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BR30018/7

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

BRITISH RAILWAYS

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

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SECTION NO. 7  
(of Former Eastern Region Sectional Appendix)

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YORK  
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Operations Manager  
Inter-City EC  
Room W160  
York.

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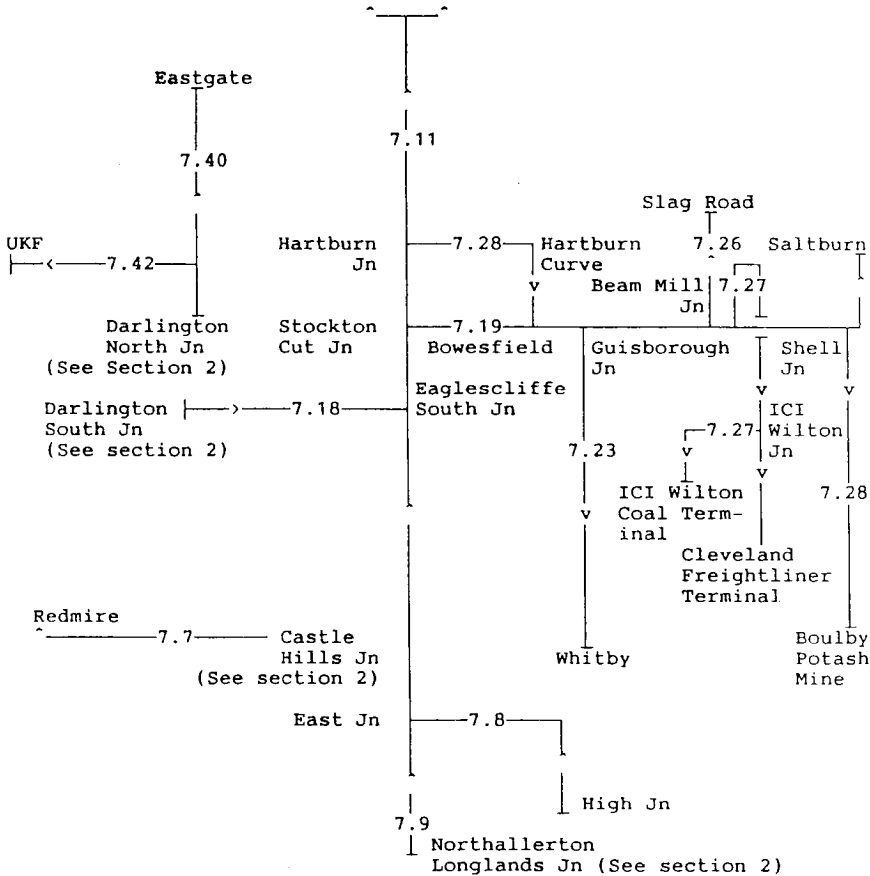
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# LINES COVERED IN SECTION 7

NORTHALLERTON, LONGLANDS JN TO NEWCASTLE EAST JN  
 VIA THE COAST AND BRANCHES

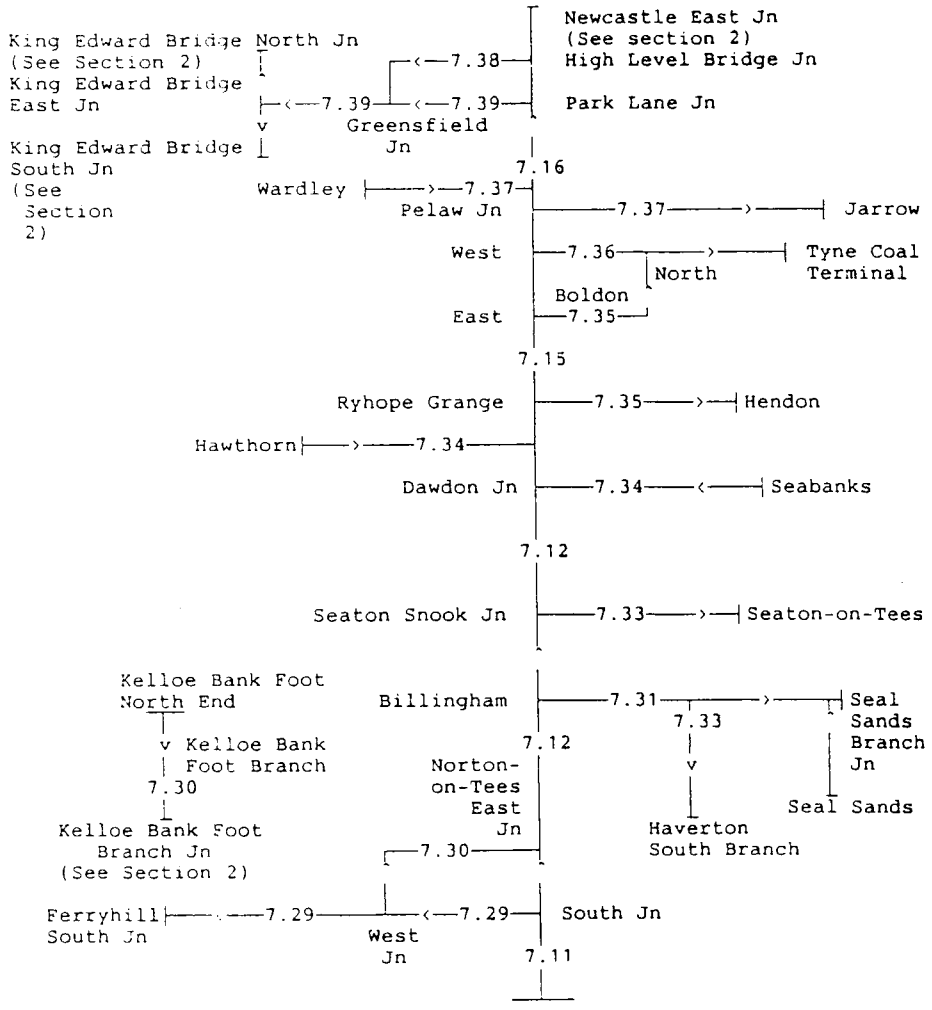


Arrow denotes  
 Down direction



# LINES COVERED IN SECTION 7

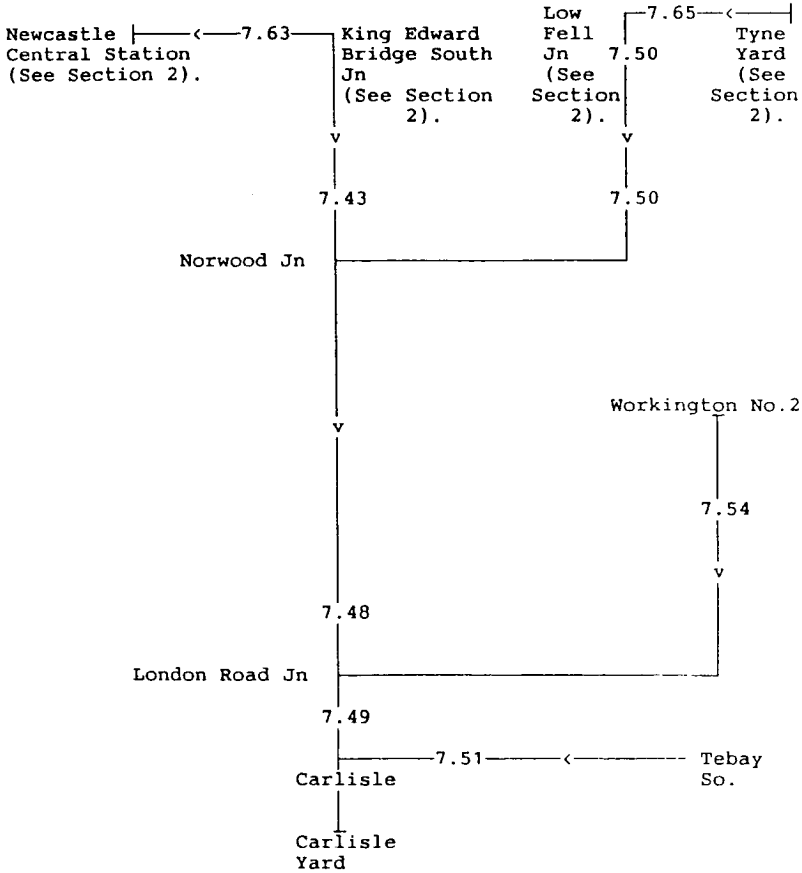
## NORTHALLERTON, LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND BRANCHES - continued



Arrow denotes  
Down direction

# LINES COVERED IN SECTION 7

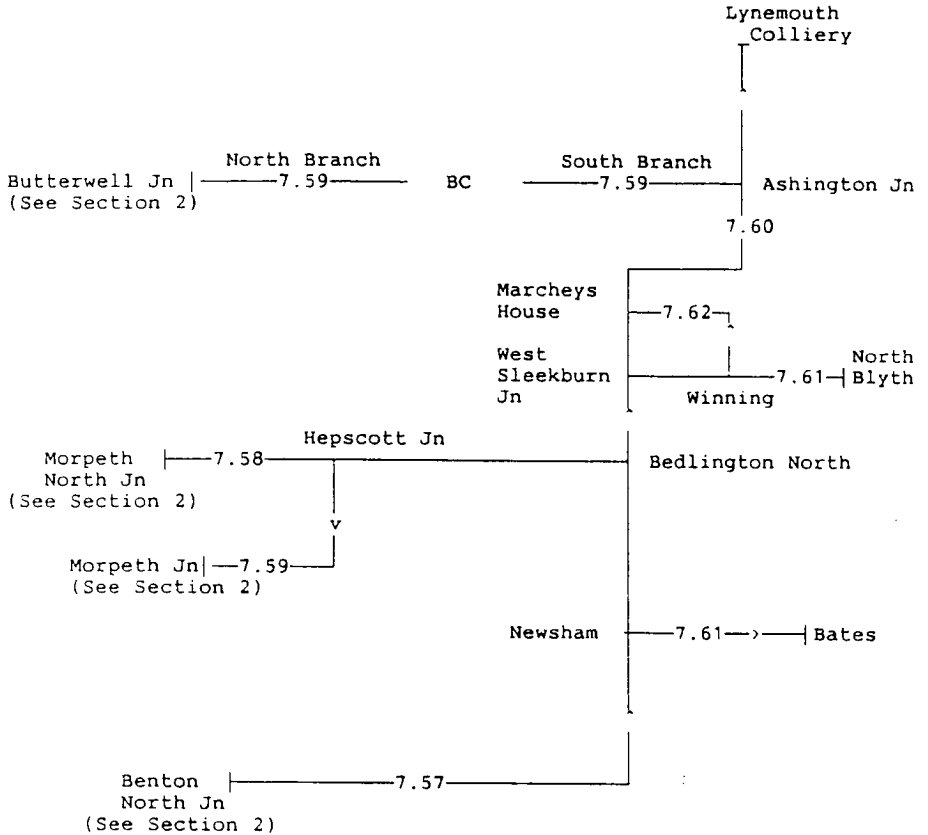
KING EDWARD BRIDGE SOUTH JN TO CARLISLE YARD AND BRANCHES  
(INCLUDING KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE  
AND LOW FELL JN TO TYNE YARD).



Arrow Denotes  
Down Direction

# LINES COVERED IN SECTION 7

## BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON AND BRANCHES



Arrow Denotes  
Down Direction

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Winning to Marchey's House	7.62
King Edward Bridge South Jn to Newcastle Central Station	7.62
Low Fell Jn to Tyne Yard	7.64

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NORTHALLERTON, CASTLE HILLS JN. TO REDMIRE			
End of reversing line	31 09 30 79 <u>0 00</u>	↑ 25	AWS not provided
Castle Hills Jn	0 20*	↓ 15 25	Controlled by York (Y) signal box.
	0 48*	* 30	# To/From Northallerton See Section 2
Yafforth LC	1 49	↑ 20 ↓ 30	OT Castle Hills Jn to Bedale.
AOCL	2 40*	30 *	
Ainderby Gates LC TMO	2 44	20	
Ainderby Station LC TMO	2 68	— — — —	
Scruton LC TMO	3 30*	20 *	
	4 26	30	
Harn Hall LC	4 61	↑ 10 ↓ 10	
AOCL		— — — —	
Leeming Bar LC TMO	5 64	— — — —	
Aiskew LC AOCL	6 34	↑ 30 ↓ 20	
		30	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Bedale LC	7 30*		OT Bedale to Redmire  T - Smiths UWC at 13 70   Loading Sidings
Crakehall LC TMO	9 55		
Finghall Lane LC TMO	13 17		
Leyburn	17 28*		
Wensley LC TMO	19 65		
Redmire	22 13		
End of line	22 34		
Northallerton High Jn	0 00*	<p style="text-align: center;">NORTHALLERTON HIGH JN TO NORTHALLERTON EAST JN</p>	Controlled by York (Y) signal box # To/From York see Section 2  ## To/From Longlands see Section 2  ### To/From Eaglescliffe see page 7.09
Northallerton East Jn	0 36*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST			
Longlands Jn (Down line)	28 71*		# To/From York Section 2 Slow Lines
Longlands Jn (Up line)	0 69*		York (Y) signal box area Longlands Jn to Northallerton East Jn, but Boroughbridge Road, Romanby /road, and Springwell Lane LC's are controlled/monitored by Low Gates signal box.
Longlands Tunnel (55 yards)	0 11 to 0 08		
Boroughbridge Road LC CCTV	DN 29 72 42 21 UP 0 00 42 21		
Romanby Road LC CCTV	42 38		
Springwell Lane AHB	42 65		
Northallerton East Jn	42 79  43 00*		## To/From Northallerton High Jn see page 7.08
Low Gates LC	43 24 43 25*		AB Low Gates LC to Long Lane LC URS - 9B
	44 10*		
	44 12*		
	44 30*		
	44 53*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Brompton LC AHB-X	44 57 44 58* 45 30* 45 33*		AB Low Gates LC to Long Lane LC
Long Lane LC	46 34 47 10*		T - Little Friars UWC at 45 00
Welbury LC AHB	48 21 49 20* 49 45*		AB Long Lane LC to Picton
Rounton Gates LC AHB	50 12		
Picton (P) LC	52 31		
Yarm Tunnel (75 yards)	55 76 to 55 79		C Up at 55 08 (1234 yards before reaching signal U.54).
Eaglescliffe South Jn	56 75*		# To/From Darlington see page 7.18 C Down at 56 17 (606 yards before reaching signal B.822). CW Up at 56 75 (1000 yards before reaching signal B.824).
EAGLESCLIFFE	57 01		
			DGL - 45



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Eaglescliffe South Jn to Norton-on-Tees South (Exclusive) controlled by Bowesfield (B) signal box.</p>
Stockton Cut Jn	58 30	#	# To/From Tees see page 7.19
Hartburn Jn	59 14	##	## To/From Bowesfield see page 7.28
	59 70*		UST - Up Stockton DST - Down Stockton
STOCKTON	60 04		
	60 07*		
	60 45*		
	61 70*		
Norton-on-Tees South (NS)	61 71	###	### To/From Ferryhill see page 7.29
			AB Norton-on-Tees South to Norton-on-Tees East
Norton-on-Tees East	62 19	####	AB Norton-on-Tees East to Norton-on-Tees LC
	62 22*		#### To/From Norton-on-Tees West see page 7.30
			T - Norton East (Blackwells) UWC at 62 61
Norton-on-Tees LC	62 63		AB Norton-on-Tees LC to Billingham-on-Tees LC

