sidings near Waymans Depots is allowed to foul either the up or down main line, without entering upon the track circuit extending 100 yards in the rear of Hendon down outer home signal or the assisting engine off an Up train is crossing to the Down line to return to Hendon, the Person in charge at the Bank Top must first telephone the Signalman at Hendon what is about to be done and then act in accordance with paragraph 5 of the Regulations for Goods lines not worked under any Block System.

INSERT:—7th paragraph.

When a train is only being assisted as far as Hendon Bank Top Ground Frame the guard must replace the tail lamp immediately the assistant engine leaves the train.

PAGE 274.**AMEND:—**Line heading **WEAR VALLEY TO ST. JOHN'S CHAPEL.****DELETE:—****BETWEEN EASTGATE AND WESTGATE-IN-WEARDALE.**

Heading and CAMBOKEELS SIDING item.

PAGE 275 (Page 79, Supplement No. 2).**SHILDON****BETWEEN SHILDON NORTH AND SHILDON SOUTH SIGNAL BOXES.****AMEND:—**in 2nd and 5th lines, 10-30 am to 11-30 am to read 7 30 to 8 30.**PAGE 280 (Page 80, Supplement No. 2).****AMEND** line heading to read:—**NORTHALLERTON TO REDMIRE (INCLUDING CASTLE HILLS CURVE). YAFFORTH LEVEL CROSSING** (between Northallerton and Ainderby).**AMEND:—**third paragraph to read:—

"A white indicator lamp is provided adjacent to each flashing light unit focused to shine along the railway", etc.

DELETE item:—**WENSLEY TO HAWES.****INSERT:—****WENSLEY TO REDMIRE**

The line between Wensley and Redmire is worked in accordance with the "One Engine in Steam" regulations. The Ground Frame at Redmire is released by an Annett's key which is fitted in the train staff provided.

The staff is kept at Wensley Station Signal Box when not in use.

PAGE 280.**INSERT:—****WORKING OF REDMIRE QUARRY**

Post Office telephones have been provided at Redmire Ground Frame and Wensley Station Office. The telephone at Redmire is located in a box on a concrete post, near the Ground Frame. The box is fitted with a lock which can be operated with a small key which is attached to the Annett's key. The number of the telephone is Wensley 351.

The number of the telephone at Wensley Station is Wensley 339.

Before a loaded train leaves Redmire the guard must telephone the signalman at Wensley and obtain an assurance that the gates there are closed to road traffic and will be kept in that position until the train has cleared the crossing.

The box, in which the telephone at Redmire is located, must be locked after being used. Should a guard be unable to lock the box he must immediately advise the Station Master, Leyburn.

PAGE 281.**WEST HARTLEPOOL GOODS AND DOCK LINES
WEST HARTLEPOOL****INSERT:—**

Middleton Sidings. Before a movement is made to or from the Sheer Legs Siding the person in charge of the train, or the driver in the case of a light engine, must inform the Signalman at Central Marine box, by telephone, and must advise the Signalman when the movement is completed.

PAGE 283.**INSERT:—****DINSDALE—FIGHTING COCKS**

RAIL WELDING DEPOT:—Before a propelling movement into the depot is commenced, the guard must inform the Driver that the movement must be brought to a stand with the leading vehicle at the entrance to the Long Welded Rail Sidings.

When the movement has been brought to a stand the Guard must satisfy himself that it is safe to complete the movement into the siding (Rule III(d)).

PAGE 286.**NORMANBY BRANCH
FLATTS LANE LEVEL CROSSING
(Located 2 miles 215 yards from Cargo Fleet)****AMEND:—**to read.

The normal position of Flatts Lane Level Crossing gates is across the railway secured by padlock, the key of which is in the custody of the Working Foreman at Cargo Fleet Inner Junction.

The level crossing gates are operated for all trains by the Working Foreman at Cargo Fleet Inner Junction who must travel on all trains passing over the level crossing. When a train has passed over the level crossing the Working Foreman must replace and secure the gates across the railway.

Two notice boards are provided, one at the entrance to the Coal Depot line and one at the outlet from the Normanby Brickworks line, each reading as follows:—

"Drivers must not proceed beyond this point unless authorised by the Foreman".

Hold-up points are situated immediately on the level crossing side of the notice board controlling the outlet from the Brickworks line which require to be operated for any movement from this line towards the crossing. After the level crossing gates have been closed to road traffic, and the Driver has been so advised by the Working Foreman, the Guard must operate the hold-up points lever. The Driver may then proceed on receiving an indication from the Guard that the points are set correctly.

ALTERATIONS TO N.E. REGION SECTIONAL APPENDIX (NORTHERN SECTION)

—continued

PAGE 286 (Page 82, Supplement No. 2).**LINGDALE BRANCH****DELETE:—**entry.**PAGE 287.****NORTH SKELTON MINE.****DELETE:—**Item.**PAGE 287 (Page 82, Supplement No. 2).****AMEND** line heading:—**SALTBURN WEST AND BROTTON (CRAG HALL).****DELETE:—****BETWEEN SKINNINGROVE, CRAG HALL AND LOFTUS** item.**LOCAL AND GENERAL INSTRUCTIONS—INDEX****PAGE 290.****INSERT:—**

Heaton

259

DELETE:—

Gas—Instructions for charging carriages with

243

Instructions for charging carriages with gas

243

Hawes and Wensley—Local Instructions

280

Lingdale Branch—Local Instructions

286

PAGE 291,**INSERT:—**

Redmire and Wensley—Local Instructions

280

Sections in which automatic half barrier level crossings are situated

245

DELETE:—

North Skelton

287

North Skelton and Boosbeck

287

PAGE 292.**AMEND:—**

Wensley and Redmire—Local Instructions

280

DELETE:—

Wylam and Prudhoe—Local Instructions

262

Tanfield Branch—Local Instructions

268

Walkergate

259

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

LOCAL AND GENERAL INSTRUCTIONS—INDEX

PAGE 3.—INSERT:—	Page
Burnley Goods Yard—Burnley Central—Local Instructions	182
PAGE 5.	
DELETE:— Windsor Bridge—local instructions	170

LIST OF LINES

List of lines in the sequence used throughout the book	Page Number relating Table "A"
PAGE 3 (Page 1, Supplement No. 2).	
AMEND:— Ormskirk Branch Sidings to Ormskirk Station	85
PAGE 6.—DELETE:—	
Oldham (Clegg St.) Waterloo Sidings to Greenfield Junction	29
Windsor Bridge New Barns Junction to Windsor Bridge No. 2	
AMEND:—	
Miles Platting, Philips Park No. 1 to Midland Junction	31
Meols Cop Junction to Hesketh Park Station	51
Kirkham and Wesham North Junction to Blackpool (South) Spen Dyke	65
PAGE 7.—AMEND:—	
Southport (C. St.) St. Lukes to Meols Cop Hawkshead St. Junction	73
INSERT:—	
Preston Whitehouse West Junction to Todd Lane Junction Whitehouse South Junction	75
PAGE 7.—DELETE:—	
Radcliffe (Central) North Jn. to West Jn.	109
Radcliffe (Central) South Jn. to Radcliffe (Black Lane) Bradley Fold Jn.	110
PAGE 7.—AMEND:—	
Padiham Station to Rose Grove West	99

TABLE A

PAGE 8.—Explanation of References—INSERT:—	
"T.C.B." — Track Circuit Block: running lines completely track circuited.	
"T.C.B. (G)" — The equivalent of Permissive Block on Goods lines	
"T.C.B. (P)" — The equivalent of Permissive Block on Platform Lines for passenger trains.	
"T.C.B. (PF)" — The equivalent of Permissive Block on Passenger Lines for freight trains.	} See General Appendix (pages 21 and 22)
PAGE 8 (Page 2, Supplement No. 2).	
DELETE ‡ in Description of Block Signalling on Main Lines column and applicable note.	
INSERT:—T.C.B. in Description of Block Signalling on Main Lines column between Manchester Victoria, East Junction and Cheetham Hill Junction.	
INSERT:—T.C.B. to additional Up and Down Lines between East Junction and Cheetham Hill Junction.	
Manchester Vic.	
East Junction.	
DELETE:— Speed Restriction 25 Up From 0½ m.p. to Ordsall Lane No. 2 and Salford Station box—except where otherwise shown.	
INSERT:— Speed Restriction 25 Down 25 Up Between 0½ m.p. towards Cheetham Hill Junction, 0½ m.p. towards Collyhurst Street or Irk Valley and East Junction box—except where otherwise shown.	
PAGE 9.—Newton Heath Junction.	
DELETE:— speed restriction Down 45 m.p.h. Between Newton Heath Junction and Moston Colliery boxes.	
INSERT:— DGL 32.	
Moston Colliery.	
DELETE:— all particulars Moston Junction.	
AMEND:— distance 1 m. 74 yards.	
INSERT:— catch points C. Down line, 650 yards, before reaching home signal, gradient 1 in 126.	
PAGE 12.—Littleborough—Summit West.	
INSERT:— Speed Restriction DOWN 65 m.p.h. Round curves 16½ and 17 m.p.	
Todmorden—Summit East.	
DELETE:— All particulars.	
Walsden Station.	
INSERT:— Note in "Station and Signal Boxes" column "Up I.B.S. 1,515 yards from Walsden Station Box".	
AMEND:— distance to read 2 m. 1,666 yards.	
INSERT:— Catch points C Up line 755 yards before reaching I.B.S. signal.	182
PAGE 15.—Oldham (Mumps)—No. 2.	
DELETE speed restriction:—Down 5 m.p.h. Up 5 m.p.h.—Over connecting line to and from Glodwick Road.	
PAGE 16.	
DELETE:— Milnrow—Station—all particulars.	
Rochdale—East Junction— AMEND:— distance 2 miles, 583 yards.	
PAGE 19.—Radcliffe (Black Lane)—Bradley Fold Junction.	
DELETE:— note.	
PAGE 22.—Rose Grove—Gannow Junction.	
AMEND:— distance 1,581 yards.	

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

PAGE 23 (Page 5, Supplement No. 2).**DELETE:**—‡ in Description of Block Signalling on Main Lines columns and applicable note.**INSERT:**—**T.C.B.** in Description of Block Signalling on Main Lines column between Manchester Victoria East Junction and Miles Platting, Collyhurst Street.**INSERT:**—**T.C.B.** to additional Up and Down lines between East Junction and Collyhurst Street.**Miles Platting.****Collyhurst Street AMEND:**—the "Up and down" East goods line between Collyhurst Street and Ashton Branch Sidings to read Up East goods line.**PAGE 25.****Miles Platting.****New Allen Street DELETE** asterisk from Description of Block Signalling on Main Lines column and applicable foot note.**PAGE 27 (Page 6, Supplement No. 2).****AMEND:**—heading—**MILES PLATTING PHILIPS PARK No. 1 TO MIDLAND JUNCTION.****DELETE:**—sub-heading—**MIDLAND JUNCTION TO ARDWICK JUNCTION—Down 15 m.p.h. Up 15 m.p.h.—MAXIMUM PERMISSIBLE SPEED.****DELETE:**—**Manchester (L. Road)—Ardwick Junction—all particulars.****PAGE 28.****Oldham (Clegg Street)—Waterloo Sidings.****DELETE:**—note.**PAGE 29 (Page 7, Supplement No. 1).****DELETE:**—**OLDHAM (CLEGG STREET).****WATERLOO SIDINGS TO GREENFIELD JUNCTION—all particulars.****PAGE 30.****Manchester Exchange.****Deal Street.****DELETE:**—Speed Restriction 25 **Up** from **Ordsall Lane No. 2** and **Salford Station** to **Footbridge** and **Millgate** boxes except where otherwise shown.**INSERT:**—Speed Restriction 25 **Down** 25 **Up** **Between Deal Street** and **Ordsall Lane No. 2** except where otherwise shown.**PAGE 34.****AMEND:**—sub-heading to read:—**ECCLES JUNCTION** to **HOWE BRIDGE WEST JUNCTION 40 Down, 40 Up—Maximum Permissible Speed.****PAGES 34/35 (Page 7, Supplement No. 2).****Tyldesley.****Station.****DELETE:**—Speed Restriction 40 **Down** 40 **Up** **Tyldesley Station** and **Springs Branch, etc.****PAGE 35 (Page 8, Supplement No. 2).****AMEND:**—sub-heading to read:—**TYLDESLEY STATION** TO **KENYON JUNCTION No. 1. 40 Down, 40 Up—Maximum Permissible Speed.****PAGE 36.****Manchester Vic.****East Junction.****INSERT:**—Speed Restriction 25 **Down** **From East Junction** to **Salford Station** except where otherwise shown.**PAGE 37.****Windsor Bridge.****Hope Street.****DELETE:**—all particulars.**DELETE:**—Additional "Up and Down" Goods line between **Windsor Bridge**, **Oldfield Road** and **Hope Street** and between **Windsor Bridge**, **Hope Street** and **Windsor Bridge No. 2.****Windsor Bridge.****No. 2.****AMEND:**—note in stations and signal boxes column to read (Signals Slow lines only).**AMEND:**—distance 866 yards.**Windsor Bridge.****No. 2.****DELETE:**—note in Stations and Signal Boxes column reading "(See page 45 for New Barns Junction Line)."**DELETE:**—15 speed restriction on Up line **Through Junction** to **New Barns Junction.****Pendleton (Broad Street).****Windsor Bridge No. 3.****AMEND:**—Speed restriction 60 **Down** between **Windsor Bridge No. 3** and **Hindley No. 3**, **Slow lines** except where otherwise shown.**PAGE 37 (Page 8, Supplement No. 2).****Salford.****Station.****AMEND:**—Speed Restriction 25 **Up** **From Station** to **East Junction** except where otherwise shown.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

PAGE 39.**Swinton.****DELETE:**—Goods Yard—all particulars.**Moorside & Wardley.**

Station.

AMEND:—distance 1,735 yards.**Atherton Central.**

Goods Yard.

DELETE:—DRS 43 and URS 33.**PAGE 40.****Hindley North.**

No. 3.

AMEND:—Speed restriction **60 Up** between **Hindley No. 3** and **Windsor Bridge No. 3**, **Slow** lines except where otherwise shown.**PAGE 42.****Rainford Junction.****DELETE:**—Colliery box, all particulars including additional Up and Down Goods lines between Colliery and Simonswood.**Kirkby.**

Simonswood.

AMEND:—distance 2 m. 1,484 yards.**DELETE:**—spring points S. Up line, 520 yards before reaching starting signal, etc.**PAGE 45.****WINDSOR BRIDGE, NEW BARNS JUNCTION TO WINDSOR BRIDGE No. 2.****DELETE:**—All particulars.**PAGE 47.****Gathurst.****DELETE:**—Branckers Siding all particulars.**Gathurst.**

Station.

AMEND:—distance 1 m. 1,470 yards.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER LONDON MIDLAND REGION LINES CENTRAL LINES—continued**

PAGE 51.

