

Private and not
for publication

BR30018/2

Employees supplied with this section
must make themselves acquainted with
it and will be held responsible for
the observance of all instructions
contained therein so far as they
concern them

B R I T I S H R A I L W A Y S

SECTIONAL APPENDIX TO THE
WORKING TIMETABLE AND BOOKS
OF RULES AND REGULATIONS

S E C T I O N N O 2
(of Former Eastern Region Sectional Appendix)

Published by Intercity EC Operations, York for and on behalf of all
businesses having lines covered within the Boundaries of this Section.

YORK
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York

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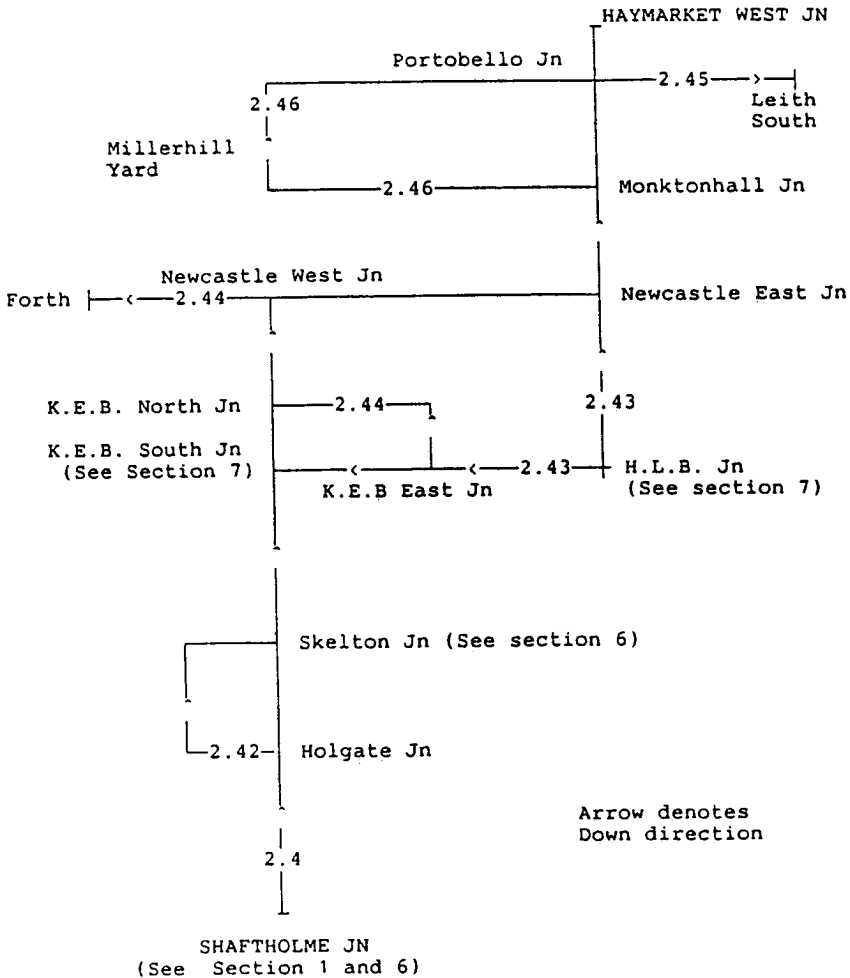
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Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Shaftholme Jn (see Section 1)	160 16 160 30*		Controlled by Doncaster (D) Signal box # To/From Scunthorpe see section 6
Joan Croft Jn Joan Croft LC	160 48 160 48		
Dormer Green LC	161 23		
Noblethorpe LC	161 35		
Barcroft LC	162 14		
Heyworth LC	162 55		
Moss LC	163 02		
Fenwick LC	164 14		
Balne Lowgate LC	165 22		
Balne LC	165 70		
Temple Hirst Jn	169 16		Controlled by York (Y) Signalbox ## To/From Selby see section 6.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hambleton South Jn	174 10		<p># To/From Leeds via Micklefield see section 6</p> <p>## To/From Selby/Hull see Section 6</p> <p>### To/From Leeds/Sheffield see section 6</p> <p>UN - Up Normanton DN - Down Normanton UL - Up Leeds DL - Down Leeds</p>
OHNS	174 58		
Hambleton North Jn	174 75		
Colton Jn	182 79		
Colton North Jn	183 65		
Eorfit Lane LC R/G	184 05		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Copmanthorpe No2 LC R/G	185 19		UL = Up Leads DL = Down Leads T = Copmanthorpe No.1 UWC at 185 37
Holgate Jn	188 01 188 07*		D+ UGL = Down and Up Goods Line 79 # To/From Skelton via Slow Lines see page 2 42

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
YORK (Y)	188 28* 188 40 0 00 0 20* 0 42*		pp is authorised over platform lines for Class 1, 2, 5 and O trains. booked to call only. ## To/From Scarborough see section 6 # - Loco Line

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Skelton Jn	1 09*		<p>## = To/From Holgate via Slow lines see page 2 42</p> <p># To/From Harrogate see section 6</p>
	1 29*		
	1 51		
	1 60*		
OHNS	2 0\$		<p>TOWS between 3 00 and 3 20 does not cover Down Slow Line.</p>
	2 60*		
	3 02*		
Skelton Bridge Jn.	3 11		
	3 23*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Beningbrough Footpath LC R/G	7 01	<div style="text-align: center;"> <div style="display: flex; justify-content: space-around;"> USUFDFDS </div> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">125</div> <div style="border: 1px solid black; padding: 2px;">70</div> </div> </div>	
	9 20*		
Tollerton	9 40	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0;">70</div> <div style="position: absolute; bottom: 0; left: 0; right: 0;">30</div> </div> </div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0;">15</div> <div style="position: absolute; bottom: 0; left: 0; right: 0;">30</div> </div> </div> <div style="text-align: center;"> <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0;">* 60</div> <div style="position: absolute; bottom: 0; left: 0; right: 0;">30</div> </div> </div> </div>	
	9 60*		
	10 60*		
		<div style="text-align: center;"> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">65</div> <div style="border: 1px solid black; padding: 2px;">25</div> </div> </div>	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
OHNS	19 09 20 40*	<div> <div>US</div> <div>UF</div> <div>DF</div> <div>DS</div> <div>125</div> <div>70</div> <div>65</div> </div>	
	21 03*	<div> <div>65</div> <div>50</div> <div>40</div> <div>60</div> <div>40</div> </div>	
THIRSK	22 03*		
	22 16	<div> <div>40</div> <div>30</div> </div>	
	22 18*		
	22 30*	<div> <div>30</div> </div>	
No 81 LC R/G	22 73	<div> <div>80</div> <div>90s</div> </div>	
No 82 LC R/G	23 33	<div> <div>80</div> <div>90s</div> <div>125</div> </div>	
			TOWS between 23 60 and 24 60

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
No 88 LC R/G	27 16		Controlled by York (Y) Signal Box
No 89 LC R/G	27 58		
	28 49*		
	28 67*		
	28 70*		
Longlands Jn	28 71		
NORTHALLERTON	29 76		# To/From Eaglescliffe see Section 7
High Jn	30 09		BI Directional Signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown. see page 2 53
Castle Hills Jn	30 63		## To/From Redmire see section 7