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Billingham-on-Tees LC	63 60		AB Norton-on-Tees LC to Billingham-on-Tees LC
Billingham Jn	63 69		AB Billingham-on-Tees LC to Greatham LC
BILLINGHAM	64 47		# To/From Sead Sands see page 7.31
	65 00*		
Cowpen Lane LC AHB-X	65 44		
Greatham LC	67 28		AWS not provided Greatham to Ryhope Grange
Seaton Snook Jn	68 60		TCB Greatham LC to Cliff House
SEATON CAREW	69 36		## To/From Seaton-on-Tees see page 7.33
			### To/From Hartlepool South Works
			DGL - 87 UGL - 120
Cliff House	70 06		AB Cliff House to Stranton including Up Goods line.
	71 00*		
	71 05*		Controlled by Stranton signal box.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Stranton LC	71 22	UM DM	AWS not provided AB Cliff House to Stranton AB Stranton to Clarence Road
	71 28*	70 20	
Church Street LC CCTV	71 40		
HARTLEPOOL	71 55	15	AB Clarence Road to Cemetery North
Clarence Road	71 70	15 15	
	71 73*	20 *	
	73 00*	70 70 *	
	73 11*	45 *	AB Cemetery North to Easington
	73 27*	60 *	
Cemetery North	73 49	15 15	
	74 78*	60 50	
	75 24*	50 60	T - Blackhills Farm UWC at 78 77
		60	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Easington	B0 35		AWS not provided AB Cemetery North to Easington DRS - 55 # To/From Easington Colliery AB Easington to Dawdon
Hawthorn JN GF	B2 37		## To/From Dawdon Colliery
Dawdon Jn	B4 11		### To/From Seabanks see page 7.34
Dawdon (DN)	B4 15* B4 22		AB Dawdon to Seaham
Seaham LC SEAHAM	B4 44 B4 49		#### To/From Seaham Colliery AB Seaham to Hall Dene
	B4 58*		UT - Up Through Siding
Hall Dene LC	B5 20* B5 24		AB Hall Dene to Ryhope Grange

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	85 52*		<p>AWS not provided to Ryhope Grange AB Hall Dene to Ryhope Grange</p>
Ryhope Grange	87 58*		<p>T - Davisons UWC at 87 20 # To/From Hawthorn Combined Colliery and Coke Works see page 7.34 CW Up at 87 48 (473 yards before reaching signal RG.32).</p>
	87 63		<p>## To/From Hendon and South Dock see page 7.35</p>
	88 31*		<p>### To/From Burdon Road Sidings</p>
Sunderland South Tunnels (711 yards) and (127 yards)	89 06 to 89 45*		<p>AB Sunderland to Monkwearmouth when Monkwearmouth signal box is open.</p>
Sunderland	89 46		<p>TCB when Monkwearmouth signal box is closed</p>
SUNDERLAND	89 60		<p>The UP Main between Sunderland 55 and 58 signals is worked in both directions.</p>
Sunderland North Tunnels (256 yards)	89 64 to 89 76*		
	90 24*		
Monkwearmouth	90 26		
	90 69*		<p>#### To/From Wearmouth Colliery.</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SEABURN	91 33		US - Up Sunderland DS - Down Sunderland
	91 40*		T - Bluehouse Farm UWC at 92 42 T - Blue House UWC at 92 50
EAST BOLDON LC	93 17		UPL - 74
Tile Shed LC AHB	93 64		
Baldon LC AHB	94 00*		
	94 43*		
Baldon East Jn	94 63		Baldon East Jn to Baldon West Jn controlled by Baldon Colliery (BC) signal box.
BROCKLEY WHINS	95 12		# To/From Baldon North Jn see page 7.35
Baldon West Jn	95 16		## To/From Tyne Coal Terminal see page 7.36
Baldon Colliery (BC)	95 19		
	95 20*		
	95 30*		
Pelaw Jn	98 07		### To/From Wardley see page 7.37 #### To/From Jarrow Oil Depot see page 7.37
	98 37*		UGL - 60 DGL - 50
	98 50*		Pelaw Jn to Newcastle East Jn controlled by Tyneside (T) signal box

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
HEWORTH	99 00		US - Up Sunderland DS - Down Sunderland  # To/From TCFD  ## To/From King Edward Bridge Junctions see page 7.39  ### To/From King Edward Bridge Junctions see page 7.38  #### To/From Newcastle Station see Section 2 and page 7.64
St James Bridge Jn	100 23		
	100 61*		
	100 64*		
Park Lane Jn	100 68		
	100 75*		
High Level Bridge Jn	101 33*		
High Level Bridge Central Jn	101 39		
Newcastle East Jn	101 59		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN			# To/From Darlington see Section 2
Darlington South Jn	0 29 0 33* 0 42* 0 67* 1 03*		Tyneside (T) signal box area between Darlington South Jn and Dinsdale.
Maidendale	1 30* 1 72		## To/From Cleveland Bridge Engineering Sidings
DNSDALE	3 65 3 76* 4 28*		
TEESSIDE AIRPORT	5 43 7 22*		T - Carters UWC at 6 28
Urray Nook LC (UN)	7 39 7 45*		
ALLENS WEST LC AHB	8 00* 8 09 8 18* 8 34*		
Eaglescliffe South Jn	8 39* UP 8 50* 8 58* 56 75		### To/From Eaglescliffe see page 7.10



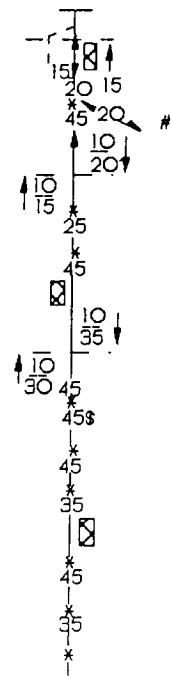
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		STOCKTON CUT JN TO SALT BURN	
Stockton Cut Jn	58 30 10 13 10 34*	UM DM # 50 50 * * 60 60 * *	# To/From Eaglescliffe see page 7.11
Bowesfield (B)	10 76 11 04* 11 24* 11 45*	45 45 25 25 * * 60 60 * * 35 35 20 20	## To/From Hartburn see page 7.28
THORNABY	11 63 11 70* 11 77* 12 36* 12 60*	20 20 35 35 * * 50 50 * * 55 55 20 20 * *	### To/From Thornaby Depot
Tees Box (T)	12 70* 13 27* DN 13 29* UP	55 55 60 60 * * 30 30 * *	PF is permitted only on Up Goods No2 line between signals T 179 and T 198.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newport East Jn	13 37* 13 53* 13 55* 13 70* 14 03		# To/From Middlesbrough Goods Yard
Middlesbrough (M)	14 17* 14 59* 14 64* 14 71		AB on Goods Lines only between Middlesbrough and Whitehouse ## To/From Tees Storage pp is authorised in Middlesbrough Up and Down platforms.
MIDDLESBROUGH	15 00 15 20* 15 25*		Controlled by Middlesbrough (M) signal box. ### To/From Whitby see page 7.23
Guisborough Jn	15 30		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AB Goods Lines only between Middlesbrough and Whitehouse LC</p> <p># To/From Stockton Haulage</p> <p>## To/From BSC Coke Works OTNS</p> <p>C Up at 18 05</p> <p>### To/From BSC Lackenby and Redcar see page 7.26</p> <p>#### To/From Tees Dock</p> <p>##### To/From ICI Wilton see page 7.27</p>
Whitehouse (W) LC	15 48*	UM DM UG DG	
	15 74*	35 60 20 20 20 20	
	15 76	15 15 15 #	
Cargo Fleet	16 06	35 *	
BSC Coke Works	16 18*		
	17 14		
South Bank Jn	17 31	25 25 25	
SOUTH BANK	17 40	25 25 25	
Beam Mill Jn	18 03	45 25 2Q	
	18 29*	60 55 20 20	
	18 34*	60 20 20	
	18 58*	15 20 20	
Grangetown (G)	18 65	15 20 20	
Grangetown Jn	18 76	25 25 20	
Shell Jn	19 32	20 20	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Redcar Ore Terminal Jn	20 05		# To/From Redcar Mineral Terminal
BRITISH STEEL REDCAR	21 00		
REDCAR CENTRAL	22 64		
Redcar LC	22 67*		AB Redcar LC to Longbeck LC
	22 71		
	22 72*		
	23 18*		
Church Lane LC	23 20		
CCTV REDCAR EAST	23 60		T - Grewgrass UWC at 25 05
	23 64*		C Down at 24 70 (800 yards before reaching signal L.6).
LONGBECK (L) LC	25 29		C Down at 25 20 (840 yards before reaching signal L.216).
MARSKE	25 65		Longbeck to Saltburn controlled by Longbeck (L) signal box
	26 49*		
	26 59*		T - Saltburn Riding School UWC at 26 63
Saltburn West Jn	27 05		## To/From Boulby see page 7.28
	27 09*		
	27 47*		
SALTBURN	27 57		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p style="text-align: center;">GUISBOROUGH JN TO WHITBY</p>	<p>Controlled by Middlesbrough (M) signal box.  # To/From Middlesbrough see page 7.20</p> <p>CL - 30</p> <p>NSTR Nunthorpe to Whitby</p> <p>T - Morton Grange UWC at 5.50  T - Laings UWC at 9.55  T - Atkinson Wood Farm UWC at 9.70  ## To/From Whitby.</p> <p>RTS - Remote Token Station</p>
Guisborough Jn	0 00*		
Cargo Fleet Road LC	0 14		
CCTV			
MARTON	2 56		
GYPSY LANE	3 60		
Marton Lane LC AOCL	3 62		
	4 12*		
NUNTHORPE LC (N)	4 25		
	4 27*		
	4 31*		
Morton Carr LC AOCL	4 68		
	5 12*		
GREAT AYTON	8 14		
	10 19*		
BATTERSBY (RTS)	10 62		
	12 03		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Battersby (RTS)	$\frac{10.62}{12.03^*}$		RTS - Remote Token Station NSTR Nunthorpe to Whitby  # To/From Middlesbrough see page 7.23
Battersby Road LC AOCL	12.46		
	13.56*		
	13.62*		
KILDALE	13.64		
Guisborough Road LC AOCL	14.56		
	16.62*		
	17.20*		
	17.27*		
COMMONDALE	17.71		
	18.28*		
	19.13*		
	19.28*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
CASTLETON MOOR	19 38	45	NSTR signalling
DANBY	20 74	45 +	+ Class 158 units 30 mph passing Castleton Moor & Egton platforms.
	21 35*	45	
	21 39*	20	
LEALHOLM	24 43	45	
	24 60*	35	
	25 65*	45\$	\$ Applies to Diesel Multiple Unit trains only. All other trains 20 mph Maximum speed.
	26 12*	45	Engineers Siding controlled by Ground Frame.
	26 40*	15	CL - 21
GLAISDALE (RTS)	26 50	GF	
	26 57*	15	
	27 45*	35	
EGTON	28 17	45	
	29 50*	15	
GROSMONT	29 59	45	
	29 66	# 15	# To/From North Yorkshire Moors Railway (Controlled by Ground Frame).
	24 44*	30	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SLEIGHTS OCC LC RUSWARP LC AOCL  WHITBY (RTS)	26 27* 26 45* 27 63 29 31  30 20* 30 27*  30 61		NSTR Nunthorpe to Whitby.    RTS - Remote Token Station
Beam Mill Jn  Slag Road LC Limit of B.R. Line	18 03  18 67	BEAM MILL JN TO SLAG ROAD LACKENBY 	Controlled by Grangetown (G) signal box. # To/From Middlesbrough see page 7.21  ## To/from BSC Works (Lackenby)



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
GRANGETOWN (SHELL JN) TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)			
Shell Jn	0 36		AWS not provided # To/From Middlesbrough see page 7.21
B.R. Boundary	1 34*		## To/From ICI Wilton Coal Terminal see below.
Eastgate Mount LC OPEN	1 34*		ODL - Out Departure Line IAL - Inward Arrival line
ICI Wilton Jn	1 38		STOP to collect/deliver Train Staff.
ICI Weighbridge House	1 78		\$ - Through Sidings (Sidings belong to I.C.I.).
Coal Access LC OPEN	2 07		OT Coal Access LC to Cleveland Freightliner Terminal.
North Gate LC OPEN	2 24		Limit of B.R. Working
Cleveland Freightliner Terminal (Wilton)	2 61		
ICI WILTON COAL TERMINAL BRANCH			
ICI Wilton Jn	0 00		AWS not provided # To/From Shell Jn see above ## To Cleveland Freightliner see above
ICI Wilton Coal Terminal	0 70		### From Cleveland Freightliner see above. OTNS Applies To/From ICI Wilton Coal terminal

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Saltburn West Jn	27 05	<p style="text-align: center;">SALTBURN WEST JN TO BOULBY POTASH MINE</p>	AWS not provided
	27 08*		Controlled by Longbeck (L) signal box./
	27 50*		# To/From Middlesbrough see page 7.22
	27 76*		T - A1 Stopboard before reaching 209 signal (27 79)
	27 79*		
	29 09*		
Crag Hall	30 27*		TB Saltburn West Jn to Crag Hall
	32 00*		T - A1 30 27 and 32
	33 69		NST Crag Hall to Boulby Mine
BR Boundary	34 29*		CL - 50
Grinkle Tunnel (992 yards)	36 77 to 37 42		
Boulby Potash Mine	38 50		
Hartburn Jn	0 00	<p style="text-align: center;">HARTBURN CURVE</p>	Controlled by Bowesfield (B) signal box
Bowesfield (B)	0 44		# To/From Stockton see page 7.10  ## To/From Tees see page 7.19

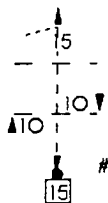
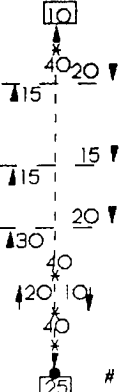
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p style="text-align: center;">NORTON-ON-TEES TO FERRYHILL SOUTH JN</p>	<p># To/From Stockton see page 7.11</p> <p>AB Norton-on-Tees South to Norton-on-Tees West</p> <p>## To/From Billingham-on-Tees see page 7.30</p> <p>AWS not provided between Norton-on-Tees West and Ferryhill South Jn</p> <p>AB Norton-on-Tees West to Ferryhill signals F.452 and F.453</p> <p>Ferryhill South Jn Controlled by Tyneside (T) signal box</p> <p>### To/From Ferryhill see Section 2</p>
Norton-on-Tees South	0 00*		
Norton-on-Tees West	0 30*		
	0 33		
	1 18*		
	3 40*		
	4 00*		
	5 40*		
	6 23*		
	7 37*		
Signal F.452	9 60		
Signal F.453	10 00		
Ferryhill South Jn	10 72*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Norton-on-Tees West	0 29	<p>NORTON-ON-TEES WEST TO EAST</p>	# To/From Ferryhill see page 7.29 CW Down at 0 25 AB Norton-on-Tees West to Norton-on-Tees East CW Up at 0 05 ## To/From Billingham see page 7.11
Norton-on-Tees East	0 00		
Kelloe Bank Foot Branch Jn (Tyneside signal T.433)	14 09	<p>KELLOE BANK FOOT BRANCH</p>	AWS provided # To/From Ferryhill See Section 2 ## To/From Thrislington Quarry  Controlled by Tyneside (T) signal box.
Kelloe Bank Foot Staff Instrument	14 03		OTS Kelloe Bank Foot Staff Instrument to Kelloe Bank Foot North End.
West Cornforth LC TMO	13 16		The Line direction to Kelloe Bank Foot is UP.
Kelloe Bank Foot North End	11 06		### To/From Raisby Quarry

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<b>BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE</b>	AB Billingham-on-Tees to Belasis Lane
Billingham-on-Tees	0 00	UP DN 35 #	# To/From Norton-on-Tees see page 7.12
Belasis Lane	1 04* 1 10*	35 15	AWS not provided between Belasis Lane and Seal Sands Storage
	1 13	## .15	## To/From ICI Haverton Hill see page 7.33
Port Clarence GF	3 05 3 15*	### .15 30 15	### To/From Port Clarence Sidings NST Belasis Lane to Phillips Sidings JN GF
Phillips Sidings Jn GF	3 25* 3 50*	15 25 15. #### 15	#### To/From Phillips Petroleum OTS Phillips Sidings Jn GF to Seal Sands Storage.
North Tees LC AOCL	4 19	15 15	
Seal Sands LC AOCL	4 71	15 10	
Seal Sands Branch Jn	5 01 0 00	#### 15	#### To/From Seal Sands see page 7.32