DELETE:—MEOLS COP JUNCTION TO HESKETH PARK ROE LANE JUNCTION all particulars and **SUBSTITUTE:—**

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	
	MEOLS COP JUNCTION TO HESKETH PARK STATION															
	MEOLS COP JUNCTION TO HESKETH PARK STATION							20	20	MAXIMUM PERMISSIBLE SPEED						
●	Meols Cop Junction (see above)	—	—						20	Through junction						
●	Hesketh Park Roe Lane Junction	—	550													
●	Station	—	577													

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

PAGE 55.**Pemberton.****DELETE:**—Westwood Pk.—all particulars.**Pemberton.**

Junction.

AMEND:—distance 2 miles, 1,729 yards.**PAGE 62.****Radcliffe (Central).**

North Junction.

AMEND:—note (See page 104).**PAGE 64 (Page 13, Supplement No. 2).****Brinscall.**

Station.

INSERT:—catch points C. Up line, 1 m. 1,628 yards before reaching Home signal—gradient 1 in 62.**DELETE:**—Brick and Terra Cotta Coy's Siding—all particulars.**Feniscowles.**

Station.

AMEND:—distance 2 m. 705 yards.**PAGE 65.****AMEND:**—heading—**KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (SOUTH) SPEN DYKE.****AMEND:**—sub-heading—**KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (SOUTH) SPEN DYKE—**
Down 75 m.p.h. Up 75 m.p.h.—**MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.****Ansdel—Station—AMEND:**—reference to Down I.B.S. to read Down I.B.S. 1 mile 128 yards from Ansdel Station box.**PAGE 66.****AMEND:**—heading—**KIRKHAM AND WESHAM NORTH JUNCTION TO BLACKPOOL (SOUTH) SPEN DYKE—continued.****Blackpool (South)—No. 3.—DELETE** all additional running lines between No. 3 and Spen Dyke.**DELETE:**—**Blackpool (Central)**—Bloomfield Road all particulars.**Blackpool (South)—Spen Dyke—AMEND** distance 1,002 yards.**DELETE:**—**Blackpool (Central)**—Station all particulars.**PAGE 67.****Kirkham and Wesham.**

Bradkirk.

INSERT:—speed restriction—Up 30 m.p.h.—**Through connection Up Fast to Up Passenger Loop.****PAGE 70 (Page 14, Supplement No. 2).****Burscough Junction.**

Burscough Abbey.

DELETE:—all particulars.**Ormskirk.**

Station.

AMEND:—distance 2 m. 1,339 yards.**PAGE 73.****Aintree (S. A.).**

Station Junction.

DELETE:—Additional running line on Down Goods between Station Junction and Sefton Junction.

Sefton Junction.

AMEND:—Controlling Station to read **Orrell Park.****AMEND** heading:—**SOUTHPORT (C. ST.) ST. LUKES TO MEOLS COP HAWKSHEAD ST. JUNCTION.****PAGE 73 (Page 14, Supplement No. 2).****AMEND** sub-heading:—**ST. LUKES TO HAWKESHEAD ST. JUNCTION—Down 45 m.p.h., Up 45 m.p.h.—MAXIMUM PERMISSIBLE SPEED.****AMEND:**—heading.**ORMSKIRK BRANCH SIDINGS TO ORMSKIRK STATION.****AMEND** sub-heading:—**ORMSKIRK BRANCH SIDINGS TO ORMSKIRK STATION—Down 60 m.p.h. Up 60 m.p.h.—MAXIMUM PERMISSIBLE SPEED.****DELETE:**—**Skelmersdale**—Station—all particulars.**Ormskirk.**

Branch Sidings.

DELETE:—distance.**PAGE 74.****AMEND** heading:—**SOUTHPORT ST. LUKES TO MEOLS COP HAWKSHEAD ST. JUNCTION.****(Page 14, Supplement No. 2).****DELETE:**—**Hesketh Park**—Roe Lane Junction to **Hesketh Bank**—Hundred End Station and all particulars.**PAGE 75 (Page 15, Supplement No. 2).****DELETE:**—**Hesketh Bank**—Station to **Preston**—Whitehouse North Junction and all particulars.**Preston.**

Whitehouse West Junction.

DELETE:—note.**INSERT** new heading:—**PRESTON WHITEHOUSE WEST JUNCTION TO TODD LANE JUNCTION WHITEHOUSE SOUTH JUNCTION.****INSERT** new sub-heading:—**WHITEHOUSE WEST JUNCTION TO WHITEHOUSE SOUTH JUNCTION—Down 45 m.p.h., Up 45 m.p.h.—MAXIMUM PERMISSIBLE SPEED.**

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

PAGE 77.**Blackburn.**

Gt. Harwood Junction.

DELETE:—note.**PAGE 79 (Page 15, Supplement No. 2).****AMEND** heading:—**PADIHAM STATION TO ROSE GROVE WEST.****AMEND:**—sub-heading PADIHAM STATION TO ROSE GROVE WEST—Down 30 m.p.h. Up 30 m.p.h.—MAXIMUM PERMISSIBLE SPEED.**DELETE:**—**Blackburn**—Gt. Harwood Junction to **Simonstone**—Station—all particulars.**Padiham.**

Station.

DELETE:—distance.**PAGE 81.****Todd Lane Junction.**

Whitehouse South Junction.

INSERT:—speed restriction—Down 10 m.p.h.—Between Ribble Viaduct and centre of Preston Station.**Preston.**

Whitehouse North Junction.

DELETE:—all particulars.**Preston.**

E.L. Goods Yard.

AMEND:—distance 1,553 yards.**PAGE 83 (Page 16, Supplement No. 2).****DELETE:**—‡ in Description of Block Signalling on Main Lines columns and applicable note.**INSERT:**—**T.C.B.** in Description of Block Signalling on Main Lines column between Manchester Victoria East Junction and Irk Valley.**INSERT:**—**T.C.B.** to all additional Up and Down lines between East Junction and Irk Valley.**PAGE 84.****Radcliffe (Central).**

South.

DELETE:—note.

North Junction.

AMEND:—note (see page 72).**PAGE 85.****Bury (B. St.).**

Loco. Junction.

INSERT:—C.W. Down Line, 459 yards before reaching Buckley Wells Home signal. Gradient 119.

Buckley Wells.

DELETE:—C.W. Down Line, 459 yards before reaching Home signal. Gradient 119.**PAGE 87.****Rose Grove.**

Gannow Junction.

AMEND:—distance 872 yards.**INSERT:**—catch points C. Up line, 480 yards before reaching Up Branch Home signal—gradient 1 in 103.**Burnley (Barracks).**

Station.

DELETE:—block post indication, distance and catch points.**PAGE 88.****Burnley (Central).**

Station.

AMEND:—distance 1,521 yards.**PAGE 89.****DELETE:**—**RADCLIFFE (CENTRAL) NORTH JN. TO WEST JN.** all particulars.**PAGE 90 (Page 17, Supplement No. 2).****DELETE:**—**RADCLIFFE (CENTRAL) TO RADCLIFFE (BLACK LANE) BRADLEY FOLD JUNCTION** all particulars.**PAGE 91 (Page 17, Supplement No. 2).****Skipton.**

Snaygill.

AMEND distance to read:—1 m. 1,278 yards.**PAGE 95.****Little Salkeld.**

Station.

DELETE:—all particulars.**Lazonby & Kirkoswald.**

Long Meg Sidings.

AMEND:—distance 2 m. 1,161 yards.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

TABLE B

From	To	Line	
		Down	Up
PAGE 100. INSERT:— Aintree (S.A.) Station Junction	Orrell Park Sefton Junction	Through Siding	—

TABLE C

From	To	Line	
		Down	Up
PAGE 100. DELETE:— Moston Junction	Newton Heath Moston Colliery	—	No. 1 Arrival

TABLE E

Whistle to be given at	Movement required	Whistle		
		L—Long	S—Short	C—Crow
PAGE 103. DELETE:— Blackpool (Central) Bloomfield Road	Up Fast to Carriage Sidings		3S IC	
PAGE 104. DELETE:— Rose Grove Gannow Junction	Up Goods line to or from colliery sidings		3S IL	

TABLE F

From	To	Line	Number of vehicles and special conditions
PAGE 106. DELETE:— Newton Heath Newton Heath Junction Newton Heath Moston Colliery	Moston Colliery Newton Heath Junction	Down Up	20 freight wagons coaching stock. Brake vans.
PAGE 109. DELETE:— Oldham Clegg St. Waterloo Sidings Windsor Bridge Oldfield Road Windsor Bridge Hope Street Windsor Bridge Hope Street Windsor Bridge Windsor Bridge No. 2	Glodwick Road Hope Street.. .. . Oldfield Road Windsor Bridge No. 2 Hope Street.. .. .	Down "Up and Down" Goods "Up and Down" Goods "Up and Down" Goods "Up and Down" Goods	2 fitted vehicles without brake van. Freight wagons without brake- van. Freight wagons without brake- van. Freight wagons without brake- van. Freight wagons without brake- van.
PAGE 109 (Page 20, Supplement No. 2). DELETE:— Miles Platting Midland Junction Manchester (London Rd.) Ardwick Junction	Ardwick Junction controlled from Manchester (London Rd.) Miles Platting Midland Junction ..	Down Up	Brake vans. Brake vans.
PAGE 113. DELETE:— Clifton Junction Station Clifton Junction Molyneux Junction	Molyneux Junction Station	Down Up	40 freight wagons in clear weather only. 20 freight wagons. 40 freight wagons in clear weather only. 20 freight wagons.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

TABLE F—continued

From	To		Number of vehicles and special conditions
PAGE 114. DELETE:—			
*Blackpool (Central) Spen Dyke	Station	Down Fast and Slow	Coaching stock without brake van.
Blackpool (Central) Spen Dyke	Station	Nos. 1 and 2 "Up and Down" Goods	10 coaching stock without brake van although the line may not be clear to the stop signal at the box in advance. 5 freight wagons.
*Blackpool (Central) Station	Spen Dyke	Up Fast and Slow	Coaching stock without brake van.
Blackpool (Central) Station	Spen Dyke	Nos. 1 and 2 "Up and Down" Goods and Up Middle Siding	10 coaching stock without brake van although the line may not be clear to the stop signal at the box in advance.
PAGE 115. DELETE:—			
Preston Whitehouse West Junction	Whitehouse North Junction ..	Down	30 freight wagons in clear weather only.
PAGE 117. DELETE:—			
Radcliffe (Cen.) South	North Jn.	Down	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) North Jn.	South	Up	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) South	North Jn.	Down } P	Coaching stock when the line is blocked between Clifton Jn. and Bolton (See page 211).
Radcliffe (Cen.) North Jn.	South	Up	
PAGE 118. DELETE:—			
Radcliffe (Cen.) North Jn.	West Jn.	Down	Coaching stock, 5 freight wagons, 2 freight wagons without brakevan (for sub-station).
Radcliffe (Cen.) West Jn.	North Jn.	Up	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) South	West Jn.	Down	Coaching stock, 5 freight wagons.
Radcliffe (Cen.) West Jn.	South	Up	Coaching stock, 5 freight wagons.

PROPELLING FREIGHT BRAKE VANS**AMEND:—**1st paragraph of conditions to read:—

A Guard must ride in the leading vehicle. He must keep a sharp look-out, warn any person who may be on or near the line and be prepared to give any necessary hand signal to the Driver, also if necessary apply the brake.

INSERT:—new 3rd paragraph:—

The speed must not exceed 45 m.p.h. when the brake van/s being propelled are fitted with the automatic brake connected in use. Where not fitted a speed of 20 m.p.h. must not be exceeded.

TABLE F

From	To	Line	Remarks
PAGE 120. DELETE:—			
Preston Whitehouse West Junction	Whitehouse North Junction ..	Down	—
Preston Whitehouse North Junction	Whitehouse West Junction ..	Up	—
AMEND:—			
Todd Lane Junction Whitehouse South Junction	Preston E.L. Goods Yard ..	Down	—
PAGE 121. DELETE:—			
Preston Whitehouse North Junction	Todd Lane Junction, Whitehouse South Junction ..	Up	—
Preston Whitehouse North Junction	E.L. Goods Yard	Down	—
AMEND:—			
Preston E.L. Goods Yard	Todd Lane Junction, Whitehouse South Junction	Up	—

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

TABLE G

From	To	Line	Remarks
PAGE 122. INSERT:— Todmorden West	East	Up Main	15 freight wagons without brake-van.
PAGE 123. DELETE:— Ince Station	Wigan No. 1	Up Goods	Engines.
INSERT:— Blackpool South No. 3	No. 1.. .. .	Down	P.
Blackpool South No. 1	No. 3.. .. .	Up	Engines. Coaching stock
PAGE 124. DELETE:— Seaforth and L. North Mersey Branch Junction	North Mersey Goods Yard ..	Down Goods	12 freight wagons.
Seaforth and L. North Mersey Goods Yard.	North Mersey Branch	Up Goods	12 freight wagons.
PAGE 125. DELETE:— Gt. Harwood West	East	Up Main	Coaching stock.

TABLE HI

From	To	Line	Number of vehicles and special conditions	
			Loaded wagons	Empty wagons
PAGE 127. INSERT:— Todmorden East	West	Up Main	15	15
PAGE 129. DELETE:— Oldham (Clegg St.) Waterloo sidings	Glodwick Road	Up	2 (fitted)	2
INSERT:— Guide Bridge Ashton Moss South Junction	Ashton Charlestown, Ashton Moss North Junction	Up	25	25
PAGES 129/130. DELETE:— Windsor Bridge Oldfield Road	Hope Street	"Up and Down" Goods	60	60
Windsor Bridge Hope St. ..	Oldfield Road	"Up and Down" Goods	20	30
Windsor Bridge Hope St. ..	Windsor Bridge No. 2 ..	"Up and Down" Goods	60	60
Windsor Bridge Windsor Bridge No. 2	Hope Street	"Up and Down" Goods	20	30
PAGE 131 (Page 23, Supplement No. 2). AMEND:— Chorley No. 1	Chorley No. 4.. ..	Down	10	20
Tyldesley Station	Speakmans Sidings	Down	—	—
PAGE 132. DELETE:— Blackpool (Central) Spen Dyke	Central Station	Nos. 1 and 2 "Up and Down" Goods	5	5
Blackpool (Central) Station	Spen Dyke			
PAGE 133. DELETE:— Gt. Harwood West	East	Down	4	4
Gt. Harwood East	West	Up	4	4

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

TABLE H.2

From	To	Line	Number of vehicles and special conditions
PAGE 135. DELETE:— Oldham (Clegg St.) and Waterloo Sidings	Glodwick Road	Up	2
PAGE 137. DELETE:— Blackburn Bolton Junction ..	Gt. Harwood East	Down	4
Gt. Harwood East	Blackburn Bolton Junction ..	Up	4

TABLE J

From	To	Class of Train	Conditions	Remarks
PAGE 139. DELETE:— Middleton Junction	Oldham (Mumps)	F.E.C.S.	N	Down line.
PAGE 140. DELETE:— Greenfield	Lees		N	Up line.
PAGE 141. DELETE:— Tyldesley, Jacksons Sidings ..	Tyldesley	F.E.C.S.	N	—
INSERT:— Leigh Speakmans Sidings ..	Tyldesley	F.E.C.S.	N	—

TABLE K.2

From	To	Line	
		Down	Up
PAGE 144. DELETE:— Oldham (Clegg St.) Waterloo Sidings	Greenfield	Main	Main
Rainford Junction	Ormskirk Station	Main	Main
Radcliffe (Cen.) North Jn.	West Jn.	Main	Main
Radcliffe (Cen.) South Jn. ..	Radcliffe (Black Lane) Bradley Fold Jn. ..	Main	Main
INSERT:— Rainford Junction	Bushey Lane	Main	Main
Skelmersdale	Ormskirk Station	Main	Main

TABLE M

Signalbox	Line	Remarks
PAGE 145. DELETE:— Great Harwood—West	Up	Empty coaching stock without brakevan.