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
OHNS	35 05		<p>Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown see page 2 53.</p> <p>T = Raines (Cowton) UWC at 35 50</p> <p>TOWS between 39 60 and 41 60. Two independant systems covering- (1) Bridges 85, 86 and 87. (2) Bridges 88 and 89.</p> <p>T = Croft Footpath Crossing at 41 28</p> <p>DPL = 105</p> <p># To/From Eaglescliffe see section 7</p>
East Cowton Crossovers	37 30		
Eryholme	38 72		
	40 05*		
	41 50*		
Darlington South Jn	43 61		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
DARLINGTON	44 10		<p>Bl Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2 53</p> <p>Down By pass = 20 SLU</p> <p>D/USL = Down/Up Station Loop = 38 SLU</p> <p>pp is authorised in Platforms 1 and 4 for Class 1, 2 and 5 trains booked to call only.</p> <p>UGL = 80 SLU</p> <p>DUBA = Down/Up Bishop Auckland. see section 7</p>
	44 22*		
	44 24*		
	44 25*		
Darlington North Jn	44 36		
	44 43*		
Parkgate Jn	44 58		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Aycliffe OHNS	48 00*	UM DM 125 * 95 95	Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shewn see page 2 53. TOWS between 48 20 and 49 40 (Bridges 123, 124, 125, 127 and 128).
	48 50*	* 85 85	
	49 30*	* 40 15	
	49 36	40 15	
	49 60	115	
Ferryhill South Jn Ferryhill	55 20*	US # DS 60 110 30	TOWS between 50 00 and 52 00 (Bridge 137) T - Preston Manor LC UWC 51 70 T - Jenkinsons LC UWC 53 35 TOWS between 54 20 and 55 60 (Bridges 148 and 149). # To/From Norton on Tees see section 7.
	56 15*	40 50 30 30	
	56 17	15 15 120	
	56 70	15 UGL 15	
		## 60 120	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Tursdale Jn	58 71		<p>Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2 53.</p> <p>TOWS between 58 60 and 59 20</p>
Hett Mill LC CCTV	60 21 60 44* 62 20*		<p>TOWS between 61 00 and 62 00</p> <p>T - Hett Steps Footpath Crossing at 61 08</p> <p>TOWS between 62 20 and 62 60 (Bridge 178).</p>
OHNS	64 49* 64 73 65 62*		<p>TOWS between 65 60 and 66 20</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p>DURHAM</p> <p>Signal T 354</p>	<p>66 13</p> <p>66 14*</p> <p>66 21*</p>		<p>Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shewn see page 2 53</p> <p>TOWS between 65 60 and 66 20</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2 53.</p> <p>TOWS between 69 20 and 70 20</p> <p>TSA/D - Tyne South Arrival/Departure TNA/D - Tyne North Arrival/Departure D/US - Down/Up Slow D/UG - Down/Up Goods</p> <p>UGL 35 SLU</p> <p>~ Bi directional working Low Fell Jn to Benton speeds as shown.</p> <p># To/From Low Fell see section 7</p>
	68 40*		
CHESTER-LE-STREET	71 72		
OHNS	72 04		
	72 23*		
	73 23*		
Ouston Crossovers	73 32		
Birtley Jn	75 29		
Tyne Yard	75 62		
	75 66*		
	76 21*		
Lamesley Crossover	76 66		
	77 00*		
	77 35~		
Low Fell Jn	77 37		
	77 40~		
	78 08*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KEB South Jn. Askew Road Tunnel 53 yards	78 62* 79 01* 79 23 79 26* 79 26 to 79 29 79 34*		<p>Bi Directional signalling Low Fell Jn to Benton speeds as shown.</p> <p>UC = Up Carlisle DC = Down Carlisle</p> <p># To/From Hexham/Carlisle see section 7</p>
King Edward Bridge No. Jn. Newcastle So.Jn.	79 57* 79 70* 79 75 79 76*		<p>## To/From Gateshead/Greensfield see page 2 43</p> <p>20 mph maximum speed 79 76 to 80 16 unless lower speed shown.</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newcastle West Jn	80 05		<p>Bl Directional signalling Low Fell Jn to Benton speeds as shown.</p> <p># To/From Forth Banks see page 2 44</p>
NEWCASTLE	80 16* 0 00 0 03* 0 06*		<p>pp is authorised on platforms 2 to 8 only for class 1, 2, 5 and 0 trains booked to call</p>
Newcastle E. Jn.	0 14*		<p>## To/From Sunderland see page 2 43</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Dean St Crossover	○ 24* ○ 28		Bi directional signalling Low Fell Jn to Benton speeds as shown.
Pilgrim St Crossover	○ 36		
MANORS	○ 46		
	○ 51*		
Argyle St Jn	○ 58*		
Red Barn Tunnel 98 yards	○ 65 to ○ 70		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Heaton Sth Jn	1 03* 1 07* 1 18* 1 59* 1 65 1 79		Bi directional signalling Low Fell Jn to Benton speeds as shown. CW Slow at 1 64 DL = Depot Line 5 mph in Depot worked as a Sidings. # = To/From Heaton Depot

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Chillingham Rd	2 15		<p>Bi Directional signalling Low Fell Jn to Benton speeds as shewn.</p> <p>DGLS = Down Goods Loop South DGLN = Down Goods Loop North</p> <p>UGL = 222 DGL = 276</p> <p># To/From Heaton Depot</p>
Heaton Depot			
Heaton North Jn	2 66		
Benton Crossovers	4 10		
OHNS	4 23		
Benton North Jn	4 24		<p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shewn, see page 2 53.</p> <p>## To/From Bedington (Blyth & Tyne) see section 7</p>
	4 30*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Killingworth LC CCTV	5.76		<p>Controlled by Tyneside (T) Signal box. Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shewn. see page 2 53.</p>
Dam Dykes LC CCTV	8.46		
CRAMLINGTON	9.74		
Plessey Crossovers	11.51		
Stannington LC CCTV OFTS Clifton LC CCTV	13.74 14.00 14.56		
			<p>Controlled by Morpeth (M) Signal box.</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MORPETH	16 14*		<p>Morpeth (M) Signal Box area Stannington to Acklington.</p> <p># = To/From Bedington see section 7</p> <p>UPL = 67</p> <p>## To/From Blyth & Tyne see Section 7</p> <p>Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown, see page 2 53.</p> <p>T = Pegswood Footpath at 18 13</p>
Morpeth (M)	16 63		
Morpeth North LC CCTV	16 78		
	17 28*		
Morpeth North jn	17 36		
	17 61*		
PEGSWOOD	18 44		
	18 71*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Longhirst LC CCTV	20 17		<p>Bl Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown, see page 2 53.</p>
Ugham Lane LC CCTV	20 52		
Butterwell Jn	20 63		# To/From Butterwell Colliery North Branch, see section 7
Ugham Grange LC CCTV	22 24		
	22 38*		
WDDRINGTON Wddrington LC CCTV	23 15*		
	23 20		
Wddrington Sidings Crossover	24 64	<p>## To/From Wddrington Sidings</p>	
	24 75*		
Felton Lane LC CCTV	25 16		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Chevington LC CCTV	25 49		<p>Bi Directional Signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shewn. see page 2 53.</p> <p>UPL = 135 DPL = 131</p>
Chevington North Crossovers	26 50		
ACKLINGTON	28 43		<p>T No 150 UWC at 29 51</p>
	30 00*		<p>Alnmouth (A) Signal box area. Acklington to Belford.</p>
	30 40*		
Workworth LC CCTV	31 67		<p>T No 152 UWC at 31 42</p>

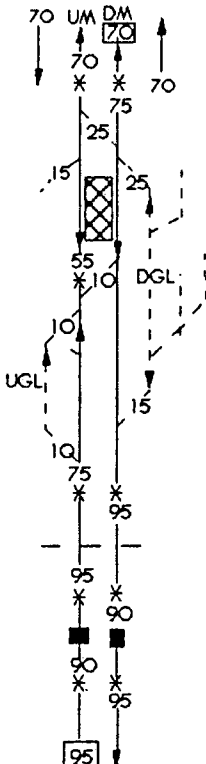
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
OHNS	33 37		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown, see page 2 53.
Wooden Gate Crossovers	33 65		
Wooden Gate LC CCTV	33 71		DPL 76 (Bi-directional). UPL 137 (Bi-directional). DRS 61
	34 28*		+ worked as a siding.
	34 62*		T - No.155 UWC at 34 38
Alnmouth LC R/G	34 63		
ALNMOUTH(A)	34 69		Alnmouth (A) Signal box area of control between Acklington and Belford.
	35 40*		
	35 70*		T - No.155A UWC at 35 74
	38 34*		
Little Mill Crossovers	39 30		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Little Mill LC CCTV	39 34		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shewn. see page 2 53.
Stamford LC CCTV	40 39		T No 158A UWC at 40 71
	42 35*		T No 161 UWC at 42 46
Christon Bank LC CCTV	43 00		
Fallodon LC CCTV	43 45*		T No 162 UWC at 43 65
			T No 163 UWC at 45 10
OHNS	45 56		
Chathill Crossovers	45 70		
Chathill LC R/G & CCTV	45 78		R/G for Pedestrians only
CHATHILL	45 78		
Newham LC CCTV	47 09		
	47 40*		T No 167 UWC at 47 57
	48 20*		T No 169 UWC at 48 18
Lucker LC CCTV	49 17		T No 170 UWC at 48 63

