

Module LN3

London North Eastern Route

Sectional Appendix

Module 3

ECML North

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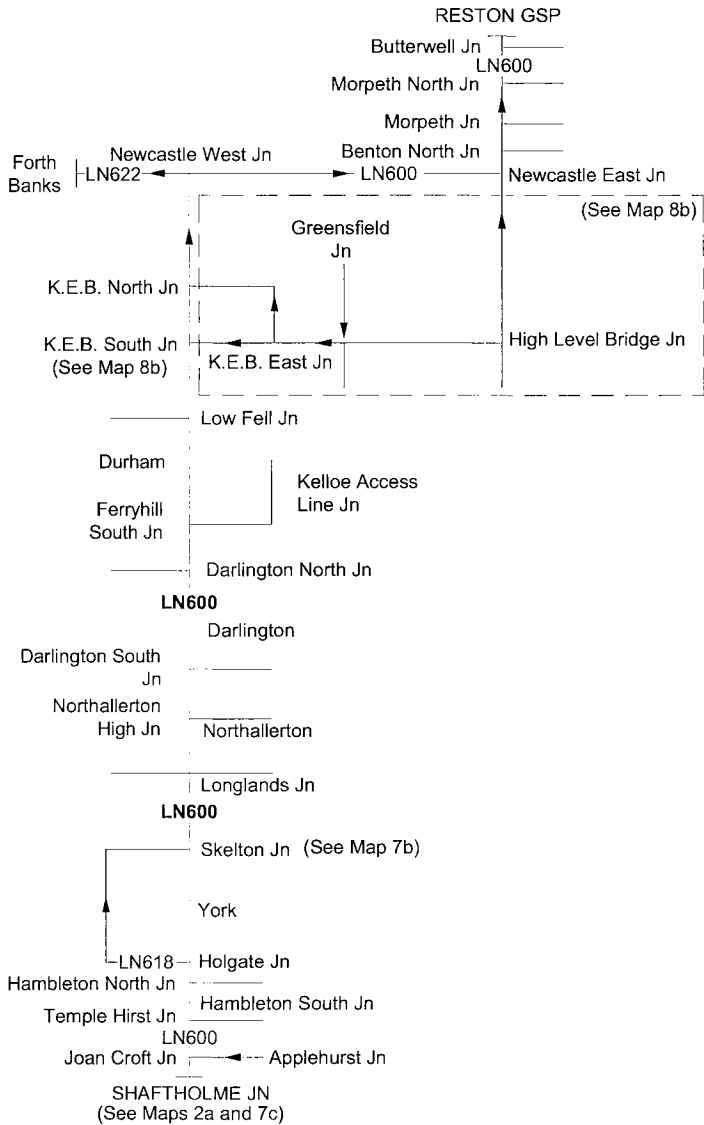
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MAPS

MAP3: SHAFTHOLME JN TO RESTON GSP AND BRANCHES



Arrow Denotes Down Direction

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TABLE A DIAGRAM
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London North Eastern Route Sectional Appendix Module LN5

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated		
LN600	001	Shaftholme Jn. to Reston GSP	ECM2	London North Eastern	02/12/06		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks		
Shaftholme Jn		160 16			TCB RA9	Doncaster SB (D) AC:York ECR	NRN 031
Joan Croft Jn Joan Croft LC (MCG)		160 48 160 48					
Dormer Green LC (MCG)		161 23					
Noblethorpe LC (MCG)		161 35					
Barcroft LC (MCG)		162 14					
Hayworth LC (MCG)		162 55					
Moss LC (MCB)		163 02					
Fenwick LC (MCG)		164 14					
Balne Low Gate LC (MCG)		165 22					
Balne LC (MCB) Heck G. F.		165 74 167 19					
Temple Hirst Jn		169 16					
					York SB (Y)	① - To/From Plasmor Sidings	
					RA10		

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London North Eastern Route Sectional Appendix Module LN6