TABLE S.1

Name of Siding	Situation	Line connected with	Method of control
PAGE 147 (Page 27, Supplement DELETE:— Penwortham Down Siding ..	No. 2). Between Cop Lane Station and Whitehouse West Junction box	Up	Ground frame electrically controlled from Whitehouse West Junction box.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

TABLE S.3

Siding	Position	Remarks
PAGE 147 (Page 27, Supplement DELETE:— Penwortham Down Siding ..	No. 2). Between Cop Lane Station and Whitehouse West Junction box	—

TABLE X

Tunnel	Between
PAGE 148. AMEND:— Summit	Littleborough (Summit West) & Todmorden (Walsden Station).

**GENERAL INSTRUCTIONS
Modification of Standard Rules
Rule 39, Clause (a)**

Signal box	Signal at which Rule 39 clause (a) is exempt	Remarks
PAGE 149. DELETE:— Crossens	Down Home I	Applies for electric trains.

PAGE 150.**INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN ADVANCE.****DELETE:—**instructions sub-headed—**Single Line Working Rules 189 to 208.****INSERT:—**

**STATION LIMITS WHERE TRACK CIRCUIT
BLOCK IS IN OPERATION**

The instruction headed "Station Limits" on page 61 of the General Appendix will not apply on lines worked on the Track Circuit Block System, and where Station Limits are required on such lines for the purposes of Rules 149 and 153, these are defined, for the individual signal boxes concerned, in the table below.

Wrong direction movements, except in emergency and for ballast trains, must only be made when there is a fixed signal provided for such movements. (For wrong direction movements in emergency and by ballast trains, refer to the instruction on page 3 of the General Appendix.)

The area encompassed by the following points may be treated as Station Limits:—

Signal Box/Location	Line	Between
	NIL	

GONGS IN TUNNELS

Tunnel	Up or Down	Position of Gong
PAGE 155. DELETE:— Grotton and Springhead	Up	50 yards on the Greenfield side of the disc signal, and 450 yards from the Grotton end of the tunnel.
Grotton and Springhead	Down	500 yards from the Greenfield end of the tunnel.

GENERAL INSTRUCTIONS FOR DESCENDING INCLINES

From the direction of	Proceeding towards	Point at which train must come to a stand for wagon brakes to be applied	Point at which train must come to a stand for wagon brakes to be released
PAGE 156. DELETE:— Oldham (Glodwick Road) ..	Stockport	Oldham (Glodwick Road) Down Starting signal	Crowthorne Junction Down Home signal
Oldham (Glodwick Road) ..	Greenfield	700 yards in advance of Leeds Down Starting Signal	Greenfield Junction Down Starting Signal
Windsor Bridge No. 2 ..	New Barns Junction ..	Windsor Bridge No. 2 ..	New Barns Junction
AMEND:— Radcliffe (C) North Junction	Clifton Junction	Outwood Sidings box ..	Clifton Junction Up Home signal.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
CENTRAL LINES—continued**

LOCAL INSTRUCTIONS

PAGE 160.

MANCHESTER VICTORIA—BANK ENGINES

INSERT:—

When bank engine assistance is required from Manchester Victoria but the train concerned is not shown in the Passenger or Freight Working Timetable to have such assistance, it will be necessary for the Driver to ask for same before leaving the last stopping place (Yard or Station) prior to arriving Manchester Victoria Station. The station or yard staff must then pass this information to their District or Divisional Control Room as quickly as possible. When this advice is given to a Control Room other than Manchester North the Control concerned must pass the advice to Manchester North Control Room immediately. On receipt of this advice the Manchester North Control must immediately advise the Victoria East Junction Regulator.

In the event of a driver of a train not booked to stop in the platform at Manchester Victoria being unable to give earlier advice of the need for Bank Engine assistance as described in the previous paragraphs, but such assistance is necessary owing to emergency such as engine defect, etc., he should stop at Manchester Victoria West Junction and advise the Signaller accordingly in order that Victoria East Junction Regulator can be warned of the circumstances and take necessary action to regulate trains to avoid delay.

PAGE 162.

MIDDLETON JUNCTION

DELETE:—second paragraph.

ROCHDALE

INSERT:—

No. 2 West Siding:

Six-wheeled vehicles must not be placed in the above siding.

WALSDEN

DELETE paragraph under heading:—

Permanent Way work in Summit Tunnel

PAGE 167.

Oldham (Clegg St.) Waterloo Sidings.

AMEND:—

The hand spring points in the leads from Glodwick Road Yard towards Waterloo Sidings signal box lie normally for Clegg Street Yard. They must not be set for a movement to be made towards Waterloo Sidings signal box until the Dwarf Shunting signal immediately ahead of the points has been taken off.

Drivers requiring to proceed towards Clegg Street Parcels Depot or to the Down Main line must, after whistling for the route to be set up, bring their trains to a stand clear of the spring points.

Stabling of vehicles.

Vehicles must not be stabled on the siding nearest to the Up Main line, i.e. the Up Main line between Rochdale and Thorpes Bridge Junction (via Oldham).

PAGE 170.

WINDSOR BRIDGE

DELETE:—All instructions under this heading.

PAGE 172.

INSERT:—

Wigan (Wallgate)

Movement of Class 4MT 2-6-4 Tank Engines from the Carriage Sidings

Engines of this class must be bunker first, whether light or otherwise, when proceeding from the Carriage Sidings to the Up Main line.

PAGE 177.

AMEND:—heading—**KIRKHAM AND WESHAM (NORTH JUNCTION) TO BLACKPOOL (SOUTH)
SPEN DYKE**

PAGES 177/178.

DELETE:—BLACKPOOL (CENTRAL)—all particulars.

INSERT:—

BLACKPOOL (SOUTH)

Working of Up and Down Carriage Loop between Bloomfield Road Sidings and Spen Dyke:—

The permission of the signalman at Spen Dyke box must be obtained by telephone before any movement is made over the Up and Down Carriage Loop between Bloomfield Road Sidings and Spen Dyke.

Guards and Shunters when in charge of trains must carry out these instructions, and Enginemen where light engines unaccompanied are concerned.

Working of Up and Down Carriage line between Spen Dyke and Bloomfield Road Sidings:—

The undermentioned signals previously worked from Bloomfield Road box and now fixed at danger may be passed at danger on the instructions of the Yard Inspector or Person in charge or in his absence when the Trainmen have satisfied themselves that the line ahead is clear and the points are properly set for the direction required:—

Dwarf signal, along Up and Down Carriage line in Up direction.

Dwarf signal, Up and Down Carriage line to Nos. 1 and 2 groups of Sidings at Bloomfield Road.

Tall Siding signal, No. 1 group of Sidings at Bloomfield Road to Up and Down Carriage line.

Tall Siding signal, No. 2 group of Sidings at Bloomfield Road to Up and Down Carriage line.

PAGES 179/180.

DELETE:—SOUTHPORT (ST. LUKES) TO PRESTON (WHITEHOUSE NORTH JUNCTION)—all particulars.

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

CENTRAL LINES—continued

PAGE 182.

INSERT:—

Burnley Goods Yard—Burnley Central.

When it is necessary for an assisting engine to proceed from Goods Yard box to the rear of a train which has been drawn from the Colliery Sidings to the Up Main line at Central box, the Signaller at Goods Yard box will, when permission has been obtained for the engine to proceed, instruct the Driver to pass at danger the Up Starting signal for that box and the Up Home 1 signal for Central box and proceed cautiously to the rear of the train.

During fog or falling snow the Guard of the train requiring assistance must conduct the assisting engine from Central box Up Home 1 signal to the rear of his train, and the Driver must not pass this signal until the Guard has arrived at it.

PAGE 183.

SKIPTON.

INSERT:—

No. 1 Up Bay Platform line.

When an engine or train is set back into No. 1 Up Bay Platform line, the Driver must ensure that, if possible, the movement is clear of the connections to Nos. 2 and 3 Sidings, and when ready to depart must not draw foul of the connections to Nos. 2 and 3 Sidings until the No. 1 Up Bay Platform line departure signal has been lowered. If it is necessary to leave a train or vehicles standing on No. 1 Up Bay Platform line foul of the connections to Nos. 2 and 3 Sidings the Person-in-charge of the movement must advise the Signaller at Skipton Station South box.

SKIPTON

PAGE 183.

INSERT:—

Working of engines or steam crane to or from Motive Power Depot and North Junction box when Engine Shed box is closed.

Drivers when ringing off the shed will be advised by the Signaller at North Junction box when Engine Shed box is closed, and, in these circumstances, must, when instructed by the Signaller at North Junction box, leave the Motive Power Depot and pass at danger the outlet signal and also the signal leading from sidings to Down Goods line.

Drivers proceeding to the Motive Power Depot from North Junction box will be advised by the Signaller at that box when Engine Shed box is closed, and, in these circumstances, must report to North Junction box from the ringing off telephone when the movement is clear on to the Motive Power Depot.

MIDLAND LINES**LOCAL AND GENERAL INSTRUCTIONS—INDEX**

PAGE 187.

DELETE:—

	Pages
Annesley—Local Instruction	309
Arkwright Street (Nottingham (Victoria))—Local Instructions	308
Bulwell Common—Local Instructions	309
Cattle Docks Junction (Kentish Town)—Local Instructions	338
Clay Cross Tunnel—Special instructions	294
Cricklewood.	

DELETE:—

Express Dairy Co.'s Private Siding	299
--	-----

INSERT:—

Brent Up Sidings	300
Cattle Docks Sidings (Kentish Town)	338

PAGE 188.

DELETE:—

Hucknall Central—Local Instruction	309
Kirkby Bentinck—Local Instruction	309
Leicester (Central)—Local Instruction	307
New Basford—Local Instruction	308
Nottingham Victoria—Local Instruction	308
Arkwright Street	308
Pilsley—Pilsley Colliery	309
Mill Hill (Broadway)—Bell communication between Yard and signal box	300
Haverstock Hill down goods line I.B. home signal	338
Kentish Town.	

AMEND:—

Cattle Docks Sidings	338
------------------------------	-----

PAGE 189.

Tunnels.

DELETE third item:—

Special instructions in connection with certain tunnels	294
Ruddington—Gotham Branch	307
Tibshelf (Town)—Local Instruction	309

PAGE 190.

LIST OF LINES

DELETE:—

LEICESTER CENTRAL TO HEATH (EXC.)

Leicester Central to Heath—Holmewoody Colliery (exc.)	251
---	-----

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
MIDLAND LINES—continued**

TABLE A

PAGES 192/3.

Kentish Town.

Junction.

DELETE:—reference to the running line between this box and Cattle Docks Junction.

PAGE 193.

DELETE:—Cattle Dock Junction and all particulars.

Carlton Road Jn.

AMEND:—distance 247 yards and **ADD** speed restriction Down 10 Up 10—Between Cattle Docks and Carriage sidings and down goods line at Carlton Road Jn.

PAGE 197.

The Up Fast and Up Slow lines engine whistles, shown to be given at St. Albans South box when Napsbury box is closed, are to be given at all times at St. Albans South box.

Radlett.

Napsbury.

DELETE:—D.R.S. 45.

PAGE 198.

Flitwick.

DELETE:—Amphill box and all particulars.

PAGE 199.

Bedford Midland Road.

Millbrook.

AMEND:—Distance 3 miles, 834 yards.

TABLE A

PAGE 199.

Cricklewood.

INSERT:—Down reception line between Watling Street Junction and Cricklewood Junction (Worked in accordance with Absolute Block Regulations).

PAGE 200.

Bedford Midland Road.

Oakley.

DELETE:—D.R.S. 39.

Bedford Midland Road.

North.

AMEND:—speed restrictions—Down 50 Goods Line—Bedford North to Kettering Junction and Down 40 Passenger trains (when authorised) over Goods line Bedford North to Kettering Junction.

South Box.

INSERT:—catch points—C. Up Main, 900 yards before reaching Home signal. Gradient 1 in 192.**INSERT:**—catch points—C. Up Main, 600 yards after passing starting signal.

PAGE 201 (Page 35, Supplement No. 2).

Irchester.

North.

DELETE:—Signal box and all particulars.

Junction.

AMEND:—distance—1 mile, 1,029 yards.**DELETE:**—speed restrictions—Up 50—Goods line Irchester Junction to Bedford North and Up 40—Passenger trains (when authorised) over Goods line, Irchester Junction to Bedford North and Down 50, Up 50—IRCHESTER JUNCTION TO WELLINGBOROUGH STN.—MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.**AMEND:**—The Slow lines between Irchester Junction and Wellingborough Midland Rd. Station boxes, have been redesignated Goods lines worked under Absolute Block Regulations.

Wellingborough Midland Road.

Junction.

INSERT:—(Up Main I.B.S. 1,851 yards from Junction box).

Station.

DELETE:—Down 50—Goods line, Wellingborough Station to Kettering Junction and Down 40—Passenger trains (when authorised) over Goods line, Wellingborough Station to Kettering Junction.

PAGE 202.

Kettering.

Junction.

AMEND:—speed restrictions Up 50—Goods line, Kettering Junction to Bedford North and Up 40—Passenger trains (when authorised) over Goods line, Kettering Junction to Bedford North.

PAGE 204.

Market Harborough.

Little Bowden Junction.

DELETE:—D.R.S. 41.

PAGE 206.

Wigston Magna.

Kilby Bridge.

DELETE:—URS 37.

PAGE 208.

Sileby.

Station.

DELETE:—D.R.S. 41.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES MIDLAND LINES—continued

PAGE 209.

Barrow on Soar and Quorn.
Mountsorrel Junction.

DELETE:—Signal box and all particulars.
Station.

DELETE:—DRS. 35.

AMEND:—Distance 2 miles, 126 yards.

PAGE 215.

Clay Cross.

DELETE:—Coney Green Sidings and distance and engine whistles.

PAGE 215 (Page 37, Supplement No. 2).

Doe Hill.

Morton Sidings.

DELETE:—engine whistle down main or fast, 2S—Light engine for Hasland.

AMEND:—speed restrictions:—

Down

40 — Goods line, over curves between Danesmoor Sidings and Clay Cross South Junction.

Down

55 — Main Line, over curves between Danesmoor Sidings and Clay Cross South Junction 141½ to 141¾ m.p.

AMEND catch points:—C. Up Main, 25 yards after passing Clay Cross South Junction Up Passenger Starting signal; gradient 1 in 160.

PAGE 216.

South Junction.

AMEND:—distance 1 m. 959 yards.