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
No 174 LC R/G	50 37		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown, see page 2 53.
Belford Crossovers	51 41		DRS 50
Belford LC CCTV	51 45		Tweedmouth (T) Signal box area Belford to Scottish Border.
			UPL 170 DPL 160.
Crag Mill LC CCTV	52 48		
No 179 LC R/G	54 68		T No 177 UWC at 53 79
Smeafeld LC CCTV	54 79		
Fenham Low Moor LC CCTV	55 31		
OHHS	57 17		
	57 76*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Beal LC CCTV	58 52 58 73*		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. see page 2 53.
Beal Crossovers	59 32		
No 193 Occ LC R/G	59 67		
Goswick LC CCTV	60 67		
	63 10*		T - No 198 Accommodation LC at 62 40
Scremerston LC CCTV	63 46		
	64 53*		
Spittal LC and R/G Level Crossings	65 01 65 14*		R/G for Pedestrians only.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	65 65*		<p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2 53.</p> <p>* Sidings not worked under TCB Regulations</p>
Tweedmouth Crossover	65 71		
Tweedmouth (T)	65 78		<p>Tweedmouth (T) Signal box area between Lucker LC and North of No.203 LC at 69 67.</p>
	66 36*		<p>Bi Directional signalling Tweedmouth to Berwick speeds as follows:-</p> <p>Down direction over Up line: 70 mph 66 70 to 65 71 (Tweedmouth Crossover)</p> <p>Up direction over Down line: 70 mph 65 71 to 67 08.</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	66 70*		Bi Directional signalling Tweedmouth to Berwick speeds as follows- Down direction over Up line 70 mph 66 70 to 65 71 Up direction over Down line 70 mph 65 71 to 67 08.
BERWICK	67 00		
Crossover	67 06* 67 08		UGL 60 DGL 115 Bi-directional
	67 69*		Tweedmouth (T) Signal box area between Lucker LC and North of No.203 LC at 69 67.
No 203 L/C R/G	68 52		
	69 00*		
OHNS	69 17		
Change of Mileage	69 67*		
Mileage from Edinburgh	54 49		All lines between 54 49 and Haymarket and are controlled from Edinburgh (E) signal box.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Controlled by Edinburgh (E) Signal box.
Reston GSP	50 08*		
	49 10*		
	47 14		
OHNS	46 21		
	45 34*		
	43 30*		
	42 42*		
Grantshouse	41 14		<p>UPL - 87 (Bi-directional)</p> <p>DPL - 96</p> <p>Bi-directional signalling between Grantshouse and Innerwick. Maximum permissible speeds are: In the Down direction over the Up line 70 mph. In the Up direction over the Down line 75mph</p> <p>TOWS between Grantshouse and Innerwick</p>
	39 78*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Bi-directional signalling between Grantshouse and Innerwick. Maximum permissible speeds are-</p> <p>In the Down direction over the Up Line 70 mph.</p> <p>In the Up direction over the Down Line 75 mph.</p>
Innerwick	39 40*		
	39 05*		
	36 08*		
	36 02*		
	35 39*		
	34 75*		
	34 40		
OHNS	33 60		
Torness GSP	32 77		
	31 41*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Oxwellmains	31 20	<p>UM DM</p> <p>105</p> <p># 5 5 #</p> <p>40 40</p> <p>110 110</p> <p>65 65</p> <p>40 40</p> <p>5 5</p> <p>40 40</p> <p>65 65</p> <p>110 110</p> <p>40 40</p> <p>110 100</p> <p>100</p> <p>DUNBAR</p>	# APCM Sidings
	31 00*		
	29 43*		
Dunbar Up Sidings GF	29 10		
DUNBAR	29 05		
Dunbar Down Sidings GF	29 03		
	28 36*		
Stenton GSP	24 42		
	23 78*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Markle LC AHB	22 14 21 65* 21 09* 20 21* 18 14*		# To/From North Berwick UPL - 63 DPL - 74
DREM	17 60 17 41* 16 25*		
	15 20*		
CHNS	13 32		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
LONGNIDDRY	13 18		<p># To/From Millerhill see page 2 46</p> <p>### To/From Niddrie South</p> <p>\$ - To/From Niddrie West Jn</p> <p>#### To/From South Depot line</p> <p>## To/From Leith South see page 2 45</p>
St. Germain's LC CCTV	11 52 10 34*		
PRESTONPANS	9 40 6 27*		
Monktonhall Jn	5 78		
MUSSELBURGH	5 14 3 40*		
Portobello East Jn	3 32		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Craigentiny	2 16 1 72 1 41*	UB DB 90 30 40 30- 90 85 85 70	UB Up Berwick DB Down Berwick # To/From Craigentiny Depot ## To/From Powderhall Branch
Abbeyhill Jn	0 61	40 40 40	
Calton North and South Tunnels 510 yards	0 49 to 0 29 0 29*	NL SL 30 60 NL SL	NL North Line SL South Line

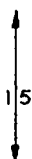
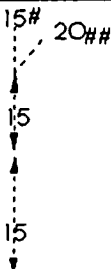
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Waverley East End	0 21		<p>5 maximum speed through hand points to Motorail and Porcells Sidings</p> <p>PP is authorised on North Platform South Platform lines and Platforms 20 and 21.</p> <p>NL = North Loop NP = North Platform SP = South Platform SL = South Platform Loop SLS = South Loop Siding</p> <p>PF is authorised on North and South loops</p> <p>20 mph overall Bay platforms West End and over Platform and Loop lines except where shown.</p>
	0 12*		
	0 11*		
	0 10*		
	0 09*		
Edinburgh (E) SC	0 07		
EDINBURGH	0 00		
	0 10*		
Waverley (West End)	0 15		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Mound Tunnels 130 yards.	0 16 to 0 22		
Princes Street Gardens	0 25 0 34*		
Haymarket North Tunnel South	0 47 to 1 14		
HAYMARKET	1 19		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Haymarket East Jn	$\frac{45.74^* \text{ SL}}{1.27^* \text{ NL}}$		# To/From Midcalder Jn
Haymarket Central Jn	$\frac{45.35}{1.66}$		## To/From Gorgie
Haymarket West Jn	$\frac{44.73}{2.28^* \text{ NL}}$		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>YORK, HOLGATE TO SKELTON JN</p>	<p>From/To page 2 6 Controlled by York (Y) Signal box # From/To Up and Down Leads</p>
Holgate Jn	188 07 0 00		
Yard South	0 21		
Yard North	1 09*		
	1 43*		
Skelton Jn	1 50*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEWCASTLE EAST JN TO KING EDWARD BRIDGE SOUTH JN. (COMPOSITE TABLE)			
Newcastle East Jn	101 59		Controlled by Tyneside (T) signal box
High Level Bridge Central Jn	101 39		US = Up Sunderland DS = Down Sunderland
High Level Bridge Jn	101 33 0 00		### To/From Newcastle Station see page 2 19
Greensfield Jn	0 21 0 16*		DWCU = Down West Curve Up # To/From Sunderland see Section 7
King Edward Bridge East Jn	0 30		DGWU = Down Greenfield West Up
Tyneside (T)	0 32		DGU = Down Gateshead Up
King Edward Bridge South Jn	0 48		## To/From King Edward Bridge North see page 2 44

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN (EAST CURVE)			
King Edward Bridge East Jn	0 00		See page 2 43 Controlled by Tyneside (T) signal box
King Edward Bridge North Jn	0 13		See page 2 18
FORTH BRANCH			
Newcastle West Jn	0 11		See page 2 19 # To/From West End Bays ## To/From Down Main Controlled by Tyneside (T) Signal box OTS Stop Board to Forth Banks
Stop Board	0 40		
Forth Banks	1 02		

Location	Mileage	Running Lines & Speed Restrictions	Signaling & Remarks
Portobello	0 00	PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)	# To/From Main lines see page 2 37 Controlled by Edinburgh (E) Signd Box.
			
Balleyfield GF	0 30		
Leith South	1 78		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		MONKTONHALL JN TO PORTOBELLO VIA MILLERHILL (GOODS LINE)	See page 2 37
Monktonhall Jn	6 12	UG DG 20 20	
	5 56 1 40*	20 20 * 30 30 30	
Millerhill East Jn	0 28* 0 00	20 20 * 30 30 30 15 5 25 5 5 5	## To/From Monktonhall/Bilston Glen
	0 19*	5 5	Sidings F4 to F7 are Reception Lines F4 Siding fully track circuited
Millerhill Yard	5 52	F4 F6 F5 F7	
Millerhill (M) Signal Box	5 02	5 5 25 1 30 30	
Niddrie South Jn	4 46	20 20 20 20 20 20	# To/From Niddrie West Jn
Portobello East Jn	3 25	15	See page 2 38

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with the Rule Book, Section H, Clause 11 where shown below as denoted by the letter "F".
2. Working in the Wrong Direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter "G".
3. Class 9 trains may work without a brakevan in rear where shown below as denoted by the letter "H".
4. These authorities are subject to any special conditions as to speed, length (SLUs) or other feature as shown in the "Restrictions" column. Except where noted below by the letter "P", movements conveying passengers are not permitted. A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters "BV".