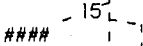






Location	Mileage	Running Lines & Speed restrictions	Signalling & Remarks
Seal Sands Branch Jn	5 01 0 00	15 UP	OTS applies
ICI Brinefield LC OPEN	0 12	10	The direction of travel from Seal Sands Branch Jn to the end of B.R. maintenance is UP.
NEEB LC OPEN	0 39	10	
ENRON LC OPEN	0 52	10	
Phillips LC OPEN	0 62	10	
Rohm Haas LC AOCL +	1 42	STOP	
BASF Siding Jn	1 43	STOP	
BASF LC AOCL +	1 46	STOP	# To/From BASF Sidings
Rohm Haas No2 LC AOCL	1 49	STOP	
Simon Storage Siding	1 72	OTS ##	## To/From Simon Storage Sidings
SS Chemicals LC AOCL	2 11	STOP	
Phillips No2 LC AOCL +	2 16	STOP	+ See local instructions
Phillips No3 LC AOCL +	2 22	STOP ###	### To/From Seal Sands
End of B.R. Maintenance	2 42	15	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Belasis Lane	0 00	<p>HAVERTON SOUTH BRANCH</p>	AWS not provided
Haverton South	0 75 64 42		OTS Applies # To/From Billingham see page 7.31 ## To/From East Grid Sidings
End of Line	63 34		### To/From ICI Petro-Chemical
Seaton Snook Jn	0 00*	<p>SEATON-ON-TEES BRANCH</p>	AWS not provided
Graythorpe LC AOCL	0 25		# To/From Hartlepool see page 7.12 controlled by Cliff House signal box.
West LC OPEN	1 38		OTNS
Seaton-on-Tees End of Line	1 51		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SEABANKS BRANCH			AWS not provided
Seabanks	0 73		Teaming Wall Sidings OTNS Seabanks to Dawdon \$ - Worked by B.C. Staff.
BC LC\$	1 07		
Bone Mill LC OPEN	1 20		
Dawdon	1 65		# To/From Seaham see page 7.14
HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE			
BC/BR Boundary	15 44 15 50*		AWS not provided OTNS Hawthorne to Ryhope Grange
Murton Lane LC AOCL	16 27		
Seaton Bankhead LC AOCL	17 74		
Seaton LC AOCL	18 34		
	19 25*		
	19 75*		
Ryhope Grange	21 31*		# To/From Sunderland see page 7.15



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Ryhope Grange	0 00	<p>RYHOPE GRANGE TO HENDON</p>	AWS not provided
Grange town LC OPEN	0 03*		# To/From Hartlepool see page 7.15
Hendon (Londonderry)	1 17 *		
Hendon	1 53		To/From South Dock Depot and Sunderland Dock PA
Boldon East Jn	0 00	<p>BOLDON EAST JN TO BOLDON NORTH JN</p>	AWS not provided
Boldon North Jn	0 20*		<p># To/From Sunderland see page 7.16 Line controlled by Boldon Colliery(B) signal box</p> <p>## To/From Boldon Colliery West Jn see page 7.36</p> <p>### To/From Tyne Coal Terminal see page 7.36</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<b>BOLDON WEST JN TO TYNE COAL TERMINAL</b>	Line controlled by Baldon Colliery (B) signal box. AWS not provided. # To/From Pelaw Jn see page 7.16
Baldon West Jn	0 00		
Baldon North Jn	0 32		## To/From Baldon East Jn see page 7.35
			TDL - Tyne Dock Loop
			TDB - Tyne Dock Branch
Green Lane Jn	0 52*		### To/From Westoe Colliery see below
Tyne Coal Terminal Signal B978/B979	1 21		#### To/From Tyne Dock Bottom.
		<b>WESTOE COLLIERY BRANCH</b>	Line controlled by Baldon Colliery (B) signal box. AWS not provided # To/From Baldon North Jn see above
Green Lane Jn	0 00		
Dean Road West	0 70*		
Dean Road East	1 17*		OTNS from Dean Road East to Westoe Colliery.
BC Outward LC CCTV	2 09*		Level Crossings and signals controlled by British Coal.
BC Inward LC CCTV	2 15		
Signals W5/W6	2 17		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Pelaw Jn	0 09 0 27* 1 35* 1 65* 2 50*	<p>JARROW BRANCH</p>	<p>Line controlled by Tyneside (T) signal box. # To/From Newcastle see page 7.16.</p> <p>OTNS Pelaw Jn to Jarrow (3m 36ch)</p>
Shell Mex Depot Jarrow	3 36 *		
Wardley	19 76	<p>WARDLEY TO PELAW JN</p>	<p>AWS not provided</p> <p># To/From Wardley Opencast ## To/From Down Goods Line see page 7.16 CW Up at 20 62</p> <p>Controlled by Tyneside (T) signal box. ### To/From Newcastle see page 7.16</p>
Pelaw Jn	20 50* 20 75		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
King Edward Bridge East Jn	O 00*	KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN (EAST CURVE).	
			Line controlled by Tyneside (T) signal box. # To/From Sunderland see page 7.39
King Edward Bridge North Jn	O 13		## To/From Newcastle see Section 2
High Level Bridge Jn	O 00	HIGH LEVEL BRIDGE JN TO GREENSFELD JN (WEST CURVE).	
			Line controlled by Tyneside (T) signal box. # To/From Sunderland see page 7.17  See also Section 2
Greensfield Jn	O 21		## To/From King Edward Bridge East Jn see page 7.39

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Park Lane Jn	100 65	<div style="text-align: center;"> <u>PARK LANE JN TO KING EDWARD BRIDGE SOUTH JN</u>  </div>	Line controlled by Tyneside (T) signal box. # To/From Sunderland see page 7.17  DGU - Down Gateshead Up DGEU - Down Greensfield East Up
Former High St Jn	100 72*		
Greensfield Jn	101 15* 0 00*		
King Edward Bridge East Jn	0 21* 0 15*		## To/From High Level Bridge see page 7.38 and Section 2
King Edward Bridge South Jn	0 30		### To/From King Edward Bridge North Jn see page 7.38
	0 48		#### To/From Darlington see Section 2 and Carlisle see page 7.43

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		DARLINGTON NORTH JN TO EASTGATE	
Darlington North Jn	44 36	25 #	Tyneside (T) signal box area from Darlington North Jn to Hopetown Jn
	44 43*	*	# To/From Darlington see Section 2
	44 64	35	AWS not provided
	0 00		
Albert Hill	0 32	15	
NORTH ROAD	0 45*	D/UGL 20	D/UGL - 56
	0 49	15	
Hopetown Jn	0 75	15 ##	## To/From UKF Siding see page 7.42
	1 38*	45+	+ 35 mph Maximum speed for trains conveying loaded or empty cement wagons.
	2 68*	30	
	3 40*	45+	
Whiley Hill LC AHB	3 57	- -	
	4 53	25	
HEIGHINGTON LC	5 08*	25	AB Heighington LC to Shildon
	5 20*	45+	
NEWTON AYCLIFFE	6 30	30 45+	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			*35 mph Maximum Speed applies to conveying loaded or empty cement wagons.
SHILDON (S)	8 28		Shildon (S) signal box area to Bishop Auckland
Shildon Tunnel (1220 yards)	8 66* to 9 42		
BISHOP AUCKLAND	11 23		OTS Bishop Auckland to Witton-le-Wear LC Staff kept at Shildon signal box.
WITTON PARK	13 40		
Former Wear Valley Jn	14 47 0 00		
Witton-le-Wear LC	1 14		OTS Witton-le-Wear LC to Eastgate

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wiserley Hall LC R/G	7 15 7 30*	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">25</div> <div style="display: flex; justify-content: space-around; width: 100px;">—</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">20</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="display: flex; justify-content: space-around; width: 100px;">35 30*</div> <div style="text-align: center;">↓</div> <div style="display: flex; justify-content: space-around; width: 100px;">10 35+</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">25</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">20</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">25</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">20</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">20</div> </div>	OTS Witton-le-Wear LC to Eastgate.  * 25 mph Maximum speed for trains conveying loaded or empty cement wagons.
Broadwood LC AOC	9 77		
	10 00*		
	11 32*		
	11 74*		
	12 42*		
STANHOPE	12 65	<div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;">20</div> <div style="display: flex; justify-content: space-around; width: 100px;">—</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">20</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">25</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">20</div> </div>	
	13 06*		
Unthank LC TMO	13 30	<div style="text-align: center;"> <div style="display: flex; justify-content: space-around; width: 100px;">—</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">*</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">20</div> </div>	
Eastgate APCM	15 79		
Hopetown Jn	0 00	<div style="text-align: center;"> <div style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); width: 100%; height: 15px; margin-bottom: 5px;"></div> <div style="border: 1px solid black; padding: 2px; display: inline-block;">15</div> # </div>	AWS not provided Controlled by Tyneside (T) signal box. # To/From Darlington see page 7.40
UKF Siding	0 34	<div style="text-align: center;"> <div style="text-align: center;">↓</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">↓</div> <div style="text-align: center;">↓</div> </div>	
UKF Fertilisers (Shell Star Sdgs)	1 19		OTNS



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KING EDWARD BRIDGE SOUTH JN TO CARLISLE YARD			King Edward Bridge South Jn to Swalwell Jn controlled by Tyneside (T) signal box.
King Edward Bridge South Jn	0 48*	# UC DC [25]###	# To/From Up Main/Newcastle see Section 2 and page 7.39
	0 53*	30 25 * *	UC - Up Carlisle DC - Down Carlisle
Askew Road Tunnel (53 yards)	0 62 to 0 64		### To/From Down/Up Slow Gateshead see Section 2 and page 7.39
Bensham Tunnel (125 yards)	1 01 to 1 06		
	1 68*	40 25 * *	
Norwood Jn	1 71	25 25##	## To/From Low Fell Jn see page 7.50
	2 07*	25 *	
DUNSTON	2 17	45	
	3 20*	* 20	C. Up at 2 30
	3 30*	* 30	C. Up at 2 75
METRO CENTRE	3 33	45	
	3 72*	* 40	
Swalwell Jn	3 78	20 40	
		40	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Blaydon (B) LC	4 00* 5 22		T - Skiff Inn UWC at 4 18 AB Blaydon LC to Wylam LC
Former Blaydon Jn	5 28 3 78		
BLAYDON	4 03 4 20*		
Stella Crossover	4 44 4 73*		Controlled by Blaydon (B) signal box
Addison LC AHB	5 03		T - Peth Lane UWC at 5 62 T - Boat House UWC at 6 34
Clara Vale LC AHB-X	7 40		
WYLAM LC	8 35 8 48* 8 78*		AB Wylam LC to Prudhoe LC
PRUDHOE LC	10 48		URS & DRS - 70 URS entered by Facing Points

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wickley LC R/G	11 40	UP DN 65	
STOCKSFIELD	13 11	65	
	13 24*	45	
	13 42*	65	T - Farnley UWC at 16 48
RIDING MILL	15 35	65	T - Devils Water West UWC at 18 57
CORBRIDGE	17 59	65	T - Wide Haugh UWC at 19 34
Dilston LC AHB-X	18 20	X30	DPL - 26
		15 40 15 15 15 DPL	AB Hexham to Haydon Bridge
HEXHAM (H)	20 53	65	T - Tyne Green UWC at 21 30
	22 53*	55	T - Spital UWC at 21 60
	22 63*	65	T - Quality UWC at 23 20
	23 05*	55	DRS - 87
Warden LC AHB-X	23 54	X30	T - Fourstones Farm UWC at 23 68
	23 60*	60	T - Moss Cottages UWC at 23 79
		60 65 15 DRS	T - East Fourstones UWC at 24 32
HAYDON BRIDGE LC	28 35	65	T - Fourstones Station UWC at 24 62
		15	T - Crossgates UWC at 25 08
			T - Goose Holme UWC at 26 17
			T - Altonside UWC at 27 24
			T - East Mill Hills UWC at 27 35
			T - West Mill Hills UWC at 27 63
			AB Haydon Bridge to Bardon Mill

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AB Haydon Bridge to Bardon Mill T - Willow Gap UWC at 29 48 T - Lipwood UWC at 29 72</p>
Bardon Mill LC R/G	31 49*		
	32 00*		
	32 23*		
BARDON MILL	32 29		AB Bardon Mill to Haltwhistle
	32 41		
	33 14*		T - Haugh Gardens UWC at 33 40
	35 12		T - Greengates UWC at 35 35.
	35 65*		
Whitchester Tunnel (202 yards)	35 70 to 35 79		
	36 00*		
	37 13*		
HALTWHISTLE	37 17		AB Haltwhistle to Low Row
	37 20		
	37 22*		
	40 00*		T - Colledge West Lodge UWC at 39 00
Blenkinsop Footpath LC R/G	40 19		
	40 32*		
Long Byre LC R/G	41 05		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AB Haltwhistle to Low Row</p> <p>T - Baron House UWC at 41 56</p> <p>T - Irthing House UWC at 42 16</p> <p>T - Denton Farm UWC at 43 43</p> <p>T - Denton Mains UWC at 44 18</p> <p>T - Upper Denton UWC at 44 34</p> <p>T - Hightown UWC at 44 66</p> <p>AB Low Row LC to Bampton Fell LC</p> <p>T - Denton Mill UWC at 47 19</p> <p>AB Bampton Fell LC to Corby Gates LC</p>
Denton School LC AHB-X	42 44*		
Denton Village LC	43 23*		
Upper Denton LC AHB	43 65		
	44 01		
	44 64*		
Lane Head LC	45 38*		
Low Row LC	46 24		
	46 34*		
	46 60*		
Naworth AHB	47 67		
Milton Village LC	48 60		
BRAMPTON	49 21		
	49 70*		
Brampton Fell LC	50 10		
	51 17*		
	51 49*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
How Mill LC AHB-X	52 66 53 01* 53 40*		AB Bampton Fell LC to Corby Gates LC
Broadwath LC AHB-X	54 62*		C Up at 53 23
Corby Gates LC	55 20* 55 54 55 69*		C Up at 55 20
WETHERAL	55 76 56 03*		C Up at 56 49
Petteril Bridge Jn	59 26* <del>30 12*</del>		Carlisle (CE) signal box area between Wetheral (Exclusive) and Carlisle Yard. AWS not provided between Petteril Bridge Jn and Carlisle North Jn.
			# To/From Leeds via Settle see Section B
			## To/From Carlisle Upperby see Section B
			CW Up at 59 45 (390 yards before reaching signal CE.403)
London Road Jn	59 45*		
Carlisle South Jn	60 02 68 73		### To/From Bog Jn and Workington see page 7.56 and Section B

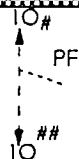
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Carlisle South Jn	$\frac{60}{68} \frac{02}{73}$		<p>Carlisle (CE) signal box area between Patteril Bridge (Inclusive) and Carlisle Yard AWS not provided</p> <p># To/From Newcastle/Leeds see page 7.48 and Section 8. ## To/From Tebay So see page 7.53 ### To/From Dalston see page 7.56 and Section 8</p> <p>PP is authorised in platforms 1,3 and 4</p>
CARLISLE	$\frac{69}{0} \frac{09}{00}$		<p>CARLISLE STATION AREA ALL LINES AND CROSSOVERS BETWEEN 68 61 and 0 20 ARE 20 MPH MAXIMUM SPEED</p> <p>B - B Up/Down Goods line C - C Up/Down Goods line</p>
Carlisle North Jn	<p>0 19</p> <p>0 20*</p>		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Caldew Jn  Signal CE 463  Kingmoor  Carlisle Yard Signal CE 482 Up Goods Line.	0.53* 0.58* 2.15* GL 2.23* GL  1.79 3.35* GL  5.01 GL		^ Goods Line mileage 2.10     # To/From Glasgow see LM Appendix
Low Fell Jn    Norwood Jn	0.00    1.42*		Line controlled by Tyreside (T) signal box. # To/From Tyne Yard see Section 2 and page 7.65 ### To/From Engineers Depot  ## To/From Carlisle see page 7.43