AMEND:—speed restrictions:—

Up

40 — Goods line, over curves between Clay Cross South Junction and Danesmoor Sidings.

Up

55 — Main line, over curves between Clay Cross South Junction and Danesmoor Sidings 141½ and 141¾ m.p.

PAGE 221.

Melton Mowbray Town.

DELETE:—Brentingby Crossing (Public Level Crossing).

(Note.—This crossing has been reduced from Public to Occupation status.)

PAGE 224.

AMEND:—The Up Main and Up Goods lines engine whistle—1S 2L—Trowell Junction (via Radford) shown to be given at Mansfield Junction; is transferred to Wilford Road.

PAGE 225 (Page 40, Supplement No. 2).

INSERT:—the following remarks to all the engine whistles given at Long Eaton Junction:—(Not applicable to trains hauled by diesel locomotives).

PAGE 231—Ambergate—South Junction—AMEND speed restrictions (1st and 2nd items):—

40 Down and Up. Through junction to and from Station Junction.

60 Down. Through junction to North Junction direct via Toadmoor.

PAGE 232—Ambergate—South Junction—AMEND Up line speed restriction (1st item):—

60 Through junction from North Junction to Up Fast line.

Ambergate—North Junction—AMEND speed restrictions (1st item):—

60 Down and Up. Through junction to and from South Junction direct.

PAGE 233 (Page 41, Supplement No. 2).

Clay Cross.

Stretton.

DELETE:—engine whistle down main or fast, 2S—Light engine for Hasland.

PAGES 234/235 (Page 41, Supplement No. 2).

Hope.

Station.

DELETE:—Signal Box and all relevant details.

Earle's Sidings.

AMEND:—distance to read 2 m. 1,460 yards.

INSERT:—C Down line, 1 m. 516 yards before reaching Home signal.

PAGE 238.

Belle Vue Station.

DELETE:—Reference to DRS and URS.

PAGE 238 (Page 42, Supplement No. 2).

AMEND:—sub-heading—MACCLESFIELD AND MARPLE WHARF JUNCTION—Down 40 m.p.h., Up 40 m.p.h.—MAXIMUM PERMISSIBLE SPEED.

PAGE 239.

Bollington.

DELETE:—Station—all particulars.

Higher Poynton Station

AMEND:—Distance 6 miles, 9 yards.


PAGE 242 (Page 43, Supplement No. 2).

Burton on Trent.

Horninglow Bridge.

AMEND:—first catch point item "C" Down Goods line at fouling point with No. 1 Siding Road 30 yards before reaching Starting signals. (When Horninglow Bridge box is closed, the catch points are clipped and padlocked for the Down Goods line.)

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER LONDON MIDLAND REGION LINES MIDLAND LINES—continued**

Description of Block Signalling on Main Lines (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	
PAGES 248/249	(page 44, Supplement No. 2) —DERBY LONDON ROAD JUNCTION TO BIRMINGHAM NEW STREET continued— DELETE all particulars.	No. 2		No. 5	and substitute the following:—											
	Birmingham New Street No. 2† (Western Lines)	—	1,064			The two running lines between No. 5 boxes are No. 7 platform line and No. 12 line.		10								Drivers of trains departing from New Street Station must not whistle for the signal. The Inspector on duty will indicate on the electric bell to the Signaller when trains are ready to depart.
	No. 5 (Western lines)	—	394					10								<div> <div>1L 1C</div> <div>Western side</div> </div> <div> <div>2L</div> <div>Midland side</div> </div> <div>*Entering Suffolk Street Tunnel.</div>
								20								

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
MIDLAND LINES—continued**

PAGES 251/2/3/4/5/6.

DELETE:—LEICESTER CENTRAL TO HEATH HOLMEWOOD COLLIERY (EXC.) Table.

PAGE 252.

Rothley.

Station.

DELETE:—URS. 43.

PAGE 258 (Page 45, Supplement No. 2).

DELETE:—† in Description of Block Signalling on Main Lines and additional running lines columns, and applicable note.

INSERT:—T.C.B. in Description of Block Signalling on Main Lines column between Ashburys West Junction and London Road.

INSERT:—T.C.B. to additional Down Slow East line between Ardwick, Ashburys West Junction and No. 1 boxes.

INSERT:—T.C.B. to additional Up and Down Fast and Slow lines between Ardwick Junction and London Road.

PAGE 259.

Guide Bridge.

Ashton Park Parade Station.

DELETE:—Signal box and all relevant details.

Dukinfield Station.

AMEND:—Mileage to read:—1 m. 579 yards.

DELETE:—Additional Down Running line between Guide Bridge Dukinfield Station and North Junction.

**SPEED RESTRICTION AND SPECIAL INSTRUCTIONS APPLICABLE TO INDIVIDUAL CLASSES OF
LOCOMOTIVES.**

Section of line	Class and type of engine affected	Speed restriction	Special instructions
PAGE 261. AMEND:— Birmingham New Street No. 4 Platform	Former G.W. engines	Caution	
DELETE:— Marylebone and Heath via High Wycombe item.			

TABLE C

From	To	Line	
		Down	Up
PAGE 261. DELETE:— Watling Street Junction	Cricklewood Junction	Reception ..	—

TABLE E

Whistle to be given at	Movement required	Whistle
PAGE 264. DELETE:— Leicester Central—Goods South Hasland—Sidings Bollington—Station	Loco' to passenger station and all particulars No. 1 Siding for Main line South Nos. 2 and 3 Sidings for Main line South	1L, 1C. — 2S, 1L 4S, 1L
PAGE 265. DELETE:— all items except Ardwick and	Guide Bridge.	

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
MIDLAND LINES—continued**

TABLE F

From	To	Line	Number of vehicles and special conditions	
PAGE 266 (Page 47, Supplement No. 2).				
AMEND:—				
Cricklewood Jn.	Brent Jn. No. 2	Down goods	4 coaching stock. In clear weather only.	
Brent Jn. No. 1	Brent Jn. No. 2	Engine line		
Brent Jn. No. 2	Brent Jn. No. 1	Engine line		
DELETE:—				
Kentish Town	St. Pancras Station	All up	Breakdown van train.	
Kentish Town Jn.	Cattle Docks Jn.	Down goods	and all associated particulars.	
Kentish Town Sidings	Carlton Road Jn.	Down slow		
Cattle Docks Jn.	Kentish Town Jn.	Up Goods		
Kentish Town Jn.	Cattle Docks Jn. and vice-versa	"Down and up" running line		
Carlton Road Jn.	Cattle Docks Jn.	Up Goods (2 items)		
Kentish Town Sidings	Kentish Town Jn.	Across running lines		
Kentish Town Jn.	Kentish Town Sidings	Down slow		
Islip St. Jn.	Kentish Town Sidings	Up slow		
Kentish Town Sidings	Islip St. Jn.	Down goods		
Islip St. Jn.	Kentish Town Jn.	Up fast and goods		
Kentish Town Jn.	Islip St. Jn.	Up slow		
Carlton Rd. Jn.	Kentish Town Sidings			
PAGE 266.				
INSERT:—				
Brent Jn. No. 2	Brent Jn. No. 1	Over through connections	Fitted trains for Cricklewood Express Dairy Siding, with or without brake van leading.	
Brent Jn. No. 1	Brent Jn. No. 2			
Brent Jn. No. 1	Cricklewood Jn.			
Cricklewood Jn.	Brent Jn. No. 1	Up Fast and Up Local	30 freight vehicles in clear weather only.	
Cricklewood Jn.	West End Sidings	Down Fast and Down Local		
		Up Goods		
PAGE 267.				
INSERT:—				
Houghton Conquest	Wilshamstead	Down Slow	35 Freight vehicles. In clear weather only.	
PAGE 268 (Page 48, Supplement No. 2).				
AMEND:—				
Wellingborough Junction	Wellingborough Station	Down Main and Down Goods	2 Freight vehicles without brake van.	
Wellingborough Station	Finedon Road			
Finedon Road	Wellingborough Station	Up Main and Up Goods	2 Freight vehicles without brake van. In clear weather only.	
Wellingborough Station	Wellingborough Junction			
PAGE 268.				
DELETE:—				
Leicester Cattle Market Sidings	Leicester London Road Junction	Down Goods	and remarks.	
PAGE 271.				
INSERT:—				
Burton, Horninglow Bridge	North Stafford Junction	Up Goods	Freight vehicles with or without brake van.	
PAGE 271 (Page 48, Supplement No. 2).				
DELETE:—				
Stenson Junction	Repton & Willington Station	Down Main	and remarks.	
PAGE 272.				
AMEND:—				
New Street No. 2	New Street No. 5	Nos. 7 and 12 Platforms	P. Coaching stock and freight vehicles without brake van.	
(Western Lines)	(Western Lines)			
New Street No. 5	New Street No. 2	No. 7 Platform	P. Coaching stock and freight vehicles without brake van.	
(Western Lines)	(Western Lines)			
PAGE 272/3.				
DELETE:— all items from Leicester Goods to second Annesley North Junction item inclusive.				

PAGE 274.**PROPELLING FREIGHT BRAKE VANS.****AMEND:—**1st paragraph of conditions to read:—

A Guard must ride in the leading vehicle. He must keep a sharp look-out, warn any person who may be on or near the line and be prepared to give any necessary hand signal to the Driver, also if necessary apply the brake.

INSERT:—new 3rd paragraph.

The speed must not exceed 45 m.p.h. when the brake van/s being propelled are fitted with the automatic brake connected in use. Where not fitted a speed of 20 m.p.h. must not be exceeded.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
MIDLAND LINES—continued**

TABLE G

From	To	Line	Remarks
PAGE 275.			
INSERT:—			
Wigston South Sidings ..	Wigston South Junction	1st Up Goods ..	Light engine.
Wigston South Junction ..	Wigston North Junction	Up Goods ..	—
DELETE:—			
Cattle Docks Jn.	Carlton Road Jn.	Up goods ..	} and remarks.
Carlton Road Jn.	Cattle Docks Jn.	Down goods ..	
PAGE 275 (Page 49, Supplement No. 2).			
AMEND:—			
Wellingborough Junction ..	Wellingborough Station	Up Main ..	—
Wellingborough Junction ..	Wellingborough Station	Up Goods ..	—
Wellingborough Station ..	Wellingborough Junction	Down Main ..	Empty MU diesel train.
Wellingborough Station ..	Wellingborough Junction	Down Goods ..	—
PAGE 276.			
INSERT:—			
Burton Station North ..	Burton Station South	Up goods ..	Light engine or engine with not more than two brake vans.
DELETE:—			
New Street No. 2	New Street No. 5	Up Main and No. 7 and 8 Platforms	P. without brake van.
(Western Lines)	(Western Lines)		
AMEND:—			
New Street No. 5	New Street No. 2	No 12 Platform ..	P. without brake van.
(Western lines)	(Western lines)		
PAGES 276/7.			
DELETE:— all items from Leicester Goods South to third Annesley North Junction item inclusive.			

TABLE H1

From	To	Line	Number of vehicles and special conditions
PAGE 278.			
AMEND:—			
Wellingborough Junction ..	Finedon Road ..	Down and Up Main and Down and Up Goods.	2. In clear weather only.
PAGE 279.			
DELETE:—			
Coney Green Sidings ..	Clay Cross South Junction ..	Down Goods ..	15. In clear weather only.
AMEND:—			
Washwood Heath Sidings No. 1 ..	Lawley Street No. 3 ..	Down Lawley St. Goods	20 fitted. In clear weather only.
New Street No. 2 (Western Lines) ..	New Street No. 5 (Western Lines) ..	Nos. 7 and 12 Platform	12
New Street No. 5 (Western Lines) ..	New Street No. 2 (Western Lines) ..	No. 7 Platform	12
Washwood Heath Sidings No. 2 ..	Washwood Heath Sidings No. 1 ..	Down Goods	20 fitted. In clear weather only.
INSERT:—			
Washwood Heath Sidings No. 1 ..	Lawley Street "A" ..	Down Lawley Street Goods	20 fitted. In clear weather only.
Derby North Junction ..	St. Mary's Goods Yard ..	Down Reception	10 fully fitted.
PAGE 279 (Page 50, Supplementary Operating Instructions).			
DELETE:—			
Derby Station North Junction ..	St. Mary's Junction ..	All ..	—
Derby North Junction ..	St. Mary's Goods Yard ..	Down Reception	—
PAGES 279/80.			
DELETE:— all items from Leicester Goods South to second Annesley North Junction item inclusive.			
PAGE 280.			
INSERT:—			
Ashton Moss North Junction (Central Lines) ..	Ashton Moss South Junction ..	Up ..	25 freight vehicles.
Ashton Moss South Junction ..	Guide Bridge Station ..	Down ..	6, fully fitted behind an electric locomotive.
Dukinfield Station ..	Guide Bridge North ..	Down ..	35

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
MIDLAND LINES—continued**

TABLE H2

From	To	Line	Number of vehicles and special conditions
PAGE 280. AMEND:— Carlton Rd. Jn.	St. Pancras Stn.	All up ..	3, in clear weather only.
PAGE 281. AMEND:— New Street No. 2 (Western Lines)	New Street No. 5 (Western Lines)	Nos. 7 and 9 Platform	P
New Street No. 5 (Western Lines)	New Street No. 2 (Western Lines)	Nos. 7 and 8 Platform	P

TABLE J

From	To	Class of Train	Conditions	Remarks
PAGE 282. DELETE:— St. Pancras Passenger Station	Down Home 3 signal	P ECS	N	East and West departure to Down Fast line.
—and the three paragraphs of instructions.				

TABLE K.I

From	To	Lines	
		Down	Up
PAGE 283. INSERT:— Carlton Road Junction	Cricklewood Junction	Goods	Goods

TABLE M

**PAGE 284.
DELETE:—** Nottingham Victoria—South.
Annesley—South Junction.
Kirkby Bentinck—South Junction.
Tibshelf Town—Station.
Pilsley—Station.

TABLE S1

Name of Siding	Situation	Lines connected with	Methods of Control
PAGE 285. DELETE:— Sileby Goods Yard	South end of Station Yard	Up Goods.. ..	and remarks.
INSERT:— Mountsorrel	Between Sileby Station and Barrow-on-Soar & Q. Station	Down passenger	Ground frame, electrically controlled from Sileby Station box.
AMEND:— Up Sidings, South end Ampthill	Between Flitwick Station and Millbrook	Up Slow ..	Ground frame, electrically controlled from Millbrook box.
Up Sidings, North end Ampthill	Between Flitwick Station and Millbrook	Down Slow ..	Ground frame, electrically controlled from Flitwick Station box.

TABLE S3

Siding	Position	Remarks
PAGE 286. DELETE:— Up Sidings, South end Ampthill	Up Slow line, Ampthill (Ground frame, Bolt locked from Ampthill box).	—

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

MIDLAND LINES—continued

PAGE 288.

INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN ADVANCE.**DELETE:—**instructions sub-headed—Single Line Working Rules 189 to 208.**INSERT:—****STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION**

The instruction headed "Station Limits" on page 61 of the General Appendix will not apply on lines worked on the Track Circuit Block System, and where Station Limits are required on such lines for the purposes of Rules 149 and 153, these are defined, for the individual signal boxes concerned, in the table below.