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	003	Shaftholme Jn. to Reston GSP	ECM4	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Copmanthorpe No. 2 LC (R/G)		185 19			<div> <div>TCB</div> <div>RA9</div> </div> <div> <div>York SB (Y)</div> <div>AC:York ECR</div> </div> <div> <div>NRN</div> <div>069</div> </div> <p>UL = Up Leeds DL = Down Leeds</p> <p>Class 373 / 2 trains must not exceed 110 mph on the Up Main line between York 186 20 and Colton Jn 182 75 (No lineside signs are provided for this speed)</p>
		186 20 *			
		186 43 *			
		187 25 *			
		187 43			
Holgate Jn		187 78 *			<p>① - To/From Holgate Reception Sidings D/UHGL = Down and Up Holgate Goods Loop 505m / 1659 feet</p>
		188 07 *			
			<p>To/From Skelton Jn via Slow Lines see LN618 seq 1 and LN724 seq 10</p>		(NOTE:- Table duplicated in LN854 seq 10)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	004	Shaftholme Jn. to Reston GSP	ECM4 ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
York SB (Y)	188 28 *		<div> <div>TCB</div> <div>RA9</div> </div> <div> <div>York SB (Y)</div> <div>AC:York ECR</div> </div> <div> <div>NRN</div> <div>069</div> </div>		
YORK	188 38				
	188 40				
	00 00				
	0 26 *	To/From Scarborough see LN880 seq 1			
	0 42 *				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	005	Shaftholme Jn. to Reston GSP	ECM2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB RA9</div> <div>York SB (Y) AC:York ECR</div> <div>NRN 068</div>
Skelton Jn		1 09 *			
		1 23 *			
		1 25 *			
		1 50 *			
		1 60 *			
York FS OHNS		2 04			
		3 02 *			
Skelton Bridge Jn		3 11			
		3 17			
		3 23			
		3 25 *			
		3 28 *			
			<div> <div>UF</div> <div>DF</div> <div>US</div> <div>DS</div> </div> <div> <div>60</div> <div>80</div> <div>125</div> <div>60</div> <div>50</div> <div>30</div> <div>20</div> <div>25</div> <div>50</div> <div>30</div> <div>70</div> </div> <div> <div>To/From Holgate Jn via Slow lines see LN724 seq 1 and LN618 seq 1</div> <div>To/From Harrogate see LN838 seq 6</div> <div>York yard north sidings</div> <div>To/From Newcastle see LN600 seq 5</div> </div>		<div>TOWS between 3 00 and 3 20 does not cover Down Slow Line.</div> <div>(NOTE:- Table part LN854 seq 12)</div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	006	Shaffholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Benningbrough Footpath LC (R/G)	7 01		<div>TCB RA9</div> <div>NRN York SB (Y) AC:York ECR</div> <div></div>		
Tollerton	9 39		<div>① - To/From Tollerton Sidings</div>		
	9 48				
	9 55				
	9 60 *				
	10 18				
HABDs	16 65		<div>Sessay Wheelchecks on the UF and US at 16 65</div>		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	007	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Dalton TSC OHNS	19 09		<div>TCB RA9</div> <div>York SB (Y) AC:York ECR</div> <div>NRN 069</div> <p>① - To/From Thirk Sidings</p> <p>TOWS between 23 60 and 24 60</p>		
	20 40 *				
	21 03 *				
	21 72				
	21 79				
	22 03 *				
	22 18				
	22 18 *				
	22 30 *				
	22 35				
	22 60				
	22 65				
No 81 LC (R/G)	22 73				
No 82 LC (R/G)	23 33				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	008	Shaffholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
		<p>US UF DF DS</p> <p>125 80 80 80</p> <p>70 70 70 70</p> <p>50 50 50 50</p> <p>40 40 40 40</p> <p>25 25 25 25</p> <p>15 15 15 15</p> <p>10 10 10 10</p> <p>5 5 5 5</p> <p>RL</p> <p>125</p> <p>To/From Eaglescliffe see LN627 seq 1</p> <p>To/From Eaglescliffe see LN627 seq 1</p> <p>To/From Northallerton East Jn. see LN626 seq 1</p> <p>To/From Castle Hills see LN624 seq 1</p>	<p>TCB RA9</p> <p>York SB (Y) AC:York ECR</p> <p>NRN 069</p> <p>① - To/From Northallerton Up Sidings</p> <p>Bi Directional Signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions</p> <p>RL = Reversing Line</p> <p>Hot Axle Box Detector on the Up Main Line at 33 50</p>		
No 89 LC (R/G)	27 58				
	28 50 *				
Longlands Jn (Down)	28 58				
	28 68				
	28 71 *				
Longlands Jn (Up)	28 76				
	28 77 *				
	29 01				
	29 56				
NORTHALLERTON	29 76				
	29 78				
Northallerton High Jn	30 09				
Castle Hills Jn	30 59				
	30 63 *				
End of reversing line	31 09				
	33 50				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	009	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OHNS (Hutton Bonville FS)		35 05			<div>TCB RA9</div> <div>Tyneside SB (T) AC:York ECR</div> <div>NRN 069</div> <p>BI Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions</p> <p>TOWS between 39 75 and 41 50. Three independent systems covering:- (1) Bridges 88 and 89. (2) Bridge 87. (3) Bridges 85 and 86.</p> <p>DPL = 672m / 2205 feet</p>
East Cowton Crossovers		37 50			
HABD		38 72			
		40 05 *			
		41 50 *			
		42 72 43 00 *			
		43 42 *			
		43 50 *			
		43 52 *			
Darlington South Jn		43 61			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	010	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Darlington down bypass line	43 72 *		<div style="border: 1px solid black; padding: 5px;"> <div style="display: flex; justify-content: space-between;"> TCB RA9 Tyneside SB (T) AC:York ECR </div> <div style="text-align: right;">  </div> </div> <p>BI Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See local instructions</p> <p>DBP = Down Bypass = 128m / 420 feet</p> <p>UGL = 570m / 1869 feet</p> <p>D/USL = Down/Up Station Loop = 243m / 798 feet PP is authorised on Platforms 1 and 4 for Class 1, 2 and 5 trains during service disruption and for booked attaching only</p> <p>DUBA = Down/Up Bishop Auckland.</p>		
DARLINGTON	44 10				
	44 14 *				
	44 24 *				
Darlington North Jn	44 36				
Darlington Up Siding					

London North Eastern Route Sectional Appendix Module LN6

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	011	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div><div>UM</div><div>DM</div><div>125</div><div>125</div><div>95</div><div>95</div><div>85</div><div>85</div><div>40</div><div>115</div><div>40</div><div>115</div><div>115</div><div>110</div><div>110</div><div>30</div><div>30</div><div>60</div><div>40</div><div>50</div><div>30</div><div>15</div><div>15</div><div>15</div><div>15</div><div>80</div><div>120</div></div>		<div><div>TCB RA9</div><div>Tyneside SB (T) AC:York ECR</div><div>NRN 069</div></div> <div>Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</div> <div>TOWS between 48 30 and 49 11 (Bridges 122, 125, 126 and 127)</div> <div>NRN 023</div> <div>TOWS between 49 29 and 49 51</div> <div>NRN Channel Change at 49 60</div> <div>TOWS between 50 00 and 52 00 (Bridges 137, 129 & 131) TOWS between 54 20 and 55 60 (Bridges 148 & 149)</div> <div>UGL = 448m/1470 feet</div>
		48 00 *			
		48 50 *			
		49 30 *			
Aycliffe		49 38			
Aycliffe HADB		49 38			
Aycliffe TSC OHNS		49 60			
		51 70			
		55 20 *			
		56 15 *			
Ferryhill South Jn		56 17			
Kelroe Access Line Jn					
Ferryhill		56 70			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	012	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB RA9</div> <div>Tyneside SB (T) AC:York ECR</div> <div>NRN 083</div> <p>Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>TOWS between 58 60 and 59 20</p> <p>TOWS between 61 00 and 62 00</p> <p>TOWS between 62 20 and 62 60 (Bridge 178).</p> <p>TOWS between 65 60 and 66 20</p>		
Tursdale Jn	58 68 *				
	58 71 *				
	58 76				
Hett Mill LC (CCTV)	60 21				
	60 44 *				
	62 20 *				
	63 03 *				
HABD	63 59				
	64 49 *				
Durham FS OHNS	64 73				
	65 62 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	013	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
DURHAM			<div style="display: flex; justify-content: space-between;"> <div>TCB RA9</div> <div>Tyneside SB (T) AC:York ECR</div> <div style="text-align: right;"> <div style="border: 1px solid black; padding: 2px;">NRN</div> <div style="border: 1px solid black; padding: 2px;">083</div> </div> </div> <p>BI Directional signalling Northallerton to Low Fell Jn. 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>TOWS between 65 60 and 66 20</p> <p>UPL 563m/1848 feet</p>		
	66 06				
	66 13				
	66 14 *				
	66 21 *				
	66 31				
	66 35 *				
	66 74 *				
	66 75				