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		TEBAY SIGNAL TO UPPERBY BRIDGE JN.	
		# UF DF	# See LMR S.Appendix
OHNS	31 49	105	
Tebay South	31 57	20 20	
		U&DGL	U & DGL - 84
Tebay North	32 21	20 20	T - Tebay LC UWC @ 32 18
	37 00*	105	
	37 23*	X X	
	37 68	100 100	T - Haybank LC UWC @ 35 66
Shap Summit GF		X X	
	38 15*	80 80	
	38 32*	UGL 15 15	UGL - 66 (PF)
	39 09	PF 45 15	
Hardendale		80 80	
Harrisons Sdgs	41 21	X X	
	41 60	10 95	
	42 14*	10 10	DGL - 57
	44 57*	95 10	
Clifton & GF No1		10 10	
Lowther GF No2	46 74	X X	
	47 23	80 80	
	47 79	X X	
Eden Valley		10 10	
		UGL 25 25	UGL - 140 (PF)
		PF 1 25	
		100	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		UF DF 100 100 95 95 * * * * 75 20 25 PF 20 20 80 80 DS * * 110 20 20 UGL 20 20 20 20 20 20 110 20 20 105 105 * * * * 85 85 * * 90 90 * * 75 75 #	
Penrith South Jn	49 30*		
	49 76*		
	50 14		
	50 76		
PENRITH	51 20		
	51 56*		T = Long Ashes LC UWC @ 53 16
Plumpton No 1 GF	56 02		UGL = 69
No 2 GF	56 35		
Southwate GF's	61 73		
	62 64*		
	63 54*		
	64 05*		
	68 19*		# To/From Carlisle South Jn See Page 7.53

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Upperby Jn Ground Frame	0 00 0 16	UPPERBY JN TO LONDON ROAD JN 	Line Controlled by Carlisle (CE) signal box. # To/From Upperby see below  To Engineers Sidings  ## To/From Patteril Bridge Jn See Section B.
London Road Jn	0 34		
Upperby Bridge GF	67 59	UPPERBY BRIDGE JN TO CARLISLE SOUTH JN 	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WORKINGTON NO2 TO CARLISLE, LONDON ROAD JN	AWS not provided
Workington No2	6 53		# To/From Carnforth see LM Appendix
	6 65*		AB Workington No 2 to Workington No 3
WORKINGTON	6 69		## To/From Workington Yard
Workington No 3	6 74		
	7 00*		
Derwent Jn GF	7 31		### To/From Workington Docks
Siddick Jn GF	8 19		#### To/From Buckhill
FLIMBY	10 42		
Maryport BC Siding	11 30		
	12 04		
Maryport LC CCTV	12 05		
	0 00		
	0 15*		
			Maryport Opencast Sidings BC

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
MARYPORT Maryport S/Box	0 21 0 27  0 36*	UP DN 15 15 15 15 15 15 * 50 * 50 * 40 * 40 * 60 * 60 * 20 * 20	AWS not provided  D/U Passenger loop - 25 AB Maryport Station to Aspatria  \$ Class 60 locomotives limited to 30 mph between 2 40 and 3 20 Down line only
ASPATRIA Aspatria S/Box	7 64 7 73  7 75*	15 15 * 20 * 20 * 20 * 20 * 60+ * 60+	AB Aspatria to Wigton  + Applies to DMU trains only.
Aspatria Tunnel (56 yards)	8 37 to 8 40*	15 15 * 60 * 60 * 15 * 15	\$ Class 60 locomotives limited to 30 mph between 18 20 and 19 00, and 21 40 and 22 00 Up line only
Wigton S/Box WIGTON	16 05 16 20	15 15 * 60 * 60 * 40 * 40	
Rosewain LC R/G	18 47  23 30*	40 40	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Dalston No1 G/F	23 37		AWS not provided
DALSTON	23 43*		To/From BP Sidings Dalston to London Road Jn controlled by Carlisle (CE) signal box.
Dalston No2 G/F	23 50		
Low Mill LC R/G	24 25		
Currock Jn	$\frac{26\ 74}{0\ 00^*}$		# To/From Carlisle Station see Section 8 also page 7.49
Bog Jn	$\frac{0\ 44}{0\ 25^*}$		## To/From Upperby see Section 8
London Road Jn	0 00*		### To/From Newcastle/Leeds see page 7.48 and Section 8

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON			AWS not provided Controlled by Tyneside (T) signal box. # To/From Newcastle see Section 2 CW Down at O 48 (781 yards before reaching signal T.635) C Down at O 52 (210 yards after passing signal T.635)
Benton North Jn	0 00	25 #	
	0 64	25	
	0 68*	25	
	2 19*	45	
	2 53	30	
	7 08	25	
Holywell LC AOCL	7 41	25	
	7 42*	30	
	8 60*	45	
	9 06	30	
Seghill North LC AHB	10 10*	30	T - Mares Close UWC at 9 36
	10 49*	45	
	11 12	30	
	11 53*	35	
Hartley LC AHB	11 70*	45	
	12 45*	25	
Newsham LC		45	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newsham North Jn	12 7.4	UP DN # 25	AWS not provided AB Newsham LC to Bedington South LC Controlled by Newsham signal box # To/From Blyth Bates see page 7.61
Plessey Road LC CCTV	13 16	— —	
Bebside LC AHB-X	14 67	X25 —	
	15 04*	45 X25	
	15 49*	X 15 15 ##	## To/From Furnace Way Sidings
Bedington South LC	15 60	— 20 —	AB Bedington South LC to Bedington North LC.
Bedington North LC	15 71	10 10 \$	TB Bedington North LC to Hepscoth LC \$ Within Bedington North Station limits
	15 76*	### X 45	### To/From Lynemouth Colliery see page 7.60
	16 07*	X 15 X	
	16 08*	30	
	17 03*	45	
Choppington LC AHB	17 06	— —	
Hepscoth LC AHB	19 21	— —	T - Parkside Farm UWC at 19 40
Hepscoth Jn	19 44*	45 X45 - ####	Hepscoth Jn to Morpeth North Jn controlled by Morpeth (M) signal box.
Signals M135/132	20 07*	40 25	#### To/From Morpeth Station see page 7.59
Signals M133/134	20 29*	X 25	
Morpeth North Jn	20 46*	X 30 #####	##### To/From ECML see Section 2



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hepscott Jn	19 44	HEPSCOTT JN TO MORPETH JN 	Controlled by Morpeth (M) signal box. # To/From Bedlington see page 7.5B
Morpeth (Coopies Lane) LC AHB	20 40		
Morpeth Jn	20 47		## To/From Morpeth Station see Section 2.
Ashington Station	0 00	BUTTERWELL COLLEERY SOUTH BRANCH BC 	AWS not provided
New Moor LC AOCL	0 26*		AB from Ashington Station # To/From Bedlington see page 7.60
Potland LC AOCL	0 68		
Signal B6	1 47*		## To/From BC Butterwell Opencast
Butterwell Jn	0 00	BUTTERWELL COLLEERY NORTH BRANCH BC 	AWS not provided # To/From ECML see Section 2.
Signal B1	0 48		Controlled by Morpeth (M) signal box. ## To/From BC Butterwell Opencast

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BEDLINGTON NORTH LC TO LYNEMOUTH COLLIERY BC			AWS not provided
Bedlington North LC	0 00	UP DN #	AB Bedlington North LC to Marchey's House LC.
	0 06*	10 40	# To/From Benton see page 7.58
West Sleekburn Jn	0 76*	20 20	Controlled by Bedlington North (BN) signal box.
	0 78	20 20	## To/From Cambois see page 7.61 and 7.62
Marchey's House Jn	1 02*	20 30	
	1 32*	10 40	
Marchey's House LC	1 35	40 10	AB Marchey's House LC to Ashington.
North Seaton LC	1 41*	- -	
	1 76	- -	
	2 18*	- -	
Green Lane LC AHB	2 39*	30 20	
	2 43*	10 40	
	2 49*	25 15	NB - No Block Ashington to Lynemouth Colliery BC
	2 70*	15 5	### To/From Butterwell see page 7.59
Ashington	3 02*	15 15	T - Third House Farm UWC at 3 60
Hirst Lane LC	3 15	- -	
	3 65*	15 40	
	4 10*	10 10	
Lynemouth Colliery BC	6 12	10 10	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BATES BRANCH			AWS not provided Controlled by Newsham signal box. # To/From Benton see page 7.58
Newsham North Jn	0 00	25 #	
Isabella LC TMO	0 25	25	
	0 35*	15	
BR/BC Boundary	0 36	25	
Newsham Road LC TMO	0 42*	10	
	1 55*		
	1 70*		
Blyth Bates Termini			OTS Newsham North Jn to Blyth Bates Train Staff is kept at Newsham signal box.
WEST SLEEBURN JN TO NORTH BLYTH			AWS not provided AB West Sleeburn Jn to Winning LC # To/From Bedington see page 7.60
West Sleeburn Jn	0 00	Up DN 20 #	
	0 26*	15 35	
Winning LC	0 36	25 10 ##	## To/From Marchey's House Jn see page 7.62 line controlled by Marchey's House Jn signal box.
Freemans LC	1 30	25 25	AB Winning LC to Freemans LC
Signals FB11/FB16	1 68	25 25	### To/From Blyth CEBB
	1 79*	15	#### To/From Blyth Staithes.
Cambais LC TMO	2 10	25	OTNS from Freemans Signals FB11/FB16 to end of line.
	2 75*	15	
North Blyth	3 22	#####	##### To/From Alcan and Blyth Terminal

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Winning LC	0 31	<div> <div>WINNING TO MARCHEY'S HOUSE</div> <div> <div>UP</div> <div>DN</div> <div>20</div> <div>#</div> </div> </div>	AWS not provided # To/From Blyth see page 7.61 AB Winning LC to Marchey's House
Marchey's House Jn	0 00	<div> <div>10</div> <div>↓</div> <div>##</div> </div>	## To/From Ashington see page 7.60

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*		Bi Directional signalling Low Fell Jn to Benton speeds as shown.  UC = Up Carlisle DC = Down Carlisle # To/From Hexham/Carlisle see section 2 and page 7.43  ## To/From Gateshead/Greensfield see page 7.43 and Section 2.  20 mph maximum speed 79 26 to 80 16 unless lower speed shown.
King Edward Bridge No. Jn.  Newcastle So. Jn.	79 57* 79 70* 79 75 79 76*		



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>The diagram illustrates the track layout from Low Fell Junction towards Benton. It features two primary running lines with several crossovers. Key signaling points include 'UM DM' at the top, followed by '90' and '115' signals. Mileage markers such as 115, 110, 40, 25, 40, 25, 115, 40, 30, 35, and 60 are indicated along the routes. Specific crossover signals like D/US, TSA/D, TNA/D, and D/UG are shown. Speed restrictions of 70, 30, and 60 mph are noted near the bottom of the section.</p>	<p>Bi Directional signaling North/Lerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shewn see page 2 53.</p> <p>TOWS between 69 20 and 70 20</p>
CHESTER-LE-STREET OHNS	71 40* 71 72 72 04 72 23* 73 23*		
Ouston Crossovers	73 32		
Birtley Jn	75 29		
Tyne Yard	75 62 75 66*		
Lamesley Crossover	76 21* 76 66 77 00* 77 35~		<p>TSA/D - Tyne South Arrival/Departure TNA/D - Tyne North Arrival/Departure D/US - Down/Up Slow D/UG - Down/Up Goods</p>
Low Fell Jn	77 37 77 40 ~ 78 08*		<p>UGL 35 SLU</p> <p>~ Bi directional working Low Fell Jn to Benton speeds as shewn.</p> <p># To/From Low Fell see section 2 and page 7.50</p>

# TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with Rule Book Section H, Clause 11 where shown below as denoted by 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. Trains not fitted throughout with the continuous brake may be worked where shown below as denoted by the letter "Z" and in accordance with the instructions shown on Frontispiece Page F.29.
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 denoted 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	Authorities	Restrictions
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE				
BASF Run-round loop	Simons Storage Ground Frame	Single	F	15 SLU Fully Fitted
WORKINGTON NO.2 TO CARLISLE, LONDON ROAD JN				
Workington No.2	Workington No.3	Down Main	G	12 SLU without brakevan.
Workington No.3	Derwent Jn	Down	F	Fitted freight vehicles equal to 47 SLU with brakevan leading.
BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDDLINGTON				
Bedlington South	Bedlington North	Down & Up	Z	Allumina P.O. Wagons
BEDDLINGTON NORTH TO LYNEMOUTH COLLIERY BC				
Bedlington North	West Sleekburn Jn	Down, Up	F	2 freight brakevans.
		Down	Z	Allumina P.O. Wagons



TABLE B - SPECIAL WORKING ARRANGEMENTS (cont'd)

Between		Lines	Authorities	Restrictions
BEDLINGTON NORTH TO LYNEMOUTH COLLIERY BC				
Winning	North Blyth	Down, Up	Z	Allumina P.O. Wagons
Marcheys House	Lynemouth (Alcan Works)	Direct	Z	Allumina P.O. Wagons
Marcheys House	Bedlington North	Up	Z	Allumina P.O. Wagons
WEST SLEEKBURN JN TO NORTH BLYTH				
West Sleekburn Jn	North Blyth/ West Blyth	Down, Up Single	F	2 freight brakevans.
West Sleekburn Jn	Winning	Down	Z	Allumina P.O. Wagons
Winning	North Blyth	Down, Up	Z	Allumina P.O. wagons
WINNING TO MARCHEY'S HOUSE				
Winning	Marchey's House	Down, Up	F	2 freight brakevans.
Winning	Marchey's House	Direct	Z	Allumina P.O. wagons

TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN OR STAFF BY PERSONS OTHER THAN SIGNALMEN

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
GRANGETOWN TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)		
I.C.I. Weighbridge House to Cleveland Freightliner Terminal	I.C.I. Weighbridge House	I.C.I. Person in charge
Cleveland Freightliner to I.C.I. Weighbridge House	Cleveland Freightliner Terminal	Freightliner Operations Manager

**TABLE D - SINGLE LINES - DELIVERY AND RECEIPT OF TOKEN  
OR STAFF BY PERSONS OTHER THAN SIGNALMEN**

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
SALTBURN WEST JN TO Crag Hall to Boulby Potash Mine	BOULBY POTASH MINE Crag Hall	Rolling Stock Technician
BILLINGHAM-ON-TEES Phillips Siding to Seal Sands Storage	TO SEAL SANDS STORAGE Port Clarence Yard	Person in charge

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NORTHALLERTON, CASTLE HILLS JN TO REDMIRE

BEDALE

Exchange of Train Staffs. The Driver of a Down or Up train is authorised to proceed beyond the stop signal into the next One Train Working section and exchange Train Staffs at the signal box.

The Driver of an Up freight train is authorised to exchange Train Staffs on the move at a maximum speed of 10 m.p.h. Rule Book, Section H, clause 6.9 is modified accordingly.

NORTHALLERTON, LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

EAGLESCLIFFE

Drivers of up trains booked to stop at Eaglescliffe Station which are stopped at signal 818 at the Urray Nook end of Eaglescliffe Station must, if the signal is not cleared when the train is ready to depart, communicate with the Signalman at Bowesfield by means of the signal post telephone immediately.

HARTLEPOOL

Hartlepool B.S.C. Works.

All movements must be made with extreme caution and not exceed a speed of 10 m.p.h. except 20" Pipe Mill Coil Bay Siding where speed must not exceed 5 m.p.h.

HAWTHORN JN

When a train is to set back from the Up line through Hawthorn Junction ground frame connection, the setting back loud-sounding bell will be operated by the Guard and the Driver is authorised to commence the setting back movement, the provisions of the Rule Book, Section J, Clauses 3.1 and 3.2 are modified accordingly but the Driver must proceed cautiously, keeping a sharp look out and be prepared to act on the Guard's hand signal when he comes into view.

The person in charge of the movement must ensure that the last vehicle of the train, or a light locomotive is stopped adjacent to the ground frame.

#### RYHOPE GRANGE

A red light may be attached to the leading vehicle of a movement to be propelled from Ryhope Grange Sidings to stand in rear of signal 10 on the Down Main line. The Rule Book Section H, Clause 8.1 is modified accordingly

#### MONKWEARMOUTH

##### Wearmouth Colliery.

1. When empty wagons are being propelled to either loading siding, care must be taken that they are positioned correctly for loading beneath the hopper.
2. A locomotive must not proceed into the loading sidings for drawing out loaded wagons until the BC green light is illuminated.
3. Should the green light fail, movements must only be made when authorised by the BC Traffic Foreman.