Wrong direction movements, except in emergency, must only be made when there is a fixed signal provided for such movements. (For wrong direction movements in emergency, refer to the instruction on page 3 of the General Appendix.)

The area encompassed by the following points may be treated as Station Limits:—

Signal Box/Location	Line	Between
	NIL	

SIDINGS WHERE LEVER WORKING INDICATOR IN SIGNAL BOX IS PROVIDED

Place	Trains setting back from
PAGE 292. DELETE:— Barrow-on-Soar	Down passenger line to the Down sidings.

COUPLING AND UNCOUPLING OF ENGINES TO AND FROM TRAINS

Place	Remarks
PAGE 292. AMEND:— Carlton Rd. Jn.—Cattle Docks Sdgs.	When no male member of the staff is available.
PAGE 293 (Page 53, Supplement No. 2). DELETE:— Chaddesden C.S.	Empty coaching stock trains when a Shunter is not available.
PAGE 293. DELETE:— Hope	When no member of station staff is available.

GONGS IN TUNNELS

PAGE 294.

DELETE:—Victoria Street Up
Victoria Street Down
Mansfield Road Up

PAGES 294/295.

DELETE:—SPECIAL INSTRUCTIONS IN CONNECTION WITH DOVE HOLES, DISLEY, CLAY CROSS, TOTLEY AND COWBURN TUNNELS—and all sub-headings and associated instructions under this heading.

PAGE 297.

GENERAL INSTRUCTIONS FOR DESCENDING INCLINES

DELETE:—Annesley—Bulwell Common item.

LOCAL INSTRUCTIONS
ST. PANCRAS

PAGE 298.

INSERT:—sub-heading and instruction as follows:—

INDICATORS ON Nos. 5 AND 7 PLATFORM LINES.—Electrically illuminated stencil type indicators are provided on Platforms No. 5 and No. 7, 220 yards and 200 yards respectively from the buffer stops, and these will indicate to Station Staff that the respective Home 1 (platform starting) signal has been lowered for the train to depart.

PAGE 298 (Page 54, Supplement No. 2).

ST. PANCRAS—TELEPHONE COMMUNICATION BETWEEN CAMBRIDGE STREET DIESEL FUELLING DEPOT AND DOCK JUNCTION—DELETE:—the existing instruction and **SUBSTITUTE** the following paragraphs:—

Telephone communication is provided adjacent to the outlet signals from the Cambridge Street Diesel Fuelling Depot to enable Enginemmen to communicate with the Signalmen at Dock Junction box.

When a locomotive is ready to leave the Fuelling Depot the Second Man or Fireman must inform the Signalmen at Dock Junction box, by means of the telephone, details of the train his locomotive is booked to work.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES MIDLAND LINES—continued

PAGE 298.

ST. PANCRAS.

DELETE:—sub-headings—**WORKING OF LIGHT ENGINES AND PLATFORM LINES** and **PASSENGER AND EMPTY COACHING STOCK TRAINS ASSISTED BY AN ENGINE IN THE REAR** and the relevant instructions.

INSERT:—new sub-headings and instructions as follows:—

WORKING OF LIGHT ENGINES FROM PLATFORM LINES.—Unless the Driver is instructed to the contrary by the Station Master, locomotives which have worked trains or E.C.'s into the station must, when the vehicles are departing, follow at a safe distance as far as the Home 1 (platform starting) signal (except No. 5 platform) but must not pass such signal until it has been placed to danger and taken off again. In the case of No. 5 platform, the locomotive must follow at a safe distance as far as the position light shunting signal reading along No. 5 platform or to Siding 8.

If for any reason the locomotive does not follow the vehicles out of a platform line immediately, it must remain at the buffer stop and the Signalman must be advised of the circumstances by the station staff. The locomotive must not be allowed to move until the permission of the Signalman has been obtained.

WORKING OF LOCOMOTIVES IN ST. PANCRAS STATION.—In order to reduce noise in the Station to the minimum the following instructions will apply:—

1. **Locomotives working in with loaded trains.**—Unless instructions to the contrary are issued by the Station Master locomotives working loaded trains into the station must be detached as soon as the train has been brought to a stand after which the engine of a diesel locomotive must be shut down.
2. **Locomotives working in with E.C.S. trains. (During steam heating period.)**—Locomotives working E.C.'s into the station will remain coupled to the train for steam heating purposes and the engine of a diesel locomotive may be allowed to run for this purpose. The enginemen will be advised by the station staff when steam heating may cease and the locomotive is to be uncoupled from the train. The engine of a diesel locomotive must then be shut down as soon as possible if time permits.
3. **Locomotives working in with E.C.S. trains. (Outside steam heating period.)**—Locomotives working E.C.'s into the station must be detached as soon as the train has been brought to a stand after which the engine of a diesel locomotive must be shut down.

In the event of any diesel locomotive developing a fault which prevents the engine from being shut down the Driver must advise the Person in charge of the platform immediately upon arrival in order that arrangements may be made to shunt the locomotive if necessary.

The engines of diesel locomotives must not be restarted until:—

- (a) required to follow an outward loaded train—one minute before the booked departure time of the train unless otherwise instructed by the station staff.
- (b) required to follow an outward E.C.S. train—when the Driver is advised by the Person in charge of the platform that the E.C.S. are almost ready and will be "rung out" in one minute.

PAGE 299.

KENTISH TOWN—SIDINGS BOX.

DELETE:—the following words from the last line of the first paragraph "or to cross from the up slow line to the down slow line".

DELETE:—sub-heading **CATTLE DOCKS JUNCTION** and **SUBSTITUTE:**—**CATTLE DOCKS SIDINGS.** The reference to Cattle Docks Jn. box in the third paragraph is amended to read Carlton Road Jn. box.

DELETE:—sub-heading **CARLTON ROAD JN. DOWN PASSENGER LINE STARTING SIGNAL** and all particulars.

DELETE:—sub-heading **HAVERSTOCK HILL DOWN GOODS LINE INTERMEDIATE BLOCK HOME SIGNAL** and all particulars.

PAGE 300.

CRICKLEWOOD.

INSERT:—**BRENT UP SIDINGS.**—The Guard of a train arriving on No. 1 or No. 2 reception siding at Brent Up Sidings must advise the Person in charge at Brent Up Sidings ground frame when his train is clear of the points.

DELETE:—**MILL HILL (BROADWAY)** item.

PAGE 305.

AMEND:—

WOODLEY JUNCTION

RULE 147.

Guards of trains not conveying passengers, brought to a stand at Woodley Junction Down Second Home signal from Romiley, must immediately advise the Woodley Junction Signalman when their train has arrived complete, with tail lamp attached, inside the first Home signal. The telephone at the Woodley South ground frame may be used for this purpose.

PAGES 306/307 (Page 56, Supplement No. 2).

BIRMINGHAM (NEW STREET) STATION

AMEND:—**STARTING OF TRAINS.**

Rules 141 and 143 Indicators, not normally illuminated, are provided on platforms 7 (Up trains only) and 12 (Up and Down trains). Immediately the Guard's signal to start a train (on No. 7 Platform the engine of which is in advance of the indicator) has been given, the Person in charge of the platform in question must press the plunger which will cause the indicator to exhibit the letter 'R', and this will be an indication to the Driver of the train that the Guard's signal to start has been given.

WORKING IN STATION.

DELETE:—1st and 2nd paragraphs.

BANKING OF PASSENGER TRAINS, Nos. 9 and 10 PLATFORM LINES, IN CLEAR WEATHER.

AMEND:—heading and instructions:—

BANKING OF TRAINS—No. 12 PLATFORM LINE, IN CLEAR WEATHER.

An engine must not assist a train in the rear until the bank engine indicator shows the proceed indication, except as shown below. The indicator is controlled from No. 5 box, and, when in the proceed position, will indicate to the Driver of the assisting engine that signals worked from that box have been lowered for the train to proceed to Church Road Junction.

In the event of a portion of the train which is to be assisted standing ahead of the platform starting signal, it may not be possible for that signal to be lowered. In such circumstances, the bank engine indicator will not operate, and the Driver of

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

MIDLAND LINES—continued

the assisting engine will be instructed by the Platform Inspector, on the authority of the Signaller at No. 5 box, to pass the indicator in the "On" position and to pass the platform starting signal at Danger.

In the event of the bank engine indicator failing, the Driver of the assisting engine will be instructed by the Platform Inspector, on the authority of the Signaller at No. 5 box, to pass the indicator in the "On" position.

LETTERS AND INVOICES TO BIRMINGHAM NEW STREET.

DELETE:—reference to Nos. 8, 9 and 10 Platforms.

PAGES 307/8/9.

DELETE:—All items from **LEICESTER** to **PILSLEY** inclusive.

PAGE 316 (Page 58, Supplement No. 2).

LIST OF LINES

AMEND:—Ditton Junction No. 1 to Edge Hill

DELETE:—**AMEND** Edgeley Junction No. 1 to Manchester London Road Line heading should read as originally shown i.e. Crewe, North Junction to Manchester London Road.

Page
335

TABLE A

PAGE 318.

Explanation of References.

INSERT:—

"T.C.B." — Track Circuit Block: running lines completely track circuited.

"T.C.B.(G)" — the equivalent of Permissive Block on Goods Lines.

"T.C.B.(P)" — the equivalent of Permissive Block on Platform Lines for Passenger trains.

"T.C.B.(PF)" — the equivalent of Permissive Block on Passenger Lines for Freight trains.

} see General Appendix (pages 21 and 22)

PAGE 325.

Coppull.

Darlington's Siding.

DELETE:—Signal Box and all relevant details.

Balshaw Lane and Euxton.

Station.

AMEND:—distance to read 2 m. 1,347 yards.

PAGES 331/332 (Pages 62/63, Supplement No. 2).

DELETE:—* in Description of Block Signalling on Main Lines column and applicable note.

INSERT:—T.C.B. in Description of Block Signalling on Main Lines column between Carlisle No. 3, Carlisle Kingmoor and Gretna Junction.

INSERT:—T.C.B. to additional Up line between Carlisle Kingmoor and Etterby Junction.

INSERT:—T.C.B.(G) to all additional Up and Down Goods lines between Carlisle No 3 and Gretna Junction.

PAGE 335 (Pages 64/65, Supplement No. 2).

DELETE:—‡ in Description of Block Signalling on Main Lines column, and applicable note.

INSERT:—T.C.B. in Description of Block Signalling on Main Lines column, and on all additional Passenger lines between all boxes Ditton Junction No. 1 to Edge Hill inclusive.

PAGES 335/336 (Page 64, Supplement No. 2).

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

DITTON JUNCTION NO. 1 TO EDGE HILL.

PAGE 337 (Page 65, Supplement No. 2).

DELETE:—‡ in Description of Block Signalling on Main Lines column and applicable note.

INSERT:—T.C.B.(G) in Description of Block Signalling on Main Lines column between Edge Hill, Wavertree Junction and Engine Shed Junction.

PAGE 342 (Page 66, Supplement No. 2).

Hornby Station.

DELETE:—all particulars.

Caton Station.

AMEND:—distance 6 m. 671 yards.

PAGE 349 (Page 68, Supplement No. 2).

DELETE:—all *s in Description of Block Signalling on Main Lines columns on this page and applicable footnotes.

INSERT:—T.C.B.(G) in Description of Block Signalling on Main Lines column between Carlisle, Canal Junction and Carlisle, Kingmoor box; and between Carlisle Kingmoor, Down Tower and Carlisle, Canal Junction.

PAGE 355.

DELETE:—‡ in Description of Block Signalling on Main Lines column and applicable note.

INSERT:—T.C.B. in Description of Block Signalling on Main Lines column between all boxes Crewe North Junction to Cheadle Hulme Station inclusive.

INSERT:—T.C.B. to additional Up and Down lines between Sandbach Sydney Bridge Junction and Station.

INSERT:—T.C.B. to additional Up and Down line and T.C.B.(G) to additional Up and Down Goods line at Sandbach Station.

INSERT:—T.C.B.(G) to additional Up and Down Goods lines at Chelford Station.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES MIDLAND LINES—continued

PAGE 357 (Page 70, Supplement No. 2).

DELETE:—‡ in Description of Block Signalling on Main Lines columns and applicable note.

INSERT:—T.C.B. in Description of Block Signalling on Main Lines columns between Heaton Norris Junction and Longsight No. 1.

INSERT:—T.C.B. to additional Up and Down lines between Heaton Norris Junction and Longsight No. 1.

PAGES 357/358 (Page 70, Supplement No. 2).

DELETE:—‡ in Description of Block Signalling on Main Lines columns and applicable note.

INSERT:—T.C.B. in Description of Block Signalling on Main Lines columns between Longsight No. 1 and Manchester London Road, London Road.

INSERT:—T.C.B. to additional Up and Down lines between Longsight No. 1 and London Road and additional Up and Down East lines between Ardwick Junction and London Road.

INSERT:—T.C.B.(G) to additional "Up and Down" Goods line between Longsight No. 1 and Ardwick Junction and to additional "Up and Down" Excursion line at Longsight No. 1.

INSERT:—additional Down Goods line (T.C.B.(G)) between Longsight No. 1 and Ardwick Junction.

PAGE 358 (Page 71, Supplement No. 2).

INSERT:—T.C.B. in Description of Block Signalling on Main Lines column between Manchester London Road and Oxford Road Station.

PAGE 360.

Mossley—Black Rock.

DELETE:—U.R.S. 63—D.R.S. 31.

PAGES 360/361 (Page 71, Supplement No. 2).

Stalybridge.

No. 2.

DELETE:—‡ and * from Description of Block Signalling on Main lines column and appropriate footnotes.

DELETE:—Additional Down and Up platform lines.

No. 3.

DELETE:—Signal box and all relevant details.

No. 4.

AMEND:—distance to read: 0 m. 651 yards.

PAGE 361.

Greenfield.

AMEND:—Junction to read Station.

PAGE 361 (Page 71, Supplement No. 2).

DELETE:—speed restriction—Down 15 Up 15—Through Junction from and to Oldham Glodwick Road.

PAGE 363.

Mossley.

Micklehurst.

DELETE:—all particulars.

Greenfield.

Friezland.

AMEND:—distance 2 m. 617 yards.

Diggle.

Uppermill.

DELETE:—DRS.58.

PAGE 368 (Page 73, Supplement No. 2).

DELETE:—‡ in Description of Block Signalling on Main Lines column and applicable note.

INSERT:—T.C.B. in Description of Block Signalling on Main Lines column between Broad Green, Edge Hill and Liverpool Lime Street.

INSERT:—T.C.B. to additional Up and Down lines between Broad Green, Olive Mount Junction, Edge Hill and Liverpool Lime Street.

PAGE 370.

Warrington.

Winwick Junction.

AMEND:—speed restriction Up 40 Through junction to Fast lines.

PAGE 373.

Edgeley Junction.

No. 2.

INSERT:—Speed restriction 40 Down Between Edgeley Junction No. 2 and Northenden Junction.

Cheadle Village.

Junction.