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	015	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Askew Road Tunnel (53 yards)	78 62 *	<p>To/From Hexham/Carlisle see LN682 seq 1</p>	<p>TCB RA9</p> <p>Tyneside SB (T) AC:York ECR</p> <p>NRN 083</p> <p>Bi Directional signalling Low Fell Jn to Benton, speeds as shown. See Local Instructions</p> <p>DC = Down Carlisle UC = Up Carlisle</p>		
	79 01 *				
	79 26 *				
	79 28 *				
King Edward Bridge South Jn	79 29	<p>To/From Newcastle East Jn via Greensfield Jn see LN676 seq 1</p> <p>To/From King Edward Bridge East Jn see LN620 seq 1</p>			
	79 34 *				
	79 42 *				
King Edward Bridge North Jn King Edward Bridge	79 56 *				
	79 57 *				
	79 57				
	to				
	79 70				

LOR	Seq.	Line of Route Description	ELR			Route	Last Updated
LN600	016	Shaftholme Jn. to Reston GSP	ECM5	ECM6	ECM7	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
Newcastle South Jn	79 70 *					<p>TCB RAB</p> <p>Tyneside SB (T) AC:York ECR</p> <p>NRN 093</p> <p>Bi Directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions</p> <p>20 mph maximum speed 79 76 to 80 18 unless lower speed shown</p> <p>PP is authorised on Platforms 2 to 8 only for Class 1, 2, 5 and 0 trains during service disruption and for booked attaching.</p>	
	79 75						
	79 76 *						
Newcastle West Jn	80 05						
NEWCASTLE	80 16 *						
	0 00						
	0 03 *						
	0 06 *						
Newcastle East Jn	0 14 *						

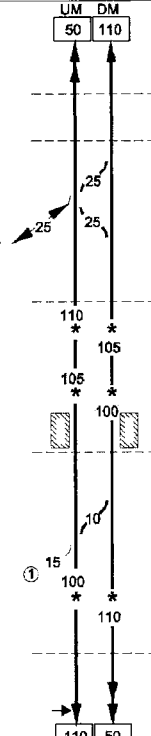
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	017	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div style="display: flex; justify-content: space-between;"> <div>TCB RA9</div> <div>Tyneside SB (T) AC:York ECR</div> <div>NRN 083</div> </div> <p>Bi directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions</p> <p>DUS - Down/Up Slow</p>		
Dean Street Crossover	0 24 * 0 28				
Pilgrim Street Crossover	0 36				
MANORS	0 46				
	0 51 *				
Argyle Street Jn	0 58 *				
Red Barns Tunnel (90m/98 yards)	0 65 to 0 70				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	018	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Heaton South Jn			<div> <div>TCB RA9</div> <div>Tyneside SB (T) AC:York ECR</div> <div>NRN 093</div> </div> <p>BI directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions</p> <p>DUS - Down/Up Slow</p>		
	1 03 *				
	1 07 *				
	1 18 *				
	1 59 *				
	1 65		<p>CW Depot Line at 1 64</p> <p>DL = Depot Line</p> <p>5 mph In Depot worked as a Sliding.</p>		
	1 79		<p>① - To/From Heaton Depot</p>		

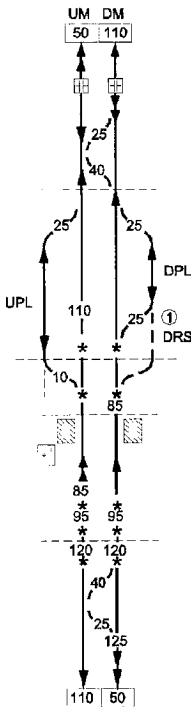
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	019	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Chillingham Road	2 18	<p>UM 60 DM 100</p> <p>20 40</p> <p>UGL DGLS</p> <p>20 40</p> <p>DGLN</p> <p>10 15</p> <p>30 90</p> <p>30</p> <p>To/From Bedlington see LN694 seq 1</p> <p>25 100</p> <p>110 60</p>	<p>TCB RA9 Tyneside SB (T) AC:York ECR</p> <p>NRN 083</p> <p>Bi Directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions.</p> <p>DGLS = Down Goods Loop South DGLN = Down Goods Loop North UGL 685m/2247 feet</p> <p>749m/2457 feet</p> <p>① - To/From Heaton Depot</p> <p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions.</p>		
Heaton Depot	2 58				
	2 58				
Heaton North Jn	2 70				
Benton Crossovers	4 10				
Benton FS OHNS	4 23				
Benton North Jn	4 24				
	4 30 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	020	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<p>TCB RA9</p> <p>Tyneside SB (T) AC:York ECR</p> <p>NRN 083</p> <p>Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>Morpeth SB (M)</p>
Killingworth LC (CCTV)		5 76			
Killingworth Public Bridleway LC		6 28			
Dudley Public Bridleway LC		7 73			
HABDs Dam Dykes LC (CCTV)		8 45 8 46			
CRAMLINGTON		9 74			
Plessey Crossovers		11 51			
Stannington LC (CCTV)		13 74			
Stannington TSC OHNS		14 00			
Clifton LC (CCTV)		14 56			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	021	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
MORPETH					<div>TCB RA9</div> <div>Morpeth SB (M) AC:York ECR</div> <div>NRN 093</div>
		16 14 *			<div>① - To/From Sidings</div> <div>UPL = 429m/1407 feet</div> <div>Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</div>
		16 50			
		16 56 *			
		16 59 *			
		16 63			
		16 78			
		16 79			
		17 01 *			
		17 26 *			
		17 30 *			
		17 32 *			
		17 61 *			
PEGSWOOD					
		18 44			
		18 71 *			

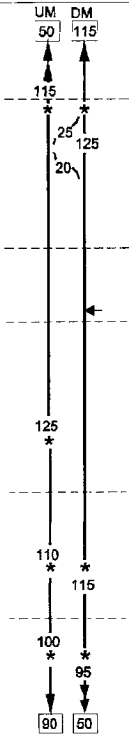
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	022	Shaftolme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div>TCB RA9</div> <div>Morpeth SB (M) AC:York ECR</div> <div>NRN 083</div> <p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>① - To/From Widdrington Sidings</p>
Longhirst LC (CCTV)	20 17				
Ulgham Lane LC (CCTV)	20 52				
Butterwell Jn	20 63	To/From Butterwell North Branch. see LN700 seq 1			
Ulgham Grange LC (CCTV)	22 24				
	22 38 *				
	23 15 *				
WIDDRINGTON	23 20				
Widdrington LC (CCTV)	23 23				
Widdrington Sidings Crossover	24 60				
	24 63				
	24 75 *				
Felton Lane LC (CCTV)	25 16				
HABD	25 48				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	023	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Chevington LC (CCTV)		25 49 25 55			<div style="border: 1px solid black; padding: 5px;"> <div style="display: flex; justify-content: space-between;"> <div>TCB RA9</div> <div>Morpeth SB (M) AC:York ECR</div> <div style="text-align: right;"> NRN </div> </div> <p>Bi Directional Signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>UPL = 864m/2835 feet DPL = 838m/2751 feet</p> </div>
Chevington North Crossovers		26 37 26 55			
ACKLINGTON		28 43			
No. 150 Private Bridleway LC		29 51 30 00 * 30 40 *			
No. 152 Private Bridleway LC Warkworth LC (CCTV)		31 42 31 67			<div style="border: 1px solid black; padding: 5px; text-align: center;"> Alnmouth SB (A) </div>

