Module LN8

London North Eastern Route

Sectional Appendix
Module 8

Newcastle

December 2006

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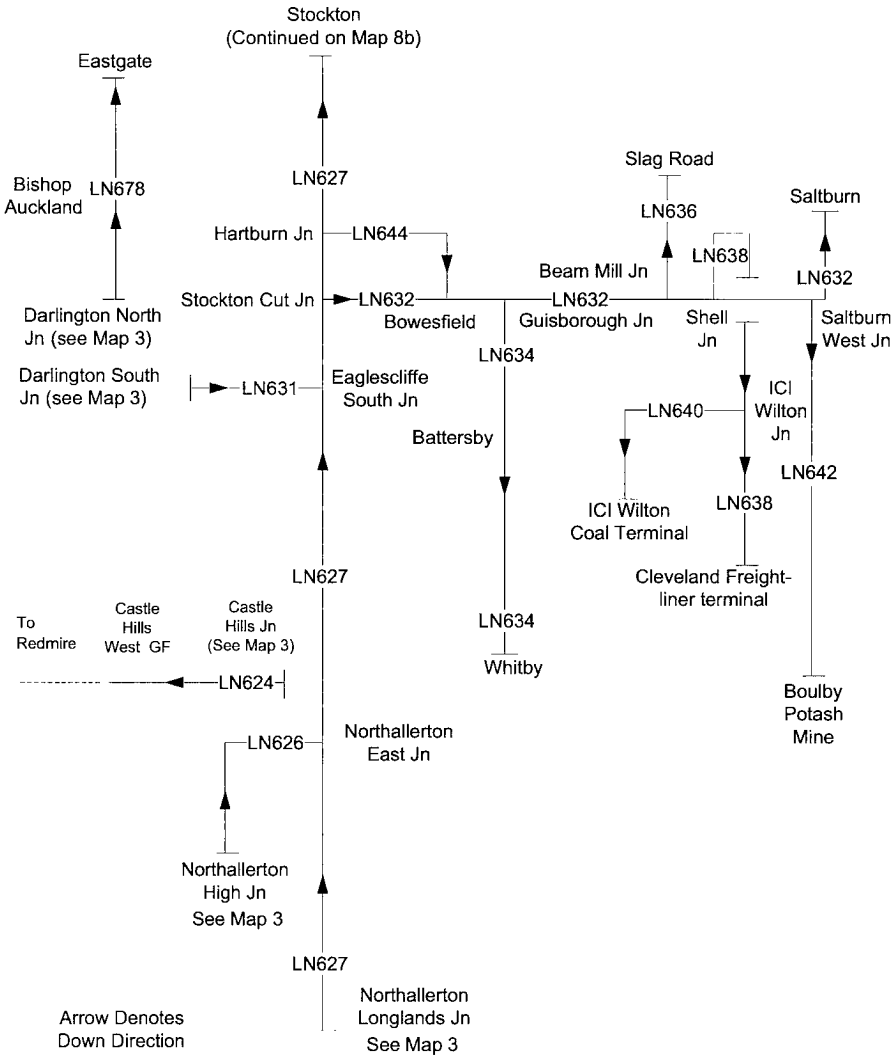
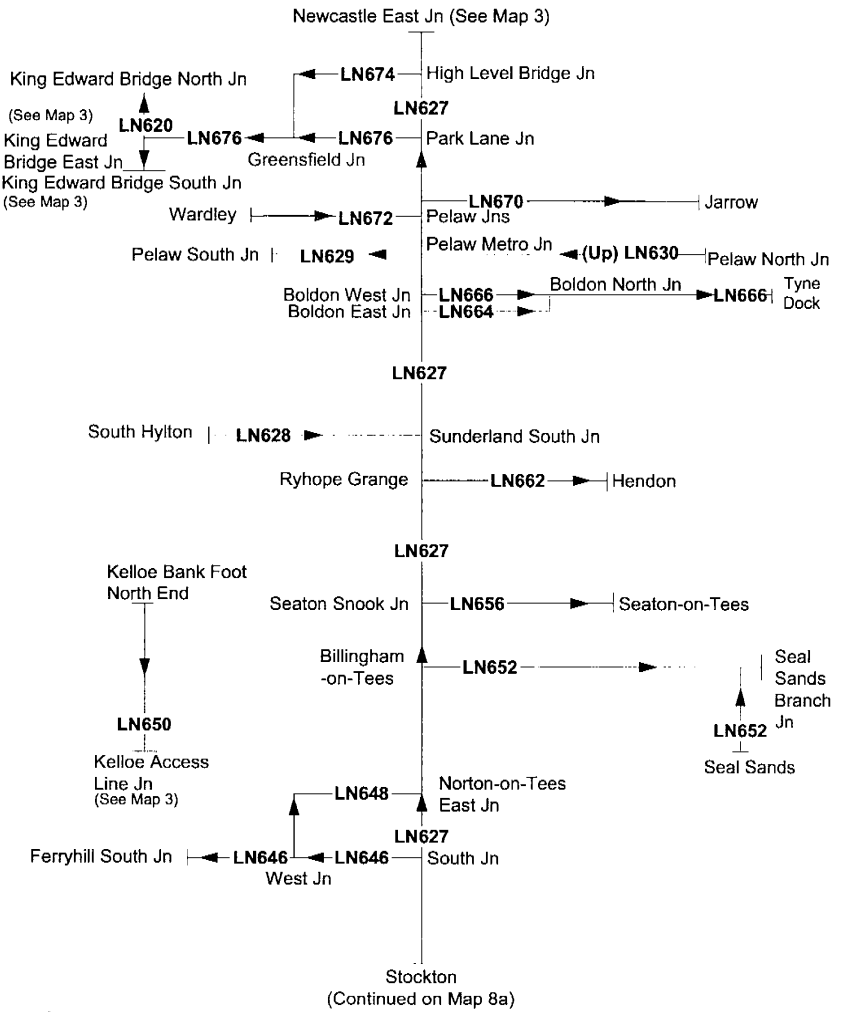
MAPS

MAP 8a: NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND BRANCHES

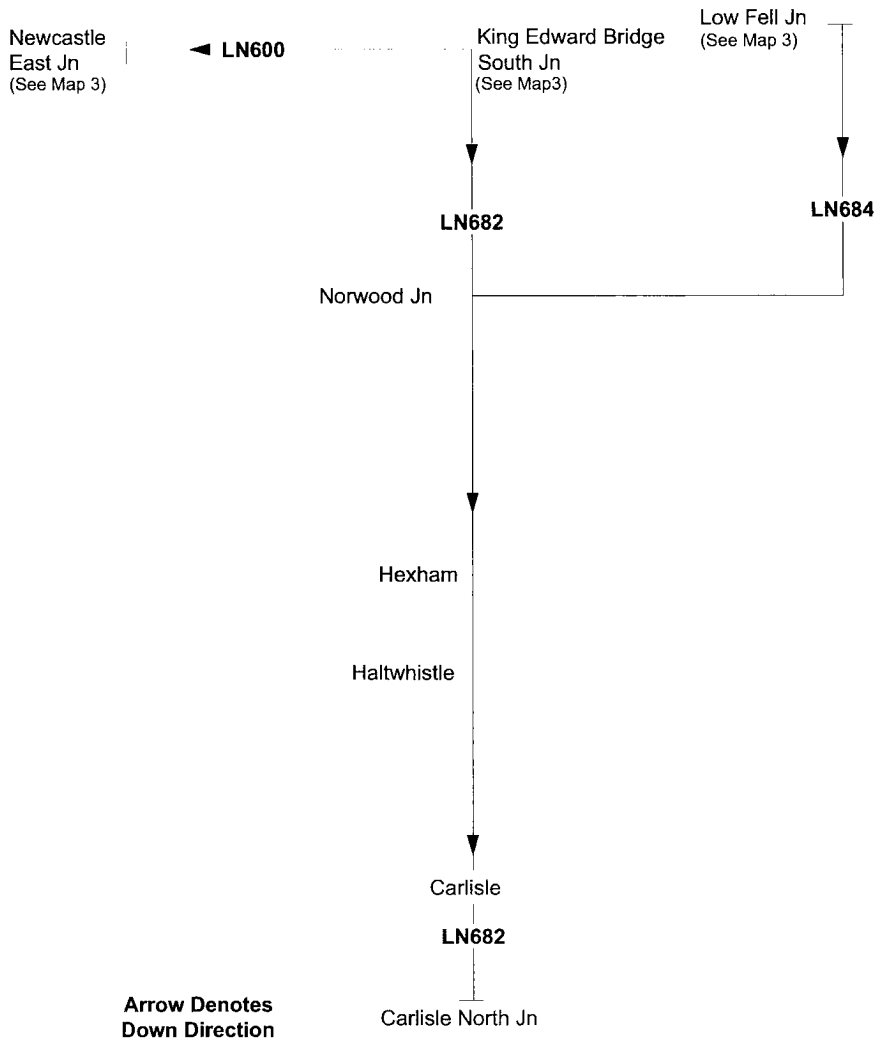


MAP 8b: NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND BRANCHES Continued

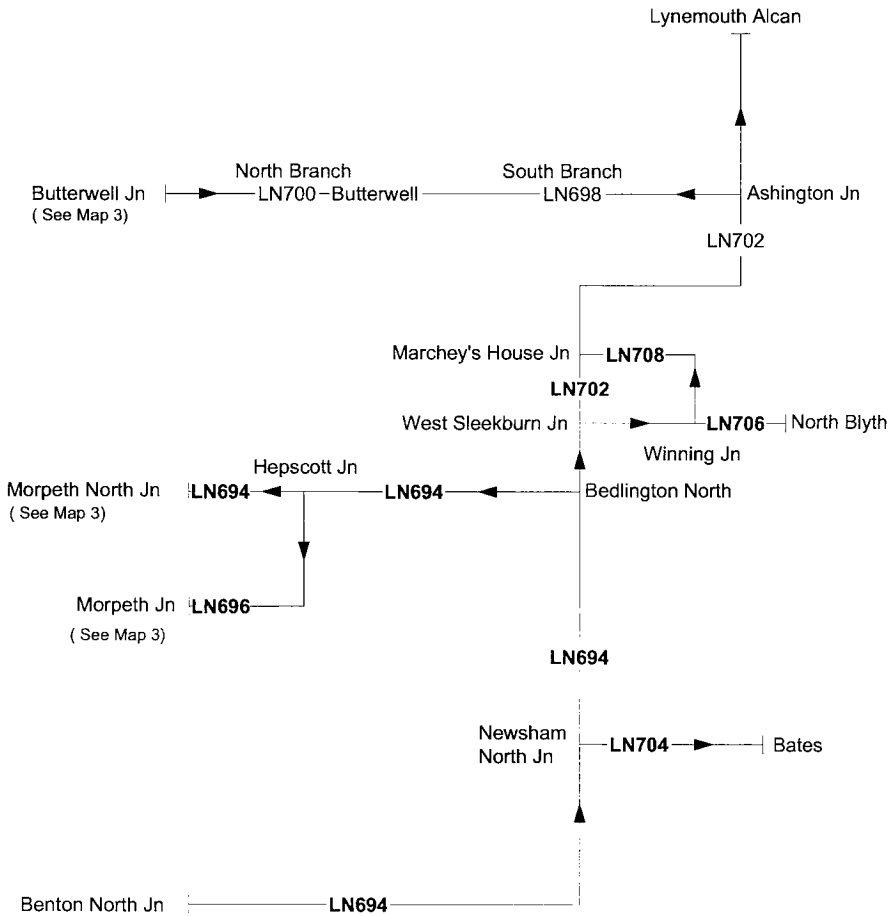


Arrow Denotes Down Direction

MAP 8c: KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN (INCLUDING KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE EAST JN AND LOW FELL JN TO NORWOOD



MAP 8d: BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON AND BRANCHES



Arrow Denotes Down Direction

Exceptionally Poor Rail Adhesion

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LN682 (KING EDWARD BRIDGE SOUTH JN. TO CARLISLE NORTH JN.)

Location	Line(s) Affected	Mileage (Between)			
Approaching Stocksfield Station	Up	13m	28ch *to*	13m	18ch
Approaching Hexham Station & H59 signal	Down	20m	20ch *to*	20m	51ch
Approaching Hexham Station & H2 signal	Up	21m	18ch *to*	20m	53ch
Approaching Haydon Bridge Station & HB8 signal	Up	28m	52ch *to*	28m	04ch

Dated: 02/12/06

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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN620	001	King Edward Bridge East Jn. to King Edward Bridge North Jn. (East Curve)	KEB	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			To/From Newcastle East Jn see LN676 seq 1	NRN 083
King Edward Bridge East Jn	0	00		TCB Tyneside SB (T) RA9 AC:York ECR
			15	
King Edward Bridge North Jn	0	13	To/From Newcastle Station see LN600 seq 15	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN624	001	Northallerton, Castle Hills Jn to Castle Hills West GF	REB4 REB2	London North Eastern	02/12/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
				NRN TCB York SB (Y) 069 RA8
End of Reversing Line	① 31	09		AWS not provided RL = Reversing Line ① - LN600 mileages
Castle Hills Jn	① 30	63 *		OTS
	-0	04		
	0	00	To/From Northallerton LN600 seq 8	
				OTS Castle Hills Farm Crossing Stop Boards to Redmire
			URBD	URBD - Up Redmire Branch Down
Castle Hills Farm Crossing Stop Boards	0	17		
Network Rail/ Wensleydale Railway Boundary	0	18	LONDON NORTH EASTERN WENSLEYDALE RAILWAY BOUNDARY	
Castle Hills East GF	0	19		
Castle Hills West Jn (Former)	0	28		
	0	48	RR	RR = Run Round Loop
Castle Hills West GF	0	67		
			15 To/From Redmire (Wensleydale Railway)	

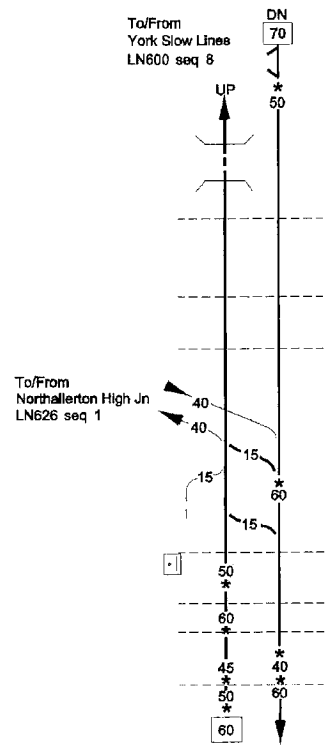
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN626	001	Northallerton High Jn to Northallerton East Jn	LEN2	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Northallerton High Jn	0 00	UP DN To/From York LN600 seq 8 40	TCB York SB (Y) RA8 NRN 069
Northallerton East Jn	0 36	40 To/From Eaglescliffe LN627 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	001	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LLP1 LLP3 LEN3	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	
Longlands Jn (Down)	28	58	①
	28	76	
	28	77	*
Longlands Jn (Up)	0	69	②
Longlands Tunnel (50 metres / 55 yards)	0	11	
	0	to08	
Boroughbridge Road LC (CCTV)	DN29	72	
	42	21	③
	UP 0	00	
	42	21	③
Romanby Road LC (CCTV)	42	38	
Springwell Lane LC (AHBC)	42	65	
Northallerton East Jn	42	79	
	43	00	*
Low Gates LC (MCB)	43	24	
Low Gates SB	43	24	
	43	25	*
Vaseys LC (UWC)	43	68	T
Clarks LC (UWC)	44	10	* T
	44	12	*
Walkers LC (UWC)	44	30	* T
	44	53	*

Running lines & speed restrictions



Signalling & Remarks

TCB RA8	York SB (Y)	NRN 069

York (Y) Signal box area Longlands Jn to 43 60, but Boroughbridge Road, Romanby Road, Springwell Lane and Low Gates LC's are controlled/ monitored by Low Gates Signal box.