DELETE:—Speed restriction 45 Down Round curve between 1 $\frac{3}{4}$ and 2 m.p. between Cheadle Village Junction and Cheadle Goods Yard.

PAGE 374.

Cheadle Goods.

Yard

DELETE:—Speed restriction 45 Up Round curve between 2 and 1 $\frac{3}{4}$ m.p. between Cheadle Goods Yard and Cheadle Village Junction.

Northenden.

Junction.

INSERT:—Speed restriction 40 Up Between Northenden Junction and Edgeley Junction No. 2.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
MIDLAND LINES—continued**

PAGE 376.

Latchford Station.

DELETE:—speed restriction **Down 50 m.p.h. Up 50 m.p.h. Through Station, round curves.****Warrington.**

Crosfields Crossing.

AMEND:—note in Engine Whistles columns—Drivers must whistle when 1 mile distant from Taylors Level Crossing, Marsh House Level Crossing, Fidlers Ferry Level Crossing, and Penketh Hall Level Crossing.**PAGE 377.****DELETE:**—Sankey Bridges, all particulars.**Widnes.**

Carterhouse Junction.

AMEND:—Distance 4 m. 1,253 yards.**DELETE:**—speed restriction **Down 45 m.p.h. Up 45 m.p.h. Through junction to and from Widnes Station.****INSERT:**—Speed restriction **Up 20 m.p.h. Between 12½ m.p. and 11 m.p.****TABLE F**

From	To	Line	Number of vehicles and special conditions
PAGE 387.			
DELETE: —			
Carlisle Citadel Station ..	Carlisle No. 8	Down	Coaching stock.
INSERT: —			
Carlisle Citadel Station ..	Carlisle No. 8	Up	Coaching Stock.
PAGE 388.			
INSERT: —			
Morecambe, Euston Road ..	Morecambe Promenade	Down	35 freight wagons with 2 brake vans, for Heysham direction in clear weather and during daylight only.
PAGE 390.			
INSERT: —			
Rainhill Station	Huyton Quarry Station	—	8 fitted vehicles with brake van leading. Clear weather and daylight only.

PAGE 391.**PROPELLING FREIGHT BRAKE VANS.****AMEND:**—1st paragraph of conditions to read:—A Guard must ride in the leading vehicle. He must keep a sharp look-out, warn any person who may be on or near the line and be prepared to give any necessary hand signal to the Driver, **also if necessary apply the brake.****INSERT:**—new 3rd paragraph:—

The speed must not exceed 45 m.p.h. when the brake van/s being propelled are fitted with the automatic brake connected in use. Where not fitted a speed of 20 m.p.h. must not be exceeded.

TABLE K2

From	To	Lines	
		Down	Up
PAGE 405. INSERT:—			
Stalybridge No. 4	Diggle Junction (via Micklehurst)	Main ..	Main.

TABLE M

Signal box	Line	Remarks
PAGE 406.		
AMEND: —		
Greenfield—Station	Down	Not exceeding 4 wagons without brake van between inner and outer Home signals.

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

MIDLAND LINES—continued

PAGE 411.

INTERMEDIATE BLOCK SIGNALS CONTROLLED FROM THE SIGNAL BOX IN ADVANCE.**DELETE:—**instructions sub-headed—**Single Line Working Rules 189 to 208.****INSERT:—****STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION**

The instruction headed "Station Limits" on page 61 of the General Appendix will not apply on lines worked on the Track Circuit Block System, and where Station Limits are required on such lines for the purposes of Rule 149 and 153, these are defined, for the individual signal boxes concerned, in the table below.

Wrong direction movements, except in emergency and for ballast trains, must only be made when there is a fixed signal provided for such movements. (For wrong direction movements in emergency and by ballast trains, refer to the instruction on page 3 of the General Appendix.)

The area encompassed by the following points may be treated as Station Limits:—

Signal Box/Location	Line	Between
Carlisle, Kingmoor	Down Main Up Main Down Goods Up Goods	Signal KR 2 and Signal KR 34. Signal KR 41 and Signal KR 4. Signal KR 1 and Signal KR 19. Signal KR 40 and Signal KR 3.
Carlisle, Down Tower Sorting Sidings Area Departure Lines Area	Down Goods	Signal D.T.119 and in rear of set back signal D.T.115.
Carlisle, Up Tower	Down Goods	Signal D.T.105 and in rear of set back Signal D.T.101.
Gretna Junction	Down Goods Down Main Up Main	Signal D.T.36 and in rear of set back Signal D.T.37. Signal G.A.23 and (Signal G.A.21 (Main)) (Signal G.A.15 (branch)). Signal G.A.8 (Main) } and Signal G.A.204, Signal Signal G.A.5 (branch) } G.A.101. (Up Single Goods) and G.A.204.
Ditton Junction No. 1	Down Slow Down Fast Up Slow Up Fast	Signal DN (1) 10 and in rear of set back signal, Down Slow to Down Fast. Signals DN (1) 14 (Down Main) DN (1) 16 Down Fast and in rear of set back signal reading along Down Fast. Signal DN (2) 6 and Up Reception line. Signal DN (2) 10 and Up Reception line.
Ditton Junction No. 2	Down Slow Down Fast Up Slow Up Fast	Signals DN (2) 30 and DN (2) 29. Signals DN (2) 24 and DN (2) 23. Signal DN (2) 6 and Up Reception line. Signal DN (2) 10 and Up Reception line.
Speke Junction	Down Slow Down Fast Up Fast Up Fast	Signal SE.83 and connection to Down Goods. Signal SE.80 and connection to Down Slow. Signal SE.9 and in rear of set back signal Up Slow to Down lines. Signal SE.21 and in rear of set back signal Up Fast to Down lines.
Allerton Junction	Down Slow Down Fast Up Slow Up Fast	Signal AN.24 and in rear of set back signal Down Slow to Down Fast. Signal AN.54 and in rear of set back signal Down Fast to Up Fast. Signals AN.7 and AN.8. Signals AN.31 and AN.33.
Edge Hill Box Wavertree Area	Down lines Up lines	Signals EH.9 (Down Slow), EH.11 (Down Fast) and in rear of set back Signal EH.17 (Down Circular Goods). Signals EH.21 (Up Circular Goods), EH.18 (Up Main) and in rear of set back signal E.H12 (Up Fast), EH.13 (Up Slow).
Edge Hill Area	Down lines Up lines	Signals EH.33 (Down Fast), EH.34 (Down Slow), EH.25 (Down Main), EH.39 (Up Bootle) and Signal EH.81 (Down Fast), EH.82 (Down Slow), in rear of set back signal EH.42 (Down Waterloo Goods). Signals EH.76 (Up Slow), EH.73 (Up Fast) and signals EH.32 (Up Slow), EH.31 (Up Fast), EH.26 (Up Main), EH.38 (Down Bootle).
Liverpool Lime Street	Down lines Up lines	Down Fast and Down Slow Home 2 signals and buffer stops on Platform lines. Buffer stops on Platform lines and Up Fast and Up Slow Starting signals.
Sandbach	Down Slow and "Up and Down" Goods "Up and Down" Platform and Up Slow Down Fast Up Fast "Up and Down" (Middlewich) Branch	Signal SH. 51 and "Up and Down" (Middlewich) Branch line. "Up and Down" (Middlewich) Branch and Signal SH. 54. Signal SH. 52 and Signal SH. 16. Signal SH. 17 and Signal SH. 55. Down Main line and Signal SH.24.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND
OTHERS FOR WORKING OVER LONDON MIDLAND REGION LINES
MIDLAND LINES—continued**

Signal Box/Location	Line	Between
Sandbach—continued	Up (Middlewich) Branch Up Branch (to Elton Crossing) Down Branch (from Elton Crossing)	Signal SH.25 and Up Main line. Up Main line and Signal SH.46. Signal SH.47 and Down Main line.
Wilmslow Box Chelford Station Area	Down lines Up Main	Signal WW.8 (Down Goods) and in rear of set back Signal CD.1 (Down Main). Signal WW.13 and in rear of set back Signal CD.16.
Alderley Edge Area Wilmslow Area	Up lines Down lines Up lines	Signals WW.41 and WW.22. Signals WW.42 and WW.89 (Down Styal), WW.57 (Down Main). Signals WW.53 (Up Main) WW.88 (Up Styal) and in rear of set back signal WW.44 (Up Main).
Manchester London Road Box Longsight Area	Down lines Up lines	Signals LR.42 (Down Fast), LR.41 (Down Slow) and in rear of set back Signals LR.85 (Down Fast), LR.88 (Up and Down Goods), LR.99 (Down Slow). Signals LR.88 (Up and Down Goods), LR.96 (Up Slow), LR.97 (Up Fast) and LR.37 (Up Slow), LR.38 (Up Fast).
Piccadilly Area	Down lines Up lines	Signals LR.102 (Bennetts Yard), LR.108 (Down Slow), LR.109 (Down Fast), LR.117 (Down Midland Junction), LR.204 (Down Slow East), LR.205 (Down Fast East) and Signal LR.174. Buffer stops on Platforms 1 to 12, Mayfield Station, and Goods Yards. Signals LR.174, buffer stops on Platforms 1 to 12, Mayfield Station, Goods Yards and Signals LR.106 (Up Slow), LR.107 (Up Fast), LR.203 (Up East).

GENERAL INSTRUCTIONS FOR DESCENDING INCLINES

From the direction of	Proceeding towards	Point at which train must come to a stand for wagon brakes to be applied	Point at which train must come to a stand for wagon brakes to be released
PAGE 416. INSERT:— Bickershaw Junction	.. Springs Branch No. 1 ..	Platt Bridge Junction Down Home signal	Springs Branch No. 1.

LOCAL INSTRUCTIONS

PAGE 432.

GREENFIELD.

AMEND:—reference to Greenfield Junction box to read Greenfield Station box.

★ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES BOOK

LIST OF LINES IN THE SEQUENCE USED THROUGHOUT THE BOOK
PAGE iv (Page 4, Supplement No. 2).

	Page Number relating to Table A
DELETE:—	
BOSTON TO LINCOLN (GREETWELL JUNCTION)	36
CONINGSBY JUNCTION TO BELLWATER JUNCTION	37
INSERT:—	
LINCOLN (GREETWELL JUNCTION) TO BELLWATER JUNCTION	36

TABLE A

PAGE 4.

List of Signal Boxes, Running Lines, etc.

T.C. Block.

AMEND:—

Where running lines between successive signal boxes are completely track circuited and block indicators are not provided.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER EASTERN REGION LINES BOOK—continued**

Description of Block Signalling on Main Lines (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	Des- cription	Standage Wagons in addition to 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	
PAGE 5.																
	AMEND:— KING'S CROSS AND SHAFTHOLME JUNCTION (N.E.R.)							90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.						
EXCEPT BETWEEN THE FOLLOWING POINTS WHERE 100 M.P.H. IS AUTHORISED ON MAIN AND FAST LINES:— LOLHAM AND STOKE GRANTHAM (North of) AND NEWARK (South of) CADWELL AND OFFORD (South of)																
PAGE 6 (Page 89, Supplement No. 2).																
	AMEND:— Copenhagen Junction							60	—	Main and Fast lines South end of Copenhagen Tunnel and Wood Green 0 m. 65 chs. to 4 m. 78 chs.						
PAGE 7	Harringay YM DELETE:— East Goods Yard	0	700	and 2 black dots												
AMEND:— One additional Up Goods Line to read Up Goods Line between Holloway North Up and Finsbury Park No. 4 worked under Absolute Block Regulations and one additional Up Goods Line to read Up Coal Line between Holloway North Up and Finsbury Park No. 4 worked under Permissive Block Regulations.																
PAGE 8.																
	Harringay West Station DELETE:—							—	5	From top of Viaduct to Up Goods Box.						
	INSERT:—							—	5	From top of Viaduct at 3 m. 45 chs. to Harringay Up Goods Box at 3 m. 33 chs.						
								—	10	From Ferme Park North Down at 3 m. 69 chs. to top of Viaduct at 3 m. 45 chs.						
PAGE 9.																
	Wood Green Station INSERT:—							—	60	Main and Fast lines between Wood Green and Holloway 4 m. 78 chs. and 1 m. 35 chs.						
								80	80	Main and Fast lines between Wood Green and Hatfield (South of) 4 m. 78 chs. and 16 m. 75 chs.						

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER EASTERN REGION LINES BOOK—continued**

Description of Block Signalling on Main Lines (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	Des- cription	Standage Wagons in addition to 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	
PAGE 9 (Page 90, Supplement No. 2).																
DELETE:—All of table between Wood Green No. 3 and New Southgate Station inclusive and SUBSTITUTE:—																
●	Wood Green	0	165			●●●		25	—	Slow line No. 1 to Enfield Branch						
	No. 3 (Signals Down lines only)			A				15		Slow line No. 2 and Goods line, 4 m. 70 chs. to 5 m. 8 chs.						
	(See page 41 for Enfield line)															
●	Wood Green	0	154			●●●										
	No. 2 (Signals Up lines only)															
●	New Southgate Station	1	468			●●	●	15	—	Additional lines through Station						
	Cemetery															
	DELETE:—							—	60	Main and Fast lines between Cemetery and Holloway, 7 m. 32 chs. and 1 m. 35 chs.						
								80	80	Main and Fast lines between Cemetery and Hatfield (South of), 7 m. 32 chs. to 16 m. 75 chs.						
PAGE 10.																
Between New Barnet, North and Potters Bar Station.																
AMEND:—description of Block Signalling on Main and Slow Lines to read:—T.C. Block.																
Between Potters Bar, Station and Hatfield, Marshmoor.																
AMEND:—description of Block Signalling on Main Lines and Up Slow Lines to read:—T.C. Block.																
PAGE 11 (Page 91, Supplement No. 2).																
	Hatfield No. 1							70	70	Fast lines between Hatfield (South of) and Hatfield (North of) 16 m. 75 chs. and 17 m. 68chs.						
	AMEND:—															

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER EASTERN REGION LINES BOOK—continued**

Description of Block Signalling on Main Lines (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	Des- cription	Standage Wagons in addition to 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		
PAGE 15.	Holme Station AMEND:							70	70	Main lines between Holme (South of) and Yaxley (South of) 69 to 72 m.p.							

PAGE 18/19 (Page 94, Supplement No. 2).

DELETE:—All of table between Essendine South and Little Bytham Station inclusive and **SUBSTITUTE:—**

Track Circuit Block	●	Essendine	1	1,103	●	●	DRS	85								
					A											
	●	Corby Glen Little Bytham Station	3	953	●	●	DRS	42	15	—	15	Goods, 92 m. 14 chs. to 92 m. 21 chs. Slow, 92 m. 21 chs. to 92 m. 12 chs.				
							URS	50				C. Down Main 749 yards before reaching Automatic Stop signal. 240				
												C. Down Main 1,833 yards before reaching Down Outer Home signal. Level				
												C. Down Main, 711 yards before reaching Down Outer Home signal. 200				

PAGE 19.

Between **Little Bytham Station** and **Corby Glen Station.**

AMEND:—description of Block Signalling on Main Lines to read:—**T.C. Block.**

PAGE 20.