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN800	024	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
OHNS (Shilbottle TSC)		33 37			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>Alnmouth SB (A)</div> <div>AC:York ECR</div> </div> <div> <div>NRN</div> <div>083</div> </div> <p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>DPL 486m/1596 feet (Bi-directional). UPL 877m/2877 feet (Bi-directional). DRS 390m/1281 feet ① - Worked as a Siding.</p> <p>② - FOR ALNWICK</p>
Wooden Gate Crossovers		33 65			
Wooden Gate LC (CCTV)		33 71			
		33 72			
No.155 Private Bridleway LC		34 28 *			
		34 38 *			
		34 54 *			
		34 62 *			
Alnmouth LC (R/G)		34 83			
ALNMOUTH ②		34 89			
Alnmouth SB (A)		34 76			
		35 40 *			
		35 70 *			
No.155A Private Bridleway LC		35 74 *			
		38 34 *			
Little Mill Crossovers		39 30			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	025	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>TCB RA9</div> <div>Alnmouth SB (A) AC:York ECR</div> <div>NRN 093</div> <p>BI Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <div>AC:Cathcart ECR</div> <p>R/G for Pedestrians only</p> <div>Tweedmouth SB (T)</div>		
Little Mill LC (CCTV)	39 34				
HABD	40 38				
Stamford LC (CCTV)	40 39				
No.158A Private Bridleway LC	40 71				
	42 36 *				
No.181 Private Bridleway LC	42 48				
Chripton Bank LC (CCTV)	43 00				
Falldon LC (CCTV)	43 45 *				
No.162 Public Bridleway LC	43 65				
No.183 Private Bridleway LC	45 10				
Chathill TSC OHNS	45 56				
Chathill Crossovers	45 67				
Chathill LC (R/G) & (CCTV)	45 78				
CHATHILL	46 01				
HABD	47 08				
Newham LC (CCTV)	47 09				
	47 36 *				
	47 40 *				
	47 50 *				
	47 52 *				
No.167 Private Bridleway LC	47 57				
	47 60 *				
No.169 Private Bridleway LC	48 18				
	48 20 *				
No.170 Private Bridleway LC	48 83				
Lucker LC (CCTV)	49 17				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	026	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
No 174 LC (R/G)		50 37		<div> <div>TCB RA9</div> <div>Tweedmouth SB (T) AC: Cathcart ECR</div> <div>NRN 083</div> </div> <p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>DPL 1024m/3360 feet UPL 1088m/3570 feet</p>	
Belford Crossovers		51 39			
Belford LC (CCTV)		51 45			
		51 54			
		51 55			
Belford Burn Public Footpath LC		51 64			
Easington Public Footpath LC		51 72			
		52 41			
		52 43			
Cragmill LC (CCTV)		52 48			
No 179 LC (R/G)		54 68			
Smeafeld LC (CCTV)		54 79			
Henham Low Moor LC (CCTV)		55 17			
Fenham TSC OHNS		57 17			
Fenham Hill Public Footpath LC		57 37			
		57 76 *			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated			
LN600	027	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06			
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
					<table><tr><td>TCB RA9</td><td>Tweedmouth SB (T) AC: Cathcart ECR</td><td>NRN 093</td></tr></table> <p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed In the wrong direction unless otherwise shown. See Local Instructions</p>	TCB RA9	Tweedmouth SB (T) AC: Cathcart ECR	NRN 093
TCB RA9	Tweedmouth SB (T) AC: Cathcart ECR	NRN 093						
Beal LC (CCTV)		58 52 58 73 *						
Beal Crossovers		59 32						
No 193 LC (R/G)		59 67						
HABD Goswick LC (CCTV)		60 66 60 67						
		63 10 *						
Soremerston LC (CCTV)		63 46						
		64 53 *						
Spittal LC (R/G)		65 01						
		65 14 *			R/G for Pedestrians only.			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	028	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
	65 65 *		<div> <div>TCB</div> <div>RA9</div> </div> <div> <div>Tweedmouth SB (TW)</div> <div>AC: Cathcart ECR</div> </div> <div> <div>NRN</div> <div>093</div> </div> <p>Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions</p> <p>① - Sidings not worked under TCB Regulations</p> <p>Bi Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line: 70 mph 65 71 to 66 70 Up direction over Down line 70 mph 67 08 to 65 71.</p>		
Tweedmouth Crossover	65 71 *				
Tweedmouth SB (TW)	65 78				
	66 36 *				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	029	Shaftholme Jn. to Reston GSP	ECM7	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
			<div>NRN 093</div> <p>TCB RA9 Tweedmouth SB (T) AC: Cathcart ECR</p> <p>BI Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line 70 mph 65 71 to 66 70 Up direction over Down line 70 mph 67 08 to 65 71.</p> <p>DGL 736m/2415 feet BI-directional</p> <p>UGL 384m/1260 feet</p> <div>NRN 068</div> <p>NRN Channel Change at 69 67</p> <div>Edinburgh SB (EG)</div>		
	66 70 *				
	66 72				
BERWICK-UPON-TWEED	67 00				
	67 06 *				
Berwick North Crossover	67 08				
	67 11				
	67 36				
	67 38				
	67 69 *				
	69 00 *				
Marshall Meadows FS OHNS	69 17				
Network Rail LNE/Scotland Territory Boundary (Mileage from Edinburgh)	69 67 *				
	54 50				
EG402 signal (Up)	54 26				
EG403 signal (Down)	54 12				
HABD	54 06				