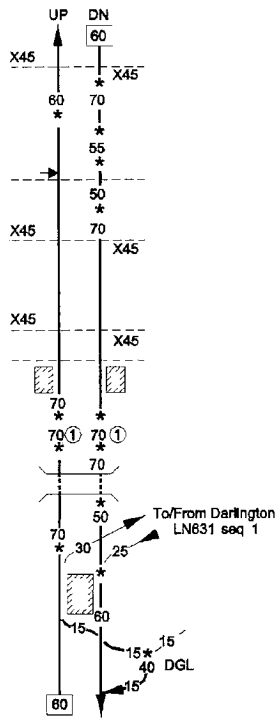
① - ELR LLP1 Longlands Jn Down line to Boroughbridge Road LC (28 58 to 29 72)

② - ELR LLP3 Longlands JnUp line to Boroughbridge Road LC (0 69 to 0 00)

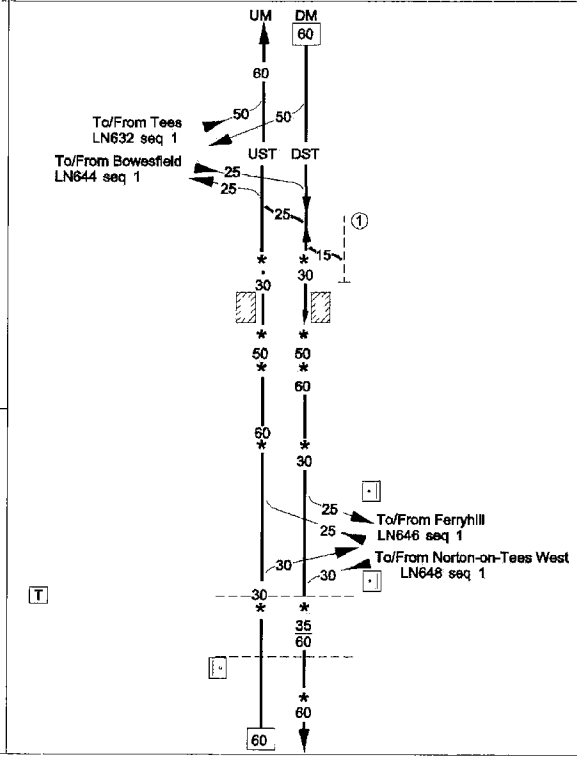
③ - ELR LEN3 Boroughbridge Road LC to bottom of drawing (42 21 onwards)

Low Gates SB (LG)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	002	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
					NRN TCB Low Gates SB (LG) 069 RA8 Controlled by Low Gates (LG) Signal box to 56 41 Down / 56 18 Up Other crossings in this area : T= Spencers UWC at 45 60 T= Hebdons UWC at 45 74 T= Northfield Farm UWC at 46 72 T= Boyes UWC at 47 47 T= Town End Farm UWC at 48 53 T= Pattisons UWC at 49 07 T= Tunstans UWC at 50 53 T= Mount Pleasant Farm UWC at 51 16 T= Picton Grange No.1 UWC at 51 33 T= Picton Grange No.2 UWC at 51 50 T= The Poplars UWC at 51 72 T= Hill House Farm UWC at 52 51 ① = MGR loaded and empty coal trains consisting of HAA type wagons are restricted to 20mph maximum speed on both the Down and Up lines between 55 29 and 55 64 NRN Bowesfield SB (B) 093 NRN Channel Change at 56 75 CW Up at 56 75 (1000 yards before reaching signal LG616). DGL = (288m/945 feet) Secured out of use
Brompton LC (AHBC-X)	44	57			
	44	58	*		
	45	30	*		
	45	33	*		
	45	65	*		
HABD	46	32			
Long Lane LC (CCTV)	46	34			
	47	10	*		
Welbury LC (AHBC-X)	48	21			
Rounton Gates LC (AHBC-X)	50	12			
Picton LC (CCTV)	52	31			
YARM	54	35			
	55	29	*		
	55	64	*		
Yarm Tunnel (75 yards)	55	76			
	55	to 79			
	56	70	*		
Eaglescliffe South Jn	56	75	*		
	55	76	*		
EAGLESCLIFFE	57	00			
	57	07			
	57	32			

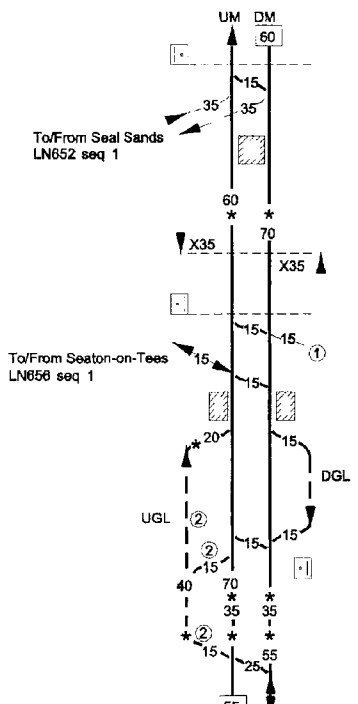
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	003	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				NRN TCB Bowesfield SB (B) 093 RA8 Eaglescliffe South Jn to Norton-on-Tees South (exclusive) controlled by Bowesfield (B) Signal box. ① To/From T J Thompson Sidings UST = Up Stockton DST = Down Stockton
Stockton Cut Jn	58	30		
Hartburn Jn	59	14		
	59	63		
	59	70 *		
STOCKTON	60	04		
	60	07 *		
	60	54 *		
	60	56		
	60	60		
	61	70 *		
Norton-on-Tees South SB (NS)	61	71		AB Norton-on-Tees South SB (NS)
Norton-on-Tees East SB	62	19		
Norton East (Blackwells) LC (UWC)	62	21		Norton-on-Tees East SB
	62	22 *		
Norton-on-Tees LC (MCB)	62	63		
Norton-on-Tees SB	62	63		Norton-on-Tees SB

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	004	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Ch	
Billingham-on-Tees SB	63	60	
Billingham LC	63	60	
Billingham Jn	63	69	
BILLINGHAM	64	47	
	65	00	*
Cowpen Lane LC (AHBC-X)	65	44	
Greatham SB	67	28	
Greatham LC (MCB)	67	28	
Seaton Snook Jn	68	60	
SEATON CAREW	69	36	
	69	42	*
Cliff House SB	70	06	
	71	00	*
	71	05	*
	71	14	

Running lines & speed restrictions



Signalling & Remarks

NRN

AB RA8 Billingham-on-Tees SB 083

Greatham SB

① To/From Hartlepool South Works

DGL = 557 m / 1827 feet
UGL = 760 m / 2520 feet ②
② = secured out of use

Cliff House SB

Stranton SB

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	005	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
			UM DM 55	NRN 093
				AB RA8 Stranton SB
Stranton SB	71	22		
	71	28 *	55 * 20	
Church Street LC (CCTV)	71	40	15	
HARTLEPOOL	71	55		
Clarence Road (CR) SB	71	70		Clarence Road SB (CR)
	71	73 *	20 * 15 * 45 DMU 55	
	72	20	① 15 45 DMU	① To/From Hartlepool Docks
	72	41 *	60 * 35 DMU 35 DMU	
	72	49 *	60 * 45 DMU 55 * 40 DMU	
	73	00 *	60 * 55 *	
	73	11 *	40 *	
	73	27 *	45 * 45 * 60	
Cemetery North (CN) SB	73	49	15 15 ② 55 DMU	Cemetery North SB (CN)
	74	78 *	60 * 50	② To/From Magnesia Works
	75	24 *	50 * 60	
Blackhills Farm LC (UWC)	78	78	T 60	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	006	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

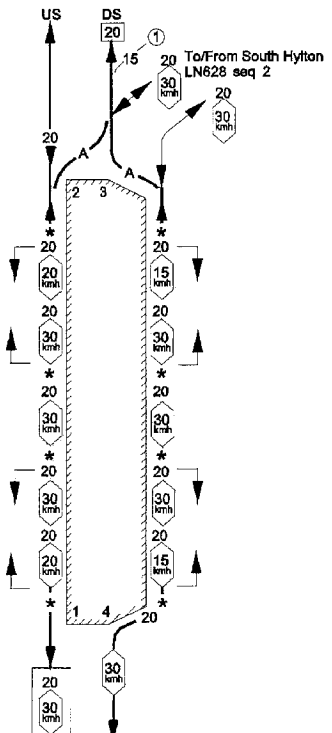
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UM DM 60	AB Cemetery North SB (CN) NRN 093
			RAB
	83 30	15	
		① 60 15	① To/From Port of Seaham Sidings
Dawdon Jn	84 11		② Secured out of use
	84 15 *	* 15	
Dawdon (DN) SB	84 22	②	Dawdon SB (DN)
Seaham (S) SB	84 44		Seaham SB (S)
SEAHAM	84 49	15	
	84 58 *	55 * * 35	
		35	
	85 20 *	* *	
Hall Dene (HD) SB	85 24		Hall Dene SB (HD)
Hall Dene LC (MCB)	85 24	45	
		45	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	007	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	85 52 *		AB RA8 Hall Dene SB (HD) NRN 093
Davidsons South LC (UWC)	86 57	T	
Davidsons North LC (UWC)	87 20	T	
	87 47		CW Up at 87 48 (473 yards before reaching signal RG32)
	87 58 *		
Ryhope Grange Sidings			① To/From Sidings
Ryhope Grange SB (RG)	87 63		TCB Ryhope Grange SB (RG)
	88 31 *	To/From Hendon LN662 seq 1	
			Tyneside SB (T)
	89 05 *		① = 20 mph applies from 89 05 on Up Sunderland In Down direction for wrong direction movements
Sunderland South Tunnels (650 metres / 711 yards)	89 06 to 89 38		
(116 metres / 127 yards)	89 39 to 89 45		
	89 40 *		DS= Down Sunderland US= Up Sunderland

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	008	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
	89	49		
	89	51		
Sunderland South Jn	89	56		
	89	57 *		
	89	59 *		
SUNDERLAND	89	60		
	89	61 *		
	89	63 *		



TCB Tyneside SB (T)
RA8 AC:York ECR
NRN 093

① To/From Siding 1

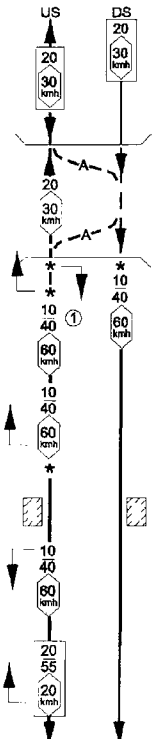
kmh speeds apply to Metro trains only

A = 20 (30 kmh)

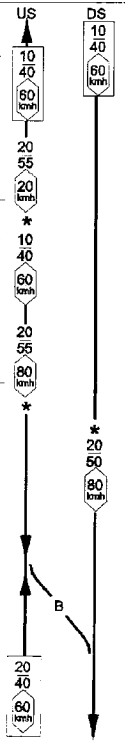
DS= Down Sunderland

US= Up Sunderland

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	009	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Sunderland North Tunnel (234 metres/256 yards)	89 64 to 89 76		TCB Tyneside SB (T) RAB AC:York ECR NRN 093
Sunderland North Jn	89 71		DS= Down Sunderland US= Up Sunderland
	89 76 *		kmh speeds apply to Metro trains only
	89 78 *		Ⓐ = 20 30 kmh
	90 07 *		① Applies from 89 76 (Down direction)
ST PETER'S	90 08		

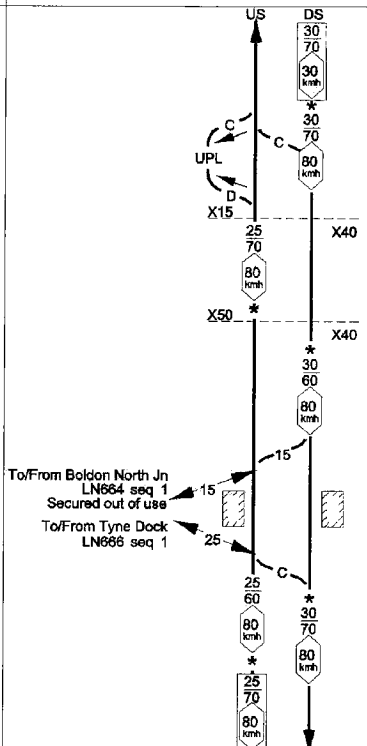
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	010	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Tyneside SB (T) RA8 AC: York ECR NRN 083 DS= Down Sunderland US= Up Sunderland kmh speeds apply to Metro trains only B = 15 20 kmh
	90	12 *		
	90	18 *		
	90	19 *		
Monkwearmouth Jn	90	20		

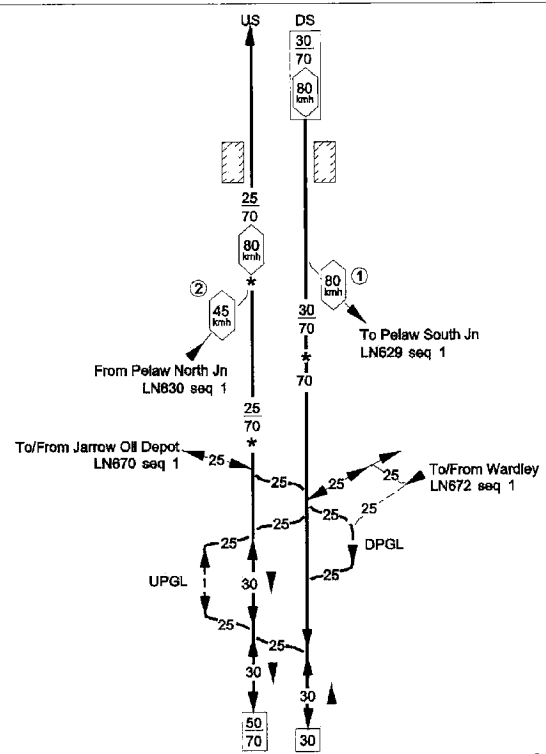
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	011	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
			US DS	TCB Tyneside SB (T) RAB AC: York ECR NRN 083
				DS= Down Sunderland
				US= Up Sunderland
STADIUM OF LIGHT	90	48		
	90	69 *		
	91	00 *		kmh speeds apply to Metro trains only
SEABURN	91	32		
	91	40 *		
	93	11 *		
	93	14 *		
EAST BOLDON	93	17		
East Boldon LC (CCTV)	93	21		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	012	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

