BRITISH RAILWAYS

NORTH EASTERN REGION

SUPPLEMENTARY OPERATING INSTRUCTIONS

COMMENCING 4th DECEMBER, 1965, UNTIL FURTHER NOTICE

CONTENTS

★ *Denotes new or amended items.*

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

YORK
4th DECEMBER, 1965

J. R. SAMPSON
MOVEMENTS OPERATIONS MANAGER

THIS SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET SUPERSEDES THE SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET DATED 16th JANUARY, 1965.

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 58, Clause (d)

AMEND first paragraph to read:—

(d) "The stock (including loose detonators and those supplied to Drivers. Guards, Signalmen, Crossing Keepers, Gangers and Fogsignalmen, also any kept in Guards' brake vans) must be examined during the first week in March and the first week in September. Detonators must be returned to Stores at once if bearing any signs of rust on the outside of the case, or appearing unsatisfactory in any way Except where instructions are issued to the contrary they must be returned to Stores at the expiration of five years from the date stamped upon them."

★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. Should it be necessary for the Fireman or second man to leave the footplate or driving cab while the engine or locomotive is in motion, this must only be done by consent of the Driver."

RULE 158—AMEND to read:—

Conveyance of articles of unusual length or weight.

"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."

★RULE 234, Clause (d)

INSERT:—new 2nd, 3rd and 4th paragraphs—the existing 2nd paragraph to become the 5th paragraph.

"Where more than one group of men is working at one site, it may be desirable to share a Look-out man between the groups, even though they may be from different departments. The man-in-charge of each group must confer with the man-in-charge of the group to which the Look-out man is allocated and after agreement has been reached they must together instruct the Look-out man as to the additional men for whom he is being made responsible. Each man-in-charge must then point out to his own staff the Look-out man who has been made responsible for warning them.

When the Look-out man is being advised as to the additional men for whom he is being made responsible, due note must be taken of the extent over which staff may spread themselves and the boundaries beyond which protection is not likely to be effective.

Should the Look-out man subsequently consider that particular men are moving too far away to be adequately protected, he must sound his warning and, after all men have stood clear, advise the men and/or man-in-charge of the group concerned that he can no longer be responsible for them. He must then report the position to the man-in-charge of the group to which he was originally allocated."

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 Signalman concerned. Before authorising a movement to the rear the Signalman 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 signalman 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 signalman 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 Signalman ahead.

MISCELLANEOUS NOTICES—continued

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 Signalman, 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).

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 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 80 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 Signalman 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.

MISCELLANEOUS NOTICES—continued

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

Until further notice, there will be increased user of the above level crossing 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.

★VACUUM OPERATED 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 vacuum operated 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.

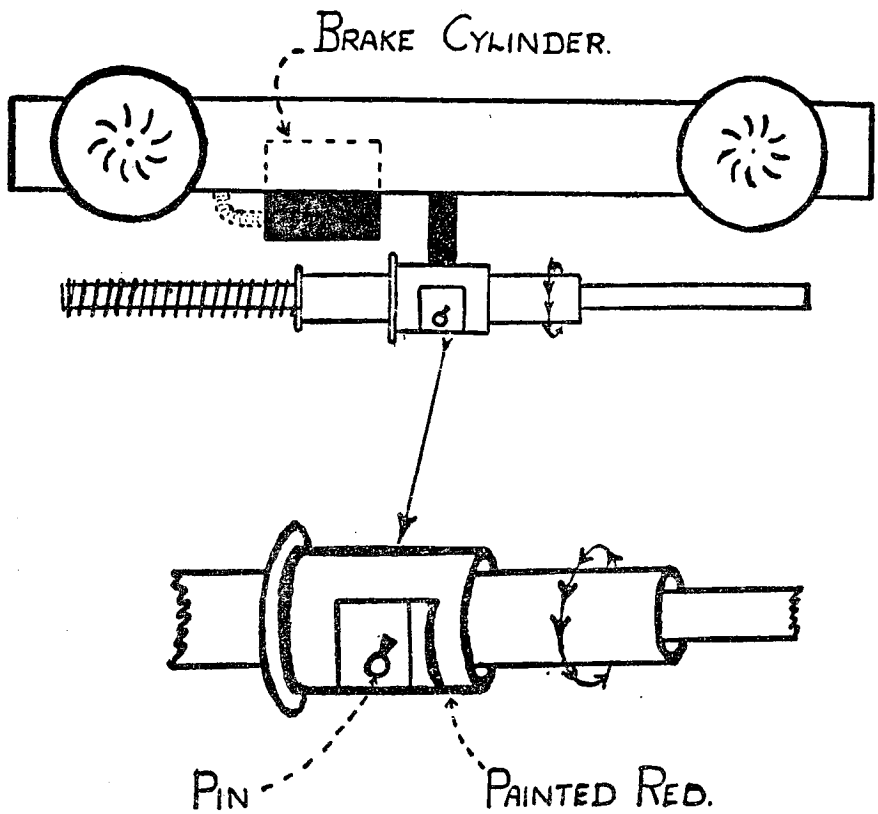
3. In some instances the hand brake operates on brake blocks of the usual kind and is quite separate from the power brake, whilst on other wagons it is an integral part of the power brake.

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.

(P. 3/3141)

MISCELLANEOUS NOTICES—continued

CONVEYANCE OF HOMING PIGEONS.

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

Transit.

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

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

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

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

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

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

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

Liberation.

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

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

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

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

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

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

Empty Baskets.

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

Empty baskets must not be thrown out.

Accompanied (by Convoyers).

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

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

WINDSCREENS ON GANGWAY STOCK

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

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

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

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

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

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 Flat	E.D.

RAIL TANK CARS RETURNED FULL IN ERROR TO SENDING POINT.

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

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

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

FREIGHT BRAKE VANS.

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

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

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

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

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

TRAINMEN WORKING PASSENGER AND FREIGHT TRAINS INTO YORK.

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

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

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

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

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:—

	Former designation		Revised designation	
Wheel arrangement	Former Power Class	Type	New Power Class	Type
4-6-0	5XP	Passenger Tender (L.M.S. Jubilee: Patriot).	6P/5F	Mixed Traffic Tender (ex L.M.S. Jubilee: Patriot).
2-6-0	5F	Freight Tender (L.M.S. Standard—taper boiler).	5 MT	Mixed Traffic Tender (ex L.M.S. Standard—taper boiler).
2-6-0	5F	Freight Tender (L.M.S. Standard—parallel boiler).	5 MT	Mixed Traffic Tender (ex L.M.S. Standard—parallel boiler).
The following locomotives will have painted on the cab sides the power class only, that is, without a letter following:—				
4-6-0	5	Mixed Traffic Tender (L.M.S. Standard).	5	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-0	4F	Freight Tender (L.M.S. Standard).	4	Mixed Traffic Tender (ex L.M.S. Standard).
2-6-4	4P	Passenger Tank (L.M.S. Standard 3 cyl.—taper boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 3 cyl.—taper boiler).
2-6-4	4P	Passenger Tank (L.M.S. Standard 2 cyl.—taper boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 2 cyl.—taper boiler).
2-6-4	4P	Passenger Tank (L.M.S. Standard 2 cyl.—parallel boiler).	4	Mixed Traffic Tank (ex L.M.S. Standard 2 cyl.—parallel boiler).
2-6-2	3P	Passenger Tank (L.M.S. Standard—parallel boiler).	3	Mixed Traffic 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
The classification of Diesel locomotives is as under:—		
7P/6F	1CO+CO1	Ex S.R. Diesel Electric, No. 10203.
5	CO+CO	Ex S.R. Diesel Electric, Nos. 10201 and 10202.
5	4-8-4	Ex L.M.S. Diesel Electric, Nos. 10000 and 10001.
6P/5F	BO+BO	
3		

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.

LONDON 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 13¾ and 13½ 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 5¾ 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.

★ROUTE AVAILABILITY OF LOCOMOTIVES

NORTH EASTERN REGION

APRIL, 1964

PAGE 2. DELETE:—

Y1/1, Y3, Y9.
2E, 2K, 2L, 2R.
3F, 3H, 3Y.
B16/2, B16/3, V3, 7A.

PAGE 4 AMEND:—Example 3/1B to read 3/1C.