Between Great Ponton and Grantham South.

AMEND:—description of Block Signalling on Main Lines to read:—T.C. Block.

Between Grantham North and Barkston South, Junction.

AMEND:—description of Block Signalling on Main Lines to read:—T.C. Block.Grantham
North
DELETE:—

85

85

Main lines between Grantham North and Newark Junction (South of) 105 m.
48 chs. to 119 m. 59 chs.**PAGE 21.**Newark
South
INSERT:—
Hougham
Station
INSERT:—
Down I.B.S.
3,631 yards from
Hougham Station
Up I.B.S.
4,027 yards from
Claypole Station
DELETE:—

85

85

Main lines Newark Junction (South of) 119 m. to 119 m. 59 chs.

URS

49

PAGE 21 (Page 95, Supplement No. 2).Claypole
DELETE:—
Westborough
AMEND:—
Station
DELETE:—

2

341

3

1,446

DRS
URS60
43**PAGE 22.**Carlton
Station
DELETE:—

URS

55

Between Crow Park Station and Egmanton.

AMEND:—description of Block Signalling on Main Lines to read:—T.C. Block.Egmanton
AMEND:C. Down Main
723 yards before
reaching Home
Signal**PAGE 23.**Retford
North
DELETE:—Stop Up Platform all
trains.

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER EASTERN REGION LINES BOOK—continued**

Description of Block Signalling on Main Lines (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 in addition to 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	
PAGES 23/24 (Page 96, Supplement No. 2).																
	Bawtry Scrooby DELETE:—							60	60	Main lines between Scrooby Troughs (South of) and Bawtry (South of), 146 m. 10 chs. to 147 m. 7 chs.						
								70	70	Main lines between Bawtry (South of), and Rossington (North of), 147 m. 7 chs. to 151 m. 40 chs.						
	INSERT:—							60	60	Main lines between Scrooby Troughs (South of) and Bawtry (North of), 146 m. 10 chs. to 149 m. 33 chs.						
								70	70	Main lines between Bawtry (North of) and Rossington (North of), 149 m. 33 chs. to 151 m. 40 chs.						
PAGE 24. Between Bawtry Station and Rossington Station. AMEND:—description of Block Signalling on Main Lines to read:—T.C. Block.																
PAGE 26. Between Doncaster North and Arksey Station. AMEND:—description of Block Signalling on Down Main Line to read:—T.C. Block.																
	Boston Grand Sluice Junction 4 DELETE:— (See page 36 for (Lincoln line) INSERT:—															
										S. Up Main 384 yards before reaching Nos. 26 and 29 Inner Home signals	400					
PAGE 29. Between Helpringham Station and Sleaford South Junction. AMEND:—description of Block Signalling on Main Lines to read:—T.C. Block.																

PAGE 31 (Page 97, Supplement No. 2).

Lincoln
Greetwell Junction

INSERT:—

(See page 37 for
Bellwater Junction
line)
Sincil Bank

DELETE:—

(See page 37 for
Boston line)

PAGE 32.

Rowlands Sidings

DELETE:—

Signal box and
distance
Kesteven Sidings

AMEND:—

3

594

PAGE 33.

Misterton
Walkeringham

DELETE:—Signal box and distance.
Station

AMEND:—

2

1329

PAGES 36/37 (Pages 98-99, Supplement No. 2).

DELETE:—BOSTON TO LINCOLN (GREETWELL JUNCTION)—heading and all entries.

DELETE:—CONINGSBY JUNCTION TO BELLWATER JUNCTION—heading and all entries.

INSERT:—LINCOLN (GREETWELL JUNCTION) TO BELLWATER JUNCTION.

LINCOLN (GREETWELL JUNCTION) TO WOODHALL
JUNCTION

40

40

MAXIMUM PERMISSIBLE SPEED

WOODHALL JUNCTION TO BELLWATER JUNCTION

50

50

MAXIMUM PERMISSIBLE SPEED

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER EASTERN REGION LINES BOOK—continued**

Description of Block Signalling on Main Lines (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 in addition to 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	
●	Lincoln Greetwell Junction (See page 34 for Avoiding line)	—	—					20 20	— 20	Through Junctions 136 m. 10 chs. to 136 m. 16 chs. C. Down line 1,022 yards before reaching Outer Home Signal.	222					
●	Five Mile House Station	4	60													
●	Bardney Station	3	1,717			DRS	64	20	20	Round Longwood curve between Bardney and Five Mile House. Speed restriction lamp illuminated at night				IL 3S		Water at Woodhall Junction
●	Stixwould Station	4	301					20	20	Round curve between Stixwould Station and 124½ m.p.						
●	Woodhall Junction Station	2	476			DRS	48	20	20	Round Black Horse curve between Woodhall Junction and Stixwould. Speed restriction lamp illuminated at night.						
								25	25	Through disused junction points at 121 m. 27 chs.						
	N.B.—The direction of the line from Greetwell Junction to 121 miles 27 chains is "Up"															
●	Coningsby Station	4	536													
●	Tumby Woodside Station	2	831													

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING
OVER EASTERN REGION LINES BOOK—continued**

Description of Block Signalling on Main Lines (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	Des- cription	Standage Wagons in addition to 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 81 (Page 105, Supplement No. 2).	Beighton Junction INSERT:—											IL IS				Tinsley Diesel Depot
PAGE 83.	Rotherham Masborough, South Junction INSERT:—													IL IS	IL IS	Tinsley Diesel Depot or N.E. Arrival line at Treeton Junction

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES BOOK—continued

TABLE E

Whistle at to be given	Movement required	Whistle
PAGE 94. Boston Goods Sleaford Junction DELETE:—	Creosote Yard and Down Main Creosote Yard and Loco' Yard Creosote Yard and Down Goods Creosote Yard and Up Sidings	3 short, 1 crow 1 crow, 2 short 1 long, 5 short 2 short, 1 long
PAGE 95 (Page 108, Supplement No. 2). DELETE:— BOSTON TO LINCOLN (GREETWELL JUNCTION):— heading and all entries. INSERT:— Line heading— LINCOLN (GREETWELL JUNCTION) TO BELLWATER JUNCTION.		
Bardney Station	Local	3 short, 1 long
Woodhall Junction Station	Crossover between Up Main and Local Line Run-round Siding	2 short, 1 long 1 long, 1 crow

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
PAGE 101. DELETE:— Hatfield No. 1	Hatfield No. 3	Down Goods ..	Empty coaching stock or 60 wagons. The line, etc.
INSERT:— Hatfield No. 1	Hatfield No. 3	Down Goods ..	Empty coaching stock or 75 wagons. The wagons must only be propelled sufficiently far to allow the engine to clear South Through road points.
PAGE 101 (Page 109, Supplement No. 2) AMEND:— Huntingdon North to read Huntingdon.			
PAGE 107. DELETE:— Stairfoot Junction	Stairfoot No. 2	Up Main and Up Goods	10 wagons without van. Guard must pin down sufficient brakes at front end of train to ensure vehicles being kept under control in the event of train becoming divided.
INSERT:— Stairfoot Junction	Satirfoot No. 2	Up Main and Up Goods	15 wagons. Guard must pin down sufficient brakes at front end of train to ensure vehicles being kept under control in the event of train becoming divided.
PAGE 108. INSERT:— Penistone Goods	Penistone West	Up Goods	Coaching stock vehicles.
PAGE 109. DELETE:— Chesterfield South	Chesterfield North	Down Main	Coaching stock vehicles without brake vans, or coaching stock trains.
Chesterfield North	Chesterfield South	Up Main	Coaching stock vehicles without brake van, or coaching stock trains.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES BOOK—continued

PAGE 110.

PROPELLING FREIGHT BRAKE VANS.

AMEND:—first paragraph of conditions to read:—

A Guard must ride in the leading vehicle. He must keep a sharp look-out, warn any person who may be on or near the line and be prepared to give any necessary handsignal to the Driver, also if necessary apply the brake.

INSERT:—new third paragraph:—

The speed must not exceed 45 m.p.h. when the brake van/s being propelled are fitted with the automatic brake connected in use. Where not fitted a speed of 20 m.p.h. must not be exceeded.

TABLE G—WORKING IN WRONG DIRECTION

From	To	Line		Remarks
		Down	Up	
PAGE 111 (Page 112, Supplement No. 2). DELETE: — Huntingdon No. 2	Huntingdon No. 1	Slow	—	15 Freight vehicles without brakevan in daylight and clear weather only.
Huntingdon No. 1	Huntingdon No. 2	—	Main	5 Freight vehicles without brakevan.
Biggleswade North	Biggleswade South	Goods	—	5 vehicles without brakevan.
INSERT: — Huntingdon No. 2	Huntingdon No. 1	Fast	—	Empty coaching stock.
Huntingdon No. 2	Huntingdon No. 1	Slow	—	15 Freight vehicles without brakevan in daylight and clear weather only. Empty coaching stock.
Huntingdon No. 1	Huntingdon No. 2	—	Main	5 Freight vehicles without brakevan. Empty coaching stock.
PAGE 112. DELETE: — Essendine North	Essendine South	Goods	—	Light engines or engines with not more than 5 Freight vehicles without brakevan.
PAGE 115. DELETE: — Mexborough No. 4	Mexborough West	—	Goods No. 2	Drawn only.
PAGE 116. DELETE: — Penistone West	Huddersfield Junction	Slow	—	13 empty coaching stock vehicles, etc.
INSERT: — Penistone West	Penistone Goods	—	Up Goods	Light engines.

TABLE HI

From	To	Line	Number of Vehicles and Special Conditions
PAGE 118. DELETE: — East Goods Yard	Highbury Vale or Ashburton Grove	Up	12
PAGE 121. DELETE: — Huddersfield Junction	Penistone West	Down Fast and Down Slow	4 fitted.
INSERT: — Huddersfield Junction	Penistone West	Down Fast	4 fitted.
PAGE 122. DELETE: — Darfield Main	Wombwell Central Station Yard	Up Goods	50

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES BOOK—continued

TABLE H2

From	To	Line	Number of Vehicles and Special Conditions
PAGE 122. DELETE:— Chesterfield South	Chesterfield North	Up and Down Main	One

TABLE J

From	To	Class of Train	Conditions	Remarks
PAGE 123. DELETE:— Finsbury Park No. 1	Finsbury Park No. 3	F	—	Applies to trains on Down Canonbury Passenger Line.
Finsbury Park No. 1	Ashburton Grove	F	—	Applies to trains on Down Canonbury Goods Lines.
Ashburton Grove	Finsbury Park No. 2	F	—	Applies to trains on Down Carriage and Down Goods Nos. 1 and 2 lines.
Finsbury Park No. 2	Finsbury Park No. 3	F	—	
PAGE 124. INSERT:— Tinsley West Junction	Woodburn Junction	F	N	—
Tinsley West Junction	Darnall West	F	N	—
DELETE:— Tinsley Station Junction	Woodburn Junction	F	N	—
Tinsley Station Junction	Darnall West Junction	F	N	—
ADD:— Tinsley East Junction	Woodburn Junction	F	N	—
Tinsley East Junction	Darnall West	F	N	—
PAGE 129. DELETE:— Oakwell Junction	Stairfoot	F	N	—
Oakwell Junction	Wharnccliffe Woodmoor (N.E.R.)	F	N	—

TABLE KI

From	To	Lines	
		Down	Up
PAGE 126. DELETE:— Greatford	Essendine South	Goods	—
Essendine North	Stoke	Goods	—
Little Bytham	Essendine North	—	Goods
INSERT:— Greatford	Stoke	Goods	—
Little Bytham	Essendine	—	Goods

TABLE K2

From	To	Lines	
		Down	Up
PAGE 127 (Page 117, Supplement No. 2). DELETE:— Essendine North	Werrington Junction	—	Slow
INSERT:— Essendine	Werrington Junction	—	Slow

TABLE R—MAIL BAG APPARATUS

Location	Down or Up Side	Distance from Station
PAGE 130. AMEND:— Huntingdon North to read Huntingdon.		

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES BOOK—continued

TABLE S2

Siding From	To	Remarks
PAGE 131. INSERT:— Lowfield Junction to Denaby 'A' Middleton Sidings	Denaby "A"	—

TABLE S3

Siding	Position
PAGE 132. INSERT:— St. Neots	Down Goods line between St. Neots Ground frame and St. Neots signal box.

TABLE X

Name	Between
PAGE 133. DELETE:— Wood Green	Wood Green Tunnel and New Southgate Station.
INSERT:— Wood Green	Wood Green No. 3 and New Southgate Station.

PAGE 135.
INSERT:—

AUTOMATIC HALF-BARRIERS

The following instructions will apply at the level crossings shown in the table below.

Wrong Line Order form "C" must not be issued for a movement which requires to pass over the crossing until permission has been obtained from the Signaller at the supervising signal box.

A ballast train which has passed over the crossing is prohibited from returning to the signal box in rear in accordance with Rule 175, clause (c).

A ballast train which has passed over the crossing must not be set back in accordance with Rule 216(j) if it would approach nearer than $\frac{1}{4}$ mile from the crossing.

A trolley must not be allowed to occupy any of the controlling track circuits without permission of the Signaller at the supervising signal box.

Prior arrangements must be made for a Crossing Keeper to be in attendance if a train is required to stop in section (in accordance with Block Regulation 8) or if a Tamping Machine, Track Recording Machine, Ballast Cleaning Machine, Engineer's Rail Motor or Rail Bus is required to run through the section.

Name of Crossing	Signal boxes between (supervising box first)
Little London	Stallingborough Station—Roxton Siding.

LOCAL INSTRUCTIONS

HOLLOWAY

PAGE 140.

DELETE:—Heading.

WATER COLUMN SERVING UP GOODS AND UP COAL LINES and instruction.

HORNSEY ROAD BRIDGE SIDINGS and instruction.

EAST GOODS YARD and instruction.

WORKING DURING THE TIME EAST GOODS YARD SIGNAL BOX IS CLOSED and instruction.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES BOOK—continued

PAGE 141.

INSERT:—

FERME PARK NORTH DOWN—ENGINES STABLED IN No. 1 SHUNT SPUR IN DOWN YARD

A bell plunger is provided on the telegraph pole situated between Nos. 1 and 2 Shunt Spur and when an engine which has been stabled in No. 1 Shunt Spur at the North end of Ferme Park Down Yard is ready to leave, the Fireman or Second man, as the case may be, must immediately advise the Signalman at Ferme Park Down box of the destination by sending the appropriate bell code:—

	No. of rings
Engine for Main line destination	1
Engine for Hertford Branch destination	2
Engine for Motive Power Depot	3

FINSBURY PARK

AMEND:—

FREIGHT TRAINS ON NOS. 1 AND 2 EASTERN ARRIVAL LINES. Drivers of Freight trains which are turned on to Nos. 1 and 2 Arrival lines at Finsbury Park must draw as close up to the stop boards as practicable, so as to clear the lock bar at Finsbury Park No. 4 Box.

PAGE 142.

POTTERS BAR.

INSERT:—

Station Limits.

Referring to the instructions on page 61 of the General Appendix the Station Limits at this box is defined as follows:—

Down Slow—between P.B.14 and P.B.20.