Between		Lines	Author- ities	Restrictions
SHAFTHOLME JN TO Northallerton Station (Signal Y691)	HAYMARKET WEST JN Castle Hills Jn	Down Main/ Reversing line	F	60 SLU BV.
North Goods Loop (Signal EH.514)	Haymarket Platform 1	Up North	F	Loco Hauled ECS BV.
Torness Siding	Innerwick	Up Berwick	F	6 Freight vehicles BV.

TABLE C - WORKING OF PASSENGER TRAINS OVER GOODS LINES OR GOODS LOOPS

On the following lines, passenger trains may be run provided the Signalman has observed the requirements of Signalmen's General Instruction 49. Working of passenger trains over Goods Lines or Goods Loops :-

From	To	Line	Remarks
SHAFTHOLME JN	TO HAYMARKET WEST JN		
At Berwick	-	Up Goods Loop	Drivers to report on telephone immediately train at a stand at signal TW170.

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between the places listed in the table.
2. The assisting locomotive must be coupled to the train except where denoted in the table by the letter "N".
3. Any type of train may be assisted in rear, except where denoted in the table by :-
 F - freight trains only
 ECS - empty coaching stock trains only
 P - passenger trains only
4. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted by the letter "D".
5. The locomotive attached in rear of the train must not apply power where denoted in the table by the letter "R".

From	To	Type of train	Conditions	Remarks
SHAFTHOLME JN	TO HAYMARKET WEST JN			
York Station	Holgate Jn	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.
Holgate Jn	York Station	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.
MONKTONHALL JN	TO MILLERHILL	YARD		
Millerhill East Jn	Millerhill Yard (East Arrival)	F	R	Car-carrying trains.

TABLE U - TOWING OF VEHICLES AND PROPELLING WITH ROAD VEHICLES-
THE RULE BOOK, SECTION J, CLAUSE 4.3.5

The tow rope or chain must be attached to :-

- (i) the tow loop, where provided, or
- (ii) the drawbar hook

Where, however, more than one vehicle is to be towed the rope or chain must always be fixed to the drawbar hook but whenever the drawbar hook is used care must be exercised to prevent the rope or chain becoming entangled in the wheels. When towing by means of a shunting tractor, the hook on the draw chain or rope must be attached to the "V" of the wagon axle guard or hole specially provided therein, unless otherwise authorised by the Regional Operations Manager.

In no circumstances must the tow rope or chain be attached to the buffer sleeves or spindles or to the hornstays of the vehicle.

Loads must be started very gradually and, if possible , without any jerk.

The number of vehicles to be towed at one time must be regulated by the weight of the load they contain, the gradient and other circumstances; care must be taken that no greater number of vehicles than can be towed with safety are moved at one time.

The towing of vehicles must be confined to adjacent lines.

When towing by means of locomotive, the locomotive must not proceed through a crossover road during the movement but must remain on the line from which the movement commenced, until the operation is complete and the rope or chain has been detached.

Explanation of references

- A = With rope or chain attached to a road vehicle or locomotive moving on an adjacent line
- B = By road vehicle

The following is a list of places where such movements are authorised.

Place	Line	Remarks	Conditions
YORK, Wagon Repair Depot	ALL	-	B

LOCAL INSTRUCTIONS

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LOCAL INSTRUCTIONS

SHAFTHOLME JN TO HAYMARKET WEST JN

SHAFTHOLME JN AND BERWICK - BETWEEN

Class 307 EMU's are not permitted to operate under their own power on the E.C.M.L. between Shaftholme Jn and Berwick.

HECK

Working of trains at Plasmor Private Sidings

- (a) When firm's staff are in attendance.
 - (i) When a train arrives on the approach side of the firm's security gates, the Guard must obtain permission from Plasmor's person-in-charge for the train to enter the sidings.
 - (ii) When permission has been obtained and the gates have been opened, the train may proceed to the siding nominated.
 - (iii) The Guard must obtain the permission from the Plasmor person-in-charge when the train is ready to depart.
- (b) When firm's staff are not in attendance the firm's security gates will remain open for rail. Trains are permitted to enter and leave the sidings on authority of the Guard.

YORK

Traincrews working Freight Trains into York

1. Traincrews from other Depots who work into York and are relieved on arrival or who travel to York for return working, must report as quickly as possible direct by ETD telephone to the Area Traffic Supervisor, York Yards (telephone number 2482).
2. Traincrews from other Depots who take their locomotive to York H.S. after working incoming trains should report to the Traincrew Resource Supervisor immediately after disposal of the locomotive.

Train crews working Passenger (including ECS and Parcels/Postal) trains into York.

1. Traincrews from other Depots who work into York and are relieved on arrival, or who travel to York for return Passenger etc., working, must report to the Station Time Office adjacent to the buffer stop end of Platform 1.
2. Traincrews from other Depots who take their locomotives to York H.S. after working incoming trains should report to the Traincrew Resource Supervisor immediately after disposal of the locomotive.

BETWEEN YORK AND NEWCASTLE

Movement of empty Class 14X/15X units between York and Newcastle

When it is necessary to move units between York and Newcastle or vice versa for operating purposes by attaching to passenger services which call at either Chester-le-Street or Thirsk such units must be locked out of public use.

THIRSK

Trains composed of power operated door stock and comprising more than FIVE vehicles in public use must not stop for traffic purposes in EITHER platform at Thirsk.

NORTHALLERTON

Set-back movements Reversing line to Down Main

The illumination of the "off" indicator associated with Signal 1496 will be the Driver's authority to proceed and it will not be necessary for the Driver to comply with the Rule Book, Section J, Clause 4.1, but he must proceed cautiously, keeping a sharp lookout and be prepared to act on handsignals.

Movements in connection with detaching vehicles with hot axle boxes to Up Sidings

If it is necessary for a vehicle with hot axle box to be detached from a train on the Up Main line at Northallerton, the Driver will be instructed to proceed from signal 498 and stop his train immediately on the Darlington side of signal 695 (by observing the back light).

After the vehicle has been stabled and signal 693 has been cleared for the front portion of the train to set back to the rear portion, the Driver is authorised, without further authority, to proceed to signal 474 at Northallerton Station.

BETWEEN NORTHALLERTON AND TWEEDMOUTH CROSSOVER

Working of trains in the "Wrong Direction" through simplified bi-directionally signalled section of line. Trains must only be signalled in the "Wrong Direction" over the simplified bi-directional sections during:-

- (a) planned engineering work on the adjoining line or
- (b) in an emergency when a line is blocked due to a failed train, broken rail etc.

When a train is to be signalled in the "Wrong Direction", the Driver will be advised by the Signaller and told to observe the following instruction:-

When required to proceed in the "Wrong Direction" the Driver must proceed at reduced speed especially where the approach view of trains may be restricted and frequently give a series of short blasts on the horn in order that adequate warning is given to anyone on or near the line.

In addition, the Driver of the first train in the "Wrong Direction" will be instructed to stop and inform anyone on or near the line that bi-directional working is being introduced and which line will be used.

When normal working is resumed the Driver of the first train will be instructed to advise anyone on or near the line.

DARLINGTON STATION

Drivers of Down loco-hauled and H.S.T. stopping trains routed into Platform No.4 via the By-pass line must bring their trains to a stand at the North end of the platform.

DARLINGTON UP SIDINGS

A train to be run round must be routed into Siding 2 and the locomotive returned through Siding 1.

Defective wagons only must be stabled in Siding 3.

Siding 4 is for the use of the Engineering Department only.

When a train for the Down direction is ready to depart, the Person in charge of the movement must request permission from the Signalman for it to be propelled to the approach side of Signal 911.

FERRYHILL UP SIDINGS

When a train from the Down Ferryhill line arrives in (a) the Up Goods Loop or (b) within the Up Sidings clear of all connections, the train crew must ensure it is complete with tail lamp and advise the Signalman at Ferryhill accordingly.