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.
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.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

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

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.3664 D.3672 to D.3696 D.3699 to D.3718 D.3722 to D.4048 D.4095 to D.4186 D.4191 to D.4192
3/1A	Shunter	0–6–0	350 h.p. B.R./E.E. (Max. Speed 27 m.p.h.)	D.3665 to D 3671 D.3719 to D.3721
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
3/1D	Shunter	0–6–0	350 h.p. B.R./Blackstone/B.T.H.	D.3152 to D.3166
3/2	Shunter	0–6–0	360 h.p. B.R. Brush/Petter	15004
3/4	Shunter	0–6–0	330 h.p. N.B.L./M.A.N.	D.2900 to D.2913
3/8	Shunter	0–6–0	350 h.p. L.M.S./E.E. (4 ft. 3 in. wheel)	12003 to 12032
3/8A	Shunter	0–6–0	350 h.p. L.M.S./E.E. (4 ft. ½ in. wheel)	12033 to 12138
3/9	Shunter	0–6–0	350 h.p. S.R./E.E.	15211 to 15236
3/9A	Shunter	0–6–0	350 h.p. S.R./E.E. (Max. Speed 30 m.p.h.)	15201 to 15203
3/10	Shunter	0–6–0	350 h.p. L.N.E./E.E.	15000 to 15003
3/11	Shunter	0–6–0	350 h.p. G.W./E.E. (4 ft. ½ in. wheel)	15101 to 15106
3/11A	Shunter	0–6–0	350 h.p. G.W./E.E. (4 ft. 1 in. wheel)	15100
6/1	1	0–6–0	650 h.p. B.R./Davey Paxman/Voith	D.9500 to D.9555
7/1	Shunter	—	700 h.p. B.R./E.E.	D.4500 to D.4502
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.8616
10/3	2	B–B	1000 h.p. E.E./E.E.	D.8000 to D.8133
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.6122 D.6124 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.5299 D.7500 to D.7677
12/2	2	A1A-A1A	1250 h.p. Brush/Mirrlees	D.5500 to D.5699 D.5800 to D.5862
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
13/4	2	B–B	1350 h.p. N.B.L./M.A.N./G.E.C.	D.6123
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
17/3	3	C–C	1750 h.p. E.E./E.E.	D.6700 to D.6999 D.6600 to D.6608
17/7	3	B–B	1700 h.p. Beyer Peacock/Maybach	D.7000 to D.7100
20/1	4	B–B	2000 h.p. B.R./Maybach/Mekydro	D.800 to D.802
20/3	4	1C-C1	2000 h.p. E.E./E.E.	D.200 to D.399
20/4	4	A1A-A1A	2000 h.p. N.B.L./M.A.N./Voith	D.600 to D.604
22/1	4	B–B	2200 h.p. B.R./Maybach/Mekydro	D.803 to D.832 D.866 to D.870
22/4	4	B–B	2200 h.p. N.B.L./M.A.N./Voith	D.833 to D.865
23/1	4	1C-C1	2300 h.p. B.R./Sulzer/Crompton Parkinson	D.1 D.3 to D.10
25/1	4	1C-C1	2500 h.p. B.R./Sulzer/Crompton Parkinson	D.2 D.11 to D.56 D.58 to D.137
25/1A	4	1C-C1	2500 h.p. B.R./Sulzer/Brush	D.138 to D.193
26/2	4	C–C	2650 h.p. Brush/Sulzer	D.1702 to D.1706
27/1	4	C–C	2700 h.p. B.R./Maybach/Voith	D.1000 to D.1073
27/1A	4	C–C	2750 h.p. B.R./Sulzer/Crompton Parkinson	D.57
27/2	4	C–C	2750 h.p. Brush/Sulzer (Air/Vacuum Brake)	D.1500 to D.1630 D.1682 to D.1701 D.1707 to D.1733 D.1735 to D.1757
27/2A	4	C–C	2750 h.p. Brush/Sulzer (Dual Auto/Air Brake)	D.1100 to D.1111 D.1631 to D.1681 D.1758 to D.1999
33/3	5	C–C	3300 h.p. E.E./Napier	D.9000 to D.9021

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

PAGE 6. DELETE:—
3F, Y1/1, Y/3, B16/2, B16/3, 7A, Y9, V3.

PAGE 9. Item 2. DELETE:—Note in last column.

Page	Item No.	Section of line	R.A. Group	Additional Classes permitted	Notes
		AMEND:—			
15	90	Heaton South to Tynemouth via Wallsend **TO READ:—** Heaton to Tynemouth via Wallsend			**AMEND** to read:— 8/5, 12/5, 15/6, 23/1, 25/1, 25/1A prohibited through North Shields Tunnel.
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	**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.
16	111	Seaton-on-Tees Branch	4	ADD:—17/3	
17	128	Sowerby Br. (Milner Royd Junction) to Bradford (Exchange).			**AMEND** notes to Read:— 50 m.p.h. Restriction on additional permitted classes. All Steam locos. in Groups 8 & 9 are prohibited from entering No. 1 and No. 10 Platforms in Bradford Exchange Station. The following Diesel locos. are prohibited from entering No. 1 Platform at Bradford Exchange:— 10/4, 10/4A, 11/1, 11/1A, 11/4, 11/4A, 12/1, 12/2, 13/2, 11/6, 11/6A, 12/6, 16/2, 20/4, 22/1, 23/1, 25/1, 25/1A.
17	134	Dewsbury East Junction to Headfield Junction	6	5A, WD.2-8-0 Notes.—8A prohibited.	
18	143	Huddersfield (Springwood Junction) to Penistone North (N.E.R. boundary)			**DELETE** Note.
20	166	Lofthouse East to Methley (Lofthouse Jcn.) via Methley South	5	ADD.—8A, 11/1A, 11/6A, 12/1, 12/6, 10/3, 17/3.	ADD:—8A, 11/1A, 11/6A, 12/1, 12/6 restricted to 25 m.p.h. between Lofthouse East Jcn. and Charlesworth S.B.
21	187	Sprotborough (N.E.R. Boundary) to Upton & N.E. (Wrangbrook)		AMEND:—R.A. Group No. to read '9'.	
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.	
28	297	Eston, Flatts Lane Crossing to Normanby Brick Works	4*	ADD:—17/3	
		DELETE:—			
29	308	Lingdale Branch (Lingdale to Lingdale Mines)	4		
		AMEND:—			
30	332	Forcett Goods Branch	4	ADD:—4L	
30	333	Forcett Quarry Branch	4	ADD:—4L	
31	345	Butterknowle Branch	4*	ADD:—4L, 17/3	
31	352	Silksworth Colliery Branch (Ryhope Station to Silksworth Colliery)	3*		ADD:—20/3, 25/1, 25/1A, 27/2 prohibited.
32	366	Allhusen's Branch (Park Lane to end of Branch)	3*	ADD:—17/3	
34	392	Carr House West to Fell S.B.	8	ADD:—9R/1, 9R/3. 9R/6, 9R/7.	

PAGE 34, Item 396

AMEND note referring to Q6 Locomotives to read:—
K1 and Q6 permitted over T.I.C. Main lines to Exchange Sidings at Albert Edward Dock Bottom, Siberia and Berth 'A' Whitehill Point only, but not to use No. 40 Crossover at No. 8 Signal Box.

34	400	Tynemouth Depot Branch	5*	ADD:—17/3	
35	418	Low Pit Branch, etc.		ADD:—4L	
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	Groups 1 to 7	—
		Empty Sidings	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	—
41	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	—
41	117	Dawdon Colliery Sidings	Groups 1 to 7	—
42	24	Easington Colliery Sidings	Groups 1 to 6, Q6	B.R. locomotives to use Nos. 1, 2, 3, 4, 6 and 7 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, 366	Hawks Yard	11/1A, 11/6A, 12/1, 12/6, 17/3, 9/18	D+ prohibited from Loading Dock Road.
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	Locos prohibited 25/1A
		Pickersgills Shipyard Sidings	Groups 1 to 7	Locos prohibited 25/1A
		Southwick Yard	Groups 1 to 6	Locos prohibited 25/1A
		Wearmouth Colliery Sidings	Groups 1 to 7	Locos prohibited 25/1A
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. Locos prohibited 25/1A.
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 commencement of siding with caution.
		Joblings Glass Works Sidings	All	—
46	352	Ryhope Colliery Sidings	Groups 1 to 3 J.27, 4L, 4K/1, 9.18, 11/1A, 12/1, 12/6, 17/3	Locos prohibited 20/3, 25/1, 25/1A, 27/2

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	Groups 1 to 7	—
		Vane Tempest Independent	All	—
		Seaham Harbour Station Siding (Banana Road)	Groups 1 to 7	D+ not to pass shelter or 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	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	—
		Whitehill Point, High & Low Sides	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	—
		Whitehill Point, Empty Lines	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.
		Whitehill Point Point Five—Loaded and Empty Sidings	9/18, 11/1A, 12/1, 12/6, 17/3, 20/3, 25/1	—
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	Locos prohibited 20/3, 25/1, 25/1A, 27/2
47	14	Tursdale		
		Colliery	Groups 1 to 7	—
		Thinford Sidings	Groups 1 to 7	—
48	390	Waskerley	Groups 1 to 7	—
48	390	Waskerley, Kell's Siding	Groups 1 to 7	D+ prohibited from passing Dock.
49	390	Weatherhill	Groups 1 to 7	B.R. Locos not to pass under Loading Chutes in Hobson's Siding.
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)	Groups 1 to 7	—
		Granary Sidings Nos. 1 to 5	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	—

ROUTE AVAILABILITY OF LOCOMOTIVES—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 & 64	40 & 51	South Kirkby Colliery Sidings	All	—
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	Wharncliffe 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	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