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	030	Shaftholme Jn. to Reston GSP	ECM2	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
			<div>UMDM</div> <div><div>95</div><div>95</div><div>*</div><div>*</div><div>80</div><div>80</div><div>*</div><div>*</div><div>40</div><div>95</div><div>25</div><div>95</div></div> <div>To/From Edinburgh see Network Rail Scotland Sectional Appendix SC147 seq 2</div>		<div>TCB</div> <div>Edinburgh SB (EG) AC:Cathcart ECR</div> <div>NRN 068</div>
		50 08 *			
		49 10 *			
Reston GSP		47 14			

ndon North Eastern Route Sectional Appendix Module LN.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN618	001	Holgate Jn to Skelton Jn.	HOS	London North Eastern	02/12/06
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Holgate Jn	0 00	<div> <div>US</div> <div>DS</div> <div>35</div> <div>To/From Colton North Jn see LN600 seq 3 and LN854 seq 10</div> </div>	<div> <div>TCB</div> <div>RA9</div> </div> <div> <div>York SB (Y)</div> <div>AC:York ECR</div> </div> <div> <div>NRN</div> <div>069</div> </div>		
York Yard South	0 21	<div> <div>25</div> <div>15</div> <div>25</div> <div>①</div> </div>	<div> <div>① - To/From Up Yard</div> </div>		
York Yard North	0 79	<div> <div>25</div> <div>15</div> <div>25</div> <div>①</div> </div>	<div> <div>② - To/From Down Departures</div> </div>		
	1 08	<div> <div>25</div> <div>15</div> <div>20</div> <div>②</div> </div>			
	1 13 *	<div> <div>35</div> <div>*</div> </div>			
	1 35 *	<div> <div>50</div> <div>*</div> </div>			
Skelton Jn	1 54 *	<div> <div>30</div> <div>50</div> <div>To/From Skelton Bridge Jn see LN600 seq 5 and LN854 seq 12</div> </div>	<div> <div>(NOTE:- Table duplicated in LN724 seq 1)</div> </div>		

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN622	001	Forth Branch		NEN1	London North Eastern	02/12/06
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Newcastle West Jn		0 11	<p>15 To/From West End Bays see LN600 seq 16</p> <p>15 To/From Down Main see LN600 seq 16</p>		<div>TCB</div> <div>RAB</div> <div>Tyneside SB (T)</div> <div>AC:York ECR</div> <div>NRN</div> <div>093</div>	
Stop Board		0 40	<p>15</p> <p>15</p>		<div>OTS</div>	
Forth Banks		0 73	<p>15</p>			

ROUTE CLEARANCE

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LONDON NORTH EASTERN

GENERAL NOTES

Route clearance listed in these tables are a compendium of authorities for different classes of traction and rolling stock to operate over Network Rail London North Eastern Territory. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded. Reference to the controller of the sidings MUST take place before planning to operate any class of vehicle not previously cleared.

The clearances take account of gauging restrictions and compatibility with signalling systems.

RA = Route Availability, the maximum axleweight which may operate over the named route without restriction. Locomotives and vehicles with a heavier rating MAY be permitted subject to restrictions and prior authority MUST be obtained from the Train Planning Manager, York in the form of an Exceptional Load form, (RT3973HAW), issued for each movement.

Exceptionally certain classes of traffic will be authorised over specific routes by the appropriate Engineer. Authority will be held for this traffic and published specifically by the Track Access Manager for the service(s) concerned. [Working Manual for Rail Staff, Freight Train Operations, (GO/RT3056) Section C Clause 1.4 refers].

Electrical Multiple Unit Trains – All routes except LN3XXX series

It is not normal to consider the operation of electric units over non-electrical lines with incompatible systems. The exception to this is the 325 class units which may additionally operate as hauled stock over all routes which have been cleared for passenger stock provided the pantograph is locked down, and third rail shoes retracted. Only electrified lines are shown in these tables. Sectional Appendix Table 'A' line headings are retained in their entirety where only part of the route is electrified, so that consistency with Table 'A' can be maintained.

All routes are electrified on the 25kV A.C. overhead system, except between Drayton Park and Moorgate where the supply is 750V D.C. third rail. Only units of class 313 are permitted to operate between Drayton Park and Moorgate.

TRAIN TO SHORE RADIO

Trains fitted with DOO(P) Cab Secure Radio must not operate over routes where Cab Secure Radio coverage is not available unless a suitable NRN or BRUNEL radio is available and working in the driving cab of the train.

Diesel Locomotives – On LN3XXX series routes only

Where route clearances are published (indicated Y in the 'Route Availability Table' pages), these clearances apply to all running lines and loops on that line of route.

Where restrictions apply, these are indicated by 'R' in the 'Route Availability Table' followed by a number (e.g. R1) indicating the relevant restriction note.

Published clearances are shown for interim or full service operation.

Refer to the relevant NRAB certificate (or published special instructions in the Weekly Operating Notice, Special Traffic Notice or Special Notice for any additional routes cleared for test train operations or special movements).

All entries refer to both right and wrong line movements unless otherwise stated.

The Route Availability classification of a running line or loop also applies to a terminal or sidings connected thereto unless shown otherwise.

The attention of all concerned is drawn to the contents of Table 'A' drawings in this Appendix, where Permanent Speed Restrictions relating to the movement of locomotives, over particular sections of line are published.

Table D1A – Route clearance of diesel multiple unit trains – all routes except LN3XXX series

The notation used in the table is explained below:

- Y** This class permitted to operate over the route without restriction
- R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.
- N** This class is PROHIBITED throughout this route.
- This class has not been considered for this route, and specific clearance must be obtained before operating.

Class 325 EMU's are authorised to operate on all routes authorised for Class 150 Units subject to all restrictions applied to Class 150 Units on these routes.

Note 1 – Class 325 EMU are restricted between Monkwearmouth and East Bolden. If it is necessary for a Class 325 unit to operate between these two locations the train will be signalled throughout the route as out of gauge with the special instructions issued to all Signal boxes concerned

Line of route	Line of Route / Sector Description	(VB)					(AB)								Notes
		101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	
LN600	Shaftholme Jn. to York Station	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	Y	Y	Y	R1 Class 170 units authorised at York platforms 3,4 (including maintenance sidings), 5,7,9,10 and 11 only.
LN600	York to Newcastle West Jn.	Y	Y	Y	R	R	R1	R	R	-	R	Y	Y	Y	R1 ScotRail Class 156 units fitted with large snowploughs are prohibited from passing over King Edward Bridge. Class 170/7 units authorised for empty stock movements only between York Station and Darlington Station. Darlington bay platform 2 is PROHIBITED to all Class 170/7 movements; bay platform 3 may be used for Class 170/7 units with stepboards removed, subject to maximum speed of 5 mph.