CHESTER-LE-STREET

Trains composed of power operated door stock and comprising more than FOUR vehicles in public use must not stop for traffic purposes in EITHER platform at Chester-le-Street.

TYNE YARD

1. Arriving Trains

Trainmen must ensure that upon arrival in the Up Staging Sidings from either direction, they bring their trains to a stand as far as the line is clear towards the appropriate Stop Board.

2. Departing Trains

Train crews for North bound trains must contact the North end Chargeman before proceeding to their trains.

Train crews for South bound trains must contact the South end Chargeman before proceeding to their trains.

3. Train Preparation/Examination

3.1 Up Staging Sidings and Secondary Sorting Sidings (06 00 Monday to 06 00 Saturday)

When train preparation or examination is to take place, the permission of the Chargeman at the North and South ends of the yard must be obtained. Before work is allowed to take place, both Chargemen must reach a clear understanding, turn the hand points away from the siding to be used and endorse the sidings record. When train preparation/examination is complete, the Train Preparer/RST must advise the North and South End Chargeman accordingly.

3. Train Preparation/Examination (continued)

3.2 A.C.E. Sidings (06 00 Monday to 06 00 Saturday)

Before train preparation/examination takes place in these sidings, the permission of the Chargeman at the North end must be obtained. Before work is allowed to take place, the hand points must be turned away from the siding to be used and the siding record endorsed.

When train preparation/examination is complete, the Train Preparer/RST must advise the North end Chargeman.

3.3 Down Departures (06 00 to 21 00 Monday to Friday)

The person in charge of train preparation/examination must obtain the permission of the Chargeman at the North end and the ACE Chargeman located in the Down side Train Preparers cabin. The Chargeman at the North end and the ACE Chargeman must turn the hand points away from the siding to be used and endorse the sidings record before allowing train preparation/examination to take place. When train preparation/examination is complete, the Train Preparer/RST must advise both the North end Chargeman and the ACE Chargeman.

3.4 Down Departures (21 00 to 06 00 Monday to Friday)

The Yard Supervisor is responsible for carrying out the duties of the ACE Chargeman.

3.5 Down Primaries (06 00 to 21 00 Monday to Friday)

The person in charge of train preparation/examination must obtain the permission of the ACE Chargeman located in the Down Side Train Preparers cabin. Before any work is allowed to take place, the ACE Chargeman must turn the hand points away from the siding to be used and endorse the sidings record.

When train preparation/examination is completed, the Train Preparer/RST must advise the ACE Chargeman.

3.6 Down Primaries (21 00 to 06 00 Monday to Friday)

The Yard Supervisor is responsible for carrying out the duties of the ACE Chargeman.

3.7 Train Preparation/Examination (06 00 Saturday to 06 00 Monday)

The person in charge of train preparation/examination must contact the Chargeman on duty and obtain his permission before train preparation/examination begins. Before work is allowed to take place, the Chargeman must turn the handpoints away from the siding to be used (both ends if through siding) and endorse the record of the sidings.

When train preparation/examination is completed, the Train Preparer/RST must advise the Chargeman on duty.

NOTE:

Trains must not be allowed to enter a siding which is already occupied if the train occupying the siding is undergoing preparation or examination.

3. Train Preparation/Examination (continued)

3.8 Down departures and Down Primaries (06 00 Saturday to 06 00 Monday)

At any time the ACE Chargeman is on duty, he is responsible for setting the hand points at the South end of the Down Departures and the Down Primaries and reaching a clear understanding with the other Chargeman on duty.

4. Telephone numbers for use of Trainmen

South End Chargeman.....	82757
North End Chargeman.....	82737
ACE Chargeman.....	82768
Yard Supervisor.....	82751
Rolling Stock Technician.....	82785

KING EDWARD BRIDGE

Class 313 and 319 EMU's when fitted with tripcock 3rd rail shoe gear, are not permitted to run over King Edward Bridge.

NEWCASTLE

Drivers of UP HST's booked to call at platform 7 and 8 must bring their trains to a stand at signal 486.

No train, except one composed of a 2 car Class 142 or 143 unit or a single Class 153 car, may arrive in Platform 8 for passenger purposes from the West End. If the Driver of any other type of unit is routed towards Platform 8 to call at that platform for passenger purposes he must stop at T481/483/487 signal as appropriate and advise the Signalman that his train is too long to fit in the platform.

The Guard of any train the doors of which are not completely on the Platform must not release the doors until arrangements have been made to have the train completely platformed.

Traincrews arriving at Newcastle station. All Traincrews must report to the Traincrew Supervisor on arrival, either in person or by telephone to extension No.2593 or 2594.

Newcastle Station Footbridge Glass Panels

1. Principle

- 1.1 The station footbridge at Newcastle is fitted with locked, hinged toughened glass panels to the inside faces of the bridge sides to prevent persons approaching the energised overhead line. The key to the locks is held by the Assistant Station Manager in a sealed box in the Assistant Station Manager's Office. Prior to releasing any of these locks for the purposes of cleaning or repair to the glass panels or footbridge the Assistant Station Manager must take a TIII possession of the affected lines and obtain an isolation and earth of the overhead line equipment adjacent to the footbridge in accordance with Section B of the Working Instructions for AC Electrified (BR 29987) unless assurance is received that this has already been done by another Department.

- 1.2 The Station Manager must ensure that all station staff are aware of these instructions.
- 1.3 It MUST be understood that the safety of Passengers and staff is the prime consideration at all times.
2. Damage to Panels - Method
 - 2.1 A member of staff who becomes aware that one of the glass panels on the footbridge has been broken must ascertain whether it is a panel adjacent to the overhead electric line (e.g. within 9 feet of any live parts). He/she must not approach the area of damage and must warn any other persons nearby to keep well clear and leave the footbridge immediately.
 - 2.2 The member of staff, once satisfied that no-one is in immediate danger, must inform the Assistant Station Manager as expeditiously as possible and also summon help from other competent persons to prevent anyone approaching the damaged area.
 - 2.3 The Assistant Station Manager, on receipt of information that a glass panel is broken, must ascertain whether the panel is within the danger area (e.g. within 9 feet of any live overhead electrified line equipment) and if so must close the footbridge until proper protection is in place. In a situation where it is not possible to close off the footbridge with barriers and staff are overwhelmed by numbers of passengers, (e.g. a public order situation) consideration should be given to isolating the overhead power until reinforcements can be obtained or the situation has resumed controllable proportions.
 - 2.4 The Assistant Station Manager must then immediately:-
 - (a) Arrange for barriers and tape to provide an outer cordon at each end of the footway adjacent to the broken panel and
 - (b) An inner cordon surrounding the area of the broken panel to prevent small children etc. inadvertently approaching any live equipment.
 - 2.5 The Station Manager must ensure that barriers and tape used for cordoning off these areas must be kept accessible at all times for immediate use. The barriers should have suitable "Electrification" warning notices attached.
 - 2.6 The Assistant Station Manager must inform the ACE Works Officer as expeditiously as possible to fit a temporary replacement wooden panel. It will be the ACE's responsibility to arrange the necessary possessions and/or isolations in this connection. It will also be the ACE's responsibility to arrange for any permanent repairs.
 - 2.7 Until a temporary replacement panel is fitted by the ACE the outer and inner cordon barriers must remain in place and the Station Manager must nominate a member of staff to check the barriers at frequent intervals (not less than every 20 minutes to ensure these are in place), and to report any discrepancy he/she is unable to rectify.

2.8 Once a temporary wooden panel is securely in place the inner and outer cordons may be removed.

3. Cleaning of Glass Panels - Method

- 3.1 For the purpose of this instruction the Assistant Station Manager on duty at Newcastle will be the PICOW responsible for the holding of the permit to work.
- 3.2 The work must be pre-programmed and the Station Manager, Newcastle must request the Operations Manager to arrange for the work to be published in sufficient time to be included in the Weekly Operating Notice.
- 3.3 The PICOW will request isolation and earth of the adjacent overhead line equipment in accordance with Section B of the Working Instructions for AC Electrified Lines.
- 3.4 None of the glass panel locks must be released until a signed permit to work has been issued stating the limits of the isolation.
- 3.5 On receipt of the necessary permit to work and possession the Assistant Station Manager will unlock only those glass panels required for cleaning or repair.
- 3.6 The Assistant Station Manager acting as PICOW must remain in overall charge of the work.
- 3.7 On completion of the work the Assistant Station Manager must ensure that all staff and equipment is clear of the overhead line, and running lines. Once satisfied that all staff and equipment are clear he must then lock all the glass panels, and seal those as necessary and return the key to the sealed box. He may then revoke the permit to work to the AEM department to permit re-energisation.