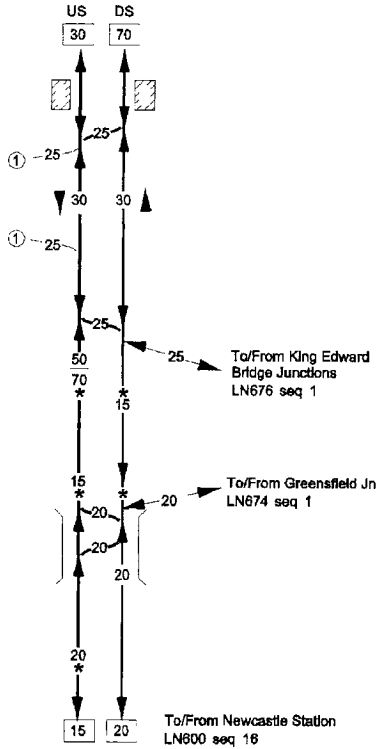
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	93 23 *		TCB Tyneside SB (T) RA8 AC: York ECR NRN 093
	93 25		DS= Down Sunderland
	93 30		US= Up Sunderland
	93 54		UPL= 442 m /1449 feet
Tile Shed LC (AHBC-X)	93 64		C = 15 D = 10/15
Boldon LC (AHBC-X)	94 00 *		
	94 45 *		kmh speeds apply to Metro trains only
	94 59		
Boldon East Jn	94 63		
BROCKLEY WHINS	95 09		
Boldon West Jn	95 16		
	95 19		
	95 20 *		
	95 30 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	013	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
FELLGATE	96 08		TCB Tyneside SB (T) RA8 AC: York ECR NRN 093
Pelaw Metro Jn	97 64 *		DS = Down Sunderland US = Up Sunderland
	97 70 *		kmh speeds apply to Metro trains only
	98 02 *		① Equates to 50mph (No associated speed sign)
Pelaw Jn for Jarrow	98 07		② Equates to 30mph (No associated speed sign)
Pelaw Jn for Leamside	98 16		DPGL = Down Pelaw Goods Loop 320 metres/1050 feet
Pelaw	98 33		UPGL = Up Pelaw Goods Loop 384 metres/1260 feet
	98 40		
	98 47		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	014	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LEN3	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
HEWORTH	99	00		
St James Bridge Jn	100	23		
Park Lane Jn	100	65		
	100	75 *		
High Level Bridge Jn	101	33 *		
High Level Bridge	101	33 to 45		
High Level Bridge Central Jn	101	39		
	100	57 *		
Newcastle East Jn	101	59		



NRN

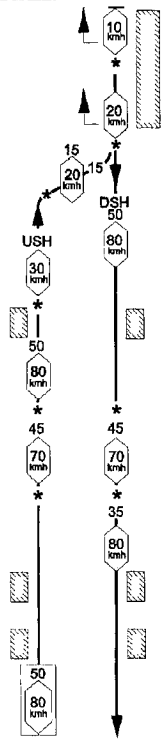
TCB Tyneside SB (T)
RA8 AC: York ECR
093

US = Up Sunderland
DS = Down Sunderland

① To/From Tyneside Central Freight Depot. Connections secured out of use.

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN628	001	South Hylton to Sunderland South Jn.	NEK	London North Eastern	02/12/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
End of line	3	20		
SOUTH HYLTON	3	17		
	3	16 *		
	3	13 *		
	3	08 *		
	3	01 *		
PALLION	1	67		
	1	53 *		
	1	42 *		
MILLFIELD	1	01		
UNIVERSITY	0	44		



NRN

TCB Tyneside SB (T) AC:York ECR 093

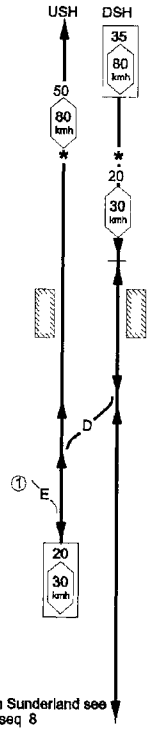
AWS not provided
TPWS not provided

km/h speeds apply to Metro trains only

DSH= Down South Hylton

USH= Up South Hylton

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN628	002	South Hylton to Sunderland South Jn.	NEK	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	0 30 *		TCB Tyneside SB (T) AC:York ECR NRN 093 TPWS not provided kmh speeds apply to Metro trains only DSH = Down South Hylton USH = Up South Hylton
	0 24		
PARK LANE	0 21		
	0 17		D= 20 30 kmh ① - To/From Siding 2
	0 13		
	0 07		E= 15 20 kmh
	0 05		
Sunderland South Jn	0 00	To/From Sunderland see LN627 seq 8	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN629	001	Pelaw Metro Jn to Pelaw South Jn	PDL	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Pelaw Metro Jn	97 64	DPC 80 kmh From Sunderland LN627 seq 13 ①	NRN TCB Tyneside SB (T) AC: York ECR 093 ① Equates to 50mph (No associated speed sign) DPC= Down Pelaw Chord TPWS not provided
Network Rail /Metro Operating Boundary (signal 764)	98 01		kmh speeds apply to Metro trains only Signalling and Electrification controlled by Metro Control Centre
Pelaw South Jn	98 15	②	② To Metro system

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN630	001	Pelaw North Jn to Pelaw Metro Jn	PUL	London North Eastern	02/12/06

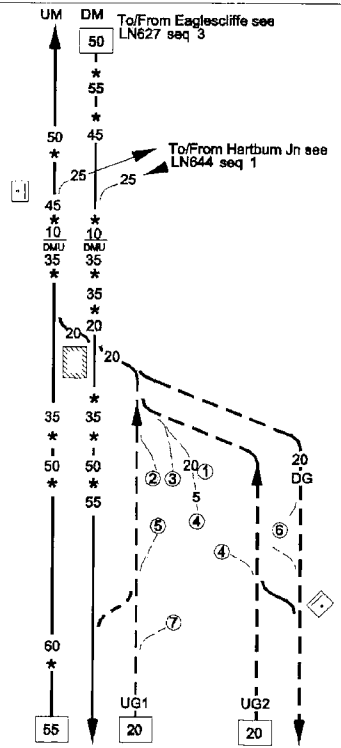
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Pelaw North Jn	98 04	UPC 45 kmh ① ② ③	TCB Tyneside SB (T) AC: York ECR NRN 093 UPC= Up Pelaw Chord ① From Metro system ② Equates to 30mph (No associated speed sign) Signalling and Electrification controlled by Metro Control Centre TPWS not provided kmh speeds apply to Metro trains only ③ Line direction is Up
Metro/Network Rail Operating Boundary (signal T6282)	97 77		
Pelaw Metro Jn	97 64	45 kmh To Sunderland LN627 seq 13	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN631	001	Darlington South Jn to Eaglescliffe South Jn.	DSN1	London North Eastern	02/12/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
			30 To/From Darlington see LN600 seq 9	NRN 069
Darlington South Jn	0	29		TCB Tyneside SB (T) RA8
	0	36	30	
	0	43 *	35	
	0	67 *	60	
	1	03 *	20 DMU / 40	
	1	30 *	15	
Maidendale	1	72		
	3	01 *	60 / 30 DMU / 60 — 15 ①	① - To/From Cleveland Bridge Engineering Sidings
	3	07 *	60	
DINSDALE	3	65		
	3	76 *	60	
	4	28 *	30	
TEESSIDE AIRPORT	5	43		
Carters LC (UWC)	6	28	T 60	
	7	22 *		
Urlay Nook SB (UN)	7	39	T 15 50	Urlay Nook SB (UN)
Urlay Nook LC (MCB)	7	39		
	7	45 *	50	
	8	00 *	60 45	
ALLENS WEST	8	10	X25	
Allens West LC (AHBC-X)	8	15	X25	
	8	18 *		
	8	34 *	60	
	8	39 *	45 30	
	8	53 *	25	
			30 To/From Eaglescliffe see LN627 seq 2	Bowesfield SB (B)
Eaglescliffe South Jn	8	58		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	001	Stockton Cut Jn. to Saltburn	DSN2	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Stockton Cut Jn	10	13		
	10	34 *		
	10	72 *		
	10	73 *		
Bowesfield SB (B)	10	76		
	11	20 *		
	11	26 *		
	11	45 *		
THORNABY	11	63		
	11	70 *		
	11	77 *		
	12	36 *		
Tees SB (TY)	12	70		
	13	29 *		



NRN

TCB Bowesfield SB (B) 093
RAB

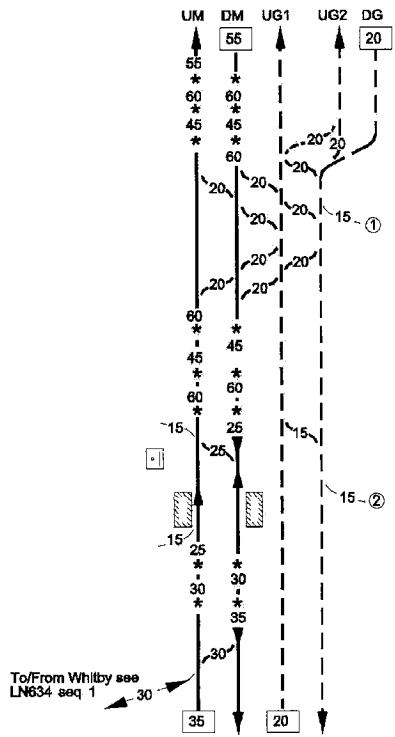
AWS not provided on Goods Lines between Thornaby and Whitehouse

① - Down Arrival/Up Departure line
② - To Thornaby Motive Power Depot
③ - To/From Wagon Repair Depot and From Engine line
④ - To/From Tees Yard Arrivals/Departures
⑤ - From Thornaby Motive Power Depot
⑥ - To/From Tees Yard Down Staging Sidings
PF is permitted on Up Goods No.2 between signals TY179 and TY198

Tees SB (TY)

⑦ - To Tees Yard Arrivals/Departures

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	002	Stockton Cut Jn. to Saltburn	DSN2	London North Eastern	02/12/06

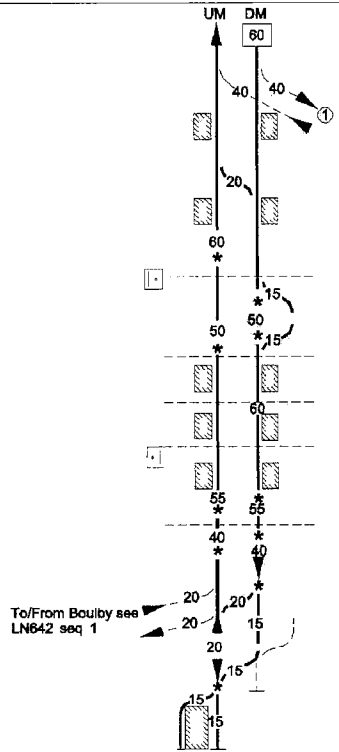
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			TCB Tees SB (TY) NRN 093 RAB AWS not provided on Goods Lines ① - To/From Middlesbrough Goods Yard AB on Goods Lines only between Middlesbrough and Whitehouse Middlesbrough SB (M) ② - To/From Tees Storage PP is authorised in Middlesbrough Up and Down platforms
	13 53 *		
	13 55 *		
	13 70 *		
Newport East Jn	14 03		
	14 17 *		
	14 59 *		
	14 64 *		
Middlesbrough SB (M)	14 71		
MIDDLESBROUGH	15 00		
	15 20 *		
	15 25 *		
Guisborough Jn	15 30		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	003	Stockton Cut Jn. to Saltburn	DSN2	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UM DM UG DG 35 20	NRN TCB Middlesbrough SB (M) 093 RA8
	15 48 *	35 * 60 * 60 * 20 20	
	15 74 *	15 20 15 ①	① - To/From Stockton Haulage
Whitehouse LC (MCB) Whitehouse SB (W)	15 76 15 76		Whitehouse SB (W)
Cargo Fleet	16 08	35 *	AWS not provided on Goods Lines between Thornaby and Whitehouse
	16 18 *		AB Goods Lines only between Middlesbrough and Whitehouse
BSC Coke Works South Bank Jn	17 14 17 31	25 25 25	Grangetown SB (G)
SOUTH BANK	17 40		
Beam Mill Jn	18 03	25	C Up at 18 05
	18 29 *	* 45 20 To/From BSC Lackenby see LN636 seq 1	
	18 34 *	60 * 55 * 60 20	
	18 58 *		
Grangetown SB (G)	18 65		
Grangetown Jn	18 75	20 10 ②	② - To/From Tees Dock
	19 03	20 20 UG DG 25 25 20	
Shell Jn	19 32	60 20 To/From Cleveland Freightliner Terminal see LN636 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN632	004	Stockton Cut Jn. to Saltburn	DSN2 DSN3	London North Eastern	02/12/06

Location	Mileage M	Ch	
Redcar Ore Terminal Jn	20	05	
BRITISH STEEL REDCAR	21	00	
	21	72	
	22	16	
REDCAR CENTRAL	22	64	
	22	67	*
Redcar LC (MCB)	22	71	
Redcar SB (R)	22	71	
	22	72	*
	23	18	*
Church Lane LC (CCTV)	23	20	*
REDCAR EAST	23	60	
Grewgrass LC (UWC)	25	05	
LONGBECK	25	28	
Longbeck LC (MCB)	25	31	
Longbeck SB (L)	25	31	
MARSKE	25	65	
	26	49	*
	26	59	*
Saltburn Riding School LC (UWC)	26	63	
	26	70	*
	26	73	*
Saltburn West Jn	27	05	*
	27	47	*
SALTBURN	27	57	



Running lines & speed restrictions

Signalling & Remarks

NRN 093

TCB RAB Grangetown SB (G)