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		(VB)					(AB)									
Line of route	Line of Route / Sector Description	101 - 127	141 - 144	150	153	155	156	158	159	165 - 166	170	185	220 - 221	222	Notes	
LN600	King Edward Bridge South Jn. to Newcastle East Jn. via Newcastle Station	Y	Y	Y	R1	R1	R2	R3	R3	-	-	R4	Y	Y	R1 Class 153, 155 units are prohibited from platform 10, 11 & 12. R2 Class 156 units with larger bladed miniature snow ploughs for operation on ScotRail Far North services are prohibited from operating over the King Edward Bridge with blade in place. R3 Class 158 & 159 prohibited in Platforms 10 & 12. R4 Class 185 units are PROHIBITED with deflated suspension in Newcastle platform 9.	
LN600	Newcastle East Jn. to Marshall Meadows (Reston GSP)	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	R2	Y	R1	R1 Class 222 cleared between Newcastle East Jn and Berwick Upon Tweed (67m 38ch) only.	
															R2 Class 185 units authorised between Newcastle East Jn & Benton Jn only.	
LN618	Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	Y	Y	R1 Class 170 units authorised for empty coaching stock movements only.	
LN622	Forth Branch	Y	Y	Y	Y	Y	Y	Y	-	-	-	Y	Y	-		

Table D2A – Route clearance of electric multiple unit trains – all routes except LN3XXX series

The notation used in the table is explained below:

Y This class permitted to operate over the route without restriction

R This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

N This class is PROHIBITED throughout this route.

- This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

(1) Note 1 – 313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.

(2) Note 2 – 313 PROHIBITED between St. Neots and Retford, unless Tripcock & Shoe gear removed.

(3) Note 3 – 323 units equipped with Cab Secure Radio must also carry a working NRN or BRUNEL radio in the driving cab when operating over this route. The train must not operate in DOO(P) mode a guard must be provided.

(4) Note 4 – Class 325 EMU may operate as hauled stock on routes authorised for Classes 317,318,319,320,321,322,455 and 456 over electrified routes and routes authorised for Class 150 DMU's over non-electrified routes over which passenger stock has been accepted. The pantograph must be locked down and shoe gear retracted before the movement starts. Class 325 units are subject to all restrictions applied to these classes on these routes.

Line of route	Line of Route / Sector Description	302 - 307	309 - 312	313 (1) (2)	314 - 315	317 (1)	318	319	321	322	323 (3)	325	333	357	365 (4)	Notes
LN600	Shaftholme Jn. to York Station	Y	Y	R1	Y	R1	Y	N	Y	Y	-	Y			N	R2 See (1) in notes above
LN600	York to Newcastle West Jn.	Y	Y	R1	Y	Y	Y	N	Y	Y	-	Y			N	R1 Classes 313 fitted with third rail shoe gear are prohibited over King Edward Bridge.
LN600	Newcastle West Jn. to Newcastle East Jn.	Y	Y	R1	Y	R2	Y	N	Y	Y	-	Y1			N	R1 Class 313 units prohibited from Newcastle platforms 3, 5/6, 9 and 10. R2 Class 317 units prohibited from Newcastle platforms 3, 5/6, 9, 10 and 11.
LN600	Newcastle East Jn. to Marshall Meadows. (Reston GSP)	Y	Y	-	Y	-	Y	N	Y	Y	-	Y			N	
LN618	York Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	Y	Y	Y	Y	N	Y	Y	-	Y			N	

Table D3A – Route clearance of coaching stock – all routes except LN3XXX series

The three types of coaching stock referred to in this table are:-

C1 = The standard passenger coaching stock gauge for Mark 1 coaches with 9'0" wide bodywork and 64'6" or (57') long underframes. Mark 2 coaches also conform to this profile.

C3 = The standard profile for Mark 3 coaching stock which is 23 metres (75') long overall. HST (class 253/254) stock conforms to this gauge.

Mk 4 = Normally operates as part of the GNER, 1C225 fleet in fixed formation trains

References to AC in the comments column refer to the following classes of electric locomotives 86, 87, 90 and 91.

The notation used in the table is explained below:

Y This class permitted to operate over the route without restriction

R This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

N This class is PROHIBITED throughout this route.

- This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the "General Notes"

Line of route	Line of Route / Sector Description	C1	C3	Mk4	Notes
LN600	Shaftholme Jn to Temple Hirst Jn	Y	Y	Y	
LN600	Temple Hirst Jn to Colton Jn	Y	Y	Y	
LN600	Colton Jn to York Station	Y	Y	Y	
LN600	York Station to Newcastle West Jn	Y	Y	Y	
LN600	Newcastle West Jn to Newcastle East Jn	Y	R1	R1	R1 Trains composed of C3 and Mk4 coaches are prohibited from Newcastle Station Platforms 5, 6, 7, 8, 9, 10, 11 & 12. HST trains are prohibited in Platforms 7 and 8 in the Down direction.
LN600	Newcastle East Jn to Reston GSP	Y	Y	Y	
LN618	Holgate Jn to Skelton Jn via York Yard South	Y	Y	Y	
LN622	Forth Branch	Y	Y	N	

Table D4A – Route clearance of diesel locomotives – all routes except LN3XXX series

The notation used in the table is explained below:

Y This class permitted to operate over the route without restriction

R This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.

N This class is PROHIBITED throughout this route.

- This class has not been considered for this route, and specific clearance must be obtained before operating. To be read in conjunction with the “General Notes”

RA Route Availability

Line of route	Line of Route / Sector Description	RA	37/0 to 6	37/7 to 9	43	47	56	57	58	60	59 / 66	67	73	Notes
LN600	Shaftholme Jn to Temple Hirst Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN600	Temple Hirst Jn to Colton Jn	10	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN600	Colton Jn to York Station	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN600	York Station to Newcastle West Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN600	Newcastle West Jn to Newcastle East Jn	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Note: Trains composed of C3 and MK4coaches are prohibited from Newcastle Station Platforms 5, 6, 7, 8, 9, 10, 11 & 12. HST trains are prohibited in Platforms 7 and 8 in the Down direction.
LN600	Newcastle East Jn to Reston GSP	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	R1	Y	R1 Class 67's may travel at speeds up to 100mph where permissible speeds allow.
LN618	Holgate Jn to Skelton Jn via York Yard South	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN622	Forth Branch	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	

Table D4G – Route clearance of electric locomotives – all routes except LN3XXX series**General Notes**

The notation used in the table is explained below:

- Y** This class permitted to operate over the route without restriction
- R** This class is permitted to operate over part or all of the route but restrictions apply. See notes column for details.
- N** This class is PROHIBITED throughout this route.
- This class has not been considered for this route, and specific clearance must be obtained before operating.
- RA** Route Availability

A.C. Electric locomotives may be hauled with the pantograph locked down or removed on routes other than those indicated in this table.