ADD:—

Page	Item No.	Yard, Siding or Depot	Class of Locomotive Permitted	Restrictions	Class of Locomotive Prohibited
64	159	Brodsworth Colliery (via Castle Hills)			
		Empty Sidings	9/18, 10/3, 11/1, 11/1A, 12/1, 13/2, 17/3 20/3, 27/2	D + not to use Sidings 1 to 6	12/6, 23/1, 25/1, 25/1A
		Loaded Sidings	All	—	—
64	51	Castle Hills Sidings	All	—	—
64	135	Crigglestone Station Sidings	Groups 1 to 7	D + prohibited from passing High Loading Dock	—
64	135	Darton Station Sidings	Groups 1 to 7	—	—
64	135	Haigh Colliery Yard	Groups 1 to 7	B.R. locos. not to pass beyond "Engines Prohibited" board	—
64	135	Haigh Station Sidings	Groups 1 to 7	D + prohibited from passing High Loading Dock	—
64	42	Hartley Bank Colliery Sidings (Horbury South)	All	B.R. locos. not to pass beyond "Engines Prohibited" board	—
64	51	Hemsworth Station Sidings	All	D + caution passing Loading Dock	—
64	166	Newmarket Colliery			
		Empty Sidings	All	B.R. locos. not to pass beyond "Engines Prohibited" board	—
		Nos. 1, 2 and 3 Loaded Sidings	—	—	D + 11/1, 11/1A, 12/1, 12/6, 20/3, 23/1, 25/1, 25/1A
		Nos. 4, 5, 6 and 7 Loaded Sidings	9/18, 10/3, 17/3	—	
64	135	North Gawber Colliery Sidings	Groups 1 to 7	—	—
64	42	Parkhill Colliery Sidings	All	B.R. locos. not to pass beyond "Engines Prohibited" board	9R/1, 9R/3, 9R/6, 9R/7
64	42	St. John's Colliery Sidings	Groups 1 to 7	B.R. locos. not to pass beyond "Engines Prohibited" board at West End (Empty Sidings) or go more than one engine length beyond gateway at East End (Loaded Sidings)	—
64	55	Walton Colliery			
		Empty Sidings	Groups 1 to 7	B.R. locos. not to pass beyond "Engines prohibited" board	—
		Loaded Sidings	Groups 1 to 7	Maximum speed 10 m.p.h.	—
64	126	Hickleton Colliery			
		Loaded Sidings	All	—	—
		Empty Sidings	All	—	—
65	143	Brockholes	Groups 1 to 7	—	—
65	143	Clayton West Junction	All	—	—
65	144	Clayton West	Groups 1 to 7	D + prohibited from passing high stone loading dock and to pass loading dock inside Warehouse at caution	—
65	144	Emley Moor Colliery Sidings (Skelmanthorpe)	Groups 1 to 7	B.R. locomotives not to proceed beyond "Engines Prohibited" boards	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

Page	Item No.	Yard, Siding or Depot	Class of Locomotive Permitted	Restrictions	Class of Locomotive Prohibited
65	143	Lockwood	Groups 1 to 7	D + restricted to 5 m.p.h. round sharp curve of shunting neck at Lockwood (End of former Meltham Branch) D + prohibited from Siding into Timber Yard at Lockwood Up Sidings	23/1, 25/1, 25/1A
66	144	Park Mill Colliery Sidings (Clayton West)	Groups 1 to 7	B.R. locomotives not to proceed beyond "Engines Prohibited" boards	—
66	143	Shepley	Groups 1 to 7	—	—
66	144	Skelmanthorpe	Groups 1 to 7	D + Caution passing back of Station buildings if on siding adjacent to branch line	—
66	143	Stocksmoor	—	D + prohibited from Loading Dock Siding and from siding behind Station Platform	9/18, 10/3, 11/1, 11/1A, 12/1, 17/3, 20/3, 23/1, 25/1, 25/1A, 27/2, 33/3
AMEND:—					
39	1	Argyle Street—Trafalgar South Yard	ADD:—17/3	—	—
39	20	Benton Coal Yard	ADD:—17/3	—	—
40	14	Bowburn Colliery	ADD:—20/3, 27/2	—	—
40	21	Burradon Colliery—Holywell S.B. to Hazlerigg Junction	ADD:—17/3	—	—
41	1	Chester Moor Colliery	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 27/2	—	—
42	18	Elswick Jobling and Purcer's Siding	ADD:—17/3	—	—
42	24	Felling, Cadbury, Fry's Siding	ADD:—17/3	—	—
43	36	Hebburn Colliery Sidings	ADD:—20/3, 25/1, 25/1A, 27/2	—	—
43	36	Hebburn Station Sidings	ADD:—17/3, 20/3, 25/1, 25/1A, 27/2	—	—
44	36	High Shields Goods Yard	ADD:—17/3	—	—
44	84	Kimblesworth Colliery	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 25/1A, 27/2	—	—
46	36	Pontop Exchange Sidings	ADD:—20/3, 25/1, 27/2	—	—
46	14	Sherburn Colliery	ADD:—11/1A, 12/1, 12/6, 20/3, 27/2	—	—
47	365	St. Bedes Junction—Trading Estate Sidings	ADD:—25/1A	—	—
47	363	Stella Gill Yard	ADD:—25/1A	—	—
47	89	Thermal Syndicate Sidings—Riverside Branch	ADD:—17/3	—	—
47	365	Tyne Dock Bottom	ADD:—25/1A	—	—
48	363	Tyne Dock Nos. 1, 2, 3 Fields	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1A, 27/2	—	—
		No. 4 Field	—	—	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 27/2
		Nos. 1, 2 and 3 Holes	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 27/2	—	—
		Nos. 4 and 5 Holes	—	—	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 27/2
48	124	Tyne Dock—Stanhope Sidings	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 27/2	—	—
48	20	Tynemouth Station Sidings	ADD:—17/3	—	—
	and 90	Goods Sidings	ADD:—17/3	—	—
48	18	Vickers Armstrong, Old Elswick Works	ADD:—17/3	—	—
		Brass Foundry	—	—	ADD:—17/3
48	89	Wallsend Shipyard (Riverside Branch)	ADD:—17/3	—	—

48	18	Warden Paper Mills Sidings	ADD:—17/3	**AMEND** to read:— "17/3 and 25/1A not to proceed more than one engine length beyond disc signal at entrance to Sidings"	—
48	363	Washington Collieries (Glebe & F. Pits)	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 27/2	—	ADD:—25/1A
49	370	Whitburn Junction N.C.B. Exchange Sidings	ADD:—11/1A, 12/1, 12/6, 20/3, 25/1, 27/2	—	—
51	9	Hopetown Goods Yard	ADD:—17/3	—	—
52	346	Dearness Sidings	—	—	ADD:—20/3, 25/1, 25/1A, 27/2
52	80	Dean & Chapter Colliery	—	—	ADD:—25/1A
52	8	Fighting Cocks, Messrs. Arnott & Young's Yard	ADD:—17/3	—	—
52	8	Fighting Cocks, Paton & Baldwin's Sidings	ADD:—17/3	—	—
53	24	Greatham Station Sidings	ADD:—17/3	—	—
53	12	Mainsforth Colliery	ADD:—20/3, 25/1, 27/2	—	ADD:—25/1A
54	9	Newton Aycliffe Trading Estate	ADD:—17/3	Limit of shunt to be adhered to	—
54	1	Northallerton Station Goods Yard	ADD:—17/3	—	—
54	24	Picton Station Sidings	ADD:—17/3	—	—
55	7	Tilery	ADD:—17/3	—	—
56	7	Thornaby Racecourse Sidings	ADD:—17/3	—	—
57	24	West Hartlepool—Steetley Magbesite Co's Sidings	ADD:—17/3	—	—
57	342	Wolsingham Station Sidings	—	**DELETE:**—Restriction	—
60	47	Melton, Earles Siding	—	**DELETE:**—Restriction	—
62	275	Scarborough Gallows Close Goods Yard	ADD:—17/3	—	—
INSERT:—					
61	63	Barlow Ordnance Factory	Groups 1 to 8	—	—
61	63	Barlow Tip	Groups 1 to 7	All locomotives prohibited from passing beyond the West points.	—
61	43	Church Fenton—South Sidings	Groups 1 to 7	11/1, 11/1A, 11/3, 11/6, 11/6A, 12/1, 12/6, 15/6, 17/3, 17/7, 20/1, 20/3, 22/1, 22/4, 25/1, and 27/2. Locomotives prohibited from High Loading Dock on Back Siding (Potato Dock). Other types Caution Passing. D + Caution Passing Loading Dock next to Warehouse.	
		West Sidings	Groups 1 to 7	—	—
		Firth Blakeley & Co. Sdg.	Groups 1 to 7	D + Not to pass Shear Legs	—
61	47	Gascoigne Wood	Groups 1 to 7	—	—
61	43/44	Milford			
		G.C. Sidings	Groups 1 to 8	—	—
		Ballast Sidings	Groups 1 to 7	—	—
		Down Sidings	Groups 1 to 7	All locomotives prohibited from 'Old Shunt' Siding at Milford North (Siding 89, W.P. No. 144)	—
62	47	Selby—British Sugar Corp. Sidings	Groups 1 to 7	All locomotives restricted to maximum speed of 5 M.P.H.	—
62	1 & 47	Selby—B.O.C.M. Sidings	All	D + prohibited from loading dock on No. 1 Warehouse Siding	—
62	1	Selby Old Yard (Goods Yard)	Groups 1 to 8	D + Extreme caution passing Warehouse Loading Dock. D + Prohibited from passing alongside End Loading Dock	
62	43	Sherburn—Yorkshire Bacon Factory Siding	Groups 1 to 8	—	—
		Station Sidings	Groups 1 to 8	—	—
62	47	Thorpe Gates	All	—	—