① - To/From Redcar Mineral Terminal and Redcar Ore Terminal

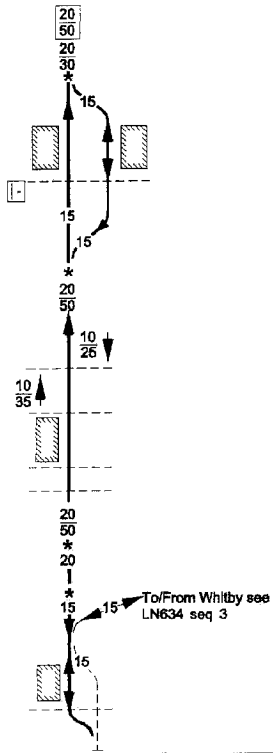
AB Redcar SB (R)

TCB Longbeck SB (L)

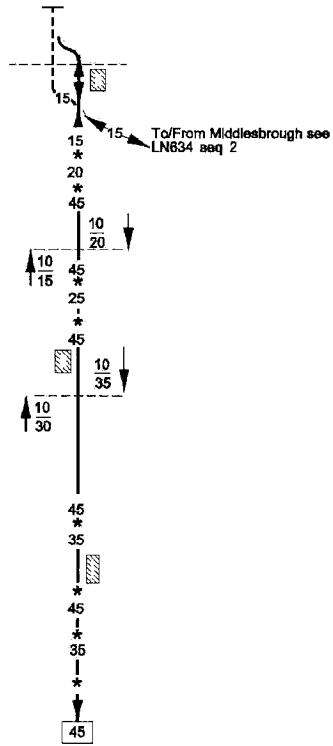
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	001	Guisborough Jn. to Whitby	MBW1	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Guisborough Jn	0 00 0 01 *	30 To/From Middlesbrough see LN632 seq 2 * 20/50	TCB Middlesbrough SB (M) NRN 093 RA7
Cargo Fleet Road LC (CCTV)	0 14		
	2 45 *	* 10/50 TSMU	
MARTON	2 56		
	2 59 *	* 20/50	
	3 55 *	20/50 *	
GYPSY LANE	3 60	STOP	Class 4, 6 7 and 8 trains approaching Marton Lane level crossing must not exceed 10 mph in the Up direction between the Level Crossing Speed Restriction Board and the Level Crossing
Marton Lane LC (ABCL)	3 62	20	
		20/30	

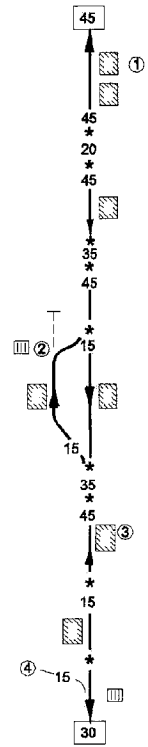
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	002	Guisborough Jn. to Whitby	MBW1 MBW2	London North Eastern	02/12/06

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
	4	12	*		TCB Middlesbrough SB (M) RA7
NUNTHORPE	4	25			CL = 192 metres / 630 feet
Nunthorpe LC (MCB)	4	27			NSTR Nunthorpe SB (N)
Nunthorpe SB (N)	4	27			
	4	31	*		
Morton Carr LC (AOCL)	4	68			
Morton Grange Farm No 4 LC (UWC)	5	50	T		
GREAT AYTON	8	14			NRN Channel Change at 8 14
Laings LC (UWC)	9	55	T		
Atkinson Wood Farm LC (UWC)	9	70	T		
	10	18	*		
	10	44	*		
Battersby Jn	10	54			
	12	10			
BATTERSBY	12	03			
End of line	11	61			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	003	Guisborough Jn. to Whitby	MBW2	London North Eastern	02/12/06

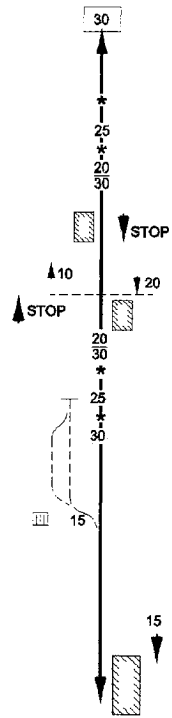
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
End of Line	11 61		NRN NSTR Nunthorpe SB (N) 069 RA7
BATTERSBY	12 03		
Battersby Jn	12 10		
	12 14 *		
	12 26 *		
Battersby Road LC (AOCL)	12 46		
	13 55 *		
	13 62 *		
KILDALE	13 64		
Guisborough Road LC (AOCL)	14 56		
	17 27 *		
COMMONDALE	17 71		
	18 28 *		
	19 13 *		
	19 28 *		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	004	Guisborough Jn. to Whitby	MBW2 MBW3	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN NSTR Nunthorpe SB (N) 069 RA7
CASTLETON MOOR	19 38		① - Class 158 units 30 mph passing Castleton Moor platform
DANBY	20 74		
	21 35 *		
	21 39 *		
LEALHOLM	24 43		
	24 60 *		
	25 65 *		
Engineers Siding G. F.	26 41 *		② - Engineers Siding controlled by Ground Frame. (Secured out of use)
GLAISDALE	26 50		CL = 134m / 441 feet
	26 57 *		
	27 45 *		
EGTON	28 17		③ - Class 158 units 30mph passing Egton platform
	29 50 *		
GROSMONT	29 59 29 66		
	24 44 *		④ - To/From North Yorkshire Moors Railway (Controlled by Ground Frame)
Grosmont G. F.	24 51		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN634	005	Guisborough Jn. to Whitby	MBW3	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN NSTR Nunthorpe SB (N) 069 RA7
	26 27 *		
	26 45 *		
SLEIGHTS	27 63	T	T = Whitby end of Sleights Station platform. Stop board at Whitby end of Sleights Station.
Ruswarp LC (ABCL)	29 31		
RUSWARP	29 31		
	30 20 *		Class 4, 6, 7 and 8 trains approaching Ruswarp level crossing must not exceed 15 mph in the Down direction between the Level Crossing Speed Restriction Board and the Level Crossing
	30 27 *		
Bog Hall Ground Frame	30 48		
WHITBY	30 61		

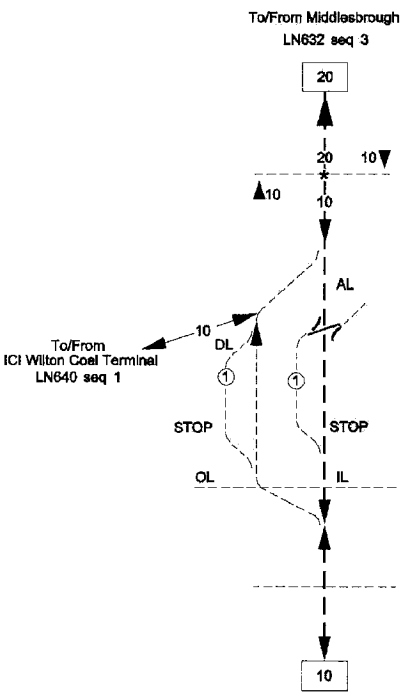


LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN636	001	Beam Mill Jn to Slag Road (Lackenby)	DSN2	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Beam Mill Jn	18 03	20 To/From Middlesbrough	TCB Grangetown SB (G) RAB NRN 093
Slag Road LC	18 67	①	
Limit of Network Rail Line			① To/from BSC Works (Lackenby)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN638	001	Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	WC1	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN TCB Grangetown SB (G) 083 RA8
Shell Jn	0 00		AWS not provided
Network Rail Boundary	1 03		
Eastgate Mount LC (OPEN)	1 34 *		
			AL= Arrival Line
ICI Wilton Jn	1 38		DL = Departure Line
ICI Weighbridge House	1 78		① - Through Sidings (Sidings belong to I.C.I.)
			STOP to collect/deliver Train Staff.
Coal Access LC (OPEN)	2 07		IL = Inward Line OL = Outward Line
			OTS Coal Access LC to Cleveland Freightliner Terminal.
North Gate LC (OPEN)	2 24		
			Limit of Network Rail Working
Cleveland Freightliner Terminal (Wilton)	2 61		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN640	001	ICI Wilton Coal Terminal	WC1	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
ICI Wilton Jn	0 00	To/From Shell Jn LN638 seq 1 10 10 10	OTNS Grangetown SB (G) NRN 093 AWS not provided TPWS not provided
ICI Wilton Coal Terminal	0 70		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN642	001	Saltburn West Jn to Boulby Potash Mine	SSK1	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Middlesbrough LN632 seq 4	NRN 093
		UP DN 20	TCB Longbeck SB (L) RA8
Saltburn West Jn	27 05	20	AWS not provided TPWS not provided
	27 08 *	* *	
		30 30	
At Stop Board, 275 yards before reaching L209 signal	27 63 T		
	27 76 *	*	
	27 79 *	20 *	TB
		30	
	30 27 *	*	
		20	
	31 24 *	*	
		10	
		20	
	31 29 *	*	
		10	
	31 31 *	*	
		20	
		10	
	31 36 *	*	
		20	
	32 00 *	*	
	32 47	30	
	33 62 T		① - To/From Skinningrove Sidings
Crag Hall SB	33 69	15 ① 20 CL 20	NST Crag Hall SB
		30	CL = 320m / 1050 feet
Network Rail/Cleveland Potash Boundary	34 29 *	*	NRN 069
		15	NRN Channel Change at 36 77
Grinkle Tunnel (907 metres / 992 yards)	36 77 to 37 42 T	15	
	37 56 *	*	
		25	
Boulby Potash Mine	38 50		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN644	001	Hartburn Curve	BOH	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hartburn Jn	0 00	To/from Stockton LN627 seq 3 UP DN 25	NRN TCB Bowesfield SB (B) 093 RA8
Bowesfield SB (B)	0 44	25 To/from Tees LN632 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN646	001	Norton-on-Tees South to Ferryhill South Jn.	STF	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Stockton LN627 seq 3 UP DN	NRN 093
Norton-on-Tees South SB (NS)	0 00 *	To/From Norton-on-Tees East LN627 seq 3	AB RAB Norton-on-Tees South SB
	0 30 *	To/From Norton-on-Tees East LN648 seq 1	
Norton-on-Tees West SB	0 33		Norton-on-Tees West SB
Norton West LC	0 33		
	1 18 *		
	3 40 *		
	4 00 *		
	4 64 *		
	5 35 *		
	5 40 *		
	9 06 *		AWS not provided at F454 Down and F453 Up signals
	9 20 *		
Signal F.452 Down	9 62		
Signal F.453 Up			
Ferryhill South Jn	10 72 *		TCB Tyneside SB (T)
Ferryhill SB (F)	56 73 ①	① To/From Ferryhill LN600 seq 11	① - Ferryhill SB (F) is at 56 73 (ECML mileage)

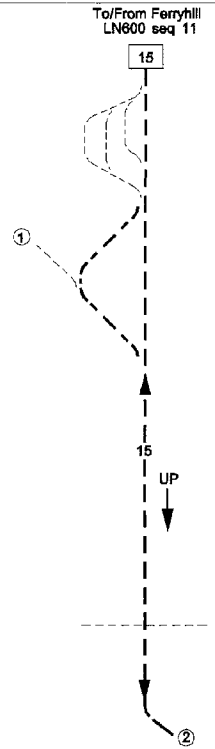
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN648	001	Norton-on-Tees West to Norton-on-Tees East	NWE	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Ferryhill LN646 seq 1	AB Norton-on-Tees West SB RA8 — NRN 093
		UP DN	
Norton-on-Tees West SB	0 29	30	
			CW Down at 0 25
			CW Up at 0 05
			Norton-on-Tees East SB
Norton-on-Tees East SB	0 00	30	
		To/From Billingham LN627 seq 3	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN650	001	Kelloe Bank Foot Branch	KBF	London North Eastern	02/12/06

Location	Mileage M Ch
Kelloe Access Line Jn	15 00
Tyneside T433 signal	14 78
Ferryhill Up Sidings	
'A' Ground Frame	
	14 23
Kelloe Bank Foot Branch Jn	14 09
'B' Ground Frame	
Kelloe Bank Foot Staff Instrument	14 03
West Comforth LC (TMO)	13 16
Kelloe Bank Foot North End	11 06

Running lines & speed restrictions



Signalling & Remarks

TCB Tyneside SB (T) NRN 093
RA8

AWS not provided
TPWS not provided

① - To/From Thrislington Quarry

OT(S)

The line direction to Kelloe Bank Foot is UP.

② - To/From Ralsby Quarry
OUT OF USE beyond this point

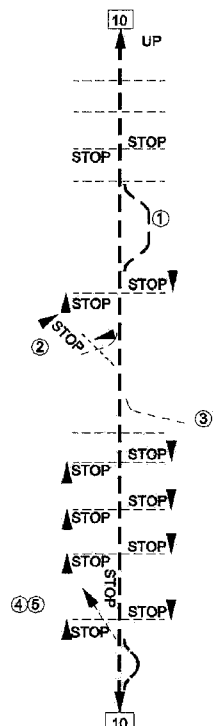
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN652	001	Billingham-on-Tees to Seal Sands Storage	POC1 POC2	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Billingham-on-Tees SB	0 00	To/From Norton-on-Tees LN627 seq 4	AB Billingham-on-Tees SB RA8 — NRN 093
Belasis Lane SB	1 04 *	UP DN 35	NST Belasis Lane SB
	1 10 *	35 15 15 15 30	AWS not provided between Belasis Lane and Seal Sands Storage
	1 13	① ②	① - To/From Haverton Hill East Grid Sidings
Port Clarence GF	3 05		② - To/From Port Clarence Sidings
	3 15 *		
Phillips Siding Jn GF	3 25	15 ③ 15	③ - To/From Phillips Petroleum
			OT(S)
North Tees LC (AOCL)	4 19		
Seal Sands LC (AOCL)	4 71	10 10 To/From Seal Sands LN652 seq 2	
	5 00 T		
Seal Sands Branch Jn	5 01		
	5 21		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN652	002	Billingham-on-Tees to Seal Sands Storage	SES	London North Eastern	02/12/06

Location	Mileage M Ch
Seal Sands Branch Jn	0 00
ICI Brinefield LC (OPEN)	0 12
NEEB LC (OPEN)	0 39
Enron LC (OPEN)	0 52
North/South LC (OPEN)	0 71
Rohm Haas LC (AOCL) ④	1 42
Monsanto/BASF Siding Jn	1 43
Monsanto/BASF LC/AOCL④	1 46
Simon Storage Siding GF	1 52
Biofuels LC OPEN	1 74
Seal Sands Chemical LC (AOCL) ④	2 11
Phillips No 2 LC (AOCL) ④	2 16
Seal Sands Road LC (AOCL) ④	2 18
Phillips No 3 LC (AOCL) ④	2 22
End of Network Rail Maintenance	2 44

Running lines & speed restrictions



Signalling & Remarks

NRN 093

OT(S) Belasis Lane SB
RA8

The direction of travel from Seal Sands Branch Jn to the end of Railtrack maintenance is UP.