Down Fast—between P.B.4 and P.B.10.

Up Fast—between P.B.9 and P.B.15.

Up Slow—between P.B.1 and P.B.5.

DELETE:—

LANGLEY

WATER TROUGHS and instruction.

PAGE 144 (Page 122, Supplement No. 2).

FLETTON

TRAINS BECOMING DIVIDED.

AMEND:—first sentence to read:—

Drivers of classes 6, 7, 7* and 8 freight trains conveying 45 wagons or more, running over the Up Goods line must stop for a moment with the engine opposite the Fletton Up Goods line Home signal.

PAGE 144.

INSERT:—

HUNTINGDON

WORKING OVER UP GOODS LINE.

Drivers of trains approaching Huntingdon No. 2 on the Up Goods line when drawing up behind a preceding train in the section must bring their trains to a stand clear of the mailbag apparatus fixed between the Up Goods and Up Main lines about 500 yards on the approach side of Huntingdon Station, in order that the Post Office staff may have free access to the apparatus.

PAGE 145.

DELETE:—LITTLE BYTHAM heading and all entry.

PAGE 150.

WERRINGTON JUNCTION TO GRIMSBY BOSTON.

DELETE:—

GRAND SLUICE JUNCTION heading and entry.

PAGE 151.

DELETE heading:—**BETWEEN DIGBY AND RUSKINGTON BLOXHOLME SIDING** and instruction.

WHITEMOOR UP MARSHALLING YARD.

PAGE 154.

DELETE:—

Wagons with loads of exceptional length, or wagons conveying exceptional loads such as girders, boilers and heavy steel-work or cattle traffic are not to be shunted over the hump. Such wagons must be next to the locomotive on arrival at Whitemoor and be passed to the Yard via the Engine Line.

WHITEMOOR DOWN MARSHALLING YARD.

PAGE 154.

DELETE:—

Marshalling of Traffic on Trains into Down Yard. Guards working trains into the above yard must see that cattle traffic for via Joint Line, also loads of exceptional length such as round timber on bolster, quint and quad wagons, are next to the locomotive on arrival at Whitemoor.

WHITEMOOR UP AND DOWN YARDS

INSERT:—

Wagons with loads of exceptional length or wagons conveying exceptional loads such as girders, boilers, heavy steel-work and Carflats, or cattle traffic, are not to be shunted over the Humps. Wagons of cattle should be placed next to the engine and passed via the Release Road, and other wagons not to be Hump shunted should be marshalled next to the brakevan, with the exception of trains arriving from Peterborough, when all traffic not to be Hump shunted should be placed next to the engine for detaching at Grassmoor.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER EASTERN REGION LINES BOOK—continued

PAGE 158 (Page 123, Supplement No. 2).

DELETE:—STALLINGBOROUGH LITTLE LONDON CROSSING heading and item.

PAGE 167.

DELETE:—SUMMER LANE—BARNSELY SANITARY SIDING heading and entry.

DODWORTH COLLIERY EMPTY SIDINGS.

INSERT:—

Nos. 14, 15 and 16 Sidings are for the reception of mineral empties.

No. 13 Siding is used by the N.C.B. engine(s) as an engine running road for transferring between the Colliery Empty Sidings and the Loaded Sidings of the Colliery Screens.

A red light is positioned at the outer end of No. 13 Siding.

Red lights are provided at each side of the two road vehicle crossings over Nos. 13, 14, 15 and 16 Sidings and control road crossing movements.

A red light is provided at the West End of the B.R. Loaded Sidings.

These lights are normally switched off to allow the N.C.B. freedom of movement, but can be illuminated by operating the switch on the post carrying the red light at the outer end of No. 13 Siding, when a yellow proving light facing the Signal Box will be illuminated also.

This switch is operated by a key kept in Dodworth Colliery Signal Box.

Before a propelling movement is made from the Down Main line into Nos. 14, 15 or 16 Empty Sidings, the Guard must first obtain the switch key from the Signal Box. A proper understanding must be arrived at with the staff in charge of engine(s) working in the sidings at the loaded end of the screens to ensure that no conflicting movement will be made and that all the points are correctly set for the appropriate Empty Siding. The switch must then be operated to illuminate the red lights and give the yellow proving indication light.

The Guard must switch off the lights when the empties have been disposed of and the engine despatched towards the Outlet signal at Dodworth Signal Box and then return the switch key to the Signaller.

PAGE 169.

DELETE:—headings and instruction.

CHESTERFIELD (MIDLAND) DOWN PASSENGER TRAINS STARTING FROM UP PLATFORM.

PAGE 174.

GENERAL AND LOCAL INSTRUCTIONS—INDEX

INSERT:—

Huntingdon

Page
144

**★ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS WORKING OVER
SCOTTISH REGION LINES BOOK
EASTERN SECTION**

TABLE 'A'

Description of Block Signalling on Main Lines (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	Des- cription	Standage Wagons in addition to 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 4.

Explanation of References.

AMEND:—T.C. Block and relative information to read:—T.C. Block—Where running lines between successive signals are completely track circuited.

INSERT:—

T.C. Block (G) —Equivalent of Permissive Block on Goods lines.

T.C. Block (P) —Equivalent of Permissive Block on platform lines for passenger trains.

T.C. Block (PF)—Equivalent of Permissive Block on passenger lines for freight trains.

PAGES 4/5.

Between Tweedmouth and Burnmouth.

AMEND:—description of signalling to read:—T.C. Block.

PAGE 6.

Between Reston West and Grantshouse Station.

AMEND:—description of signalling to read:—Down line, T.C. Block.

Reston Junction.

DELETE:—DGL.68.

PAGES 6/7.

Between Cockburnspath Station and Grantshouse Station.

AMEND:—description of signalling to read:—Up line, T.C. Block.

PAGE 8.

Prestonpans Station.

AMEND:—spring points entry to read:—

S. Up Main (Up loop trailing connection)

Morrison's Haven.

DELETE:—Signal box and relevant details.

PAGE 9 (Page 129, Supplement No. 2).

Monktonhall Junction.

AMEND:—Distance 3 m. 806 yards.

PAGES 9/10.

DELETE:—second additional Up Goods line between Portobello West and Craigentenny.

Gradient
level

**ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS WORKING
OVER SCOTTISH REGION LINES BOOK EASTERN SECTION—continued**

Description of Block Signalling on Main Lines (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	Des- cription	Standage Wagons in addition to E. & V.	Down	Up	Position	Gradient (Rising unless otherwise shown) 1 in.	Main or Fast	Slow or Goods	Main or Fast	Slow or Goods	
PAGE 17. Between Duddingston Station and Blackfordhill. AMEND: —description of signalling to read:—T.C. Block.																
PAGE 19.	Haymarket Central Junction INSERT:— Between Haymarket and Central Jn. INSERT:— Duff Street Jn. (controlled from Central Jn.)							—	50		Through connections on Up North line from 1 m. 59 chs. to 1 m. 46 chs.					
								40	—		Through junction to Slateford. S. Down Slateford line to South Up line (normal lie to South Up). Gradient 1250.					

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES BOOK—continued

TABLE F

From	To	Line	No. of Vehicles, etc.
PAGE 23. TWEEDMOUTH TO	EDINBURGH WAVERLEY		
INSERT:— Reston Junction	Reston West	Down Goods	Freight Vehicles

TABLE 'S.1'

PAGE 30.

DELETE:—Tweedmouth to St. Boswells and relative entry.

TABLE 'S.2'

PAGE 31.

DELETE:—Charlesford/Kelso Junction entry.

GENERAL INSTRUCTIONS

PAGE 33.

INSERT:—

LINES WORKED BY TRACK CIRCUIT BLOCK

These lines are indicated in TABLE A and the following instructions and modification to Rules will apply:—

Protection of Train—Rules 178 and 179.

When protecting his train in rear the guard, driver or fireman must carry out the provisions of Rule 179 (j) except that it will not be necessary to go beyond the next stop signal in rear although this signal may be exhibiting a proceed aspect applying to an unobstructed route.

Should the guard, driver or fireman arrive at junction points before reaching the signal in rear he must place three detonators, 10 yards apart, on the obstructed line so that trains proceeding over any unobstructed route do not pass over them and in such a position as to prevent any train proceeding towards the obstruction without passing over the detonators. The guard, driver or fireman must then continue to the nearest signal and communicate with the signalman.

Failure of Track Circuits and Communication's

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 hand-signalmen 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 Track Circuit Block Regulations 25 (e) between signal boxes concerned, or between a signal box and an emergency block post, or between two emergency block posts.

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).

Crossover roads used for Single Line Working—Rule 193.

The following is a list of crossover roads where the provisions of Rule 193 is authorised:—

Signal Box	Location of crossover
Waverley East	Abbeyhill Junction.
Waverley West	Princes Street Goods.
Millerhill	Each Main to Main East Coast Goods line

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.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES BOOK—continued

PAGE 34.
INSERT:—

RULES 96 TO 98—STATION YARD WORKING

The following is a list of through stations where authority is given for trains to enter an occupied Platform line under the provisions of these Rules:—

Drem Junction Down Main line.

Unless specially authorised a passenger train must not be allowed to enter a Platform line when already occupied by a freight train, and a freight train must not be allowed to enter a Platform line already occupied by a passenger train.

During fog or falling snow, the signalman before admitting a train into an occupied Platform line in accordance with these Rules, must communicate with the inspector or person in charge on the platform and receive the latter's authority before doing so. The inspector or person in charge, before giving such authority, must satisfy himself that there is room for it to be accommodated and arrange for the train to be met at the platform end and conducted to the rear of the train in front.

PAGE 36 (Pages 137-138, Supplement No. 2).

DELETE:—LINES WORKED BY TRACK CIRCUIT BLOCK heading and instruction.

LOCAL INSTRUCTIONS

PAGE 45.
EDINBURGH WAVERLEY.

AMEND:—references to Rule 44 to read:—Rule 44B.

HAYMARKET

PAGE 46.

DELETE:—Caledonian Distillery Sidings and relative instructions.

INDEX TO GENERAL AND LOCAL INSTRUCTIONS

PAGE 48 (Page 139, Supplement No. 2).

AMEND:—Lines worked by Track Circuit Block

Page
33

WESTERN SECTION

TABLE 'A'

PAGE 54.

Explanation of References.

AMEND:—T.C. Block and relative information to read:—

T.C. Block—Where running lines between successive signals are completely track circuited.

INSERT:—

T.C. Block (G) —Equivalent to Permissive Block on Goods lines.

T.C. Block (P) —Equivalent of Permissive Block on platform lines for passenger trains.

T.C. Block (PF)—Equivalent of Permissive Block on passenger lines for freight trains.

PAGE 55.

INSERT:—Between Racks Station and Dumfries South.

NOTE:—*Drivers must sound the engine whistle continuously when approaching Brasswell level crossing.*

Holywood.

DELETE:—DRS 39.

DELETE:—Cummertrees and relative information.

Ruthwell.

AMEND distance to read:—6 m. 1,021 yards.

PAGE 56.

Kirkconnel.

DELETE:—Gateside and relative information.

Station.

AMEND distance to read:—3 m. 448 yards.

TABLE F

From	To	Line	Number of Vehicles and Special Conditions
PAGE 67 (and Page 142 of No. 2 Supplement)			
AMEND:— Strathbungo Junction	Muirhouse Junction	Down	25 freight vehicles; empty electric stock not exceeding 9 vehicles without a brake van in front and with the automatic brake connected and in use. (In clear weather only.)
AMEND:— Muirhouse Junction	Strathbungo Junction	Up	25 freight vehicles; empty electric stock not exceeding 9 vehicles without a brake van in front and with the automatic brake connected and in use. (In clear weather only.)

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS FOR WORKING OVER SCOTTISH REGION LINES BOOK—continued

TABLE SI

Name of Siding	Situated at or Between	Line Connected With	Method of Control
PAGE 71. AMEND:— Annan Factory entry to read:—			
Annan Factory	Annan and Ruthwell	Down	Ground frame electrically controlled from Annan signal box. (See page 73.)

PAGE 72.
INSERT:—

TABLE T

Referring to the instructions in the General Appendix, the following information, supplied by the Forestry Commission, shows the danger zones where the risk of lineside fires appears greatest. In reporting fires the appropriate form must be used.

County and Forest	Location and Zone	Periods when Risks are Greatest
Gretna Junction to Glasgow (St. Enoch).		
Dumfries—Mable	Between Annan and Dumfries—97 miles to 96 miles	February to May
Dumfries—Cowhill (Private Estate)	Holywood—89 miles 800 yards to 87 miles 800 yards	Any dry period

PAGE 72 (Page 143 of No. 2 Supplement).

LINES WORKED BY TRACK CIRCUIT BLOCK

DELETE:—Protection of train—Rule 179(a) and relative instruction and **INSERT:—**

Protection of train—Rules 178 and 189.

When protecting his train in rear the guard, driver or fireman must carry out the provisions of Rule 179(j) except that it will not be necessary to go beyond the next stop signal in rear although this signal may be exhibiting a proceed aspect applying to an unobstructed route.

Should the guard, driver or fireman arrive at junction points before reaching the signal in rear he must place three detonators, 10 yards apart, on the obstructed line so that trains proceeding over any unobstructed route do not pass over them and in such a position as to prevent any train proceeding towards the obstruction without passing over the detonators. The guard, driver or fireman must then continue to the nearest signal and communicate with the signalman.

DELETE:—

Train Divided—Rule 182 and relative instruction.

Single Line Working—Rules 189 to 208 and relative instruction.

Failure of Track Circuits and Communications.

AMEND:—fifth paragraph to read:—

Trains must be worked on the time interval system, in accordance with Track Circuit Block Regulation 25(e), between signal boxes concerned, or between a signal box and an emergency block post, or between two emergency block posts.

LOCAL INSTRUCTIONS

PAGE 73.

AMEND:—BETWEEN ANNAN AND CUMMERTREES to read:—
BETWEEN ANNAN AND RUTHWELL.

PAGE 75.

GREтна JUNCTION TO GLASGOW ST. ENOCH

INSERT:—

BETWEEN RACKS AND DUMFRIES

Brasswell Level Crossing.

The normal position of the half barriers at Brasswell level crossing is raised and they are lowered and raised automatically by the passage of trains.

If for any reason the automatic half barriers are not working normally, all trains must be stopped at the box in rear of the level crossing, where the drivers must be advised of the circumstances, instructed to approach the crossing cautiously and not proceed over the crossing unless authority to do so has been received from a crossing keeper. Should, however, a crossing keeper not be on duty the driver must be instructed that before proceeding over the level crossing he must obtain an assurance from any police officer on duty at the crossing that the crossing will not be obstructed by road traffic. In the event of there being neither a crossing keeper nor police officer on duty at the crossing, drivers must not proceed over the crossing until they have satisfied themselves that it is safe to do so.

Wrong Line Orders.

A wrong direction movement must not be made over the level crossing without the permission of the signalman at Dumfries South Box.

PAGE 76.

Kilmarnock No. 2.

AMEND:—Modification of Rules 44 and 45 to read:—

Modification of Rules 44B and 45.