ROUTE AVAILABILITY OF LOCOMOTIVES—continued

INSERT * TO R.A. GROUP NO. OF FOLLOWING ITEMS:—

Page 10	Item 34	Page 31	Item 352
„ 12	„ 51	„ 32	„ 358
„ 12	„ 55	„ 32	„ 366
„ 16	„ 117	„ 32	„ 370
„ 16	„ 121	„ 33	„ 389
„ 17	„ 126	„ 34	„ 395
„ 17	„ 135	„ 34	„ 403
„ 18	„ 144	„ 35	„ 411
„ 19	„ 159	„ 35	„ 415
„ 20	„ 166	„ 35	„ 417
„ 22	„ 201		
„ 22	„ 202		

RESTRICTIONS ON DOUBLE HEADING OF TRAINS
PAGE 67—DELETE Item 108.

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 8, Item 30. INSERT:—			
Seaton Bank Head ..	Ryhope	Loads of trains consisting of 21 ton coal wagons loaded COKE hauled by locomotives in the following loading groups must not exceed:— Group 4 21=53 BWU 5 23=58 „ 6 24=60 „ 7 27=68 „ 8 28=72 „	All brakes.
Seaton Bank Head ..	Ryhope	**AMEND:**—last entry to read:— Load not to exceed 20 wagons with trains consisting of 21 ton coal wagons.	1 double brake for every wagon.
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.	1 double brake for every 5 wagons.
		Class 7 and 9 trains worked by Steam or Diesel locomotive and Class 8 loaded mineral or concentrated goods trains worked by steam loco.	It is not necessary to fasten down wagon brakes but the speed must be restricted to **20 m.p.h.** from 48¼ miles at Naworth to 58¾ 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 Culercoats to read Cullercoats.
Sections Nos. 35/36/37 Backworth to read Backworth Junction.

PAGE 9.
INSTRUCTION 2
★**AMEND** following items to read:—

Section No.	Situation of switch	Section From	Section To	Line	Situation of switch
39	Benton sub-station	point East of Benton Station	point North of South Gosforth signal box	Down	Gosforth East traction sub-station
40	do.	do.	do.	Up	do.
41	Gosforth East traction sub-section	point North of South Gosforth signal box	point North of Manors North station	Down	Pandon Dene sub-station
42	do.	do.	do.	Up	do.
45	South Gosforth East switch chamber	South Gosforth signal box	Entrance to Car Sheds	Down	South Gosforth West switch chamber
46	do.	do.	do.	Up	do.
47	South Gosforth West switch chamber	South Gosforth West Junction	point North of South Gosforth Station	Down	South Gosforth Emergency Switch pillar
48	do.	do.	do.	Up	do.

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.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

PAGE 15.
DELETE:—**Pelaw Station** and subsequent paragraph.
Hebburn Station and subsequent paragraph.
Jarrow Station and subsequent paragraph.

PAGE 16
DELETE:—**Garden Lane (South Shields)** and subsequent paragraph.
South Shields and subsequent paragraphs.

PAGE 21.
INSTRUCTION 8.
INSERT in first line:—after "thirdrail" on North Tyneside.

INSTRUCTION 9.
PAGE 22.
DELETE:—second and third paragraphs.

PAGE 23.
DELETE:—second paragraph.

INSTRUCTION 10.
PAGES 24/25.
DELETE:—entries relative to 1951 stock.

INSTRUCTION 11.
PAGES 29/30.
DELETE:—Clause (b).

INSTRUCTION 14.
PAGE 30.
DELETE:—"or buckeye" from fifth line of penultimate paragraph.

PAGE 31.
DELETE:—final paragraph re 1951 stock.
INSTRUCTION 17.

PAGE 34.
DELETE:—from second paragraph "and to the Station Inspector on Nos. 5 and 6 platforms, Newcastle"
DELETE:—final paragraph re 1951 stock.

PAGE 35.
DELETE:—first, second, third and fourth paragraphs.

PAGE 36.
DELETE:—conclusion of paragraph overleaf and following one.
DELETE:—brackets and words "in the case of 1937 stock" from note.

INSTRUCTION 18.
PAGE 36.
DELETE:—the words "and between Newcastle and Gateshead" from the second line of Clause (a).

INSTRUCTION 30.
PAGE 45.
DELETE:—words "or between the coaches of a two-car unit of the 1951 stock" in second paragraph.

INSTRUCTION 32.
PAGE 47.
DELETE:—words "and in the case of 1937 stock" from the first line and "or in the case of the 1951 stock, locking the reverser in the 'off' position" from the second, third and fourth lines of first paragraph.

INSTRUCTION 33.
PAGE 47.
DELETE:—words "or in case of the 1951 stock locking the reverser in the 'off' position" from the fourth line Clause 1.

INSTRUCTION 38.
PAGE 50.
DELETE:—Gateshead High Street 53, 54 and 53a.
Pelaw 55, 56, 57 and 58.
Harton 59, 60, 61 and 62.

	Signal Box	Section Numbers
INSERT:—	Newcastle	11, 12, 13, 14, 23 and 24
DELETE:—	Riverside	11, 12, 13, 14, 23 and 24

DELETE:—Paragraph commencing "During the time Riverside Signal Box is closed . . ."

DELETE:—	Backworth Station	35, 36, 37, 38
INSERT:—	Monkseaton	35, 36
	Benton	37, 38

AMEND:—"Heaton South" to read "Heaton".
★"South Gosforth East" to read "South Gosforth".
DELETE:—Sections 49 and 50.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

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.

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.

LONDON MIDLAND REGION

A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOKLET DATED JULY 1960

★**PAGE 26—Instruction 11—AMEND:**—second paragraph.
These telephones must only be used for communicating with the Electrical Control Operators on matters concerning the electrification system, or for calling the Services set out on Page 103 of the General Appendix, in case of Accidents or Obstructions.

★**PAGES 41 to 43.**
DELETE:—existing Instruction No. 40.
INSERT:—

Switching off electricity in emergency

40. Any person becoming aware of a derailment, mishap or other emergency, requiring, or likely to require, the electricity to be switched off, must immediately telephone the Electrical Control Operator or arrange for this to be done.

In the case of train crews, however, where a line (or lines) other than that on which their train is standing, is obstructed, they must ensure that such line (or lines) are protected in accordance with the provisions of Rule 180 before telephoning for the electricity to be switched off.

Similarly, a Signalman becoming aware of the emergency must carry out the appropriate Regulations before telephoning for the electricity to be switched off.

The person contacting the Electrical Control Operator must:—

(1) state his name, grade and department or Private Firm;
(2) state where speaking from;
(3) state line(s) concerned and location and give the number of the nearest overhead line equipment structure;
(4) state why it is necessary to have the electricity switched off;
(5) stay at the telephone until assured by the Electrical Control Operator that the electricity has been switched off.

Where passengers are to be detrained, or rescue operations conducted, the person in charge at the scene of the incident must ensure that all concerned are kept clear of overhead line equipment until he has received an assurance that the electricity has been switched off.

On receipt of a request for emergency isolation, the Electrical Control Operator may isolate any section of the overhead line equipment without first arranging a blockage to electric trains with Traffic Control. The Electrical Control Operator will then immediately advise Traffic Control of the emergency to ensure that the limits of electric train movement set out in the Isolation and Earthing Instructions are observed, Only when he is satisfied that the section concerned cannot be made alive by electric train movements shall he give the assurance that it has been isolated.

If the emergency necessitates earthing the overhead line equipment concerned, this must then be carried out in accordance with the relative paragraphs in Instruction No. 46.

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 Electrical 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. (See page 105.)

If the person requesting the isolation should hand over charge of the Isolation to another person he must advise the Electrical Control Operator of the change and give the name and grade of the man left in charge of the isolation on site who must also then confirm to the Electrical Control Operator that he is now in charge of the isolation.

INSTRUCTIONS IN CONNECTION WITH THE WORKING OF ELECTRIC TRAINS—continued

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	1	—
Adjacent to switching structure Down Side	LX.185/10	1	—
Ditton Station Platforms Nos. 1 and 2	L.182/56	1	—
Adjacent to structure Down Side	LX.00/54	1	—
DELETE:—			
Adjacent to structure Down Side	LX.181/54	1	—
Allerton District Electric Depot to Wavertree (exclusive)—ADD:—			
Adjacent to switching structure Down Side	L.190/72	1	—
Allerton D.E.D. Overhead Line Workshop	—	—	1
Allerton D.E.D. Shift Overhead Line Inspector's Office ..	—	—	1
Adjacent to switching structure No. 3 and 4 Carriage Cleaning Roads	AX/06/22	1	—
DELETE:—			
Adjacent to structure	AX.05/38	1	—
Adjacent to switching structure Nos. 3 and 4 Depot Roads ..	AX/06/22	1	—
Wavertree (inclusive) to Liverpool Lime Street—ADD:—			
Lime Street Frequency Changer Room	—	—	1

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

★CREWE ELECTRIC CONTROL ROOM

The telephone extension number of the Electric Control Room at Crewe has been altered.