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN600	Shaftholme Jn to Temple Hirst Jn	9	Y	Y	-	Y	Y	Y	
LN600	Temple Hirst Jn to Colton Jn	10	Y	Y	-	Y	Y	Y	
LN600	Colton Jn to York Station	9	Y	Y	-	Y	Y	Y	
LN600	York Station to Newcastle West Jn	9	Y	Y	-	Y	Y	Y	
LN600	Newcastle West Jn to Newcastle East Jn	9	Y	Y	Y	Y	Y	Y	Note: Trains composed of C3 and MK4 coaches are prohibited from Newcastle Station Platforms 5, 6, 7, 8, 9, 10, 11 & 12. HST trains are prohibited in Platforms 7 and 8 in the Down direction.
LN600	Newcastle East Jn to Reston GSP	9	Y	Y	-	Y	Y	Y	
LN618	Holgate Jn to Skelton Jn via York Yard South	9	Y	Y	-	Y	Y	Y	
LN622	Forth Branch	8	-	-	-	-	-	-	

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LOCAL INSTRUCTIONS

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LN600 - SHAFTHOLME JN. TO RESTON GSP YORK To NEWCASTLE

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

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

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP THIRSK

Trains composed of power operated door stock and comprising more than FIVE vehicles must have the additional vehicles locked out of use if required to stop at Thirsk.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP NORTHALLERTON

Set-back movements Reversing line to Down Main

The illumination of the "Off" indicator associated with Signal 1496 will be the Driver's authority to proceed and it will not be necessary for the Driver to comply with the Personalised 'Rule Book Module SS2, Section 3.2 a)', but he/she must proceed cautiously, keeping a sharp lookout and be prepared to act on handsignals.

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

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

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

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP NORTHALLERTON To Tweedmouth Crossover

Working of trains in the "Wrong Direction" through simplified bi-directionally signalled sections of line.

Trains must only be signalled in the "Wrong Direction" over the simplified bi-directional sections during:-

- a) planned engineering work on the adjoining line or
- b) in an emergency when a line is blocked due to a failed train, broken rail etc.
- c) to allow other trains to pass the Loram C21 Rail Grinding train when grinding. In these circumstances the train must be treated as a train stopping in section.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP Darlington down bypass line

Due to the condition of the Ground Frame points leading to and from the Down Sidings, they must be secured with clip and scotch by the Ground Frame Operator before a facing move is made over them.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

DARLINGTON

For Res (EWS) DOO services calling at Platform No.1 the method of train dispatch will be by handsignal from the station. The RA indicator provided on signal T900 must not be used for this purpose.

Train crew requiring access to/from the Up/Down Station Loop at Darlington station

Train crew requiring access to/from the Up/Down Station Loop at Darlington station must adopt the following procedure:

Access to the Up/Down Station Loop

Access from platform 1 to the Up/Down Station Loop will require the Signaller (at Tyneside IECC Darlington Workstation) to be contacted from T900 signal and a request made for train movements to be stopped on both platform No1 line and the Up/Down Station Loop. The Signaller will comply with Rule Book Module TS1 Instruction 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed both lines he/she must contact the Signaller from T898 signal and confirm that he/she is now clear and that normal running of trains may resume.

Access from Up/Down Station Loop

Access from the Up/Down Station Loop to platform 1 will require the Signaller to be contacted from T898 signal and a request made for train movements to be stopped on both the Up/Down Station Loop and platform No1 line. The Signaller will comply with Rule Book Module TS1 Instruction 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed both lines he/she must contact the Signaller from T900 signal and confirm that he/she is now clear and that normal running of trains may resume.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

Darlington Up Siding

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

Siding 3 must be used for stabling purposes only.

Siding 4 is out of use until further notice

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

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

Birtley Jn

Sanding Signs

A Marker Board is provided before reaching signal T178 and Drivers of south departing trains from Tyne Yard must bring their trains to a halt at this board when signal T178 is at danger and wait at this location for the signal to clear.

Boards instructing Drivers when not to deposit sand and when to, have been provided in the vicinity of Birtley Junction.

These arrangements have been implemented to overcome the problems with locomotives depositing sand in the point mechanisms.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

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.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP NEWCASTLE

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

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

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

Train crew requiring access to/from the Provincial Sidings at Newcastle Station

Train crew requiring access to/from the Provincial Sidings at Newcastle station must adopt the following procedure:

Access to Provincial Sidings

Access from platform 8 to the provincial sidings will require the Signaller (at Tyneside IECC Newcastle Workstation) to be contacted from T486 signal and a request made for train movements to be stopped on the Provincial Sidings, the Up/Down Slow line and Platform No 8 line. The Signaller must comply with Rule Book Module TS1 Instruction 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed all lines he/she must contact the Signaller from the telephone positioned at the buffer stops and confirm that he/she is now clear and that normal running of trains may resume.

Access from Provincial Sidings

Access from the provincial sidings to platform 8 will require the Signaller to be contacted from the telephone positioned at the buffer stops and a request made for movements to be stopped on the provincial sidings, the up/down slow line and platform No 8 line. The signaller will comply with Rule Book Module TS1 Instruction 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed all lines he/she must ring the Signaller from T486 signal and confirm that he/she is now clear and that normal running of trains may resume.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP

Heaton Depot

1. Movements Onto Shed Roads

1.1 At the Stopboard/warning light in advance of the shed entrance the Driver must bring his train to a stand. The Shunter must ensure that the derailler, where fitted, is clear of the line, before giving the Driver permission to proceed. The driver must ensure that the associated white light is illuminated and sound the horn before proceeding.

1.2 The movement proceeding towards the shed will operate a treadle switch which causes a continuous bell to sound accompanied by a flashing white light over the road on which the movement is taking place. The Driver must sound the horn before entering the shed.

1.3 In the event of failure of the white light, which authorises a movement to commence the defect should be reported to the Team Leader, Production who will investigate the fault and arrange repairs. During any repair period the emergency depot procedure must be instigated to allow movements to continue.

2. Movements out of Sheds

2.1 Before a train or vehicle is moved, the shunter in charge shall ensure that the protection has been removed by observing that the red warning and red overhead lights are out and where fitted derailleurs are clear of the line.