#### 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 end East Junctions, High Level Bridge Junction, Newcastle East Junction and King Edward Bridge North Junction and vice versa.

- (b) Emergencies

In the circumstances of (a) and (b), freight trains may pass over the bridge at a maximum speed of 10 m.p.h. provided that :-

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

#### DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN

##### ALLENS WEST

Down passenger trains stopping at Allens West Halt must not sound the locomotive horn at the whistle boards sited immediately in rear of Allens West level crossing.



When the Driver of a down stopping train has received the signal to start from the Guard he must press the plunger located on the Down platform. When signal UN23 is cleared for the train to proceed, the Driver must sound the locomotive horn immediately before moving towards the level crossing.

When a Driver is authorised to pass Signal UN23 at Danger, he must before passing this signal, operate the special plunger in the telephone box, or if a handsignalman is in attendance ensure that this has been done. Before proceeding over Allens West level crossing he must satisfy himself that the barriers are fully lowered.

#### ALLENS WEST STATION - DOWN PLATFORM

) Drivers of passenger trains composed of Class 142 units must bring their trains to a halt 1 car length short of UN23 signal.

#### STOCKTON CUT JN TO SALTBURN

#### THORNABY

#### Empty DMU's from Middlesbrough to Thornaby M.P.D.

If it is not possible for the Driver to walk through the unit to change ends, the train should be stopped in Thornaby Up Platform for the Driver to change ends.

The Guard must be advised in order that he may ride in the leading cab during the shunting movement from the Up Platform to the point where the movement changes direction.

#### BETWEEN THORNABY EAST JN AND NEWPORT EAST JN

Trains conveying passengers are prohibited from travelling over the following Goods lines :-

Up Goods No.2 line between Newport East Jn and Thornaby East Jn.

#### THORNABY DEPOT : PROTECTION

) NOTE: Protection is afforded by lockable wheel stops for roads 1 to 21 and point clips for roads 13 to 21. When a lockable wheel stop or point clip is applied, an associated hinged - Stop board, horizontal, when not in use, will be displayed, from which, red lights will flash during darkness.

1. When the hinged - Stop boards are not displayed on roads 9 to 12, the Person in charge of the movement must, before authorising a move to enter or leave the depot, ensure the locomotive horn is sounded before movement is made beyond the stop board (entrance to Depot only) after which it may proceed at caution.

2. No vehicles must be moved within the Depot, except under the provisions of Clause 3 below, without the person in charge of the movement ensuring it is safe to be moved and he has received specific instructions from the designated person responsible for placing protection to do so, who will in turn oversee the arrangements.
3. When no staff are on duty and movements are to be made on roads 13 to 21, the Person in charge of the movement must ensure the Stop boards are not displayed, before authorising the movement.
4. Upon completion of shunting, the Person in charge of the movement must, after securing the vehicles, inform the designated person responsible for placing protection accordingly.

#### THORNABY DEPOT STEAM PLANT SIDINGS

1. The Rolling Stock Inspector is responsible for operating the hand points for operation of the barriers (protecting the overhead equipment) and for authorising all movements into and out of the sidings.
2. The hand points giving access from the West end must be clipped and padlocked for the shed road when not in use.
3. Inwards wagons must be propelled into the sidings from the West end only.
4. Outward wagons must be hauled from the sidings via the Round Shed end only, except during breakdowns or mishaps when provision to shunt from the West end may be arranged.
5. When wagons are placed or removed from either siding, the locomotive must be brought to a stand clear of the gantries.

#### TEES YARD

Yard Safety. In order to safeguard staff performing duties in the Primary Sorting Sidings, in addition to the provisions of the Rule, Book, Section J, Clause 4.4 the following instructions must be complied with:-

##### 1. Primary Sorting Sidings.

When a Guard/Train preparer requires to enter the Primary Sidings at the East end of the Down Yard or the West end of the Up Yard in connection with train preparation, he must report to the Person in charge who will stop any further movements into the sidings concerned.

If there are vehicles in the sidings where preparation is to take place, a sufficient number of wagon brakes must be pinned down to form a buffer stop. These brakes must be unpinned after completion of train preparation and before advising the Person in charge that work has been completed.

## 2. Departure from Yards.

When a train is ready to leave the Yard, the Guard or Train Preparer concerned must first obtain permission to depart from the Chargeman at the East end of the down yard or the West end of the Up yard and for this purpose they must use the speakers at the outlet end of the yards.

Movements from Up Departure Lines. Telephones to Tees Box are provided between Nos. 3 and 4, 9 and 10 sidings and no movement must be made from the Departure lines until permission of the Tees Signalman has been obtained.

Rule Book, Section J, clause 4.3.4 The gravitational shunting of single freight brake, vans, with Shunter/Guard on board is authorised between the Tees Yard West End Van Kip lines and Up Departure Sidings.

### 1. Movements at Thornaby end of Arrival/Departure Yard.

1.1 Arriving trains from West and shunting movements requiring to enter sidings 6 to 11.

1.1.1. When the Signalman requests permission for a route into any siding 6 to 11, the Chargeman must advise him to which siding the movement must be routed.

1.1.2. Permission for a following movement into any siding 6 to 11 must not be given until the first movement has come to a stand.

1.2 Departing trains for the West and shunting movements requiring to pass the "Stop and Telephone" board from sidings 1 to 5.

1.2.1. When a departing train or a shunting movement is ready to proceed beyond the appropriate "Stop and Telephone" board, the permission of the Signalman must be obtained.

1.2.2. Light locomotives and locomotives and brakevans for the Thornaby end of the yard from the Newport end must only be routed through sidings 1 to 5.

## 2. Movements at Newport end of Arrival/Departure Yard.

The Chargeman is responsible for all movements into and out of the yard.

### 2.1 Departing trains for East via Transfer Line 2.

The Chargeman must obtain the permission of the Signalman before authorising a train to proceed to signal 180.

### 2.2 Operating trains for East via Up Goods 2 line.

The Signalman must be advised of a departing train before it is authorised to proceed to signal 179.

### 2.3 Arriving trains from East propelled from Down Goods 2 line.

The Chargeman must ensure the points are set for the propelled train to proceed to the siding selected, before he authorises it to proceed beyond the "Stop, Await Instructions" board.

3. Movements to/from Thornaby end of sidings 40, 41 and 42.

3.1 The Signaller is responsible for movements to and from Down Goods No.2 and his permission must be obtained before a movement is authorised to pass the appropriate "Stop, Await Instructions" board.

3.2 The Signaller's permission must be obtained before any movement is made to or from the Up Yard.

4. Movements from Wagon Repairs Shunt Spur/Sectioning Sidings towards sidings 1 and 3. (Arrival/Departure Sidings).

The Person in charge of the movement must obtain the Signaller's permission before making a movement towards these sidings.

5. Exchange of traffic : M&EE sidings 9 and 10.

5.1. The Signaller will be advised by M&EE's representative of the times shunting will commence and finish within the sidings and a record of these times must be maintained.

5.2 The Signaller must ensure no movements are made on or towards these sidings during the times shunting by the M & EE's staff is being performed.

6. Movements by M&EE's Department between Thornaby Depot and M&EE's sidings (Up Yard).

Movements between these locations must be hauled only.

7. Movements to/from the Area Civil Engineers Sidings.

7.1 When the sidings are manned, movements must not be made without the authority of the Area Civil Engineer's man in charge.

7.2 The train crew of a departing train for the East obtain the Signaller's permission before proceeding beyond the "Stop and Telephone" board towards signal 127.

7.3 When the sidings are unmanned, the train crew is responsible for all movements within the sidings and are permitted to pass the "Stop and Await Instructions" board as required, provided it is safe to do so.

GRANGETOWN

Working of Trains to and in Tees Dock Exchange Sidings. Only fully fitted trains may be propelled between Grangetown and Tees Dock Exchange sidings.

BR trains must not leave the sidings to proceed to Grangetown box until authorised to do so by the Sidings Signaller.

The departure of each BR train or locomotive must be advised to the Grangetown Signaller by the Sidings Chargehand stating whether the movement is drawn or propelled.

A maximum speed of 5 m.p.h. applies to all movements entering and travelling over the lines belonging to the Tees and Hartlepool Port Authority.

#### REDCAR BSC

Ore Terminal. After the locomotive has been detached from the train, the Guard must telephone the BSC Signaller and advise him that the locomotive is ready to proceed to the Departure Sidings.

RST Examiners will be in attendance at the Ore Terminal. Defective wagons will in normal circumstances be detached from trains by the BSC pilot locomotive, but should it be necessary for a wagon to be detached by a BR locomotive and train crew, this will be done under the direction of the BSC Signaller by drawing out of the Departure Sidings onto the BR Departure Line and setting back and detaching the wagon on one of the adjacent Departure Sidings.

#### Limestone Discharge Terminal.

1. Trains for discharge must proceed from L2 to unloading signal L7 at a speed not exceeding  $\frac{1}{2}$  m.p.h. under the control of the unloading signals.
2. Locomotive cab doors and windows must be kept closed from the time a locomotive passes signal L2 until it reaches unloading signal L3.
3. After discharge, trains must proceed to signal 210 for tare weighing to be completed.
4. When after discharge, it is not possible to completely close the bottom doors on PGA wagons, such wagons may be moved to a point at which repair can be effected, provided green 'For Repairs' labels are attached. The provisions of the Rule Book, Section H, Clause 4.1.1(f) are modified accordingly.
5. Crippled Wagons.  
If the Guard becomes aware that wagons are defective and need to be detached, he must make arrangements for the wagons to be stabled in the cripple siding.
6. Speed Limits.

Over gross and tare weighbridges 8 m.p.h.

## GUISBOROUGH JN TO WHITBY

### NUNTHORPE

On passing the Down distant board, the Driver must regulate the speed of his train in order to be able to stop, at the Point Indicator if it is not illuminated. Illumination of the Point Indicator means the points are set correctly for the Down loop.

If a train is stopped due to the Point Indicator not being illuminated, the Driver must advise the Signaller using the telephone at the Point Indicator.

If the Point Indicator fails, a steady yellow flag during daylight, or a steady yellow lamp during darkness, or fog, or falling snow, may be exhibited at the Point Indicator and the Driver may proceed over the points.

### BATTERSBY

When a freight train is required to stand in the siding at Battersby the Traincrew must ensure that the foot crossing is left clear. Where necessary the train must be divided.

Before closing up the train, the Guard must ensure that no passengers are using or about to use the crossing.

### KILDALE

When a train composed of a unit formation other than a 1 X 2 car Class 14X or a Single car Class 153 stops at the above station the guard must only open one door for passengers to join or alight. The guard must ensure that passengers wishing to alight are in the correct part of the train before departure from Battersby or Commondale, as appropriate.

### GROSMONT

Before obtaining the Token from the Driver to operate the Ground Frame for a movement to the North Yorkshire Moors Railway, the Guard must obtain an assurance from the North Yorkshire Moors Railway Officer at Grosmont the points have been set for the runround and that no movement will take place in the down platform line until all BR movements have been completed.

## RUSWARP LEVEL CROSSING AOCL

Ruswarp level crossing must be worked in accordance with the Appendix No. 9 to the Rule Book. Instructions for AOCL Crossings, except that in the event of the flashing white light not being automatically initiated or ceasing to flash prior to departure from Ruswarp, the Driver must press the plunger located in a locked cabinet (Driver's Key BR1A(21)) adjacent to the "Stop" board (up trains) and on the white light post (down trains) to activate the road signals.

When the white light is flashing, the driver may proceed as normal. If, after operation of the plunger the white light still does not flash, the Driver must proceed in accordance with clause 3.4 of Appendix No. 9 to the Rule Book

## WHITBY

Stabling of a DMU at Station. A DMU may be stabled at the buffer stop end of the platform. All Drivers entering the platform must be prepared to stop short of a stabled DMU.

## GRANGETOWN TO CLEVELAND FREIGHTLINER TERMINAL

### CLEVELAND FREIGHTLINER TERMINAL (WILTON)

Trains to and from the Freightliner Terminal must be worked in accordance with the various notice boards.

Should it be necessary for a second train to run to the Freightliner Terminal, or for ICI to use the Single Line during the time a locomotive is in the Freightliner Terminal, the Driver of the first movement must hand the Train Staff to the Freightliner Operations Manager on request. The Driver having surrendered the Train Staff must not leave the Terminal until he has again received the Train Staff from the Freightliner Operations Manager and permission to proceed.

### WILTON I.C.I. GRID

#### Link Line.

The link line connecting the inward and outward lines must only be used by B.R. locomotives proceeding towards the outwards line. Movements will be controlled by a 2 aspect colour light (red/yellow) signal plated W1 operated by the I.C.I. Grid Controller.

## SALTBURN WEST JN TO BOULBY POTASH MINE

### SALTBURN WEST JN

Guards of freight trains or the driver in case of a light locomotive, when stopped at signal L214 on the Up Goods Branch, must advise the Signalman at Longbeck, by means of the telephone provided, that the train or light locomotive, as the case may be, has arrived, complete with tail lamp attached.

## BETWEEN LONGBECK (SALTBURN WEST JN) AND CRAG HALL

Appendix No. 10 to the Rule Book instruction etc. - Working of Single lines by Pilotman Clause 1.1. If a Pilotman is not immediately available a written order may be issued to the Driver of each train. If a train, the Driver of which is in possession of a written order becomes disabled between Saltburn West Jn and Crag Hall necessitating an assisting train entering the section, the written order must be left in the driving compartment of the disabled train. The written order must be handed to and retained by the Driver of the assisting train until both trains have been cleared from the section, when it must be handed to the Signalman.

### CRAG HALL

#### Skinninggrove BSC Sidings.

1. When a locomotive requires to work in the Departure Sidings, the Chargeman must obtain an assurance from the BSC Weighman that no movement of any BSC locomotives in the Departure Sidings will take place until he is advised that normal working may be resumed.
2. Before a locomotive enters the sidings, the Chargeman must set all hand points giving access to the works, towards the sand drag.
3. Upon completion of work, the Chargeman must advise the BSC Weighman accordingly.
4. The speed of locomotives must not exceed 5 m.p.h. when propelling into the sidings.

### BOULBY POTASH SIDINGS

All movements by BR locomotives beyond the 'Stop for orders' boards must only be made on the authority of the Cleveland Potash Shunter.

### NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JN

#### FERRYHILL SOUTH JN

When a train from the Norton-on-Tees direction has passed Ferryhill South Jn and run to Ferryhill Up Sidings, and arrives either at (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.

### KELLOE BANK FOOT BRANCH

#### THRISLINGTON QUARRY

#### Instructions for all Trains.

All trains must be 'tare weighed' on arrival. On approaching the 'In Motion Weighbridge' the speed of the train must be reduced to 4 m.p.h. to enable the wagons to be weighed.



No trains may enter the Sidings without authority from Steetley staff.

On completion of tare weighing the train must be positioned at the point of loading.

All loaded trains must be weighed on departure. Trains must run round via the two ground frames then proceed to Ferryhill Yard for C & W examination and issue of BR. 29973 forms as required.

Any wagons deemed overweight or defective following C & W examination must be detached in Ferryhill Yard.

#### 102 Tonne GLW Wagons and Agricultural Limestone.

) After the tare weights have been recorded the empty train must be propelled to the loading bay. The locomotive must remain attached to the train during loading operations. The Driver must move the train to the Loading Bay Operator's instructions to enable it to be loaded. The Trainman 'G' must be available to relay the Loading Bay Operator's instruction to the Driver in accordance with Rule Book, Section J. When loading is complete the Loading Bay Operator will inform the Trainman 'G' and give authority for the train to be drawn forward to the 'in Motion Weighbridge'.

#### Traffic for Hartlepool.

Locomotives of trains for number 3 bunker line must always leave Hartlepool with the number 1 end cab leading.

After the tare weights have been recorded the empty train must be propelled to the loading points. Trains must not enter the bunker lines without authority from the Gantry Operator.

The first portion for loading with lime must be positioned on No.1 bunker line. Drivers must ensure that the locomotive does not encroach on the weighbridge at the entrance to the hopper. Before the wagons for the loading line are detached the Trainman 'G', must ensure the wagons are secured.