The full telephone number of the Electric Control Room is now Crewe Railway Exchange (G.P.O. Crewe 55123) Extension **2711**; or direct (in emergency only) by G.P.O. Crewe 55582.

The supplements to the A.C. Electrified Lines Working Instructions book numbered B.R.31170/6, 31170/8, 31170/10 and 31170/11 are amended accordingly.

★SUPPLEMENT TO A.C. ELECTRIFIED LINES WORKING INSTRUCTIONS BOOK AND SPECIAL NOTICE TO ALL STAFF ON THE ENERGISING OF THE OVERHEAD LINE EQUIPMENT BETWEEN CHEADLE HULME AND MACCLESFIELD B.R. 31170/15

(Issued April 1965)

PAGE 4—APPENDIX C:—

LOCATION OF ELECTRIFICATION TELEPHONES

Location of Instrument	Structure No.	Outdoor	Indoor
Cheadle Hulme to Macclesfield			
AMEND first item to read:—			
Cheadle Hulme Station Platform 4	CM/0/03	1	—

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

★PAGE 27—Instruction 21.
AMEND second paragraph to read:—

These telephones must only be used for communicating with the Electrical Control Operators on matters concerning the electrification system, or for calling the Services set out on Page 103 of the General Appendix, in case of accidents or obstructions.

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 **Signalman** operating that signal. In this case the request should be for the Signalman to contact the **Electrical Control Operator** and ask for the power to be switched off. The Signalman should be told briefly what the circumstances are. Here also the person originating the call must remain listening at the telephone ready to receive the assurance from the **Electrical Control Operator** as relayed by the Signalman.

It will generally be quicker to use an Electrification telephone; should this, for any reason, prove difficult or impracticable, a Signal Post Telephone should then be used.

★MANCHESTER-SHEFFIELD-WATH ELECTRIFIED LINES WORKING INSTRUCTIONS BOOKLET

PAGE 13 (third line).

AMEND:—Manchester (Piccadilly).

ADD:—Woodburn Junction and Darnall Junction to Tinsley Yard.

LANCASTER, MORECAMBE AND HEYSHAM SECTION

(Booklet dated March, 1937)

Instruction No. 6—AMEND:—

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

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

Instruction No. 11.—AMEND:—

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

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

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

Instruction No. 14.—AMEND:—

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

The person making the request must:—

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

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

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

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

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

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

Instruction No. 15.—AMEND:—

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

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 Signalman at Lancaster (Green Ayre) and ask for the electricity to be cut off, and after assurance has been given that this has been done, break the glass front of the switch key box, obtain the key, unlock the padlock, push up the switch handle and lock it on the top eyebolt, and inform the Signalman at Lancaster (Green Ayre) that this has been done. This will prevent the electricity being applied until the switch handle has been returned to the bottom eyebolt, which must only be done by the Electrical Department representative. The person using the switch must hand the key of the padlock to the Electrical Department representative, who must, when the switch handle has been returned to the normal position, put a new glass in the front of the box and lock the switch key therein.

Instruction No. 17.—AMEND:—

17. Should it be necessary to cut off the electricity from the Castle Branch, the Signalman at Lancaster (Green Ayre) must be communicated with, and he must immediately arrange for the switch on gantry No. 3 at the Green Ayre end of the Castle Branch to be opened.

Instruction No. 18.—AMEND:—

18. Should it have been necessary for the electricity to be cut off from the overhead line in an emergency, the Signalman at Lancaster (Green Ayre) must inform the Sub-station at Heysham immediately of the circumstances.

Instruction No. 19.—AMEND:—

19. The Signalman at Lancaster (Castle) No. 4 box may cut off the electricity on the Lancaster (Castle) side of the switch by means of the lever in the box without communicating with the Signalman at Lancaster (Green Ayre), but should he find it necessary to cut off the electricity owing to any unusual circumstances he must immediately advise the Signalman at Lancaster (Green Ayre) who must immediately advise the Heysham Sub-station.

Instruction No. 21.—AMEND references to gantry 183 T.H. to read gantry 185.

Instruction No. 22.—AMEND:—

22. In the event of anything occurring at any point to necessitate electricity being cut off other than at Morecambe (Promenade), Heysham or Lancaster Stations, a telephone message must be sent from the nearest signal box or isolation telephone (see Instruction 29) to the Signalman at Lancaster (Green Ayre) asking for this to be done.

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.
260¾ mile post (Down side).
Structure No. 34 (Down side).
Lancaster (Green Ayre) signal box.
Lancaster (Green Ayre) Station Up Platform (near Inspector's Office).
Lancaster (Castle) No. 3 signal box.
Lancaster (Castle) No. 4 signal box.
Lancaster (Castle) Station Platform No. 6 (near stairs).

Instruction No. 34.—AMEND:—

34. A Driver is absolutely forbidden to leave his train without:—
(*a*) Removing master control key, thus ensuring that the power equipment on the train is switched off.
(*b*) Putting hand brake hard on.

Instruction No. 35.—AMEND reference to "reversing key and control key" to read "master control key".

Instruction No. 38, clause (*c*)—**AMEND** reference to "Rule 148 (e)" to read "Rules 117 and 148 (e)".

Instruction No. 39.—AMEND:—

39. If an electric train fails and requires assistance from another train at the rear, the Motorman of the disabled train must hand his master control key to the Motorman or Driver of the assisting train, and ride in the leading cab of the disabled train.

If the assisting train is an electric train, the Guard of the disabled train must ride with the Motorman of the assisting train and help him in observing all signals, including the front Motorman's hand signals.

If the failure is electrical, the appropriate jumpers must not be connected between the two trains. If it is a brake failure or the assisting train is a steam train, the brake hoses between the two trains must not be coupled.

An electric train must not be used to assist a disabled steam train.

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

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. DN1.10.
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.

★COLWICH—CHEADLE HULME

NORTH RODE	FROM STRUCTURES Nos. HC.1/65 and HC.1/67	APPROXIMATELY 260 yards south of Overbridge No. 19 on the Macclesfield to Colwich line.
AND		
CHEADLE HULME STATION	TO STRUCTURES Nos. CM 00/22 and CM.00/23	APPROXIMATELY 830 yards south of the Junction of the Macclesfield branch with the Crewe to Manchester line at Cheadle Hulme. (Limit of existing energised line.)

INSTRUCTIONS TO STAFF WORKING ON OR OVER ELECTRIFIED LINES—continued

EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—continued

OTHER SECTIONS OF THE OVERHEAD LINE EQUIPMENT WILL BE MADE **"ALIVE"** FROM TIME TO TIME AND ADVICE AS TO THE SECTION CONCERNED WILL APPEAR IN THE WEEKLY NOTICE.

THE SPECIAL ATTENTION OF ALL LOCAL STAFF IS DRAWN TO THE INSTRUCTIONS SET OUT IN THE WORKING INSTRUCTIONS BOOKLET REGARDING THE SAFETY PRECAUTIONS TO BE TAKEN WHEN WORKING ON THE ELECTRIFIED LINES. FOR GUIDANCE OF OTHER STAFF THE FOLLOWING INSTRUCTIONS MUST BE OBSERVED.

All electrical equipment between the limits specified above must be regarded as being "alive" at all times and consequently dangerous to human life, except in cases where the electrical equipment has been isolated and earthed and a "Permit to Work" has been issued by the Electric Control Operator. It is extremely dangerous to make contact with, or to be in close proximity to, live electrical equipment. Similarly, it is extremely dangerous to allow any object to come into contact with, or to come into close proximity to, live electrical equipment.

The overhead line equipment, bare feeders, attachments and supporting wires, have no protective covering, and are, therefore, extremely dangerous to touch, or to come into close proximity to, either directly by any part of the human body, or by any article which is being carried.

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 Railway Exchange (G.P.O. number, Crewe 55123), extension **2711**; or
3. By G.P.O. exchange direct (in emergency only), telephone number Crewe 55582.

Removal of Article from the Overhead Line

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

Electric Shock

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

Procedure in case of fire

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

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

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

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

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

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

Use of Fire-Irons or Steam Lances, etc.

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

When steam locomotives are in the vicinity of electrified lines but on unwired lines these tools may be used providing the locomotive crews have taken care to ensure that it is safe to do so. If the slaker pipe is used in these situations the jet of water must not be directed outside the tender or above the locomotive cab.

It is forbidden to use a steam lance whilst on the electrified lines.