① - B.A.S.F. Run Round Loop 1 22 to 1 40 (Secured out of use)

② - To/From Monsanto/BASF Sidings

③ - To/From Simon Storage Sidings

④ - See Local Instructions

⑤ - To/From Seal Sands Storage

Run Round Loop 2 23 to 2 42

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN656	001	Seaton-on-Tees Branch	SOT	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Seaton Snook Jn	0 00 *	To/From Hartlepool LN627 seq 4 15 * 25	NRN OTN(S) Cliff House SB 093 RAB AWS not provided TPWS not provided
Graythorpe LC (AOCL)	0 25	STOP STOP	
West LC (OPEN)	1 38		
Hartlepool Power Station		To Hartlepool Power Station	
Seaton-on-Tees End of line	1 51		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN662	001	Ryhope Grange to Hendon	HNB	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Hartlepool LN627 seq 7	NRN 093
Ryhope Grange SB	0 00	25	OT(S) RA8 Ryhope Grange SB
	0 03 *	* 30	AWS not provided
Grangetown LC (OPEN)	0 30	STOP STOP	
	1 00 *	* 15	TCB
Londonderry Sidings	1 07		Sidings area between 1 07 and 1 53
Hendon	1 53		
Network Rail Boundary	1 53		
Sunderland Docks		15 ①	① - To/From Fina/Sunderland Docks

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN664	001	Boldon East Jn to Boldon North Jn	BNW	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN TCB Tyneside SB (T) 093 RA8
		To/From Sunderland LN627 seq 12	
Boldon East Jn	0 00		AWS not provided TPWS not provided
		15	
			Line out of use
Boldon North Jn	0 20		
		To/From Tyne Dock LN666 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN666	001	Boldon West Jn to Tyne Dock	BGE	London North Eastern	02/12/06

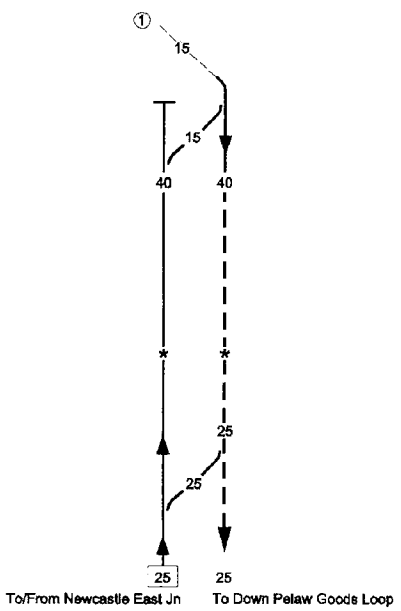
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Boldon West Jn	0 00	To/From Pelaw Jn LN627 seq 12; 25; To/From Boldon East Jn. Secured out of use LN664 seq 1; 15	NRN 093; TCB Tyneside SB (T); RAB; AWS not provided.
Boldon North Jn	0 32		
Commencement / End of Staff Section	0 35		OTS; Modified OTS Boldon North JN to Tyne Dock Operational Boundary. See Local Instruction
		TDL 25; 25 TDB	TDB = Tyne Dock Branch; TDL = Tyne Dock Loop. Secured out of use
Green Lane	0 65 *	*; 15	
Tyne Dock End/Commencement of Staff Section	1 26	① 15	① - To/From International Freight Terminal and Tyne Dock Bottom

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN670	001	Jarrow Branch	JAW1	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Newcastle LN627 seq 13	NRN 093
			OTN(S) Tyneside SB (T) RA8
Pelaw Jn	0 09	25	
	0 27 *	*	
		40	
	1 35 *	*	
		15	
	1 65 *	*	
		40	
	2 50 *	*	
		20	
Shell Mex Depot Jarrow	3 56 *	*	
		15	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN672	001	Wardley to Pelaw Jn	FEP	London North Eastern	02/12/06

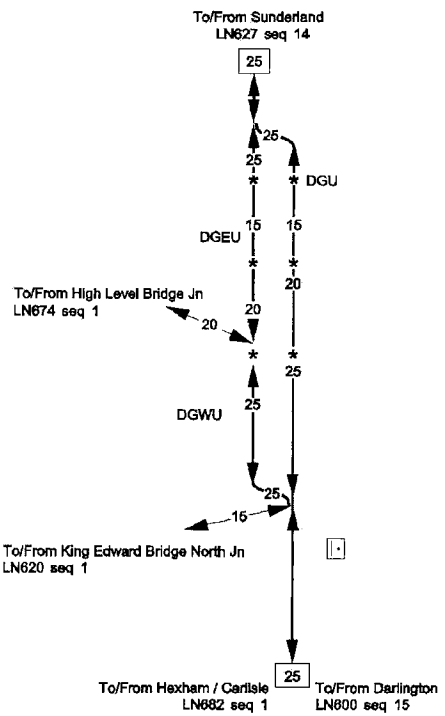
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN TCB Tyneside SB (T) 093 RA8 AWS not provided ① - To/From Wardley Opencast
Wardley	19 70		
	20 50 *		CW Up at 20 62
Pelaw Jn	20 75		



LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN674	001	High Level Bridge Jn to Greensfield Jn (West Curve)	HLK	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		To/From Sunderland LN627 seq 14	TCB Tyneside SB (T) RA8 NRN 093
High Level Bridge Jn	0 00	20	
Greensfield Jn	0 21	20 To/From King Edward Bridge East Jn LN676 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN676	001	Park Lane Jn to King Edward Bridge South Jn.	PLG1 PLG2 HLK	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Park Lane Jn	100 65		TCB Tyneside SB (T) NRN 083 RAB
	100 70		
	100 72 *		DGU = Down Gateshead Up
	101 15 *		DGEU = Down Greensfield East Up
	0 00 *		
Greensfield Jn	0 21 *		
	0 16 *		DGWU = Down Greensfield West Up
King Edward Bridge East Jn	0 30		
Tyneside SB (T)	0 32		
King Edward Bridge South Jn	0 48		

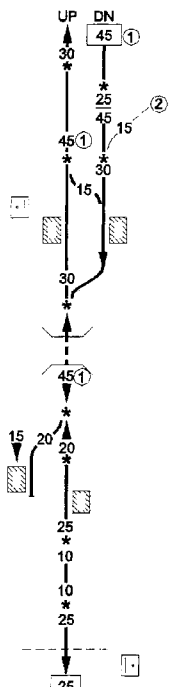
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN678	001	Darlington North Jn to Eastgate	DAE1	London North Eastern	02/12/06

Location	Mileage M	Ch	Running lines & speed restrictions	Signalling & Remarks
Darlington North Jn	44	36	To/From Darlington LN600 seq 10	TCB Tyneside SB (T) RA8
	44	43 *		AWS not provided
	44	64		
	0	00		
Albert Hill	0	32		
	0	45 *		
NORTH ROAD	0	49	D/UGL	D/UGL = 358 m / 1176 feet
Hopetown Jn	0	75		AB Heighington SB
	1	12 *		① - 35 mph Maximum speed for trains conveying loaded or empty cement wagons.
Whiley Hill LC (AHBC)	3	57		
Adams LC (UWC)	4	00	T	
	4	53 *		
	4	57 *		
HEIGHINGTON	5	03		
Heighington LC (MCB)	5	08		
Heighington SB	5	10		NRN Channel Change at
	5	20 *		
NEWTON AYCLIFFE	6	30		

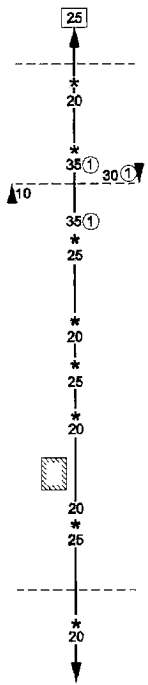
NRN 069

NRN 093

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN678	002	Darlington North Jn to Eastgate	DAE1 DAE2 DAE3	London North Eastern	02/12/06

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
	7	00	*		AB Heighington SB RA8 NRN 093
	7	58	*		① - 35 mph Maximum Speed applies to conveying loaded or empty cement wagons.
	8	08			② - To/From NRM Sidings (controlled by Ground Frame)
	8	18	*		
Shildon SB (S)	8	29			TCB Shildon SB (S)
SHILDON	8	34			
	8	58	*		
Shildon Tunnel (1115 metres / 1220 yards)	8	66	to		
	9	42			
Bishop Auckland Jn	11	17	*		Bishop Auckland Jn to Eastgate NOT IN USE
	11	20	*		OT(S)
BISHOP AUCKLAND	11	23			
WITTON PARK	13	40			
	14	40	*		
Wear Valley Jn (Former)	14	47			
	0	00			
	0	25	*		
Witton-le-Wear LC (MCG)	1	14			
Witton-le-Wear Gate Box	1	14			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN678	003	Darlington North Jn to Eastgate	DAE3	London North Eastern	02/12/06

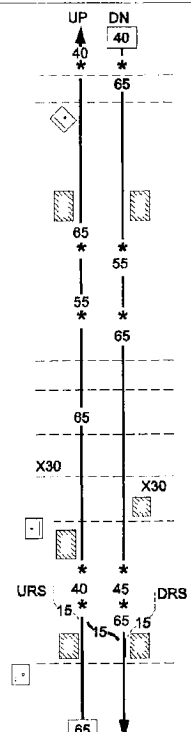
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			NRN OT(S) Shildon SB (S) 083 RAB
Wiserley Hall LC (R/G)	7 15 7 30 *		
	9 40 *		① - 25 mph Maximum speed for trains conveying loaded or empty cement wagons.
Broadwood LC (AOCL)	9 77		
	10 00 *		
	11 32 *		
	11 74 *		
	12 42 *		
STANHOPE	12 65		
	13 06 *		
Unthank LC (TMO)	13 30		
	15 40 *		
Eastgate	15 79		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	001	King Edward Bridge South Jn. to Carlisle North Jn.	NEC1	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
		UC DC To/From Newcastle East Jn via Newcastle Station see LN600 seq 15 and To/From Park Lane Jn see LN676 seq 1	TCB Tyneside SB (T) RAB NRN 093
King Edward Bridge South Jn	0 48 *		
	0 53 *	To/From Darlington see LN600 seq 15	
Askew Road Tunnel (48 m/53 yards)	0 62 to 0 64		UC = Up Carlisle DC = Down Carlisle
Bensham Tunnel (114 m/125 yards)	1 01 to 1 06		
	1 68 *	To/From Low Fell Jn see LN684 seq 1	C Up at 1 07 (Secured out of use)
Norwood Jn	1 71		
	2 07 *		
DUNSTON	2 17		
	3 20 *		
	3 30 *		
METRO CENTRE	3 33		
	3 72 *		
Swalwell Jn	3 78		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	002	King Edward Bridge South Jn. to Carlisle North Jn.	NEC1 NEC2	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
	4 00 *		
Skiff Inn LC (UWC)	4 18	T	
Chain Bridge LC (MCB)	5 19		
Blaydon SB (B)	5 22		
	5 28		
	3 78		
BLAYDON	4 03		
	4 20 *		
	4 73 *		
Addison LC (AHBC)	5 03		
Boat House LC (UWC)	6 34	T	
Golf Course Bridleway	7 08	T	
Clara Vale LC (AHBC-X)	7 40		
WYLAM	8 35		
Wylam LC (MCB)	8 35		
Wylam SB (W)	8 35		
	8 48 *		
	8 78 *		
	10 45		
PRUDHOE	10 47		
Prudhoe LC (MCB)	10 49		
Prudhoe SB (PE)	10 49		



NRN 083

TCB RA8 Tyneside SB (T)

AB Blaydon SB (B)

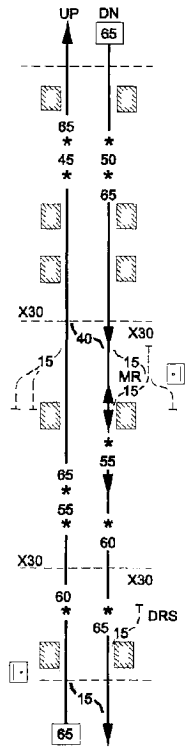
Wylam SB (W)

URS & DRS = 448m / 1470 feet and secured out of use

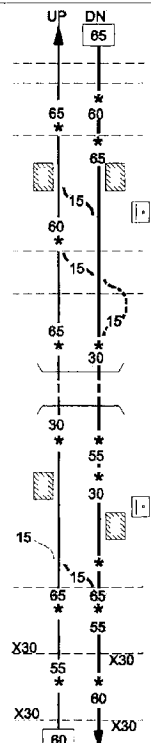
URS entered by facing points

TCB Prudhoe SB (PE)

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	003	King Edward Bridge South Jn. to Carlisle North Jn.	NEC2	London North Eastern	02/12/06

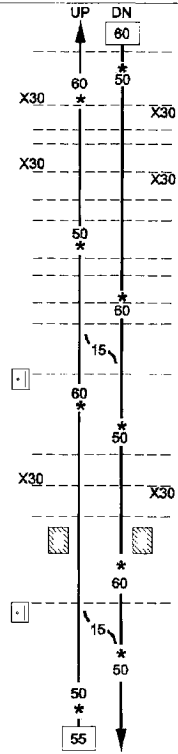
Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
				TCB Prudhoe SB (PE) RAB NRN 093
Mickley LC (R/G)	11	40		
STOCKSFIELD	13	11		
	13	24 *		
	13	42 *		
RIDING MILL	15	35		Other crossings in this area : T = Farnley Haugh UWC at 16 48 T = Devils Water West UWC at 18 57 T = Wide Haugh UWC at 19 34
CORBRIDGE	17	59		
Dilston LC (AHBC-X)	18	20		
Hexham SB (H)	20	53		AB Hexham SB (H)
HEXHAM	20	66		MR = Middle Road = 166 metres / 546feet
	22	53 *		Other crossings in this area : T = Tyne Green UWC at 21 30 T = Spital UWC at 21 60 T = Quality UWC at 23 20 T = Fourstones Farm UWC at 23 68 T = Moss Cottages UWC at 23 79 T = East Fourstones UWC at 24 32 T = Fourstones Station UWC at 24 62 T = Crossgates UWC at 25 08 T = Gooseholme 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
	22	63 *		
	23	05 *		
Warden LC (AHBC-X)	23	54		
	23	60 *		Haydon Bridge SB
HAYDON BRIDGE	28	32		DRS = 557m / 1827 feet and secured out of use
Haydon Bridge SB	28	35		
Haydon Bridge LC (MCG)	28	35		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	004	King Edward Bridge South Jn. to Carlisle North Jn.	NEC2	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
			AB RA8 Haydon Bridge SB — NRN 093
Willow Gap LC (UWC)	29 48 T		
Lipwood LC (UWC)	29 72 T		
	31 49 *		
Bardon Mill LC (R/G)	32 23 *		
	32 24 *		
BARDON MILL	32 29		
Bardon Mill SB	32 41		Bardon Mill SB
	33 14 *		
Haugh Gardens LC (UWC)	33 40 T		
	35 12		
Greengates LC (UWC)	35 35 T		
	35 65 *		Controlled by Haltwhistle (HW) Signal box between 34 08 and 38 27
Whitchester Tunnel (185m / 202 yards)	35 70 to 35 79		
	36 00 *		
	37 13 *		
HALTWHISTLE Haltwhistle SB (HW)	37 17 37 20		Haltwhistle SB (HW)
	37 22 *		
West Lodge LC (UWC)	39 00 T		
	40 00 *		
Blenkinsop Footpath LC (R/G-X)	40 19		
	40 32 *		
Long Byre LC (AHBC-X)	41 05		