Note If a TIII possession is taking place within the station for work unconnected with glass cleaning, the Assistant Station Manager will respond to the PICOP and obtain the necessary permit to work from him/her, if such possession covers the necessary area.

HEATON

Trains arriving from Newcastle.

1. A locomotive after being detached from an arriving empty stock train in the Reception sidings must draw forward to the "Stop Telephone" board where the Driver must obtain his instructions from the Shunter.
2. A train routed to other than one of the Reception sidings must be accompanied by the Shunter from signal CT19 or signal CT21, as appropriate, into the depot.

Trains arriving from Benton

3. An arriving train must be accompanied by the Shunter from the points leading from the Up Main line into the depot.

Trains departing from Heaton

4. The locomotive for a departing train must, on entering the appropriate departure siding, be accompanied by the Shunter to the empty stock.
5. When the train is ready to depart the Guard must advise the Control Tower. When the "Train Ready" indicator becomes illuminated the train may proceed to the next signal.
6. Should a train require to leave from the Servicing Shed, the light locomotive, on entering the Depot must be accompanied by the Shunter who must remain with the movement until it arrives at the appropriate "Train Ready" indicator.

) Heaton South Junction. Movements from the primary departure sidings to the reception roads at the Heaton South Junction end of the Yard must only be made when routed via signals T594 and T572.

Electrification Construction Depot. When a train is to enter Pile Sidings, it must be hauled along the Depot Line North in the Down direction and propelled into the Sidings. Should the length of the train require the front portion to proceed beyond signal T601 towards the Shunt Spur for the rear of the train to clear the ground frame points, the person in charge of the movement must request the route from the Signalman accordingly.

MORPETH

Inter-City trains calling at Morpeth when bi-directional working is in operation.

Should a Down train be stopped at Signal 113 or an Up train at Signal 128/126 and the Signalman advises the Driver the train is to be routed through the facing crossover and proceed from Morpeth on the opposite line under bi-directional working, resulting in the train not being completely platformed, the Driver must immediately advise the Guard who must make an appropriate announcement to passengers.

) If the train consists of Mark 4 stock, the Guard must only permit passengers to alight and join at one locally-controlled door. If a Down train consists of HST stock, the Guard must announce that passengers to alight must only do so from the coaches he nominates.

Drivers of Up trains routed through the facing crossover must bring their trains to a stand with the leading end at the special marker board located beyond the platform end.

MORPETH ELECTRIFICATION DEPOT

If a train has entered the electrification depot, no other train must be allowed to enter No.2 siding from either end until the Signalman has received an assurance that the train in the electrification depot is clear of the connection and no further movements will be made.

No movement must be made from the electrification depot which will foul No.2 siding without the authority of the Signalman which may be given, provided the Signalman has not authorised a conflicting movement into No.2 siding.

BERWICK

Train Crew Relief. Train crews relieved at Berwick must contact Newcastle Operations Centre, (extension 2340) for details of the running of trains they are booked to relieve, using the train crew's messroom telephone.

Royal Border Bridge: Staff Safety Facility

Separate indication panels for each line and a telephone communicating with Tweedmouth signal box, are provided at the North end of Bridge 195 and the South end of Bridge 194.

Any person requiring to pass over the Royal Border Bridge must:-

- (a) request permission from the Signalman, identifying himself by giving his name, grade and home station/depot.
- (b) say why he requires to pass over the bridge, on which line he needs protection and for how long permission is required.

If the Signalman is unable to give permission immediately, the person calling will be instructed to wait and telephone again, later.

When the Signalman is able to give permission, he will instruct the person to operate the appropriate "on" plunger which will illuminate the "proceed when lit" indication. If the "proceed when lit" indication is already illuminated owing to the system being in use, the Signalman will, if a sufficient time margin allows, give verbal permission and the person may then pass over the bridge.

When the person is clear of the bridge, he must telephone the Signalman again, identify himself by name, grade and home station/depot and advise him that he is clear of the bridge.

The Signalman will instruct the person when to operate the appropriate "off" plunger to extinguish the "proceed when lit" indication. If the system is still in use, the Signalman will note the advice.

When more than one person requires to pass over the bridge, the person in charge is responsible for observing the foregoing instructions.

GRANTSHOUSE AND RESTON - BETWEEN

Working of Class 9 trains-When it is necessary for a Class 9 Engineer's train to work between Grantshouse and Reston, on either the Up or Down line, a locomotive MUST be provided in rear in the direction of travel.

OXWELLMAINS APCM SIDINGS

Down sidings.-Train movements are made under the control of the APCM shunter.

Up sidings.-Train crews must consult with APCM loaders as to the requirements of train movements.

Movements between Up and Down Sidings-All shunting movements from the Up or Down sidings which will occupy the Berwick lines must be drawn. Such movements must be limited to 10 vehicles loaded or 20 vehicles empty.

Incoming trains. - The Signalman at Edinburgh Signalling Centre will advise the Leading Railman of the approach of all trains or light locomotives for the sidings. On receipt of this advice, the Leading Railman must obtain the permission of the APCM shunter in charge for the train or locomotive to enter the sidings and when received, must advise the Signalman at Edinburgh Signalling Centre that all is in order for the movements to enter the sidings.

CRAIGENTINNY T & RSD

Blockage of lines to electric trains - Craigentenny T&RSD is specially nominated in accordance with instruction 28.4.3 of the Working Instructions for A.C. Electrified Lines.

High Speed Trains - High Speed Trains arriving No. 1 or 2 Reception/Departure line requiring to fuel, must be brought to a stand with the centre of the driving cab in line with the "H" stopping marker.

A High Speed Train or High Speed Train traction unit and/or vehicle must not enter a siding already occupied by a conventional locomotive, train or vehicle, nor must a conventional locomotive, train or vehicle be permitted to enter a siding already occupied by a High Speed Train or High Speed Train vehicle.

When it is necessary, however, to split or re-form High Speed Train vehicles, a locomotive or High Speed Train traction unit fitted with a suitable adaptor or barrier vehicle may be allowed to enter the siding.

The Inspection shed, Maintenance shed and Heavy Repair shed must be considered to be sidings set apart for the purpose of carrying out repairs and the instructions relative to such sidings, headed "Instructions for the Protection of Carriage Cleaning Staff, Servicing Maintenance Staff and others (including Employees of Private Firms), working on Rail Vehicles" as contained in the Rule Book, Section B, part 111, must be observed.

Repair, Inspection, Maintenance & Cleaning Sheds- Movements to and from Sheds

Where reference is made in the following instructions to "designated person", this means the person responsible for protection inside the Sheds concerned, who is identified by an orange arm band bearing the letters "DP" in black.

1. When required to move vehicles into the Shed on a depot siding the Driver must stop at the signal situated on the approach to the Shed doors.
2. The Shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal, the designated person has removed all the protection inside the Shed, opened the Shed doors and lowered the wheel stops. The signal will then show a proceed aspect. The Driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for persons or obstructions.
3. If, after the plunger has been depressed the Shed doors remain closed and the signal continues to display a stop aspect, the Shunter must request the designated person to remove the protection. When this has been done, the Shunter, must again depress the plunger on the signal to change to a proceed aspect. The movement may then proceed as far as the line is clear.
4. To enable a movement to be made out of a shed, the Shunter must depress the plunger mounted below the signal. The movement must not be started unless the signal concerned is showing a proceed aspect or the conditions detailed in Clause 6 have been met.

A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the Shed in which case the Shunter is responsible for advising the Driver when the Shed exit signal concerned is showing a proceed aspect.

5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the designated person.
6. If the signals into or out of a shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the designated person has personally advised the Driver and Shunter that the protection has been removed and the stop aspect signal may be passed.

Reception/Departure Lines - Illuminated stop boards are provided at the East end of Nos.1 and 2 Reception/Departure lines. Incoming trains must not pass these boards unless authorised by the Chargeman or Person in charge.

An illuminated stop board is provided at the West end of the By-pass line. West bound movements must not pass this board unless authorised by the Chargeman or Person in charge.