Climbing on engines or tenders

It is forbidden to climb above the cab floor level on locomotives or tenders for any purpose whilst within the electrified area, except on unwired lines where there is no overhead line equipment above or within reach of the vehicle and except when the overhead line has been isolated and earthed.

All concerned must exercise special care not to touch or to come into close proximity to the overhead line equipment.

It is forbidden to climb upon the roofs of vehicles or platforms of inspection vehicles or upon the steps giving access to the roof or platform of any vehicle on a running line, siding, or portion thereof, provided with overhead line equipment unless the overhead line equipment has first been isolated and earthed.

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.)

INSTRUCTIONS TO STAFF WORKING ON OR OVER ELECTRIFIED LINES—continued

EUSTON—MANCHESTER—LIVERPOOL ELECTRIFICATION—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.
	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.
Central Lines.	**Between Manchester (Victoria) East Junction and Cheetham Hill Junction.**
	Between Manchester (Victoria) East Junction and Irk Valley.
	Between Manchester (Victoria) East Junction and Collyhurst Street (Miles Platting).
Midland Lines	**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 Signalman, or Handsignalman or Pilotman (acting under the authority of the Signalman).

Rule 179(j)—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) **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.

(b) **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 Signalman, 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:—

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

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

(W.E.3043)

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
Parcels	30

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

Station or line	To or from	Normal maximum load or equivalent (bogie vehicles)	Special conditions under which load may be exceeded	Additional or other restriction
PAGE 14.—AMEND:				
Edinburgh, Princes St.	To	11 10	57-ft. vehicles. B.R. standard.	
Glasgow, Buchanan St.	To	12	57-ft. vehicles.	Inward trains must have a brake vehicle at each end.
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.				
			In calculating the length, one 65-ft. dining car only in each train may be counted as one 57-ft. bogie vehicle. *Note.*—The above lengths are calculated as under:— 57-ft. bogie vehicles are counted 60-ft. overall. 65-ft. dining cars are counted 68-ft. overall. Locomotive and tender are counted 58-ft. overall.	
ADD:—				
Kingswear, Paignton, Torquay	To or from	10	On authority of Line Traffic Officer (Operating).	Applies on Saturdays only during the period of the Summer Time Table. Additional vehicles for Newton Abbot must not be attached to a train for destinations on the Kingswear Branch without special authority.
Liverpool, Lime St. ..	To	13	As shown in Marshalling Circular.	Inwards trains must not convey more than equal to 4½ passenger-carrying vehicles in front of the leading brake vehicle, and all trains conveying 5 or more vehicles must be made up with two brake vehicles.
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 "C1" above the dimensions shown on the ends of the vehicles.

PAGE 2.

DELETE:—	
Macclesfield Central Platform Line (ex G.C. and N.S. Joint)	★Prohibited.
Ardsley No. 1 Up Goods	
Ardsley Station Signal Box to Ardsley South Signal Box	Prohibited.
AMEND:—	
Sudbury Station (Suffolk)	★The adjoining line to be clear.
Stocksfield, through stations	★If on Down Main, Up Main to be clear, and vice versa.

PAGE 3.

DELETE:—	
How Mill	If on Up Main, Up siding adjacent to Loading Dock to be kept clear.
Albert Hill Junction to Hopetown Junction	If on Up Main, Down Main to be blocked and vice versa except through North Road Station.
Newcastle Central Yard	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)
Bedlington	If on Bay Platform Line, adjacent Line to be kept clear.
Bedlington South to North	If on Up Line, Down Line to be clear and vice versa.
West Hartlepool Goods Lines, Stranton Junction to Clarence Road	If on Down Goods, Up Goods to be blocked and vice versa.
Gateshead Goods Lines, St. James Bridge Signal Box to Borough Gardens S.B.	If on No. 1 Down Goods, No. 2 Down Goods to be blocked and vice versa.
INSERT:—	
West Hartlepool Goods Lines, Clarence Road Junction to Church Street, Signal No. 2	If on Up Goods, Down Goods to be clear and vice versa.

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	If on Up Main, Down Main to be clear, and vice versa.
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	If on Up Main and Down Dock Line, Down Main and Up Dock Line to be clear, and vice versa.
Tyne Commissioners' Lines, between T.I.C. Box No. 6 and T.I.C. Box No. 8	If on Up Main, Down Main to be clear, and vice versa.
Shipley, Bingley Junction to Shipley, Bradford Junction	If on Up Main, Down Main to be clear and vice versa.

PAGE 4.

DELETE:—

Whitby Station	If on No. 3 Platform line, etc.
Through Shildon Station	If on Up Main Down Main, to be blocked and vice versa.
Huddersfield between Sub Signal No. 88 and Sub Signal No. 115 or Signal No. 103	If on Up Loop, Down Loop to be blocked and vice versa.
Fighting Cocks	If on Up Main, Up Siding to be clear.
Gateshead Goods Line Park Lane Signal Box to High Street Signal Box	★If on Up Goods, Down Goods to be blocked and vice versa.
York Goods Lines Holgate Bridge to York Yard South	★If on Down Doncaster Goods Up Doncaster Goods to be blocked and vice versa.
Bishop Auckland East to Bishop Auckland North	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	*Must not pass each other or any passenger stock.
Taff Bargoed Branch, Dowlais Junction Signal Box and Dowlais Cae Harris	Adjacent line to be clear.

★ALTERATIONS TO FREIGHT TRAINS LOADS BOOKS

DATED 6th APRIL, 1964

SECTIONS A, B, C, D AND E—GENERAL INSTRUCTIONS

PAGE 4.—(3) Calculation of Freight Train Loads.

INSERT:—Tank wagons when conveyed in less than train loads to be calculated on the following basis:—

Loaded Tanks—Gross weight of Tare plus capacity } Each 12 tons or part thereof is equal to
Empty Tanks —Tare weight only } one basic wagon unit.

ADD:—Cartic 4 vehicles Empty = 6 B. W.Us.
Loaded = 8 B.W.Us.
Note (g) Cartic 4 Vehicles = 10 Standard Wagon Lenths.

PAGE 10.—Instructions for the operation of Diesel Brake Tenders, paragraph 3.

INSERT:—For braking purposes the following equation will apply:—
At 35 m.p.h. (Class 8) = 6 Standard Braked Vehicles
At 40 m.p.h. (Class 7) = 5 „ „ „
At 45 m.p.h. (Class 6) = 4 „ „ „

Page 11.—Classification of Locomotives for Freight Train Working Class 4, 5, etc. trains, loading Group 6.

AMEND V.2 (a) to read V.2 (c). **INSERT** footnote (c):—
When working Class 4 and 5 trains may convey the following loads:—
(i) Within the Region—Group 8.
(ii) To Eastern and London Midland Regions—Group 7.
(iii) To Scottish Region—Group 6.

PAGE 18.—Table 10 (b)—"Special Braking" Loads.

AMEND to read:—
Sections where in addition to the provisions of Rule 131 (ii), it is necessary to carry out the instructions on page 95 of the General Appendix relating to General Instructions for Descending Inclines.

SECTION A, PAGE 19.—Carlisle to Tyne Yard. **AMEND** Class 4 and 5 loads as follows:—

D.20/3 — 50 (b) (b) With Class 6 timings Durran Hill to Low Row.
D.25/1/1A — 55 (b)

PAGE 24.

INSERT:—Motor Car trains running between the undermentioned points may convey 21 Carflats in both directions Wakefield to Newcastle Forth via Normanton, York, Darlington and Team Valley.

PAGE 25.

INSERT:—

From	To	Length limit	Class of Train	Diesel D17/3 Basic Wagon Units	Steam Groups 5. 8.	Remarks
Hull .. .. via Goole, Knottingley and Normanton.	Hunslet	80	7	82	57 76	Applies in both directions.
Hunslet .. .. via Methley, Knottingley and Goole.	Hull	80	8	70	67 —	

ALTERATIONS TO FREIGHT TRAINS LOADS BOOKS—

Dated 6th April, 1964—continued

PAGE 26.—Hull to York via Market Weighton.
AMEND length limit to 40 and **DELETE** note (a).

PAGE 30.—Tees Yard, Stockton. **INSERT** Haverton Hill, to York, Normanton, etc.
Class 4 and 5 trains. **INSERT** following loads:—
D17/3 — 55; D20/3 — 60; D25/1/1A — 65
Tees Yard to Mottram. **AMEND** Steam Loads as follows:—

Class of Train	Steam 4	5	6	7	8
		Basic Wagon Units			
7	40	44	48	53	58
8	49	54	60	66	73

★PAGE 31
INSERT:—

Load Class of Locomotive

From	To	Class of Train	
Port Clarence	Carlisle via Norton East, Ferryhill, Tyne Yard or Low Fell.	4	A Type 3 Diesel Locomotive may convey 14 x 45 ton G.L.W. Tanks.
		4	A Type 4 Diesel Locomotive may convey 16 x 45 ton G.L.W. Tanks.
		*8	A Type 3 Diesel Locomotive may convey 21 x 45 ton G.L.W Tanks.
		*8	A Type 4 Diesel Locomotive may convey 23 x 45 ton G.L.W. Tanks.