2.2 Before starting a move inside or to move out of the shed, the shunter, after removing scotches and releasing hand brakes where necessary, and after ensuring that it is safe to move, must first operate the manual push button to initiate the bell and visual warning. Before departing out of the shed the driver must, upon receiving the Shunter's authority to proceed, ensure that the associated white light is illuminated and sound the horn before proceeding.

2.3 In the event of failure of the white light, which authorises a movement to commence the defect should be reported to the Team Leader Production who will investigate the fault and arrange repairs. During any repair period the emergency depot procedure must be instigated to allow movements to continue.

NB Action if Warning Bell and/or White Lights Cease to Operate

If the warning bell/white lights stop before the movement is completed, the train must be brought to a stand and movement must not start again until the manual push button has been operated which reactivates the warning system.

3. Movements within the Yard

3.1 Arrivals from Newcastle

A locomotive, after being detached from a train in the reception roads, must draw forward to the "STOP AND TELEPHONE" board where the Driver must obtain instructions from the shunter.

Trains or light locomotives entering Heaton Depot via CT.19 or CT.13 signals must be held at those signals until the shunter has joined such train or locomotive and a clear understanding reached between the Control Tower and the shunter as to the extent of the movement before the appropriate signal is cleared. The shunter must remain with the train or locomotive throughout the movement and inform the Control Tower when the movement is complete.

3.2 Arrivals from the North End (Benton)

Assurance must be given to the Control Tower by the shunter that all necessary hand points have been set for a train arriving via the North End of the Depot before clearance is given for such movement. The train must be accompanied by the shunter from 3107 points leading from the Up Main Line.

3.3 When a train is ready to depart the Driver or Shunter must advise the Control Tower. When the "Train Ready" indicator becomes illuminated the train may proceed to the next signal.

When the train is ready to depart the Guard must advise the control Tower. When the "Train Ready" indicator becomes illuminated the train may proceed to the next signal.

3.4 Departures via the North End (Benton)

All trains departing from Heaton via the North End must be accompanied by the shunter throughout the movement up to signal T609.

3.5 Heaton South Junction

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

3.6 Movements on the Depot

No movement may exceed the following speeds:-

- a) 5mph
- b) 3mph through the washing plant

The shunter in charge of any movement on the Depot must ensure that the train or vehicles are safe to move. The Driver must not pass any "STOP AWAIT INSTRUCTIONS" board without the authority of the Designated Shunter responsible for protection.

3.7 Turning of Vehicles on the Turntable

Turning of vehicles on the turntable shall be performed by no less than two shunters. The yard chorman or Team Leader Production also must be present when possible. Extreme care must be taken due to close proximity of overhead line stanchions.

3.8 Secondary Departure Roads No's 5 and 6

Due to the curvature in No's. 5 and 6 secondary departure sidings Class 158, MK.3 and MK.4 coaches must not be placed in these roads.

3.9 Stabling of MK.3 and MK.4 vehicles and Power Cars

HST power cars, MK.3 and MK.4 vehicles may only be stabled provided that a gap of at least 5 yards (5 metres) is left between the buffer stops and/or adjacent vehicles.

4. Emergency Depot Protection

If the Depot Protection System fails and Emergency Depot Protection is initiated, all Drivers must be informed personally by the Team Leader Production, that the Emergency Depot Protection Arrangements are in use and they will receive instructions from the shunter. Extra care and vigilance must be exercised by all concerned.

5. Local Isolations and Blocking of Roads on the Depot to Electric Traction During a Local Isolation

The production co-ordinator will personally inform all Driver's when any roads are isolated/blocked to electric traction and, similarly, will inform all Driver's when any such restrictions are lifted.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP MORPETH

Trains calling at Morpeth which cannot be fully platformed when bi-directional working is in operation

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

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

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

An 'S' car marker board is provided on the down platform for all Northern Trains terminating at Morpeth; terminating services should not pass this board until station duties have been completed and the correct signal to 'draw forward' has been received from the train conductor.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP MORPETH

DMU Reversing Siding

When ready to depart, Drivers of reversing trains must use the "Train Ready To Start" pull - wire which is located 20 feet on the approach side of signal M120 and then wait for the Signaller's authority to proceed.

This instruction is replicated on LN696

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP MORPETH

Electrification Depot

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

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

This instruction is replicated on LN696

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP BERWICK-UPON-TWEED

Working of passenger trains over the Up Goods Loop.

Passenger trains may be run over the Up Goods Loop at Berwick upon Tweed provided the Signaller has observed the requirements of Rule Book Module TS1 Signalling General Instruction 11, Working of passenger trains over Goods Lines or Goods Loops.

Drivers must report on telephone immediately train at a stand at signal TW170

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP BERWICK-UPON-TWEED

Royal Border Bridge: Staff Safety Facility

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

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

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

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

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

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

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

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

Royal Border Bridge Trains Stopped By Accident, Failure, Obstruction Or Other Exceptional Cause.

Whenever possible trains must not be stopped on the Royal Border Bridge. If a train is stopped on the bridge, the Driver must be aware of the low bridge parapets and not alight on the cess side of the train unless absolutely necessary.

If the nature of the failure / stoppage requires the immediate protection of the opposite line in accordance with Rule Book Module M1 the Driver must switch on the trains Red lights, alight carefully and carry out the necessary protection.

If it evident that protection of the opposite line is NOT required immediately, the Driver should remain on the train, contact the Signaller at Tweedmouth by radio or other convenient means as quickly as possible. If it is not possible to contact the Signaller at Tweedmouth by radio or telephone the Driver must remain in the cab until contacted as described for a Limited Clearance situation in Rule Book Module S4, Section 5.

Dated: 02/12/06

LN600 - SHAFTHOLME JN. TO RESTON GSP BERWICK-UPON-TWEED To Reston GSP

Single Line Working Between Berwick and Reston

When Single Line Working is introduced between Berwick and Reston, it must apply between No.535 Crossover at the north end of Berwick Station and Reston Crossovers.

When Single Line Working is in operation over the Down line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signals TW180R, TW180 and TW176. Rule Book Module P1, Section 3.5 a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Rule Book Module P1, Section 7.2 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN618 - HOLGATE JN TO SKELTON JN.

York Yard South

"Triangle Access" Level Crossing - The provisions of Rule Book Module TW8, Section 10 headed "Traincrew operated crossings" (TMO) apply at this crossing, except that no white lights at the stop boards either side of the crossing are provided.

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

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

This instruction is replicated in LN724

Dated: 02/12/06