Ingoing Movements

Ingoing trains to the depot will normally be signalled to No.1 or 2 Reception Departure line.

Should, however, it be necessary to run trains to either No.3 or No.4 Departure line the Signaller at Edinburgh has instructions that, before clearing the respective signals, he will first obtain the permission of the Yard Supervisor, by telephone, requesting the line to which the train is to be run.

Yard Bothy Signal Panel

The Signaller at Edinburgh Signalling Centre will inform the panel operator to telephone, when a train for the depot is approaching the East depot line.

The Panel Operator must inform the Signaller at Edinburgh, by telephone, when a train is ready to depart on to the East depot line towards Portobello, giving the train number of the train concerned.

The normal positions of the switches on the panel is as follows :-

Type of Switch	Normal Position	Reverse Position
Points Signals	Left Vertical	Right Horizontal

An occurrence book must be maintained to record signal disconnections, failures or equipment and any other exceptional circumstances.

EDINBURGH WAVERLEY

Coaching stock vehicles without a brake van are authorised as shown below, subject to any special conditions:-

From	To	Line	Remarks
Craigentinny CSD	Edinburgh Waverley	Down Berwick	ECS
Edinburgh Waverley	Craigentinny T&RSD	Up Berwick	ECS

Calton North and South tunnels - Down line Marker Lights - 19 electric bulkhead marker lights are provided on the wall of Calton North tunnel, Down side of line, commencing 8 yards from the Craigentinny end of the tunnel and extending at intervals of 25 yards to 8 yards from the Waverley end of the tunnel.

16 electric bulkhead marker lights are provided on the wall of Calton South tunnel, Down side of line, commencing 12 yards from the Craigentinny end of the tunnel and extending at intervals of 25 yards from the Waverley end of the tunnel.

These lights are provided to assist Drivers of Down trains to determine their direction of travel when adverse conditions prevail in the tunnels.

Friction buffer stops - Drivers of trains, and persons in charge of shunting movements working into Nos. 14, 15, 16 and 17 platforms must not allow their trains to come into contact with these buffers in the ordinary course of working.

In the event of a train coming into contact with the friction buffer stops the Station Supervisor must be informed and he must immediately arrange with the A.C.E. to have the buffers reset.

Sounding of locomotive horns during night - Drivers must not sound their locomotive horns within the precincts of the station nor under the station roof between midnight and 06 00, except to give warning of danger or when absolutely necessary in connection with working movements.

Traincrews relieving freight trains and special passenger trains-Guards booked to work freight trains or special passenger trains forward from Edinburgh Waverley must first report to the timekeeper at the Area Manager's office.

Between the hours of 07 00 and 23 00 on weekdays, Traincrews must report to the Station Traction Supervisor. Outwith these hours and on Sundays they must report to the timekeeper at the Area Manager's office.

In all cases, traincrews must enquire from the Traction Supervisor or the Timekeeper how their trains are running and on which line the train will stop for relief so that they can be ready in position at the right place in order to make the changeover without delay.

Trains leaving station platforms - The Person in charge must not authorise the guard of a passenger train to start from a platform until the platform starting signal has been cleared.

On through platform lines, after a train has come to a stand, no further movement must be made towards the signal ahead until it has been cleared or the permission of the Signaller has been obtained.

Propelling movements from Princes Street Gardens to station area. Drivers in charge of propelling movements must not proceed past Down South line signal E.846 or Down North line signal E.848 towards the station area unless the "P" indication associated with either signal is exhibited.

Propelling movements from station area to Princes Street Gardens. Drivers and Guards or Shunters must not commence a propelling movement from platforms 12 to 18 inclusive until they are advised where it must be brought to a stand and also the subsequent move.

North Yard. All movements from the North Yard must be drawn.

Sprinter Multiple Units - coupling/uncoupling operations involving these units in Platform 20 must only be carried out as under :-

An attaching movement must only be made to a single unit provided such unit is positioned on straight track. A detaching movement must only be carried out on straight track.

Reference to "unit" in this instruction must be taken to mean 2 vehicles.

HAYMARKET SOUTH TUNNEL

Due to the refuges being temporarily inaccessible, staff must not enter or work in the tunnel unless the provisions of one of the following Rules have been applied:-

- (1) The Rule Book, Section T, Part II.
- (2) The Rule Book, Section T, Part III.
- (3) In emergency, the Rule Book, Section B, clause 4.6.3 or Section H, Clause 7.5.

HAYMARKET

Haymarket DMU sidings - DMU's must be stabled on the depot side of the marker boards located at the East end of the sidings.

The Guard of a train leaving the DMU sidings must not hand signal the train forward to the sidings exit signal EH.518 unless he has advised the Signaller of the destination of the train and obtained permission to allow his train to draw forward to signal EH.518.

HAYMARKET T&RSD

Telephone- Traincrew of traction units leaving the depot, in addition to informing the Signaller the traction unit number, destination and train to be worked, must remain at the telephone until advised by the signaller that the traction unit may proceed.

Shed sidings - Movements to and from Sheds (signals). The following instructions apply to:-

Shed roads, 1, 2 and 5 to 10 (East end)
Shed roads 1; 5 to 8 and 10 (West end)

Where reference is made in the following instructions to "designated person", this means the person responsible for protection on the group of sidings concerned, who is identified by an orange armband bearing the letters "DP" in black.

1. When required to move vehicles into the Shed on a depot siding, the Driver must stop at the signal situated on the approach to the Shed doors.
2. The Shunter must depress the plunger mounted on the signal. The plunger must not be operated until the train is at a stand at the signal. If the designated person has removed all the protection inside the shed, opened the shed doors and lowered the wheel stops, the signal will show a proceed aspect. The Driver may then proceed with the movement as far as the line is clear, keeping a good lookout at all times for persons or obstructions.
3. If after the plunger has been depressed the Shed doors remain closed and the signal continues to display a stop aspect, the Shunter must request the designated person to remove the protection. When this has been done, the Shunter must again depress the plunger on the signal to change it to a proceed aspect. The movement may then proceed as far as the line is clear.
4. A movement out of a Shed must not be started unless the exit signal concerned at the Shed door is showing a proceed aspect or the conditions detailed in Clause 6 have been met. A movement must only proceed as far as the line is clear. These instructions also apply when the whole of the locomotive is not within the Shed in which case the shunter is responsible for advising the Driver when the Shed exit signal concerned is showing a proceed aspect.
5. No vehicle or part of a vehicle must be allowed to pass a signal showing a stop aspect except during failure and then only under direct supervision of the designated person.
6. If the signals into or out of a Shed fail when a movement is required, then the vehicle must stop at the signal and must only proceed as far as the line is clear after the designated person has personally advised the Driver and Shunter that protection has been removed and the stop signal may be passed.

Shed sidings - Movements to and from Sheds (notice boards) - The following instructions apply to:-

Shed roads 3 and 4

Fuelling road (East end)

Where reference is made in the following instructions to "designated person", this means the person responsible for protection on the group of sidings concerned, who is identified by an orange armband bearing the letters "DP" in black.

1. When required to make a movement into the Shed or Fuelling road, the Driver must stop at the Stop Board.
2. Movements past a Stop Board and movements out of the Shed must not be made until the designated person has personally given the Shunter, Guard or Driver an assurance that it is safe for the movement to commence.

) Depot Chargeman's office - local panel - On the approach of a train, the Chargeman must not operate the slot switch to the OFF position to enable the movement to proceed towards the depot unless he is satisfied that it is safe to do so and permission has not been given for a conflicting movement to be made. Should it not be possible to operate the slot switch when required, the Chargeman must advise the Signaller at Edinburgh of the circumstances. The slot switch must be operated to the ON position when the movement has arrived within the depot.

In the event of a failure of the slot switch, verbal permission must be given by the Chargeman to the Signaller for the movement to proceed, provided the above conditions apply.

In the case of failure of the annunciator, the Chargeman must advise the Signaller accordingly, and the Signaller will, thereafter request the operation of the slot switch for each movement requiring to proceed towards the depot until the failure is rectified.

A record must be maintained of failures of equipment and any other exceptional circumstances.

YORK HOLGATE JN TO SKELTON JN

YORK YARD SOUTH

"Triangle Access" Level Crossing - The provisions of Appendix No. 9 to the Rule Book headed "Traincrew operated crossings" (TMO) apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

) The person in charge of the movement must obtain the Key for the gates from the Chargemans Office, York Yard North and return it thereto when operations are completed.