) The wagons for loading Dolime must be drawn forward then propelled onto No.3 bunker line. Authority for the movement must first be obtained from the Gantry Operator. After the movement is complete the Trainman 'G' must obtain an assurance from the Gantry Operator that the wagons are securely held by the special controlling equipment, uncouple the locomotive and return to Ferryhill Yard. The locomotive must not remain in the Sidings during loading operations. When loading is complete or a further shunting movement required, the Gantry Operator must inform the BR Chargeman at Ferryhill. The locomotive must then return to Thrislington to attach the loaded train or to shunt as required.

Authority must be obtained from the Gantry Operator before the locomotive enters the bunker lines.

The two portions must be re-coupled to ensure the loaded train is in the same order as when the tare weights of the wagons were recorded.

Note :-

Trainmen 'G' must position themselves to enable hand signals to be clearly seen by the Driver.

Safety hats, safety footwear, high visibility clothing and eye protection must be worn at all times by staff whose duties require them to be on or about the track within the Sidings.

The use of portable radio telephones is prohibited within the siding area. Where fixed radio equipment is provided in the driving cab of locomotives it must not be used to transmit messages within the siding area.

BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

BELASIS LANE

Haverton Hill ICI East Grid. The BR Chargeman must not authorise Drivers of trains to proceed until shunting instructions have been given and must himself accompany each train into and from the East Grid. Before authorising any movement to pass over the level crossing in either direction, the BR Chargeman must make arrangements for the crossing to be protected.

All brake van fires must be extinguished before entering the Sidings and must not be relit until the brake van leaves the Sidings.

After the BR Chargeman has conducted a train into the East Grid and it is necessary for him to return to the Belasis Lane end, or other point, before shunting is completed, he must instruct the Driver and Guard not to move until further instructed by him.

Note : BR Locomotives must not use No. 28 Siding.

Drivers must not foul the crossing until it has been protected under the special instructions issued to the BR Supervisor and ICI Controller and the BR Chargeman authorises the Driver

ICI Billingham Works. The Guard, Shunter or person in charge of movements with BR Locomotives in the East Grid Sidings must, when placing or leaving vehicles in any sidings apply the handbrakes of at least six vehicles at the South end of the siding or if there are less than six vehicles, the brakes must be applied on all vehicles.

BETWEEN BELASIS LANE AND BASF CHEMICAL SIDINGS/SEAL SANDS STORAGE  
Conveyance of HCN Tanks. All train working must take place during the hours of daylight.

These trains must be marshalled as follows:-

Barrier(s), Tanks, Barrier(s)

N.B. Barrier distance must be 60 feet or more in length.

Fully fitted trains conveying HCN tanks full or discharged are authorised to travel between Belasis Lane and BASF Sidings in both directions without a brakevan in rear.

Working Manual for Rail Staff, Pink Pages, Clause F4.3.3 (i) Train Protection Instructions to Driver and Guard is amended as follows :-  
Should a train without a brakevan in rear conveying HCN tanks be stopped between Belasis Lane and BASF Sidings, other than as a result of locomotive failure, the Guard must report the circumstances by the most expeditious means available, but in the event of accident he must not pass the tanks unless it is obvious they have not been damaged

Working Manual for Rail Staff, Pink Pages, Clause C4.6.1(f))  
Advice to traincrew, of HCN traffic (BR 29774). A modified form will be issued to the traincrew.

Simon Storage Private Siding. Trains for this siding must not leave Port Clarence with more than 5 bogie tank wagons.

The train must be drawn onto BASF run - round loop and then propelled to the ground frame giving access to the siding. The ground frame is released by the train staff but the release must not be obtained until the permission of Simon Storages Person- in- Charge has been obtained. The Person - in - Charge will meet the Guard at the ground frame for this purpose.

On no account must any lamp be taken into the discharge area. Lamps must be left at the ground frame before entry and collected on return.

Under no circumstances must any part of the locomotive pass the "Locomotive Stop here" board. When a train is being berthed the leading buffers must be adjacent to the board.

The locomotive must not be detached until the Simon Storage Person - in - Charge confirms that the train is correctly berthed.

#### DORMAN LONG OCCUPATION LEVEL CROSSING.

When this crossing, situated  $\frac{1}{4}$  mile on the Phillips Sidings Ground frame side of North Tees level crossing is in use, Drivers will be informed by the Person in charge at Port Clarence and Drivers must stop their trains and ensure the crossing is clear before proceeding.

PORT CLARENCE  
PHILLIPS OIL TERMINAL

General.

1. Only one locomotive may work within the Terminal at any one time. All trains or locomotives must be accompanied by the Port Clarence Chargeman.
2. No train or locomotive may enter the Terminal without the permission of the Terminal Supervisor (by the ground position light signal being cleared for the movement). In the event of a failure of the signalling system the Terminal Supervisor must arrange for the required route to be set and facing points to be secured before authorising the movement.
3. When entering the Terminal, staff must not wear steel tipped footwear and must not be in possession of unprotected lights, ordinary Bardic handlamps, matches, cigarette lighters or any appliance likely to cause ignition. These must be deposited in the box provided at the Terminal Gate.

Sealed "Safe" Bardic handlamps are available from and must be returned to the Chargeman at Port Clarence.

4. Safety hats, safety footwear and high visibility clothing must be worn at all times by staff whose duties require them to be on or about the track within the Terminal.
5. All movements within the Terminal must be restricted to a maximum speed of 5 m.p.h.
6. BR locomotives may only pass the notice board showing "Stop BR locomotives must not pass this point" with written authority from, and accompanied by the Terminal Supervisor.

Arriving Trains.

1. The maximum number of wagons that can be accommodated in the run-round facility at Port Clarence is 16. Trains consisting of more than 16 wagons must be reduced and the surplus dealt with in accordance with the Port Clarence Chargeman's instructions.
2. Trains must draw onto the Arrival line and stop outside the Terminal Gates, locomotive run-round via loop, carry out a brake test and propel into the Terminal when the ground position light signal is cleared.
3. Tail lamps must be removed before trains enter the Terminal.

Departing Trains.

1. Port Clarence Chargeman must be in possession of the "Certificate of Readiness" before the locomotive enters the Terminal.

2. Trains consisting of more than 16 x 102 tonne GLW wagons, the locomotive must attach the smaller portion first then attach the remainder of the train.
3. The trains must draw clear of the Terminal Gates before a brake test is carried out and the tail lamp attached.
4. Exceptional Load Forms (BR 29973) and a Train list will be issued by the Chargeman.

#### Defective Wagons.

Defective wagons must be detached and placed in Cripple Siding, Shunting movements must only be carried out under the authority of the Terminal supervisor.

ROHM HASS, MONSANTO (BASF), S.S. CHEMICAL, PHILLIPS NO.2, NO.3 AND SEAL SANDS ROAD CROSSINGS.

These crossings are operated under the provisions of Appendix No.9 to the Rule Book, headed "Automatic Open Crossings, Locally monitored (AOCL)" except that a white steady light on the plunger panel when illuminated, indicates the crossing road signals are working and the Guard or shunter, if the crossing is clear may then authorise the Driver to proceed. When the train has drawn clear of the crossing and no further movements are to be made over that crossing the Guard or Shunter must press the stop lights plunger and then rejoin his train.

#### SEAL SANDS STORAGE SIDINGS

- 1.1 All trains for the sidings must be propelled.
- 1.2 A train arriving at the branch end must be stopped with the locomotive cab on the approach side of the "R" indication.
- 1.3 The Guard must walk to the Seal Sands Storage Security Gatehouse and advise the firm's security staff of the arrival of the train. The Guard must wait for the Seal Sands Storage Operator to arrive and stay with him while the gates for Seal Sands Storage Level Crossing and the adjacent car park crossing are closed against the roadway and the firm's boundary gates are opened to permit the rail movement to the siding. Then having obtained the Operator's permission for the movement to take place, the Guard must authorise it to proceed to the "Stop and Await Instructions" Board. The Plunger to operate the road signals for Phillips No. 3 and Seal Sands Road Crossings must not be used until both sets of gates are opened for the rail movement.
- 1.4 When the movement is made into the firm's sidings the movement must only be made as far as the "Stop and Await Instructions" Board located beyond the Seal Sands Storage Level Crossing. The firm's safety requirements will be carried out at that point and the Guard instructed if any movements are to be made other than to the main siding.

- 1.5 If movements are required to be made to or from the spur siding the firm's security staff must remove padlock and points clip to allow the Guard to complete his work. After movements are completed to the spur siding the firm's security staff must again clip and padlock the points set for the main siding.
- 1.6 Locomotives are not permitted to proceed beyond the Notice Boards located on the gantry, located on the main and spur sidings.
2. Departures.
- 2.1 When a train is ready to leave the sidings, the Guard must advise the firm's staff accordingly.
- 2.2 The Guard must ensure arrangements are made to close both Seal Sands Storage level crossing and the adjacent car park against the roadway and that the firms security gates are open to rail.
3. Crippled Wagons.  
When a wagon requires to be detached, the Guard must obtain the assistance from the firms security staff, as in 1.5.
4. Failure of Crossing Signalling Equipment.  
Should a failure of the road lights occur at Phillips No.3 or Seal Sands Crossings, the Guard must, before authorising a train to pass over the crossing, obtain the assistance of the firms staff to ensure road traffic is kept clear until the train has passed over the crossing.
5. Locomotives fitted with miniature snow ploughs.  
Locomotives fitted with miniature snow ploughs must not enter the sidings.

#### SEATON-ON-TEES BRANCH

#### GRAYTHORP LEVEL CROSSING AOCL

This crossing is operated under the provisions of Appendix No. 9 to the Rule Book headed 'Automatic Open Crossings, Locally Monitored (AOCL)' except that a white steady light on the plunger panel when illuminated indicates the crossing road signals are working and the Guard or Shunter, if the crossing is clear may then authorise the Driver to proceed.

When the train has drawn clear of the crossing and no further movement is to be made over the crossing the Guard or Shunter must press the stop lights plunger and then rejoin his train.

## HARTLEPOOL POWER STATION

### 1. Inwards Train.

BR movement to be brought to a stand at the Outer Security Gate. BR train crew to telephone Security who will switch on floodlighting if required. When Security have ensured that the Nuclear Electric Locomotive is within the Inner Security Gate, they will permit the BR movement to enter the main track. The train must be stabled beyond West Level Crossing, clear of the Crossing. When the train is at a stand the Trainman must apply handbrakes on all vehicles including the Guards Van. BR locomotive to be uncoupled and return via the run-round track to leave the site. The Nuclear Electric locomotive will then carry out all necessary shunting movements.

### 2. Outwards Train.

The Nuclear Electric locomotive will shunt the outward train ready for collection onto the main track. BR movement to be brought to a stand at the Outer security gate. BR traincrew to telephone Security, who when they have ensured that the Nuclear Electric locomotive is within the Inner Security gate, will permit the BR movement to enter the main track. BR Trainman will couple the BR locomotive to the train, release all handbrakes, perform all train preparation duties and sign for the appropriate wagon labels, envelope containing consignment note and Health Physicist's vehicle clearance certificate. The BR movement will then depart from the site and Security will close and lock the Outer gate and switch off lighting if necessary.

## SEABANKS BRANCH

### SEABANKS

## WORKING OF TRAINS TO AND FROM SEAHAM HARBOUR AND DOCK CO'S SIDINGS

### 1. Arrivals.

When a train arrives on the Branch at the "Stop, telephone" board, the Driver on making contact by telephone, must ascertain the barriers at Dawdon (BC) level crossing are lowered and then authorise the train to proceed forward. The crossing will be manned normally between 08 00 and 16 00 Mon to Fri. If the telephone is not answered, the Driver must proceed cautiously to the crossing and cross after ascertaining it is safe to do so.

### 2. Steel trains.

2.1 When the train is at the "Stop for Orders" board, the Guard must ensure the route ahead is clear and authorise the train to enter the quarry Siding. In the case of a light locomotive arriving to work a departing train, the Guard must advise the firm's representative that the empty wagons to form the next departing train may be propelled into the quarry Siding, if such movement has not already been made. Provided the firm's representative confirms the movement has been made into the Quarry Siding and that the firm's locomotive has been withdrawn clear, the Guard must authorise the light locomotive to enter the Quarry Siding for coupling to the empty wagons.

- 2.2 When an arriving train is at a stand within the Quarry Siding the Guard must, after setting the route for the Steel Sidings ascertain from the firm's representative that the train can be received and then authorise the train to be propelled to that siding.
- 2.3 Where the locomotive of an arriving train is to work a departing train, the Guard must advise the firm's representative when the arriving train is at a stand in the Steel Siding and advise him the empty wagons for departure may be propelled into the Quarry Siding.
- 2.4 When the empty wagons have been propelled into the Quarry Siding and the firm's locomotive has been withdrawn clear, the Guard must authorise the locomotive of the arriving train to proceed to the Quarry Siding for coupling to the empty wagons ready for departure.

### 3. Shale trains.

- 3.1 When the train is at the "Stop for orders" board, the Guard must ensure he is handed two radio sets by the firm's representative, handing one set to the Driver. In the event of radio failure, additional assistance will be provided.
- 3.2 The Guard and Driver must then make an initial radio test and thereafter the Guard must authorise all subsequent movements by radio only.
- 3.3 All radio instructions between the Guard and Driver must be preceded by the words "BR Guard to BR Driver" or vice versa. Strict radio discipline must be maintained.
- 3.4 Should the radio messages cease to be received or acknowledged at any time, the Driver must stop any movement of the train until communications are restored. If communications cannot be restored quickly, conventional hand signals must be used.
- 3.5 The Guard must then secure and detach the rear 18 wagons and, after ensuring the route ahead is clear, authorise the leading position of the train to enter the Quarry Sidings.
- 3.6 When the leading portion of the train is at a stand within the Quarry Sidings, the Guard must after setting the route for the Shale line, ascertain from the firm's representative that the wagon door closing gear has been extended and that the firm is ready to receive the train wagons.
- 3.7 The wagons must then be propelled into the Shale line and on the locomotive coming to a stand at the "Locomotive of Propelled Shale Train Stop Here" board, the Driver must engage slow speed control.



- 3.8 The Guard must stand in such a position as to enable him to clearly see the unloading supervisor's hand signals and relay those signals by means of the radio to the Driver.
- 3.9 The Driver must then, on receiving instructions from the Guard set back the train at  $\frac{1}{2}$  m.p.h. stopping as required.
- 3.10 When the train reaches the first "B.R. Locomotive Stop" board the Driver must proceed, when instructed, at extreme caution until the locomotive is adjacent to the "B.R. Locomotive Cab Window Stop" Board.
- 3.11 When the Guard is advised by the firm's representative that unloading of the wagons has been completed, he must secure the wagons, detach the locomotive and authorise it to proceed to the remaining 18 wagons standing on the Branch.
- 3.12 After ensuring the route ahead is clear, the Guard must authorise the remaining portion of the train enter the Quarry Siding and the Provisions of clauses 3.6 to 3.10 inclusive must again be observed.
- 3.13 When the Guard is advised by the firm's representative that unloading of the remaining wagons has been completed, he must secure the wagons, detach the locomotive and authorise it to proceed and stand clear on the Branch to await the empty train being propelled into the Quarry Sidings.
- 3.14 Both radio sets must then be returned to the firm's representative.
- 3.15 When the Rolling Stock Technician has examined the train and the firm's representative has replaced all wagon safety catches, the firm's locomotive will propel the complete train into the Quarry Siding in readiness for departure.

#### 4. Departure.

Drivers must ensure that when working departing trains, the barriers at Dawdon Colliery (BC) level crossing are lowered accordingly.

NOTE: Except for accommodating loaded trains and rakes of empty wagons for departure, no other wagons must be stabled at any time within the Quarry Siding.

#### HAWTHORN COMBINED MINE AND COKE PLANT TO RYHOPE GRANGE

##### HAWTHORN COMBINED MINE AND COKE PLANT

1. No movements must be made within the plant without the authority of BC staff.
2. All speed limits within the plant as indicated by the boards provided, must be observed.