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	005	King Edward Bridge South Jn. to Carlisle North Jn.	NEC2	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch		Running lines & speed restrictions	Signalling & Remarks
Baron House LC (UWC)	41	56	T		
	42	44	*		
Denton School LC (AHBC-X)	43	23	*		
Denton Farm LC (UWC)	43	43	T		
Denton Village LC (MCG)	43	65			
Upper Denton LC (AHBC-X)	44	01			
Denton Mains Farm LC (UWC)	44	18	T		
Upper Denton West LC (UWC)	44	34	T		
	44	64	*		
Hightown Farm LC (UWC)	44	66	T		
Hicksons LC (UWC)	45	11	T		
Lane Head LC (MCG)	45	38	*		
Baggarah Farm LC (UWC)	45	48	T		
Low Row LC (MCB)	46	24			
Low Row SB	46	24			
	46	34	*		
	46	60	*		
Denton Mill LC (UWC)	47	19	T		
Naworth LC (AHBC-X)	47	67			
Milton Village LC (MCB)	48	60			
BRAMPTON	49	21			
	49	70	*		
Brampton Fell LC (MCB)	50	10			
Brampton Fell SB	50	10			
	51	17	*		
	51	49	*		



AB RA8 Haltwhistle SB (HW)

NRN 083

Low Row SB

NRN Channel Change at Up 47 73 Down 47 55

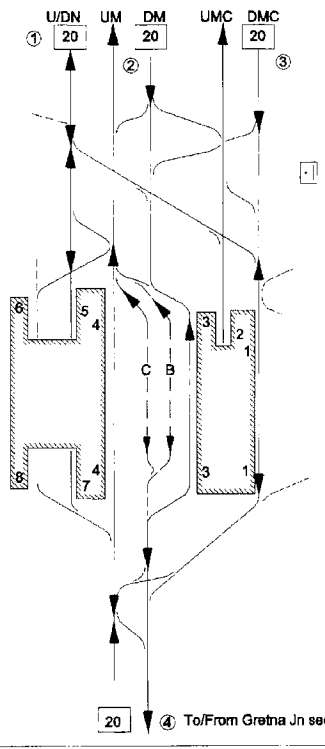
NRN 088

Brampton Fell SB

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	006	King Edward Bridge South Jn. to Carlisle North Jn.	NEC2	London North Eastern	02/12/06

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
How Mill LC (AHBC-X)	52	66		UP DN 50 X30 X30 55 60 60 X30 X30 50 15	NRN AB RAB Brampton Fell SB 088
	53	01	*		
	53	40	*		
Broadwath LC (AHBC-X)	54	62	*		
	55	20	*		
Corby Gates LC (MCB)	55	54			TCB Corby Gates SB
Corby Gates SB	55	54			
	55	89	*	50 40	
WETHERAL	56	76			Carlisle SB (CE)
	56	03	*	40 60	Hot Axle Box Detector on the Down Main line at 56 73
Scotby LC (UWC)	56	76		ROUTE BOUNDARY LONDON NORTH EASTERN	
Network Rail LNE/ LNW Route Boundary	56	00		60 LONDON NORTH WESTERN (NORTH) To/From Appleby see NW9909 seq 1 Network Rail LNW Route Sectional Appendix 20 20	Carlisle (CE) Signal box area from Wetheral (excl)
Petteril Bridge Jn	59	26	*	15 50	
London Road Jn	59	45	*	50 10 To/From Carlisle Upperby see Network Rail LNW Route Sectional Appendix 20	CW. Up at 59 45 (390 yards before reaching signal CE.403)
	59	49		20 10 To/From Bog Jn and Workington see Network Rail LNW Route Sectional Appendix 10 20 To Carlisle	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN682	007	King Edward Bridge South Jn. to Carlisle North Jn.	NEC2 CGJ	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	Running lines & speed restrictions	Signalling & Remarks
Carlisle South Jn	59	76		NRN TCB Carlisle SB (CE) RA8 AC: Cathcart ECR 088 AWS not provided at Carlisle Station signals ① - To/From Newcastle/Leeds see LN682 seq 6 and Network Rail LNW Route Sectional Appendix ② - To/From Penrith see Network Rail LNW Route Sectional Appendix ③ - To/From Workington see Network Rail LNW Route Sectional Appendix
	60	02		
Carlisle SB (CE)	68	73		
CARLISLE	69	09		U/DN = Up/Down Newcastle UM = Up Main DM = Down Main UMC = Up Maryport & Carlisle DMC = Down Maryport & Carlisle PP is authorised in Platforms 1, 3 and 4 CARLISLE STATION AREA ALL LINES AND CROSSOVERS BETWEEN 68 61 and 0 20 ARE 20 MPH MAXIMUM SPEED B = B Up/Down Goods line C = C Up/Down Goods line
	0	00		
Carlisle North Jn	0	19		

④ - To/From Gretna Jn see Network Rail LNW Route Sectional Appendix

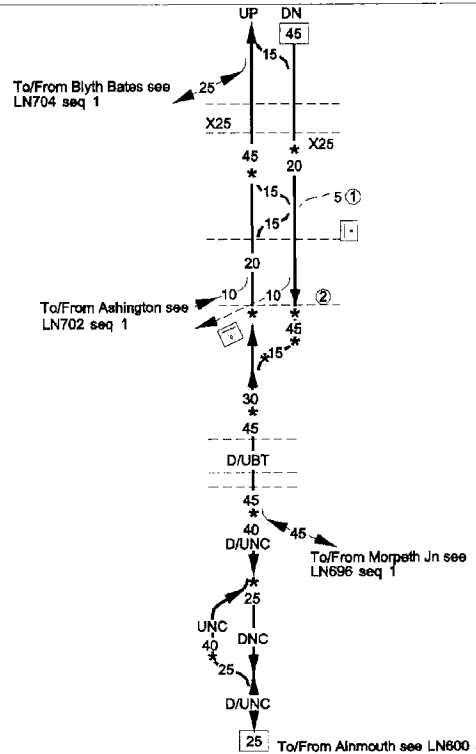
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN684	001	Low Fell Jn. to Norwood Jn.	NLF	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Low Fell Jn	0 00	35 To/From Tyne Yard see LN600 seq 14	NRN TCB Tyneside SB (T) RAB AC:Doncaster ECR 093
		① 15 20	① - To/From Engineers Depot
Royal Mail Terminal	0 50	35 20	PP is authorised at 5 MPH for trains booked to call at RMT only
	1 38 *	* 25	
Norwood Jn	1 42	25 To/From Carlisle see LN682 seq 1	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN694	001	Benton North Jn. to Morpeth North Jn. via Bedlington	BNE EJM	London North Eastern	02/12/06

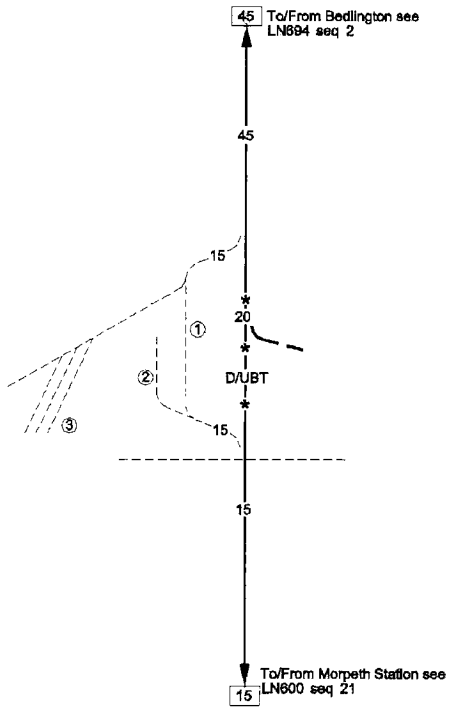
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Benton North Jn	0 00	25 To/From Newcastle see LN600 seq 19	NRN 093
	0 05	25 25	TCB Tyneside SB (T)
		T	RA8
	0 64	25	AWS not provided
	0 68 *	*	CW Down at 0 07 (781 yards before reaching signal T.635)
	2 19 *	45 *	C Down at 0 52 (210 yards after passing signal T.635)
	2 53	30	
	7 08	30	
	7 39 *	* 20①	
Holywell LC (ABCL)	7 41	25① 30	① - Approaching level crossing
	7 42 *	*	
		45	
	8 60 *	45 *	
		30	
Seghill North LC (AHBC)	9 06		
Mares Close LC (UWC)	9 36	T	
	10 10 *	30 *	
	10 49 *	45 *	
		30	
Hartley LC (AHBC)	11 12		
Red House Farm LC (UWC)	11 30	T	
	11 53 *	30 * 35	
	11 70 *	45 * 45	
	12 42 *	25	
Newsham SB	12 45		AB Newsham SB
Newsham LC (MCB)	12 45		
	12 46 *	45 45	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN694	002	Benton North Jn. to Morpeth North Jn. via Bedlington	BNE EJM	London North Eastern	02/12/06

Location	Mileage M	Ch		Running lines & speed restrictions	Signalling & Remarks
Newsham North Jn	12	74			NRN 093 AB Newsham SB RAB AWS not provided ① - To/From Furnace Way Sidings TB Bedlington North SB ② - Within Bedlington North Station limits Rule Book Module M1, Section 4 and Module M2 Section 4.2 and 4.3 When a train is stopped on the Up Main line between Bedlington North (BN 12) and Bedlington South or on the Up Branch/Up Main between Bedlington North (semaphore Section signal) and Bedlington South and the Driver is not able to immediatey communicate with the Signaller, emergency protection must be carried out. D/UBT = Down/Up B&T TCB Morpeth SB (M) D/UNC = Down/Up N.E. Curve DNC = Down N.E. Curve UNC = Up N.E. Curve
Plessey Road LC (CCTV)	13	16			
Bebside LC (AHBC-X)	14	67			
	15	04	*		
	15	49	*		
Bedlington South SB	15	60			
Bedlington South LC (MCB)	15	60			
Bedlington North FP LC	15	71			
Bedlington North SB (BN)	15	71			
	15	76	*		
	16	07	*		
	16	08	*		
Coatsworth Farm No. 2 LC (UWC)	16	26			
	17	03	*		
Choppington LC (AHBC)	17	06			
Hepscott LC (AHBC)	19	21			
Parkside Farm LC (UWC)	19	38		T	
Hepscott Jn	19	44	*		
	20	07	*		
	20	29	*		
	20	32			
Morpeth North Jn	20	46			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN696	001	Hepscott Jn. to Morpeth Jn.	HJM	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Hepscott Jn	19 44		
	20 04		
	20 24 *		
Morpeth DMU Reverse Sidings			
	20 39 *		
Morpeth Electrification Depot			
Coopies Lane LC (AHBC)	20 40		
Morpeth Jn	20 47		



NRN

TCB Morpeth SB (M) 093
RAB

① = Barmoor Through Siding
② = Morpeth DMU Reverse Sidings
D/UBT = Down/Up B&T
③ = Morpeth Electrification Depot

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN698	001	Butterwell South Branch	BWO1	London North Eastern	02/12/06

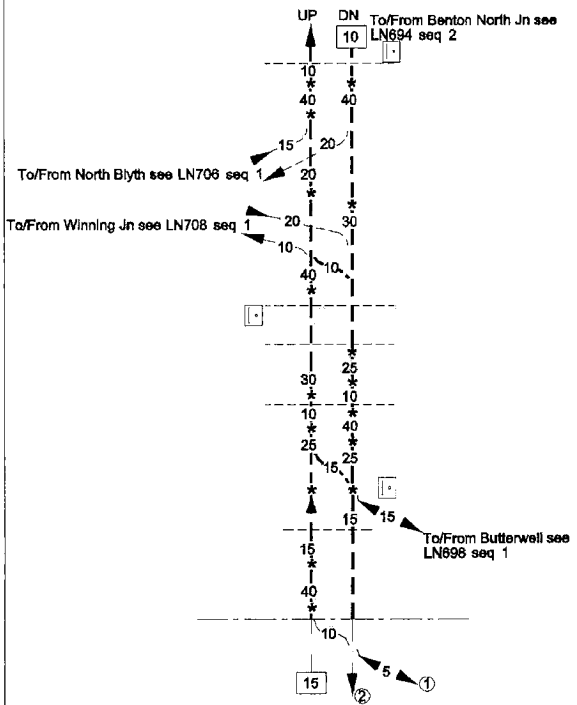
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Ashington SB	3 02	15 To/From Bedlington see LN702 seq 1	TST Ashington SB RA8 NRN 093
Network Rail/ RJB Boundary	3 05		AWS not provided TPWS not provided
	3 29 *	15 * 20	
New Moor LC (AOCL)	4 17	10 10	Train Staff and Ticket Working between Ashington and Butterwell see Local Instruction
		20	
Potland LC (AOCL)	4 76 *	10 10 *	
		15	
			① - To/From Butterwell Opencast
Signal B6 (End of Section)	5 38	① 15	

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN700	001	Butterwell North Branch	BWO2	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Butterwell Jn	0 00	25 To/From Morpeth see LN600 seq 22	TCB Morpeth SB (M) NRN 093 RA8
			AWS not provided
	0 05 *	25 * 15	
Signal B1	0 48	15 ①	① - To/From Butterwell Opencast

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN702	001	Bedlington North to Lynemouth Alcan	BWC	London North Eastern	02/12/06

Location	Mileage M	Ch	
Bedlington North SB (BN)	0	00	
Bedlington North LC (MCB)	0	00	
	0	06	*
	0	76	*
West Sleekburn Jn	0	78	
	1	02	*
	1	32	*
Marchey's House Jn	1	35	
Marchey's House LC (MCB)	1	41	*
Marchey's House SB	1	41	
North Seaton LC (MCB)	1	76	
	2	18	*
	2	39	*
Green Lane LC (AHBC)	2	43	*
	2	49	*
	2	70	*
Ashington SB	3	02	*
Ashington Jn	3	03	
Hirst Lane LC (MCG)	3	21	
	3	65	*
Network Rail / Alcan Boundary	4	10	*
	5	34	
Woodhorn Jn	5	37	
Lynemouth Alcan			



Running lines & speed restrictions

Signalling & Remarks

NRN

AB RAB Bedlington North SB (BN) 093

AWS not provided
TPWS not provided

Rule Book Module M1, Section 4 and Module M2, Section 4.2 and 4.3
X1.3.1-when a train is stopped on the Up line between West Sleekburn Jn. and Bedlington North and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out.