The person in charge must ensure that vehicles to be stabled are brought to a stand and secured sufficiently clear of the crossing to avoid the view of drivers of motor vehicles being obscured.

YORK YARD NORTH

Transfer of traffic between Down Departure Lines and A.B.B. Ltd.

1. Except when required for access into or out of A.B.B., the handpoints at the entrance must be clipped and padlocked towards the Back Road. The person in charge of a movement to enter the A.B.B. sidings must obtain the Key for the hand points from the York Yard North Chargeman's cabin.
2. The York Yard North Chargeman must obtain authority from the A.B.B. Movements Officer for a movement to enter the A.B.B. sidings.
3. A movement from the Down Departure lines to A.B.B. must be accompanied throughout and under control of the B.R. person in charge who must stable the train or locomotive as instructed by the A.B.B. person in charge.
4. Movements must only pass the "Stop, Await Instructions" board controlling exit from the A.B.B. sidings on the authority of the York Yard North Chargeman.
5. When a movement has passed clear, the hand points must be replaced and padlocked towards the Back Road and the Key returned to the York Yard North Chargemans' cabin.

HIGH LEVEL BRIDGE

Freight trains are prohibited from passing over High Level Bridge, with the exception of:-

(a) Empty A.C.E. wagon movements between Tyne Yard and Greensfield Wagon Repair Shops routed via King Edward Bridge South and East Junctions, High Level Bridge Junction, Newcastle East Junction and King Edward Bridge North Junction and vice versa.

(b) Emergencies;

Freight trains may pass over the bridge at a maximum speed of 10 mph provided that:-

- (i) no train has been routed onto the bridge on the adjacent line and
- (ii) any train or portion of a train standing on the bridge on the adjacent line has first been signalled clear of the bridge.

PORTOBELLO TO LEITH SOUTH YARD (GOODS LINE)

BAILEYFIELD

Engineer's Siding - The ground frame lever, when set for entry to the yard, operates Yodalarms. The alarms will continue to sound even though the train has been "shut in" at the ground frame. To silence the alarms, it will be necessary for the person in charge to press the alarm cancel plunger provided, after restoring the ground frame to normal.

LEITH SOUTH

) Regulations for train working by locomotive at Leith Docks - Drivers, Shunters and others must strictly comply with these regulations:-

- (a) That these regulations and conditions shall extend and apply to the whole of the railway lines on the quays, piers and bridges of the harbour and docks of Leith and elsewhere within the bounds of the said harbour and docks (to whomsoever belonging) and to every description of traffic thereon.
- (b) That only suitable and approved locomotives shall be used in the conduct of traffic on the lines.
- (c) That the Superintendent of the Harbour and Docks may issue, from time to time and as authorised by the Forth Ports Authority, signed directions relating to all or any of the following matters, viz:-
 - (i) The length of trains on the said lines or on any specified part or parts thereof.
 - (ii) The stopping or standing of locomotives or trains at any specified place or position on the said lines.
 - (iii) The periods during which any such directions shall be in force; and
 - (iv) Any matters consequential to the regulation of the foregoing matters.
- (d) (i) The length of any trains on the lines within the dock gates or from the railway stations to such lines shall not exceed thirty wagons except that on all lines, within the docks, the length of any train which is being propelled shall not exceed ten wagons.

Note - On special occasions it may be necessary to restrict the length of a train below the above allowances.

- (ii) Trains shall not be allowed to stand across the main road entrances to the docks or on the swing bridges.

- (e) That there shall constantly accompany each locomotive or train two qualified Shunters, each wearing a red cap; that at all times when any locomotive or wagon under their charge is working in any direction on the dock lines, one Shunter shall be at the leading end of such locomotive or wagon; that when passing level crossings, sheds, stacks of timber, or any other things which obstruct the view, the shunter at the leading end shall walk 30 feet in advance of the locomotive or wagon and that it shall be his special duty to give warning to all persons to keep out of danger, and to see that the line and crossings are clear, and to signal locomotive Drivers and Driver's assistants as may be necessary.
- (f) That locomotive Drivers shall keep a sharp lookout before putting their locomotives in motion in any direction, and must not do so until a signal is received from the shunter.
- (g) That the sounding of the locomotive horn shall be practised only when absolutely necessary, and then with great caution, and after a careful lookout.
- (h) That the speed of the locomotive or wagons or trains, with or without locomotives working traffic at the dock sheds and quays shall not except as after-provided, exceed 4 m.p.h.
- (i) That the speed of locomotives or wagons or trains working coal traffic direct between the hoists and cranes on the North side of the Edinburgh and Imperial Docks and the station yards at Leith South yard shall not exceed 8 m.p.h. subject to alteration from time to time as the said Superintendent may deem it consistent with public safety to direct.
- (j) That the British Railways Board and others using the said rails shall have the whole risk and responsibility, directly and indirectly, connected with their traffic thereon, but shall nevertheless be subject to such directions as may from time to time be given by the Superintendent of the Harbour and Docks in relation thereto; and the officers and servants of the British Railways Board and others aforesaid having charge of the said traffic shall be bound to conform to such directions.
- (k) That the use of the locomotives in the conduct of the traffic referred to in these conditions and regulations shall continue only during the pleasure of the Forth Ports Authority.

Unitank Sidings - The couplings must be in an extended position when shunting to and from the the sidings.

Leith Docks Coal Handling Plant - Discharging of Merry-go-round trains

1. With the exception of train movements being made during discharge and which are signal controlled, all movements within the Dock area must be made in accordance with the instruction "Regulations for train working by locomotive at Leith Docks". B.R. staff must not pass through the discharge house on foot when a train is in position for discharge.
2. When a loaded train arrives on the discharge siding it must be brought to a stand at the notice board worded "Discharging trains - engage slow speed control". The Guard must check the position of the points leading to the topping-up sidings, ensure that they are correctly set for the movement to take place and ascertain that no conflicting movement is about to be made. Thereafter he must contact the Forth Ports Authority operator on site and report the number of wagons on the train and the name of the supply colliery.

3. The signalling arrangements at the discharge house are:-

For ingoing movements

Signal L1 - capable of displaying a red or yellow aspect.

Signals L2R/L2 - capable of displaying a red, yellow or flashing red aspect.

For outgoing movements

Signal L3 - Capable of displaying a red or yellow aspect.

The aspects displayed have the following special meanings:-

Red - stop immediately even though not at a signal.

Yellow - draw forward at $\frac{1}{2}$ m.p.h. only (slow speed control)

Flashing red - set back slowly (slow speed control)

4. When the ingoing signal L1 changes from red to yellow, the train may proceed through the discharge house at $\frac{1}{2}$ m.p.h. under slow speed control and, except in emergency, the movement should continue until the locomotive reaches signal L2. Should a flashing red indication be exhibited, the Driver must stop if he has not already done so and set the train back at $\frac{1}{2}$ m.p.h.
5. When the first vehicle has been discharged signal L2 will change to a red aspect and, when the train is at a stand, the Guard, after securing the train, must uncouple the locomotive. The Guard, after ascertaining that no conflicting movement is about to take place, must hand signal the locomotive past signal L2 at red. The locomotive accompanied by the Guard must then run round the train and attach at the East end. The Guard is responsible for detaching, attaching and operation of the hand points. The locomotive, if required to pass through the discharge house to the rear of the train, must only do so when signal L1 shows as a yellow aspect.

6. When the train is ready to depart and signal L3 is exhibiting a yellow aspect, the train may proceed to leave the Dock area at a speed not exceeding the permitted maximum, laid down for working in the docks.
7. Movements of wagons from the topping-up sidings should also be made through the discharge house in accordance with the above arrangements so far as they are applicable.
8. Prior to departure of a merry-go-round train from Leith South, the Guard must obtain an assurance from the RST that all wagon doors are closed for the return journey.

MILLERHILL YARD

Passenger train diversions - The diversion of passenger trains between Portobello Jn. or Niddrie West Jn. and Monktonhall Jn, through Millerhill Yard is prohibited.

Servicing Depot - Movement to and from Shed siding - Where reference is made in the following instructions to "designated person", this means the person responsible for protection inside the Shed, who is identified by an orange armband bearing the letters "DP" in black.

1. When required to make a movement into the Shed, the Driver must stop at the Stop Board.
 2. Movement past a Stop Board and movements out of the Shed must not be made until the designated person has personally given the Shunter, Guard or Driver an assurance that it is safe for the movement to commence.
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