## RYHOPE GRANGE TO HENDON

### HENDON

Trains from South Dock Bottom. The Guard or Shunter in charge of a train from South Dock Bottom which requires a clear run across Hendon Jn must advise the Signaller at Hendon accordingly on the telephone provided at the AOCL level crossing and must not signal the Driver to start until the banner signal has been cleared.

### SOUTH DOCK-FINA DEPOT

#### General.

1. Smoking and the use of matches or other naked flames, ordinary Bardic handlamps and tail lamps, is NOT allowed in any part of the terminal. Matches, lighters, tail lamps, ordinary lamps and any other sources of ignition must be left with the Person in Charge at South Dock Reception Sidings. "Safe" sealed handlamps are available and these only must be used, as required.
2. Before accompanying any movement from South Dock Reception Sidings to the Depot, the Hendon Train Preparer must obtain two special portable radio sets, which are allowed into the Depot, from the Person in Charge, South Dock Reception Sidings and hand one set to the Driver.

An initial radio transmission test must be satisfactorily conducted between the Train Preparer and Driver and thereafter all instructions must be transmitted by radio, until return to South Dock Reception Sidings.

All radio instructions must be acknowledged and must be preceded by the words "British Rail Train Preparer to British Rail Driver" and vice versa. The undermentioned instructions for movements must be strictly observed at all times:-

"Driver, Propel forward"  
"Driver, Set Back"  
"Driver, Draw Forward"  
"Driver, Proceed towards South Dock"  
"Driver, Emergency Stop"

The Train Preparer must repeat the instruction continuously throughout each movement in accordance with the Rule Book Section J, clause 3.3. Should radio communication fail at any time, an additional member of staff must be provided to transmit instructions between the Train Preparer and Driver.

3. All movements between South Dock Reception Sidings and the Fina Depot must be accompanied by the Train Preparer.

4. In the event of a failure of the Driver's white light on any stop board, the Train Preparer must confirm with the Fina Depot Supervisor that the level crossing is being protected and a clear understanding must be reached with the Driver before any further movement commences. In addition before moving towards the Fina Depot, the Driver must have been authorised to do so by the Train Preparer after the Train Preparer has rejoined the train.
5. The Working Manual for Rail Staff (BR 30054) Pink Pages, Section D3 applies except that specially converted riding vehicles for the use of the Train Preparer are provided for working trains between South Dock Reception Sidings and the Depot.

#### Loaded Train Arrival.

1. On arrival at South Dock Reception Sidings, the Person in Charge will allocate a particular siding for the train.
2. After the locomotive has run round the train, the train must be divided into portions of not more than seven vehicles each and the first portion to be worked to the Depot must be drawn off and the special riding vehicle attached in front; the screw coupling of the tank vehicle being used.  
The hand brake of the riding vehicle must be placed and maintained in a position of readiness to enable application with minimum effort, before departure from South Dock Reception Sidings.

#### NOTE.

To maintain the required distance between the locomotive and the first Class 1 discharge point on the train, the rear vehicle in the direction of travel must not convey Class 3(A) highly flammable liquids.

3. Before leaving South Dock Reception Sidings, a brake continuity test must be performed, and the Train Preparer must obtain the permission of the Fina Depot Supervisor for the train to proceed to the "Propelled Trains Locomotive Stop. Obtain permission before proceeding to next stop board." board.
4. Propelled movements from South Dock Reception Sidings must not exceed a speed of 5 m.p.h.
5. When the locomotive of the first portion arrives at No.1 Stop Board reading "Propelled Trains Locomotive Stop. Obtain permission before proceeding to next Stop Board", the Train Preparer must obtain the permission of the Fina Depot Supervisor for the train to approach the Depot and reach a clear understanding with him of the movements required. The Train Preparer must, at the same time, ensure that all hand points are in the correct position for the movement towards the Depot.
6. Upon receipt of the Depot Supervisor's permission for the train to approach the Depot, the Train Preparer must, on returning to the train, instruct the Driver to propel the train to No.2 Stop Board worded "Propelled Train Locomotive must wait for white light and whistle before proceeding.

7. The Fina Operatives will initiate the level crossing sequence and illumination of the Driver's white light will indicate that permission has been given for the train to enter the Depot and that the level crossing sequence is operating.
8. The Train Preparer must then confirm to the Driver by radio that he has rejoined the train and he has observed the crossing to be clear. The Driver must then propel forward and, provided the second white light at No.3 Stop Board worded "Fina PLC. Stop. Wait for white light. Whistle before proceeding" is illuminated, continue propelling towards the "BR Locomotives must not pass this point" Stop Board.
9. After the locomotive has been detached from the train, it must proceed to the sidings exit board worded "Stop. Wait for white light and whistle before proceeding" and await arrival of the Depot operatives who will initiate the level crossing sequence. When the Driver's white light is illuminated and, provided the crossing is observed to be clear, the locomotive must return to South Dock Reception Sidings and the remaining portions of the train, worked to the Depot similarly.

#### Light Locomotive - Arrival to attach Discharged Vehicles.

1. Before leaving South Dock Reception Sidings, the Train Preparer must obtain the permission of the Fina Depot Supervisor for the locomotive to proceed to the "Stop for Orders" board.
2. Upon arrival at the "Stop for Orders" board, the Train Preparer must obtain the permission of the Fina Depot Supervisor for the locomotive to proceed to the "Fina PLC. Stop. Wait for white light. Whistle before proceeding" board.
3. After receiving permission to proceed from the Fina Depot Supervisor and reaching a clear understanding with him of the movements required and ensuring that all hand points are in the correct position, the Train Preparer must authorise the Driver to proceed towards the "Fina P.L.C. Stop. Wait for white light. Whistle before proceeding" board, where the Driver must await the Fina Operatives to initiate the level crossing sequence.
4. When the Driver's white light is illuminated and the crossing is observed to be clear, the Driver must proceed over the crossing at a speed not exceeding 5 m.p.h. and come to a stand at the "BR Locomotives must not pass this point" board.

#### Discharged Train - Departure.

1. After obtaining the "Certificate of Readiness" and completing the brake continuity test, the Train Preparer must advise the Fina Depot Supervisor that the train is ready to depart. The Train Preparer must confirm to the Driver that he has obtained the "Certificate of Readiness".

2. When the Driver's white light is illuminated at the siding exit board worded "Stop Wait. for white light and whistle before proceeding" board and the crossing is observed to be clear, the train must proceed over the crossing and return to South Dock Reception Sidings after the Shunter/Guard has advised the Driver by radio that he has rejoined the train.
3. The remaining portions of the empty train must be worked to South Dock Reception Sidings similarly.
4. After completion of the Movements between South Dock Reception Sidings and the Depot have been completed, the Train Preparer must collect the radio set from the Driver and return both sets to the Person in charge, South Dock Reception Sidings.

#### SOUTH DOCK-PORT OF SUNDERLAND

##### General.

1. All trains between South Dock Reception Sidings and the Port Exchange Sidings must be hauled.
2. In the event of a failure of the Driver's white light on any stop board, the Train Preparer must confirm with the Port Cargo Operative that the level crossing is being protected and a clear understanding reached with the Driver before any further movement commences. In addition before moving towards the Exchange Sidings, the Driver must have been authorised to do so by the Train Preparer he has rejoined the train.

##### Trains and Light Locomotives to Sunderland Docks.

1. After arrival at South Dock Reception Sidings, the Train Preparer will be advised by the Signaller when permission has been obtained from the Port of Sunderland Authority for the train or light locomotive to proceed to the "Stop for Orders" board.
2. Upon arrival at the "Stop for Orders" board, the Train Preparer must ensure that the road is set throughout into the Port Exchange Sidings and await arrival of the Port Cargo Operative who will give permission for the train/light locomotive to proceed to the "P.S.A. Stop. Wait for white light and whistle before proceeding" board.
3. When the Port Cargo Operative has initiated the level crossing sequence and, provided the Driver's white light is illuminated, the crossing is observed to be clear and assurance is received that the Fina Depot road crossing gates are closed to road traffic, the Driver must haul the train into the Port Exchange Sidings.

##### Trains and Light Locomotives from Sunderland Docks.

1. Before authorising a train or light locomotive to proceed to the "Stop for Orders" board at the exit to the Port Exchange sidings, the Train Preparer must ensure that all the hand points are set in the correct position for the movement to proceed to South Dock Reception Sidings.

2. After arrival of the train or light locomotive at the "Stop for Orders" board, the Driver must await authority from the Port Cargo Operative to proceed and obtain an assurance that the Fina Depot road crossing is closed to road traffic.
3. The Driver must then sound the locomotive horn and, providing the Driver's white light is illuminated at the "Stop. Wait for white light and whistle before proceeding" board and the crossing is observed to be clear, proceed beyond that board and return to South Dock Reception Sidings.

Locomotive running round in Exchange Siding.

1. No movement must commence until permission has been obtained from the Port Cargo Operative and the Train Preparer has ensured that all hand points are correctly set.
2. The Train Preparer must then instruct the Driver to proceed to the "Stop for Orders" board at the exit to the Port Exchange Sidings, where he must await authority from the Port Cargo Operative to proceed and obtain an assurance that the Fina Depot level crossing is closed to road traffic.
3. The Driver must then sound the locomotive horn and, providing the Driver's white light is illuminated at the "Stop. Wait for white light and whistle before proceeding board" and the crossing is observed to be clear, he may proceed beyond that board, and bring the locomotive to a stand on the B.R. side of the level crossing and on the B.R. side of the "P.S.A. Stop. Wait for white light and whistle before proceeding" board.
4. The Train Preparer must ensure all the hand points are correctly set for the locomotive to return to the Port Exchange Sidings and advise the Port Cargo Operative the locomotive is ready to return.
5. When the Port Cargo Operative has initiated the level crossing sequence and, provided the Driver's white light on the "P.S.A. Stop. Wait for white light and whistle before proceeding" board is illuminated, the crossing is observed to be clear and an assurance is received that the Fina Depot road crossing gates are closed to road traffic, the Driver must work the locomotive to the Port Exchange Sidings.

FINA DEPOT AUTOMATIC OPEN CROSSING  
SUNDERLAND DOCKS

The Rule Book Appendix 9, Instructions headed "Automatic Barriers Crossings, Locally monitored (ABCL) and Automatic Open Crossings, Locally Monitored (AOCL)" apply so far as they are appropriate to this crossing, except that the road traffic signals and Drivers white lights are controlled by the Fina Depot or Port Cargo Operatives, as appropriate.

## WESTOE COLLIERY BRANCH

### DEAN ROAD EAST AND WEST : HYDRO-PNEUMATIC POINTS

Drivers of Down trains must, on entering the branch, regulate the speed of his train to stop at the Point Indicator at Dean Road West if necessary in the event of it not being illuminated. Illumination of the Point Indicator signifies the points are set for the Arrival Loop.

If a train is stopped due to the Point Indicator not being illuminated, the Driver must advise the signalman from the nearest signal post telephone and await instructions.

If the Point Indicator fails at Dean Road West or signal 996 at Dean Road East cannot be cleared to a proceed aspect owing to the points not being set for the Departure Loop, the Driver will be authorised to proceed beyond the Point Indicator or signal 996 at danger as the case may be, by the person appointed specially, to operate the points during the failure.

## JARROW BRANCH

### JARROW OIL TERMINAL

1. Trains must be stopped before passing over the bridge at the entrance to the terminal and the Trainmen must alight and check that all points are correctly set for the train.
2. The 'Stop/Go' board in No.2 siding operated by the Terminal staff must not be passed unless the indicator displays 'Go'.
3. No movement must be made to or from No.3 or No.4 siding when the two red lights are illuminated and the barriers lowered. When only one red light is exhibited or one barrier is down, applicable to one siding only, shunting must not take place in the other siding without the permission of the Depot Supervisor.
4. A reach wagon must be used when loaded wagons are to be finally positioned for discharge in sidings 3 and 4 and when wagons are to be withdrawn after discharge.
5. Battery electric tail lamps must be removed after an inward train has arrived in No.2 siding and before the train moves into the discharge sidings. Battery electric tail lamps must not be placed on a departing train until the rearmost vehicle has been drawn clear of the discharge sidings.
6. In the event of a brake van being attached to any train, the stoves and any oil lamps, when lit, must be extinguished before the train enters the terminal.

7. Not more than 7 x 102 tonne or 15 x 46 tonne tank wagons may be shunted at any one time.

When placing train loads of 14 x 102 tonne or 22 x 46 tonne GLW tank wagons, the first shunt of 7 x 102 tonne or 11 x 46 tonne tanks must be placed in the nominated discharge siding so that it stands clear of the points between 3 and 4 siding. The locomotive must then place the second shunt of 7 x 102 tonne or 11 x 46 tonne tank wagons in the adjacent discharge siding.

The locomotive must then attach the reach wagon to the two rakes of wagons in turn and finally place each rake so that the rear wheel of the tank wagon next to the reach wagon rests exactly opposite the appropriate marker.

8. All movements must be restricted to a maximum speed of 5 m.p.h.
9. Smoking, use of matches or any naked flame is not allowed in any part of the sidings or surrounding area.
10. When entering the discharge area on No.3 or No.4 siding staff must not be in possession of unprotected lights, ordinary Bardic hand lamps, matches or any appliance likely to cause ignition and must not wear steel tip footwear. A safety equipment bag is provided at Tyne Yard for train crews working trains to/from Jarrow. This bag contains a sealed 'safe' Bardic hand lamp and a radio telephone.

The safety equipment bag will be issued by the Train Crew Co-ordinator, Tyne and must be returned on completion of the working.

NOTE:

Safety hats, safety footwear and high visibility clothing must be worn at all times by staff whose duties require them to be on or about the track within the sidings.

The use of portable radio telephones is prohibited within the siding area. Where fixed radio equipment is provided in the driving cab of locomotives it must not be used to transmit messages within the siding area.

11. Fire Instructions.

- 11.1 In the event of fire, and there are no Shell UK Personnel in the sidings, BR staff must telephone the Shell Duty Shift Manager/Security (ext 129) from the Mess Room, giving location and details, or report to the Shift Manager's Office in the main building.



The train must be removed beyond the cripple siding points or a line level with this unless the train is on fire or positioned in the discharge sidings. If the train being shunted is on fire, the burning vehicles must be isolated if possible and action taken as above. If the train is positioned on the approach side of the "Stop/Go" board, no attempt must be made to pass it.

After reporting the fire, a roll call of BR personnel must be made and any missing persons reported to the Shift Manager, Security Officer or Fire Brigade and further instructions awaited.

- 11.2 If Shell UK personnel are in the sidings or if the fire alarm is being sounded (a high pitched constant siren note), the train being shunted, must be removed, unless it is on fire or in the discharge sidings to a line level with the cripple siding points and a roll call of BR personnel made, reporting any missing person to the Shift Manager, Security Officer or Fire Brigade and further instructions awaited.

12. Personal Accident Instructions.

- 12.1 In the case of a minor accident (small cuts, foreign matter in the eyes, etc) a report must be made to the Shift Manager's Office in the main building to request Ambulance or First Aid.
- 12.2 If the accident is of a major nature, the injured person must not be moved but the Shift Manager/Security (extn 129) must be contacted on the Mess Room telephone or the individual obtaining aid must proceed to the Shift Manager's Office in the main buildings. A report must also be made to the BR Operations Centre, Newcastle (tel 232 2334) and full details given of the incident, including nature of incident, extent of derailment or damage and injuries to staff etc.

13. Derailment or Incident Instructions.

All BR equipment must be made safe and a report made immediately to the Duty Shift Manager (extn 129) by the Mess Room telephone or the individual obtaining aid must proceed to the Shift Manager's Office in the main buildings. A report must also be made to the BR Operations Centre, Newcastle (tel 232 2334) and full details given of the incident, extent of derailment or damage and injuries to staff etc.

DARLINGTON NORTH JN TO EASTGATE

SHILDON

Eastgate Branch. Drivers of trains to the Eastgate line must ensure that, before leaving Shildon, they are in possession of the Train Staff for the Bishop Auckland to Witton-le-Wear section and must, on returning from the branch, always return the Train Staff to the Signaller at Shildon. The Train Staff must not be directly exchanged between trains at Bishop Auckland Station.