* Wagon power brakes to be used on these trains to eliminate special wagon braking regulations from Naworth.

Tees	Neville Hill	7	**INSERT:**—D12/1, D12/2, D12/6, D13/2, 53T.

PAGE 33.—Tyne Yard to Carlisle. **AMEND** Class 6 Loads as follows:—
D17/3 — 57; D20/3 — 66; D25/1/1A — 73.

PAGE 34.—Tyne Yard to Darlington, York, etc. **INSERT** Class 4 Load as follows:—
D27/2 — 70(b).

PAGE 38.—York to Hull via Market Weighton.
AMEND length limit to 40.

Load Class of Locomotive

From	To	Length Limit	Class of Train	Steam 6	7	Remarks
AMEND:—						
York	Guid Bridge, Ashton Moss, etc., via Diggle & Stalybridge	50(a)	4			
		60(a)	5	55	55	(a) Applies unless shown otherwise in the Freight Marshalling Pamphlet.
			6			
			7			
			8			

SECTION B.—The length limit restrictions through Leeds City now shown as 28 and 43 are amended forthwith as follows:—
(a) Down Line (Leeds to Neville Hill) = 40
(b) Up Line (Neville Hill to Leeds) = 50
The entries on pages 19, 20, 21, 24, 25, 53, 54* and 55 of the Loads Book to be amended accordingly.
* Except Neville Hill to Starbeck.
Starbeck or Bilton to Neville Hill via Arthington—**DELETE** note (a) from length limit and remarks.

Load Class of Locomotive

From	To	Length Limit	Class of Train	Steam 4	5	6	7	Remarks
PAGE 19.								
INSERT:—								
Motor Car trains running between the undermentioned points may convey 21 Carflats in both directions Halewood to Wakefield Westgate via Diggle and Wakefield Kirkgate hauled by Type 2, 3 or 4 Diesel locomotives.								
AMEND:—								
Healey Mills etc.	All destinations via Diggle via Hebden Bridge	50(a)	4					
		60(a)	5					
		50(c)	4					(c) via Hebden Bridge and Rose Grove—65 To Edge Hill, Garston and Royton Junction—60
		70(a) (c)	5					
Healey Mills, etc.	Agecroft, Edge Hill, etc.	80						
INSERT:—								
Edge Hill		60						
Garston		60						
PAGE 20								
Healey Mills, etc.	Bolton, etc.	80						
INSERT:—								
Royton Junction		60						
PAGE 22								
INSERT:—								
Adswood	Healey Mills		6 }	40	44	48	53	
Arpley etc.	Carlton etc.		7 }					
			8	54	60	66	73	

ALTERATIONS TO FREIGHT TRAINS LOADS BOOKS—continued

Dated 6th April, 1964—continued

PAGE 25
INSERT:—
Motor Car trains running between the undermentioned points may convey 22 Carflats or 18 Carflats and 1 Cartic set in both directions Dagenham to Wakefield Westgate via Bentley Crossing and Sandal or Hare Park, Calder Bridge and Wakefield Kirkgate.

PAGE 26
INSERT:—
Motor Car trains running between the undermentioned points may convey 21 Carflats in both directions Wakefield to Newcastle Forth via Normanton and York.

PAGE 26.—Healey Mills to Carlton via Wakefield and Oakenshaw.
AMEND as follows:—

Class of Train	Steam Group 4	5	6	7	8
	Basic Wagon Units				
7, 8, 9	52	57	63	69	76

PAGE 27.
INSERT:—

From	To	Length limit	Class of Train	Diesel D17/3 Basic Wagon Units	Steam Groups 5.	8.	Remarks
Hull .. .. via Goole, Knottingley and Normanton.	Hunslet	80	7	82	57	76	Applies in both directions.
Hunslet .. .. via Methley, Knottingley and Goole.	Hull	80	8	70	67	—	

PAGE 36.
INSERT:—
Turner's Lane to Wrenthorpe—A 204 h.p. Diesel Locomotive may convey 24 B.W.U's (Load applies in both directions).
◇ Wrenthorpe to Wakefield West.

PAGE 37
ADD:—note to remarks column.
Lengths Limits. Motor car trains between Dagenham/Halewood and Wakefield, Balne Lane are specially authorised to convey 22 Carflats length equivalent in each direction.

PAGE 42.—Crofton Junction to Wakefield (K.).
AMEND.—Crofton Junction to read Crofton Hall.
INSERT:—▲ Crofton Hall to Crofton West in "Remarks" column.

PAGE 43.—Shafton Junction to Crofton Junction.
INSERT in "Remarks" column:—▲ between Ryhill and Crofton.

PAGE 44.—Oakenshaw Junction to Oakenshaw South.
AMEND loads as follows:—

Steam 4	5	6	7	8
Basic Wagon Units				
52	57	63	69	76

PAGE 45.
INSERT:—
Dewsbury, Railway Street to Turner's Lane—A 204 h.p. Diesel Locomotive may convey 28 B.W.U's.

PAGE 45.—Haigh to Healey Mills.
INSERT:—▲ between Haigh and Horbury in "Remarks" column.

PAGE 46.—Low Moor to Mirfield.
Mirfield to Heckmondwyke.
INSERT:—▲ in "Notes" column.

PAGE 55
INSERT:—Wellington Street to Cardigan Road
A 350 h.p. Diesel Shunting locomotive may convey 32 B.W.U.s in both directions.
INSERT:—▲ between Geldard Junction and Wellington Street in "Remarks" column.

PAGE 58.—Diggle to Hillhouse.
INSERT:—▲ between Marsden and Huddersfield in "Remarks" column.

PAGE 60.—Clayton West Junction to Clayton West.
INSERT:—▲ in "Notes" column.

PAGE 61.—Castleford to Pontefract Sharlston **AMEND** length limit to 60.
AMEND Steam loads as follows:—

Class of Train	Steam 4	5	6	7	8
9	36	38	46	51	53

SECTION C, PAGE 22.—Percy Main to Carville, Walker, St. Anthony's, St. Peters.
ADD note (a) to length limit and Remarks.
(a) Trains from Riverside Branch to Tyne Yard, length limit 55.

PAGE 23.—St. Peters to Riverside Junction.
AMEND length limit to 55.

ALTERATION TO FREIGHT TRAINS LOADS BOOKS—

Dated 6th April, 1964—continued

PAGE 64.—South Dock to Pallion.
INSERT:—A 350 h.p. D.E.S. locomotive may convey 32 B.W.U's.

From	To	Load Class of Locomotive Length Limit	Class of Train	Remarks
PAGE 67				
INSERT:—				
Low Fell Sidings	Consett North		8	A Type 3 Diesel locomotive assisted in rear by a Type 2, 1,250 h.p. locomotive may convey 25 x 22 ton capacity fitted tanks (loaded Fuel Oil) with brakes coupled throughout without barrier wagons.
Low Fell, Tyne Yard, South Pelaw	Consett		8	A Type 3 Diesel locomotive assisted in rear by a Type 3 locomotive with Brake Tender connected, may convey 25 x 21 ton wagons loaded coal.

SECTION D

***PAGE 19.**—West Hartlepool to Hartlepool Coal Hill.
AMEND to read . . . Hartlepool Coal Hill and Cemetery North via Church Street.

PAGE 20.—INSERT:—
South Grid (via Outover Line) to Port Clarence.
A 350 h.p. Diesel locomotive may convey 30 B.W.U's.
Applies in both directions.

INSERT:—

North Shore	Malleable	40	8	A Q6 locomotive may convey 50 B.W.Us. A Type 1, 900 h.p. Diesel locomotive may convey 60 B.W.Us.

***PAGE 21.**—Ferryhill to Stockton, Tees Yard, etc.
DELETE words "and Cemetery North via Church Street".

SECTION E—PAGE 23.—Hull to Beverley. Beverley to Hull.
AMEND length limit to 40.
Hull to Bridlington. Bridlington to Hull.
AMEND length limit to 40.

PAGE 24.—Starbeck or Bilton to Neville Hill via Arthington.
DELETE note (a) from length limit and remarks.
Castleford to Pontefract and Sharlston.
AMEND length limit to 60. **DELETE** note (a) and remarks.

ALTERATIONS TO INSTRUCTIONS BOOKLET

DATED JANUARY, 1965

PAGE 11.—Healey Mills to Normanton, etc.
ADD note (a) to length limit and Remarks:—
(a) not to exceed 55 into Healey Mills.
Healey Mills to Carlton.
AMEND length limit to 70.
Carlton to Healey Mills. **INSERT** "via Royston Junction".
AMEND length limit to 50.

PAGE 12.—Healey Mills to Huddersfield, Hillhouse.
Huddersfield, Hillhouse to Healey Mills.
AMEND Class 7 Trains as follows:—

Steam				
4	5	6	7	8
Basic Wagon Units				
40	44	48	53	58

PAGE 15.—Barnsley to Elland C.E.A.
Elland C.E.A. to Barnsley.
AMEND Barnsley to read Barnsley Junction.

PAGE 20.—North Shore to Portrack and return.
North Shore to Portrack.
INSERT "Crossing" after Portrack.