#### WITTON-LE-WEAR

Exchange of Train Staffs. The Driver of a Down or Up train is authorised to proceed beyond the stop signal into the next One Train Working section and exchange Train Staffs at the signal box.

Regulations for One Train Working on Single lines where a Train Staff is provided :-

Failed train between Witton-le-Wear and Eastgate. When a train has failed between Witton-le-Wear and Eastgate and an assisting locomotive is required from Shildon but the Train Staff for the Bishop Auckland to Witton-le Wear section is at Witton-le-Wear box. The Signaller at Shildon, provided he has obtained an assurance from the Signaller at Witton-le-Wear that the section is clear and the Train Staff is in his possession and will remain so until the assisting locomotive has arrived, may authorise the Driver of the assisting locomotive to pass signal S29 (at Bishop Auckland) at Danger and proceed without the Train Staff to Witton-le-Wear.

#### EASTGATE BLUE CIRCLE INDUSTRIES SIDINGS

In order to eliminate the risk of wagons running away from Blue Circle Industries sidings the ground frame at the entrance to the sidings must remain closed with the points set towards the BCI shunt spur unless a British Rail locomotive or train is required to make a movement over them. The ground frame must be closed immediately the movement has taken place.

1. On approaching the ground frame from Witton le Wear the Driver must sound the horn (1 long).
2. The Guard must use the telephone provided in the locked cabinet at the ground frame (by dialling 245) to contact BCI staff and advise them of the presence of the train.
  - (a) When BCI staff have been contacted and the ground position light signal at the entrance to the sidings is cleared the train must proceed cautiously as far as is necessary for the rear of the train to clear, the points operated from the ground frame, the Driver being prepared to stop short of any obstruction. BCI staff will meet the train at the "Stop examine points" board and give assurance to the Driver that the route is correctly set for the movement.
  - (b) Should the Guard be unable to contact BCI staff and/or the signal remains at danger he must proceed into the sidings and ascertain the circumstances. If no BCI staff are on duty the Guard must hand signal the train into the sidings. Before any further movement of the train takes place the Driver must again sound the horn (1 long).

3. Clause 2(b) also applies if the telephone or signal have failed or the signal displays an incomplete aspect or no aspect.

#### NOTE

The ground position light signal displays the normal and proceed aspects in accordance with British Rail Rule Book, Section C but train crews must check and set the position of the hand points ahead of the signal as necessary as required by the Rule Book, Section J.4.

All movements must be restricted to a maximum speed of 5 m.p.h.

#### KING EDWARD BRIDGE SOUTH JN TO CARLISLE YARD

Trains composed of 23 metre stock with automatic doors (i.e. classes 153, 155, 156, 158) which exceed TWO cars are restricted from calling intermediately for traffic purposes as follows :-

STATION	MAXIMUM NUMBER OF CARS	
	DOWN	UP
Dunston	3	3
Gateshead Metro Centre	4	4
Blaydon	6	6
Wylam	4	4
Prudhoe	3	4
Stocksfield	4	5
Riding Mill	5	3
Corbridge	5	4
Hexham	4	4
Haydon Bridge	4	4
Bardon Mill	3	3
Haltwhistle	6	6
Brampton	4	4
Wetheral	3	2

Except that units not in passenger service may be attached to a passenger train for stock balancing purposes, or in an emergency, but must be locked out of use throughout.

#### MELKRIDGE

When a train is arriving at Melkridge Rapid Loading Bunker from the Newcastle direction, the Train Preparer (or when the train is Driver Only Operation, the Driver) must immediately the train has come to a stand at Signal B1 carry out the requirements of Rule Book H6.7 and advise the signalman at Haltwhistle by telephone whether or not the train has arrived inside the Bunker Loading Line complete with Tail Lamp, except that this duty must be carried out by the Guard where one is provided.

#### HALTWHISTLE

Freight Trains Working at Station. When down freight trains are detaching at Haltwhistle Station, Guards, in addition to putting the van brake hard on and making use of the chain, must apply two double brakes for trains up to 25 vehicles and additional brakes in proportion when trains are composed of more than 25 vehicles.

#### PETTERIL BRIDGE JN

BFC coal Concentration Depot and Metal Box Co's Sidings. Not more than 55 SLU may be propelled from the Down Newcastle line into these sidings.

BR locomotives must not work over the boot on the Coal Concentration Depot.

Esso sidings. Not more than 21 SLU may be propelled into No.1 or No.2 siding in the Petroleum Depot.

Before entering, or moving wagons in the Metal Box Co's Sidings, the Driver must arrange for sufficient wagon brakes to be pinned down to assist in the control of the train on gradients.

#### CARLISLE

Trains requiring to call. Trains requiring to call at the station must, unless the locomotive requires water, come to a stand at signals CE 321, 323 or 324 in the down direction and signals CE 301, 303 or 304 in the up direction.

After a train or shunting movement has come to a stand at any portion of a platform it must not again be moved until authority has been received from the Person in charge of the platform. Additionally a passenger train must not be moved until proper warning has been given to passengers who may be getting in or out or near the train.

Relief Arrangements Traincrew working coaching stock trains into Carlisle Station of travelling as passenger to Carlisle Station must, upon arrival, report to the signing-on-point on platform 3 for instructions.

Traincrew working coaching stock trains to Carlisle, terminating at a point other than the station must, immediately they have finished with the train, advise the Area Freight Centre, Kingmoor New Yard, by telephone, their name, home station, time on duty and train worked in, and take whatever instructions are received for their next duty. Traincrew travelling to Carlisle by these trains to work a return train must similarly advise the Area Freight Centre immediately upon arrival.

The forward train crew of all freight trains which have stopped in the station for any purpose must telephone the Signaller as soon as they are ready to start, unless the signal concerned is already displaying a proceed aspect.

Shunting movements to NE Shunting neck. If when the Shunter requests permission from the Signaller at Carlisle for a movement to be made to the NE shunting neck, he is informed the neck is already occupied by other than stabled vehicles or locomotives, he must so advise the Driver and accompany the movement.

Stabling of vehicles. Vehicles may be stabled on "B" and "C" "Up and Down" Goods lines as required. It will not be necessary for detonators to be placed on the line, but a red light must be exhibited at each end of the Goods line on which the vehicles are stabled and make appropriate entries in the Occurrence book when the vehicles are stabled and again when they are removed.

#### KINGMOOR

Up Exchange Sidings. When a movement is made to or from either group of the Up exchange sidings, the Person in charge of the movement must, when the movement has arrived in the exchange sidings or has arrived on the up through siding, as the case may be, reset the points for movements along the up through siding and advise the Signalman at Carlisle accordingly.

#### CARLISLE YARD

Down Arrival line. When a train arrives at the "Stop - Telephone" board on the Down Arrival line, the Guard must immediately contact the Chargeman at the Amenity Block who will instruct him in which of the Down recessing sidings the train is to be placed. The Guard must then set the hand points for the necessary siding concerned and check that there is room for the whole of his train to be accommodated on that siding.

C & W and 'B' Group Sidings. Only one movement is allowed to be in the C & W and 'B' Group Sidings at a time.

Control of Shunting Movements. Radio handsets are provided for controlling shunting movements in Carlisle Yard. Any Driver issued with a radio for this purpose must return it when shunting operations have been completed. When not in use, the radio handsets must be left 'on charge' in the Supervisor's Office at Carlisle Yard.

#### WORKINGTON NO.2 TO CARLISLE, LONDON ROAD JN

#### WORKINGTON

Working into Down Yard. When the single white propelling light, situated 380 yards on the Workington No Radio handsets are provided for controlling shunting movements at B.P. Oil Terminal. Any Driver issued with a radio for this purpose must return it when shunting operations have been completed. When not in use, the radio handsets must be left 'on charge' at Carlisle S.O.P.

#### CURROCK JN.

Control of Shunting Movements. Radio handsets are provided for controlling movements at Currock C & W Sidings. Any Driver issued with a radio for this purpose must return it when shunting operations have been completed. When not in use, the radio handsets must be left 'on charge' in the C & W Supervisor's office.

BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON

HEPSCOTT LEVEL CROSSING

When a Driver is authorised to pass Down direction signal M159 at Danger, he must, before passing the signal, operate the special plunger in the telephone box, or if a Handsignaller is in attendance, ensure that this has been done. Before proceeding over Hepscoth level crossing he must satisfy himself that the barriers are in the full lowered position.

MORPETH

Working of trains on Up N.E. Curve. Whenever a train is brought to a stand at signal M134, the Driver must immediately telephone the Signaller.

BEDLINGTON NORTH TO LYNEMOUTH COLLIERY (BRITISH COAL)

ASHINGTON

Green Lane Automatic Half - Barrier Level Crossing.

Drivers of trains proceeding over this crossing are permitted to accelerate to line speed immediately the locomotive reaches the crossing.

LYNEMOUTH

There is a 10 m.p.h. speed restriction for all locomotives within Lynemouth Colliery.

Alcan works.

1. The provisions of Appendix No.9 to the Rule Book headed "Automatic Open Crossings Locally Monitored (AOCL)" apply so far as they are appropriate in respect of manned open level crossings situated between the run-round loop and the works sidings.
2. On arrival of a train for the Works, the locomotive must proceed right to the security gates and the Guard telephones the security staff for the gates to be opened for rail movements should the telephone be out of order, the Driver must sound the locomotive horn to alert attention of the firms staff.
3. The Guard must, when the security gates are opened proceed on foot and check the line as far as the open crossing is not obstructed by freightliner vehicles standing at the ingot loading pad.
4. Provided the line is clear to the open crossing, the Guard must, after conducting the runround of the locomotive, authorise the train to be propelled and brought to a stand with the leading cab of the locomotive adjacent to the "stop, obtain white flashing light before proceeding" board, applicable to inwards movements.

5. The Guard must, after proceeding forward and checking the points are set for the Alumina siding, press the plunger at the "stop, obtain white flashing light before proceeding" board, applicable to outward movements.
6. When the white lights at the stop board commence to flash, the Guard must ensure the red flashing road lights are operating and on positioning himself to hand signal the train, check the crossing remains clear of road traffic until the train has cleared the crossing.
7. Should the line between the security gate and the open crossing be obstructed by freightliner vehicles standing at the ingot loading pad, the Guard must ensure a red tail lamp is attached to the rearmost vehicle and is illuminated during darkness. He must then warn all staff working on or near the vehicles to stand clear whilst the vehicles are shunted to enable the train for Alcan Works to proceed.
8. The Guard must then authorise the locomotive to proceed to the rear of the freightliner vehicles and be attached.
9. The Guard must, after proceeding forward and ensuring the points are set for the coke siding, press the plunger at the "stop, obtain white flashing light before proceeding" board, applicable to outward movements.
10. The provisions of clause 6 must then be observed in respect of the freightliner vehicles and when shunted clear into the coke siding the Guard must accompany the returning locomotive and authorise the Alumina train to be propelled and worked to the Alumina sidings in accordance with clauses 4, 5 and 6.

#### BATES BRANCH

#### ISABELLA AND NEWSHAM ROAD LEVEL CROSSINGS

The Instructions headed "Traincrew Operation Crossings (TMO)" - Rule Book, Appendix 9 apply, except that each crossing is manned when the line is open and Driver's white flashing lights are situated on each side of each crossing.

Instructions 2.3 of the above is therefore amended to read:-

"The Driver must not proceed over the crossing until the light is flashing and he has ensured that the crossing is clear or, if it is not exhibited, he has received authority from the Crossing Keeper by display of a green hand signal, that it is safe to do so".

In addition, Drivers of Up trains must sound one long blast on the horn when sighting Newsham Road Level Crossing.

WEST SLEEKBURN JN TO NORTH BLYTH

FREEMANS SIGNAL BOX

Failure of track circuits. During a failure of a track circuit which prevents the signals being cleared for movements to the Cambois Single line, Working by Pilotman will not be introduced provided the Signalman at Freemans is able to satisfy himself that the line is clear. The Driver will be advised of the circumstances when he is instructed to pass a signal controlling the entrance to the Cambois Single line at Danger. If the train subsequently stops on the Cambois Single line owing to accident or failure, detonator protection must be carried out.

NORTH BLYTH

Alcan Alumina Siding.

1. Arriving trains

1.1 Trains must only be propelled to the loading area.

1.2 When a train is ready to proceed from the "Stop, await instructions" board, the Guard must obtain permission from the firm's security cabin staff to enter the loading area.

1.3 The Guard, after ensuring the line is clear to the loading area and ensuring the points are set correctly and the firm's staff have placed the barriers at both crossings against road traffic, authorise the train forward.

2. Departing trains.

When a train is ready to depart, the Guard must advise the firm's security cabin staff and ensure they place the barriers at both crossings against road traffic, before authorising the train to leave the loading area.

KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE CENTRAL STATION

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 comprised 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 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 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 T111 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 (BR29987) 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 line 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 ACE's responsibility to arrange the necessary possessions and/or isolations in this connection. It will also be 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 T111 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.

#### INSTRUCTIONS TO TRAIN CREWS AND OTHER STAFF CONCERNED WORKING ON BR LINES ADJACENT TO THE TYNE AND WEAR METRO ELECTRIFIED LINES

The Tyne & Wear Metro System is worked on a 1500 volt D.C. System but must be regarded as being similar to the B.R. 25KV AC System.

The Standard Working Instructions for A.C. Electrified lines BR. 29987 apply except as shown below :-

1. In the event of a mishap involving British Rail trains and British Rail staff become aware that Metro lines are unsafe for the passage of trains the Metro lines affected must be protected. Protection to be given by one or more of the following methods :-

1.1 The use of track circuit operating clips.

1.2 The use of detonators.

1.3 A hand danger signal to an approaching train (a red light or flag, both arms raised above the head or any light or article waved violently).

1.4 Contact with Metro System Controller by telephone to place fixed signals to danger.

1.5 Contact with British Rail Operations Centre, Newcastle.

NB A Metrocar requires 150 metres for an emergency stop from full speed.

2. In any emergency message to Metro Control or British Rail Operations Centre the member of staff making the call must :-

2.1 State that it is an EMERGENCY call.

2.2 State where speaking from and type of communication used.

2.3 Give name, British Rail grade and home depot.

- 2.4 Give as accurately as possible the location of the incident (eg by quoting an easily identifiable structure, the number of the nearest overhead line mast, or a Metro signal number) and which line(s) are affected.
  - 2.5 Details of the incident and whether it is considered necessary to have the electricity supply switched off.
  - 2.6 Ensure the message is fully understood by requesting the person receiving the message to repeat it.
  - 2.7 If it is necessary to have the electricity switched off, stay on the telephone until an assurance has been received from the Metro Controller that the electricity has been switched off.
3. The following methods of communication are available :-
- 3.1 Locomotive cab telephone where provided.
  - 3.2 Radio telephone in safety equipment bag provided at Tyne Yard.  
List of telephone numbers :-
 

091 2322334	Newcastle Operations Centre
091 2611234	Newcastle Switchboard (Connects to Operator at York)

Tyneside IECC - call York Switchboard and ask for one of the following extensions :-

82574	82566
82662	82670
091 2131009	Metro System Controller
  - 3.3 Electrification telephones provided at strategic electrical locations. Cabinets are red with a silver telephone symbol and are not locked. These telephones provide direct contact with the Metro Power Controller located in the same office as the Metro System Controller.
- NB The system Controller controls the signalling system.
4. Electrification telephones are located at the following points :-
- |   |                                      |
|---|--------------------------------------|
| Pelaw: Entrance to Sidings                              | - Mast OH 10 302                     |
| Pelaw - Hebburn: Near Metro double/single line junction | - Mast HO 11 179                     |
| Near Metro single/double line junction                  | - Mast HO 12 275                     |
| Hebburn Station (east of station)                       | - Mast OHC 13 523<br>Mast CHO 13 523 |

Jarrow Station (west of station)

- Mast HC 15 058  
Mast CH 15 058

Jarrow Station (east of station)

- Mast HC 15 590  
Mast CH 15 590

The letters indicate the electrical section in which the mast is located and the figures indicate the distance in Kilometres :-

H = Hebburn  
C = Chichester  
O = Old Fold

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