BRITISH RAILWAYS GENERAL APPENDIX

★PAGE iii.
DELETE under heading Marshalling:—
Passenger trains 89

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

★PAGE 1.

EMPLOYEES TRAVELLING IN TRAINS OR ON ENGINES—RULE 9

Number of persons permitted to ride on engines.
AMEND to read:—
In addition to the Driver, the Fireman/Secondman if any, not more than two persons are permitted to ride on locomotives, in the driving cabs of diesel trains, or push and pull units or in the Motorman's compartment of electric trains.

BRITISH RAILWAYS GENERAL APPENDIX—continued

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

(a) 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.

(b) 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 not 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.

(c) Whenever a wrong direction movement concerns two Signalmen, a clear understanding must be reached before the movement is authorised.

(d) 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.

(e) 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.

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 conversion 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 15.

TESTING OF AUTOMATIC BRAKES ON FREIGHT VEHICLES

AMEND Clause 12 (Test with Partially Fitted train) to read:—
To avoid the possibility of Drivers starting away before creating the necessary amount of vacuum with freight trains of which only a portion of the vehicles are fitted with the vacuum brake and connected to the engine, the Guard must satisfy himself in all cases that vacuum has been created and the brakes applied. Unless he can obtain an assurance from a member of the C. & W. Department staff that this has been done, he must himself see that the brakes are applied and released on the last vehicle of the fitted portion.

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.

BRITISH RAILWAYS GENERAL APPENDIX—continued

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.

PERMANENT SPEED RESTRICTIONS

PAGE 51.

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.

★**AMEND** fourth paragraph amplified (shown in "Dark" type) to read:—

No movement by train, engine, or vehicle must be made beyond the detonators towards the Signal Box in advance unless the permission of the Signalman has been obtained. Wrong Line order form D must be obtained for movements outside the detonators towards the Signal Box in rear.

Where Track Circuit Block is in operation no movement must be made outside the detonators in either direction without the permission of the Signalman concerned. Before authorising a movement to the rear, the Signalman must apply the instructions on page 3 "Wrong direction movements where Track Circuit Block is in operation".

★**PAGES 53/54**

DELETE:—

WORKING OF CRANES IN CONNECTION WITH MISHAPS OR ENGINEERING OPERATIONS—PROTECTION OF TRAINS ON ADJOINING LINES heading and item and **INSERT:—**

PROTECTION OF TRAINS RUNNING ON LINES WHICH MAY BE FOULED BY MECHANICAL EQUIPMENT

(See separate instructions for working of Ballast Cleaning Machines)

Where it is necessary for trains to travel over any line which may be fouled by the movement or operation of cranes or track maintenance equipment, etc., in use adjacent to the line or on an adjoining line, in connection with mishaps or engineering operations, the following precautions must be taken:—

(i) An Operating Inspector (or other responsible member of the Operating staff) must be in attendance and no line must be fouled by the operation of the equipment until his permission has been given. He must keep in touch with the Signalman or Signalmen concerned so as to obtain accurate information as to the running of trains. Where necessary a portable telephone in communication with the signal box or boxes concerned must be provided.

BRITISH RAILWAYS GENERAL APPENDIX—continued

(ii) No trains must be allowed to pass the site without the permission of the Operating Inspector who must not give his permission until (a) the person in charge of the mechanical equipment has ensured that it is clear of the line on which the train will run and no further movement of the equipment will be made, and (b) in the case of cranes, etc., the hook and loose lifting appliance, grab or bucket (where used) is secured to prevent movement.

(iii) After a train has passed the site, operations may be recommenced as soon as the Operating Inspector has ascertained that there is a suitable interval for work to proceed and after the protective arrangements shown in Clause (iv) have been carried out.

(iv) When the site is not within the protection of the fixed signals of the lines on which trains require to run Handsignalmen must be appointed in accordance with Rule 217. When the Handsignalmen have taken up their positions a train may be allowed to enter the section but, in connection with Rule 217(b), second paragraph, the train must first be brought to a stand at the signal box in rear and the circumstances explained to the Driver. The Handsignalmen at the site of the work must continue to exhibit a danger signal until the Operating Inspector authorises the train to proceed.

If the site is within the protection of the Home signal of the line on which trains require to run, such line must not be fouled within the authorised clearing point by the equipment until the "Blocking Back Inside Home Signal" signal has been sent to the signal box in rear and acknowledged. Where block instruments are not provided and there are no automatic signals in the section, the "Blocking Back" (2-4) signal must be sent by bell or telephone and the Signalman at the box in the rear must place a lever collar on the lever of the signal controlling the entrance to the section and must not acknowledge the "Blocking Back" signal until this has been done.

In the case of an Intermediate Block Home signal controlled from the signal box in the rear if the site is within the clearing point of such signal the Operating Inspector must request the Signalman at the box in rear to place a lever collar on the lever controlling the Intermediate Block Home signal and also on the lever of the signal controlling the entrance to the Intermediate Block section until the conditions in clause (ii) are carried out. Where the site is ahead of the Clearing point of the Intermediate Block Home signal Handsignalmen must be appointed in accordance with Rule 217. If however the Handsignalman when going out to protect an obstruction should arrive at an Intermediate Block Home signal before he has reached the distance of 1 mile, he must make use of the telephone provided, and request the Signalman to maintain the Intermediate Block Home Signal at Danger until the Handsignalman has informed him that the obstruction has been removed, and the line is clear and safe for the passage of trains. Under these circumstances the Handsignalman must remain at the Intermediate Block Home signal, place on the rail 3 detonators, 10 yards apart, and exhibit a hand danger signal, until the Operating Inspector authorises the train to proceed. Should the telephone at the Intermediate Block Home signal have failed, the Handsignalman must proceed for the prescribed distance in accordance with Rule 217.

At places where automatic signalling is in operation a Handsignalman must be stationed at the automatic Stop signal in rear of the site and whereever possible this signal must be placed and maintained at Danger in which case a distant Handsignalman will not be required. If it is not possible for the signal to be kept at Danger a distant Handsignalman must be appointed in accordance with Rule 217. On the arrival of a train at such signal the Handsignalman must advise the Operating Inspector who, after ensuring that the line is clear in accordance with paragraph (ii), may instruct the Handsignalman to authorise the train to proceed.

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.**

PAGES 63 and 64.

TRACK CIRCUITS

AMEND:—"Rule 198(c)" in last paragraph of clause 3 to read "Rule 189".

★**INSERT** as clause 7:—

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 Signalman 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 Signalman may allow a train to enter the section for this purpose in accordance with the provisions 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, then 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 Signalman ahead.

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 68.**

DETONATORS SUPPLIED TO TRAINMEN—RULE 58(d)

DELETE the last two lines of this instruction.

BRITISH RAILWAYS GENERAL APPENDIX—continued

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 clasping 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 clasping 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.

★PAGE 89 (Page 8 of Supplement No. 1).

MARSHALLING OF PASSENGER TRAINS

DELETE item.

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 3½ basic wagon units, and 1½ 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 Signalman signalling the movement must advise the signalman 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.

BRITISH RAILWAYS GENERAL APPENDIX—continued

★PAGE 96.

TRAINS CONVEYING OUT-OF-GAUGE LOADS NECESSITATING THE OBSERVANCE OF RESTRICTIONS DURING THEIR JOURNEY

Following note to be added at end of instruction:—

Where Track Circuit Block is in operation, the arrangements detailed in the final (fourth) paragraph of the instruction will not apply. Wrong direction movements must be made in accordance with the instructions on page 3, Wrong direction movements where Track Circuit Block is in operation.

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 103.

ACCIDENTS

INSERT:—

"FATALITIES TO PERSONS ON RUNNING LINES

Where a fatality has occurred on a running line the Police must be informed immediately, but the body should be moved clear of the line as soon as possible in order to prevent delay to trains. It is not necessary to await the arrival of the Police before this is done unless there is reason to suspect foul play, but the position in which the body was found must always be carefully noted and suitably marked out."

ACCIDENTS OR OBSTRUCTIONS

AMEND last three lines of 1st paragraph as follows:—

"the following procedure must immediately be adopted and the most expeditious means used (including electrification and other lineside telephones) where necessary, to obtain the attendance of the Civil Police, Doctors, Ambulances and First Aid Staff, or the assistance of the Local Fire Brigade."

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.
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.

BRITISH RAILWAYS GENERAL APPENDIX continued

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 signalman 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 Signalman 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.

★REGULATIONS FOR TRAIN SIGNALLING AND SIGNALMEN'S GENERAL INSTRUCTIONS
PAGE 42.

INSTRUCTIONS IN RESPECT OF TRAINS CONVEYING OUT-OF-GAUGE AND EXCEPTIONAL LOADS—

Following note to be added to clause 3 (Train conveying out-of-gauge load travelling on wrong line)—

(Note.—Where Track Circuit Block is in operation, this regulation will not apply and arrangements for the wrong direction movement must be made in accordance with the instruction shown on page 3 of the General Appendix—"Wrong direction movements where track circuit block is in operation.)

Albert Gait Ltd., Grimsby