Marchey's House SB

Ashington SB

① - To/From Alcan Smelter (Siding)
② - To/From Alcan Power Station / Lynemouth Alcan Signal box at 6 12

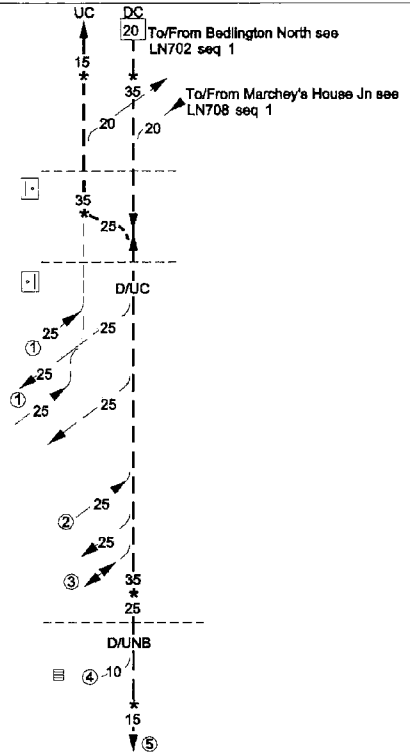
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN704	001	Bates Branch	ISC	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Newsham North Jn	0 00	25 To/From Benton North Jn see LN694 seq 2	NRN 083 OTS Newsham SB RA8 AWS not provided TPWS not provided
Isabella LC (TMO)	0 25		Train Staff is kept at Newsham Signal box.
	0 35 *	25 *	
Network Rail / BC Boundary	0 38	15	
Newsham Road LC (TMO)	0 42 *	*	
	1 55 *	25 * 10	LINE OUT OF USE
	1 70 *	*	
Blyth Bates Terminal			

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN706	001	West Sleekburn Jn to North Blyth	WSB	London North Eastern	02/12/06

Location	Mileage M	Mileage Ch	
West Sleekburn Jn	0	00	
	0	29	*
Winning Jn	0	32	
Winning LC (MCB)	0	36	
Winning SB	0	36	
	1	29	*
Freemans LC (MCB)	1	31	
Freemans SB (F)	1	31	
	1	32	
	1	35	
Signal F811 (Down)	1	63	
	1	70	
	1	72	
Signal F818 (Up)	1	76	
	1	79	*
Cambois LC (TMO)	2	10	
Battleship Wharf GF	2	60	
	2	75	*
North Blyth	3	22	

Running lines & speed restrictions



Signalling & Remarks

NRN

AB Bedlington North SB (BN) 093
RA8

AWS not provided
TPWS not provided

Winning SB

DC=Down Cambois
UC=Up Cambois

D/UC=Down and Up Cambois

Freemans SB (F)

① - To/From Blyth National Power

Rule Book Module M1, Section 4 and Module M2, Section 4.3 when a train is stopped on the Up Cambois line between Winning and West Sleekburn Jn. and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out on those lines.

OTN(S)

② - To/From West and East Group Sidings. Secured out of use

③ - To/From former MPD. Secured out of use

D/UNB=Down and Up North Blyth

④ - To/From Battleship Wharf Siding

⑤ - To/From Alcan Terminal

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN708	001	Winning Jn to Marchey's House Jn	MWJ	London North Eastern	02/12/06

Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks
Winning Jn	0 31	UP DN 20 To/From North Blyth see LN706 seq 1	NRN AB Winning SB C93 RAB AWS not provided TPWS not provided Rule Book Module M1, Section 4 and Module M2, Section 4 When a train is stopped on the Down or Up Branch line between Winning Jn. and Marchey's House Jn. and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out on those lines.
Marchey's House Jn	0 00	10 To/From Ashington see LN702 seq 1	TCB Marchey's House SB

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SPECIAL WORKING ARRANGEMENT

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LN624 (NORTHALLERTON, CASTLE HILLS JN TO CASTLE HILLS WEST GF)

From	To	Type of Train	Line(s)	Remarks
Castle Hills Jn	Castle Hills West Ground Frame	Freight trains or vehicles with a maximum length of 384m/1260 feet	Single	Trains or vehicles may be propelled in accordance with the Rule Book.and the local instruction for this location
Castle Hills West Ground Frame	Castle Hills Jn	Freight trains or vehicles with a maximum length of 384m/1260 feet	Single	Trains or vehicles may be propelled in accordance with the Rule Book.and the local instruction for this location

Dated: 02/12/06

LN627 (NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST)

From	To	Type of Train	Line(s)	Remarks
Hartburn Jn	Stockton	Condemned Wagons	Down	Trains not fitted throughout with the continuous brake may be worked in accordance with the General Instruction on this subject.

Dated: 02/12/06

LN652 (BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE)

From	To	Type of Train	Line(s)	Remarks
Simon Storage Ground Frame	BASF Run-Round	Fully Fitted Freight trains with a maximum length of 15 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.
BASF Run-Round	Simon Storage Ground Frame	Fully Fitted Freight trains with a maximum length of 15 SLU	Single	Trains or vehicles may be propelled in accordance with the Rule Book.

Dated: 02/12/06

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 Class150 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

		(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**
LN620	King Edward Bridge East Jn. to King Edward Bridge North Jn (East Curve)	Y	Y	Y	Y	Y	R1	Y	Y	-	-	-	Y		R1 Class 156 units fitted with larger bladed miniature snow ploughs for operation in Scotland's West Highland and Inverness services are prohibited from operating over the King Edward Bridge with blade in place.
LN624	Northallerton Castle Hills Jn. to Castle Hills West GF	-	-	-	-	-	-	-	-	-	-	-	-		
LN626	Northallerton High Jn. to Northallerton East Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y		See Note 1
LN627	Northallerton Longlands Jn. to Newcastle East Jn. via the Coast.	Y	Y	R1	Y	Y	Y	Y	Y	Y	-	R2	Y		R1 Classes 150, 150/1 & 150/2 are prohibited between Monkwearmouth and East Boldon, except Track Recording Unit DB999600/1 which may pass subject to a speed restriction of 40 mph between 90 69 and 91 40.

		(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**
LN627	Northallerton Longlands Jn. to Newcastle East Jn. via the Coast. - Continued	Y	Y	R1	Y	Y	Y	Y	Y	Y	-	R2	Y		R2 Class 185 units are permitted between Longlands Jn & Stockton Cut Jn. Class 185 are PROHIBITED in Hartlepool Bay Platform. See Note 1
LN628	South Hylton to Sunderland South Jn	-	-	-	-	-	-	-	-	-	-	-	-		
LN629	Pelaw Metro Jn to Pelaw South Jn	-	-	-	-	-	-	-	-	-	-	-	-		
LN630	Pelaw North Jn to Pelaw Metro Jn	-	-	-	-	-	-	-	-	-	-	-	-		
LN631	Darlington South Jn. to Eaglescliffe South Jn.	Y	R1	Y	Y	Y	Y	Y	Y	Y	-	Y	Y		R1 Drivers of Down passenger trains consisting of Class 142 units stopping at Allens West must bring their train to a stand 1 car length in rear of UN23 signal. See Note 1
LN632	Stockton Cut Jn. to Saltburn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	-		R1 Class 185 units are permitted between Stockton Cut Jn & Guisborough Jn only. See Note 1
LN634	Guisborough Jn. to Whitby	R	R	R	R	R	R	R	R	-	-	R1	-		R1 Class 185 units are permitted between Guisborough Jn & Nunthorpe only. Kildale and Commondale stations have short platforms. See Local Instructions. See Note 1
LN636	Beam Mill Jn to Slag Road (Lackenby)	-	N	-	-	-	-	-	-	-	-	-	-		
LN638	Grangetown (Shell Jn.) to Cleveland Freightliner Terminal (Wilton)	-	N	-	-	-	-	-	-	-	-	-	-		
LN640	ICI Wilton Coal Terminal branch	-	N	-	-	-	-	-	-	-	-	-	-		
LN642	Saltburn West Jn. to Boulby Potash Mine	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	-		See Note 1
LN644	Hartburn Curve	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-		See Note 1
LN646	Norton-on-Tees South to Ferryhill South Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y		See Note 1

		(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**
LN648	Norton-on-Tees West to Norton -on - Tees East	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y			See Note 1
LN650	Kelloe Bank Foot Branch	-	N	-	-	-	-	-	-	-	-	-	-			
LN652	Billingham on Tees to Seal Sands Storage	-	N	-	-	-	-	-	-	-	-	-	-			
LN656	Seaton on Tees Branch	-	N	-	-	-	-	-	-	-	-	-	-			
LN662	Ryhope Grange to Hendon	-	N	-	-	-	-	-	-	-	-	-	-			
LN664	Boldon East Jn to Boldon North Jn.	-	N	-	-	-	-	-	-	-	-	-	-			
LN666	Boldon West Jn to Tyne Dock	-	N	-	-	-	-	-	-	-	-	-	-			
LN670	Jarrow Branch	-	N	-	-	-	-	-	-	-	-	-	-			
LN672	Wardley to Pelaw Jn.	-	N	-	-	-	-	-	-	-	-	-	-			
LN674	High Level Bridge Jn to Greensfield Jn (West Curve)	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	Y	-		See Note 1
LN676	Park Lane Jn to King Edward Bridge South Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	R1	Y		R1	Class 185 units are permitted between Greensfield Jn & King Edward Bridge South Jn only. See Note 1
LN678	Darlington North Jn. to Eastgate	Y	Y	Y	R1	R1	Y	Y	Y	-	-	-	-		R	Shildon Up platform and Bishop Auckland Single platform are prohibited to Classes 153, 155 units with deflated suspensions. See Note 1
LN682	King Edward Bridge South Jn to Carlisle North Jn	Y	Y	Y	R1 R2	R1 R2	R1	R1	R1	-	-	-	Y		R1 R2	Short platforms exist at most stations on this route. See Local Instructions. Haltwhistle Down platform is prohibited to Classes 153, 155 units with deflated suspensions. See Note 1
LN684	Low Fell Jn to Norwood Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	-	-		See Note 1
LN694	Benton North Jn to Morpeth North Jn via Bedlington	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-		See Note 1
LN696	Hepscott Jn to Morpeth Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	Y	-		See Note 1
LN698	Butterwell South Branch	-	N	-	-	-	-	-	-	-	-	-	-	-		

		(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**
LN700	Butterwell North Branch	-	N	-	-	-	-	-	-	-	-	-	-	-	
LN702	Bedlington North to Lynemouth Colliery	-	N	-	-	-	-	-	-	-	-	-	-	-	
LN704	Bates Branch	-	N	-	-	-	-	-	-	-	-	-	-	-	
LN706	West Sleekburn to North Blyth	-	N	-	-	-	-	-	-	-	-	-	-	-	
LN708	Winning Jn to Marcheys House Jn	-	N	-	-	-	-	-	-	-	-	-	-	-	

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 & Shoegear 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	
LN627	Northallerton Longlands Jn. to Newcastle East Jn. via the Coast.	Y	Y	Y	Y	Y	Y	N	Y	Y	-	Y			N		
LN674	High Level Bridge Jn. To Greensfield Jn. (West Curve)	Y	Y	Y	Y	Y	Y	N	Y	Y	-	Y			N		
LN676	Park Lane Jn to King Edward Bridge South Jn	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	
LN620	King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	Y	Y	Y		
LN624	Northallerton Castle Hills Jn to Castle Hills West GF	-	-	-		
LN626	Northallerton High Jn to Northallerton East Jn	Y	Y	Y		
LN627	Northallerton Longlands Jn to Park Lane Jn via the Coast	R1	Y	Y	R1	Locomotive hauled passenger stock composed of either Mark I or Mark II vehicles must not exceed a speed of 30 mph between Sunderland South Jn 89m 56ch and Pelaw Metro Jn 97m 70ch.
LN627	Park Lane Jn to Newcastle East Jn	Y	Y	Y		
LN628	South Hylton to Sunderland South Jn	-	-	-		
LN629	Pelaw Metro Jn to Pelaw South Jn	-	-	-		
LN630	Pelaw North Jn to Pelaw Metro Jn	-	-	-		
LN631	Darlington South Jn to Eaglescliffe South Jn	Y	Y	Y		
LN632	Stockton Cut Jn to Saltburn	Y	Y	-		
LN634	Guisborough Jn to Whitby	R1	R1	-	R1	Coaching stock trains require special authority to use the Run-Round Loop at Battersby.

Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes	
LN636	Beam Mill to Slag Road (Lackenby)	-	-	-		
LN638	Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	-	-	-		
LN642	Saltburn West Jn to Boulby Potash Mine	Y	Y	-		
LN644	Hartburn Curve	Y	Y	-		
LN646	Norton on Tees South to Ferryhill Jn	Y	Y	Y		
LN648	Norton on Tees West to Norton on Tees East	Y	Y	-		
LN650	Kelloe Bank Foot Branch	-	-	-		Not in use.
LN652	Billingham on Tees to Seal Sands Storage	-	-	-		
LN656	Seaton on Tees Branch	Y	-	-		
LN662	Ryhope Grange to Hendon	-	-	-		
LN664	Boldon East Jn to Boldon North Jn	-	-	-		
LN666	Boldon West Jn to Tyne Dock	Y	-	-		
LN670	Jarrow Branch	Y	-	-		
LN672	Wardley to Pelaw Jn	-	-	-		
LN674	High Level Bridge Jn to Greensfield Jn (West Curve)	Y	Y	Y		
LN676	Park Lane Jn to King Edward Bridge South Jn	Y	Y	R1	R1	MK4+A.C. are cleared between Greensfield Jn and King Edward Bridge South Jn. Between Park Lane Jn and Greensfield Jn MK4 +A.C. Electric locos are permitted diesel hauled for diversionary purposes only with pantographs locked down.
LN678	Darlington North Jn to Eastgate	Y	Y	-		Line between Bishop Auckland Jn and Eastgate not in use.
LN682	King Edward Bridge South Jn to Carlisle North Jn	Y	Y	Y		
LN684	Low Fell Jn to Norwood Jn	Y	Y	Y		
LN694	Benton North Jn to Morpeth North Jn via Bedlington	Y	Y	Y		
LN696	Hepscott Jn to Morpeth Jn	Y	Y	Y		
LN698	Butterwell South Branch	-	-	-		
LN700	Butterwell North Branch		-	-		
LN702	Bedlington North to Lynemouth Colliery	-	-	-		

Line of route	Line of Route / Sector Description	C1	C3	MK4	Notes
LN704	Bates Branch	-	-	-	
LN706	West Sleekburn Jn to North Blyth	-	-	-	
LN708	Winning Jn to Marchey's House Jn	-	-	-	

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	
LN620	King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	9	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		
LN624	Northallerton Castle Hills Jn to Castle Hills West GF	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y		
LN626	Northallerton High Jn to Northallerton East Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y		
LN627	Northallerton Longlands Jn to Park Lane Jn via the Coast	8	Y	Y	Y	Y	Y		Y	Y	Y	R1	Y	R1	Class 67's are restricted to 60mph. Note: Locomotive hauled passenger stock composed of either Mark I or Mark II vehicles must not exceed a speed of 30 mph between Sunderland South Jn 89m 56ch and Pelaw Metro Jn 97m 70ch.
LN627	Park Lane Jn to Newcastle East Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y		
LN628	South Hylton to Sunderland South Jn		-	-	-	-	-		-	-	-	-	-		
LN629	Pelaw Metro Jn to Pelaw South Jn		-	-	-	-	-		-	-	-	-	-		
LN630	Pelaw North Jn to Pelaw Metro Jn		-	-	-	-	-		-	-	-	-	-		
LN631	Darlington South Jn to Eaglescliffe South Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y		
LN632	Stockton Cut Jn to Saltburn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y		
LN634	Guisborough Jn to Whitby	7	Y	Y	Y	Y	Y		Y	-	Y	-	Y		
LN636	Beam Mill to Slag Road (Lackenby)	8	Y	Y	Y	Y	Y		Y	Y	Y	-	Y		

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
LN638	Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN642	Saltburn West Jn to Boulby Potash Mine	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Line between Crag Hall and Boulby Potash Mine is privately owned.
LN644	Hartburn Curve	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN646	Norton on Tees South to Ferryhill Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN648	Norton on Tees West to Norton on Tees East	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN650	Kelloe Bank Foot Branch	8	-	-	-	-	-		-	-	-	-	Y	Not in use.
LN652	Billingham on Tees to Seal Sands Storage	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN656	Seaton on Tees Branch	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN662	Ryhope Grange to Hendon	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN664	Boldon East Jn to Boldon North Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN666	Boldon West Jn to Tyne Dock	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN670	Jarrow Branch	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN672	Wardley to Pelaw Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN674	High Level Bridge Jn to Greensfield Jn (West Curve)	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN676	Park Lane Jn to King Edward Bridge South Jn	8	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
LN678	Darlington North Jn to Eastgate	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Line between Bishop Auckland Jn and Eastgate not in use.
LN682	King Edward Bridge South Jn to Carlisle North Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	R1	Y	Class 67's are restricted to 60 mph
LN684	Low Fell Jn to Norwood Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN694	Benton North Jn to Morpeth North Jn via Bedlington	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN696	Hepscott Jn to Morpeth Jn	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN698	Butterwell South Branch	8	Y	Y	Y	Y	Y		Y	Y	Y	-	Y	
LN700	Butterwell North Branch	8	Y	Y	Y	Y	Y		Y	Y	Y	-	Y	
LN702	Bedlington North to Lynemouth Colliery	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN704	Bates Branch	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	

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
LN706	West Sleekburn Jn to North Blyth	8	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	
LN708	Winning Jn to Marchey's House Jn	8	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	
LN620	King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	9	Y	Y	-	Y	Y	Y		
LN624	Northallerton Castle Hills Jn to Castle Hills West GF	8	-	-	-	-	-	-		
LN626	Northallerton High Jn to Northallerton East Jn	8	Y	Y	-	Y	Y	-		
LN627	Northallerton Longlands Jn to Park Lane Jn via the Coast	8	R1	R1	-	R1	R1	-	R1	A.C. locomotives (and EMU's) are prohibited between Ryhope Grange and East Boldon. Locomotive hauled passenger stock composed of either Mark I or Mark II vehicles must not exceed a speed of 30 mph between Sunderland South Jn 89m 56ch and Pelaw Metro Jn 97m 70ch.
LN627	Park Lane Jn to Newcastle East Jn	8	Y	Y	-	Y	Y	-		
LN628	South Hylton to Sunderland South Jn		-	-	-	-	-	-		
LN629	Pelaw Metro Jn to Pelaw South Jn		-	-	-	-	-	-		
LN630	Pelaw North Jn to Pelaw Metro Jn		-	-	-	-	-	-		
LN631	Darlington South Jn to Eaglescliffe South Jn	8	Y	Y	Y	Y	Y	Y		
LN632	Stockton Cut Jn to Saltburn	8	-	-	-	-	-	-		
LN634	Guisborough Jn to Whitby	7	-	-	-	-	-	-		

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92		Notes
LN636	Beam Mill to Slag Road (Lackenby)	8	-	-	-	-	-	-		
LN638	Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	8	-	-	-	-	-	-		
LN642	Saltburn West Jn to Boulby Potash Mine	8	-	-	-	-	-	-		Line between Crag Hall and Boulby Potash Mine is privately owned.
LN644	Hartburn Curve	8	-	-	-	-	-	-		
LN646	Norton on Tees South to Ferryhill Jn	8	Y	Y	Y	Y	Y	Y		
LN648	Norton on Tees West to Norton on Tees East	8	-	-	-	-	-	-		
LN650	Kelloe Bank Foot Branch	8	-	-	-	-	-	-		Not in use.
LN652	Billingham on Tees to Seal Sands Storage	8	-	-	-	-	-	-		
LN656	Seaton on Tees Branch	8	-	-	-	-	-	-		
LN662	Ryhope Grange to Hendon	8	-	-	-	-	-	-		
LN664	Boldon East Jn to Boldon North Jn	8	-	-	-	-	-	-		
LN666	Boldon West Jn to Tyne Dock	8	-	-	-	-	-	-		
LN670	Jarrow Branch	8	-	-	-	-	-	-		
LN672	Wardley to Pelaw Jn	8	-	-	-	-	-	-		
LN674	High Level Bridge Jn to Greensfield Jn (West Curve)	8	Y	Y	-	Y	Y	Y		
LN676	Park Lane Jn to King Edward Bridge South Jn	8	R1	R1	-	R1	R1	-	R1	Electric locos hauling MK4 coaching stock are cleared between Greensfield Jn and King Edward Bridge South Jn. Between Park Lane Jn and Greensfield Jn Electric loco and Mk4 coaching stock are permitted diesel hauled for diversionary purposes only with pantographs locked down.
LN678	Darlington North Jn to Eastgate	8	-	-	-	-	-	-		Line between Bishop Auckland Jn and Eastgate not in use.
LN682	King Edward Bridge South Jn to Carlisle North Jn	8	R1	R1	-	R1	R1	-	R1	A.C. locomotives with pantographs down but not locked must not exceed 15mph through Whitchester Tunnel, east of Haltwhistle.
LN684	Low Fell Jn to Norwood Jn	8	R1	R1	-	R1	R1	-	R1	A.C. locomotives clear to limit of electrification at 1m 26ch.
LN694	Benton North Jn to Morpeth North Jn via Bedlington	8	Y	Y	-	Y	Y	-		

Line of route	Line of Route / Sector Description	RA	86	87	89	90	91	92	Notes
LN696	Hepscott Jn to Morpeth Jn	8	Y	Y	-	Y	Y	-	
LN698	Butterwell South Branch	8	-	-	-	-	-	-	
LN700	Butterwell North Branch	8	-	-	-	-	-	-	
LN702	Bedlington North to Lynemouth Colliery	8	-	-	-	-	-	-	
LN704	Bates Branch	8	-	-	-	-	-	-	
LN706	West Sleekburn Jn to North Blyth	8	-	-	-	-	-	-	
LN708	Winning Jn to Marchey's House Jn	8	-	-	-	-	-	-	

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LN624 - NORTHALLERTON, CASTLE HILLS JN TO CASTLE HILLS WEST GF

Castle Hills Jn To Castle Hills West GF

The Person in Charge of propelling movements between Castle Hills Jn and Castle Hills West Ground Frame (excl) (Wensleydale Railway) must ensure the following level crossings are clear before allowing the train to pass over them:-

Level Crossing	Remarks
Public Footpath LC at 0m 07ch	-
Castle Hills Farm UWC at 0m 17ch	-
Public Footpath LC at 0m 64ch (Wensleydale Railway)	Also applies to light Locomotive movements on the Run Round loop from on Wensleydale Railway from Castle Hills East GF to Castle Hills West GF

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

YARM

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

Dated: 02/12/06

LN627 - 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 B.818 at the Urlay Nook end of Eaglescliffe Station must, if the signal is not cleared when the train is ready to depart, communicate with the Signaller at Bowesfield by means of the signal post telephone immediately.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Cliff House SB

Drivers of trains stopped at signals controlled by Cliff House Signal box must, if unable to communicate with the Signaller at Cliff House Signal box, ring Greatham Signal box to ascertain if Cliff House Signal box is open. If advised that Cliff House is closed, Drivers should observe the provisions of Rule Book Module S5, Part B Section 1.2.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

HARTLEPOOL

The Drivers of terminating passenger services arriving from the North, irrespective of whether they are booked to be shunted or not, must on arrival, contact the Signaller at Clarence Road by telephone (NRN 03 79913) and work to instructions as necessary.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Ryhope Grange SB (RG) To Pelaw Jn for Leamside

TPWS/INDUSI Automatic Train Stop

All trains, other than Metro trains, running between Ryhope Grange and Pelaw Jn must be fitted with operative TPWS in the leading cab.

The Indusi Automatic Train Stop must be operative in the leading cab of all Metro trains running on Network Rail infrastructure.

A train on which the TPWS has failed must not be allowed to proceed beyond:

- Hartlepool or Ryhope Grange if it is a Down train or
- Pelaw Junction if it is an Up train.
- Boldon North Junction (if it is a train from Tyne Dock)

If a failure of the TPWS occurs beyond these locations, or the Indusi Automatic Train Stop fails on a Metro train whilst on Network Rail Infrastructure, the Driver must immediately stop the train and advise the Signaller of the circumstances. The Signaller must liaise with Territoryal Control York, to establish where the train is to be taken out of service, or reverse so that it may return driven from a cab with operative TPWS or Automatic Train Stop. The most suitable of the following locations must be used to stable the train until either repairs can be carried out or assistance is given by a train fitted with working TPWS or Indusi Automatic Train Stop:-

1. East Boldon Up Loop
2. Sunderland Sidings 1 and 2

If it is not possible to utilise the above locations, the train may be allowed to proceed beyond Sunderland South Junction or Pelaw Metro Junction as appropriate provided the Signaller has obtained the permission of Network Rail Control, York.

Before authorising a train with failed TPWS or Indusi Automatic Train Stop to proceed, the Signaller must advise the Driver where the train is to proceed to. The Signaller must ensure the line ahead on which the train is to proceed is clear of movements through to the location where the train will be taken out of service, or pass beyond the area used by Metro trains. Where possible, all signals on the affected route must be cleared before the movement starts.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Ryhope Grange SB (RG)

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 RG10 on the Down Main line. The Rule Book Module TW1, Section 4 is modified accordingly between Ryhope Grange and Pelaw Jn.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Ryhope Grange SB (RG) To Pelaw Jn for Leamside

Single Line Working Over The Up Sunderland Line – Rule Book Module P1

When Single Line Working is in operation over the Up Sunderland line, it will not be necessary to appoint a Handsignaller for Down direction trains at the following exit signals: -

6211 on the Up Sunderland line at Sunderland South Jn.

6241 on the Up Sunderland line at East Boldon.

6251 on the Up Sunderland line at Boldon West Jn.

Drivers of Down direction trains must be instructed by the Pilotman to obey the relevant signal. Rule Book Module P1, Section 3.5a) and 6.2a) are modified accordingly.

Drivers of Down trains may be authorised to proceed without being accompanied by the Pilotman. Section 7.1 is modified accordingly.

The above arrangements are applicable in all weather conditions.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Module G2, Section 8 or Modules AC1 and AC2 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

This instruction is replicated in LN628, LN629 and LN630

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Temporary And Emergency Speed Restriction Signs

All signs, indicators, and other associated equipment relating to Temporary and Emergency Speed Restrictions, will be of the standard type used on Network Rail controlled infrastructure, and the speed displayed on Warning Boards and Speed Indicators will be in miles per hour (mph).

Signs showing the equivalent speed in kilometres per hour (kmh) will be positioned directly beneath the mph signs and will: -

- be made of retro reflective material, and be of the same colours and similar dimensions as mph signs.
- be shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest
- 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs will be provided at all points where a Temporary/Emergency Speed Restriction is in place. However, kmh signs will not be provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs will not be provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

This instruction is replicated in LN628

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

This instruction is replicated in LN628, LN629 and LN630

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Examination Of The Line By Metro Trains - Rule Book Module TW1, Section 16

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

When a single car unit
The internal lighting must be switched to emergency mode.

When a two car unit
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

This instruction is replicated in LN628, LN629 and LN630

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Snowfall

The requirements of Rule Book Module M4 are amended as follows: -

Section 4.7 b), bullet point one: -

Earthing of the equipment is not required, **unless** there is a need for persons to approach the overhead line equipment, in which case, a Permit to Work must be issued as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

Beilhack Self-Propelled Snow Blower Machines

Instructions for working of this machine are detailed in the Scottish Territory Sectional Appendix. If the machine is required to work between South Hylton – South Sunderland Jn – Pelaw Metro Jn and a permit to work is to be issued, this must be done as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

This instruction is replicated in LN628

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Sunderland South Jn To Pelaw Metro Jn

Permissible Speed Signs

The Permissible Speed Signs for the above routes are in both miles per hour (mph) and kilometres per hour (kmh).

Signs displaying mph are of the standard type used on Network Rail controlled infrastructure. Signs showing the equivalent speed in kmh are positioned directly beneath the mph signs and: -

- are made of retro reflective material, and are of the same colours and similar dimensions as mph signs.
- shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs are provided at all points where a Permissible Speed change applies. However, kmh signs are not provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs are not provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

Kmh indications have not been provided at Automatic Level Crossing Wrong Direction Speed Restriction Boards, and Metro Drivers must treat the speed indications as being in kmh.

This instruction is replicated in LN628

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

SUNDERLAND

Northern trains are booked to stop at platforms 1 or 4, and Metro trains are booked to stop at platforms 2 or 3.

Trains must be stopped in their booked platform unless the Driver is instructed to stop in a different platform by the Signaller.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Pelaw To Park Lane Jn

Instructions to Train Crews and Other Staff Concerned Working on Network Rail Lines Adjacent to the Tyne and Wear Metro Electrified Lines

The Tyne and Wear Metro System is electrified on a 1500 volt D.C. System but must be regarded as being similar to the Network Rail 25KV AC System. The electricity is controlled by the Metro Control Centre at South Gosforth.

The A.C. Electrified lines Instructions, Rule Book Module G2 Section 8 and Modules AC1 and AC2 must be complied with.

If an incident or accident affects the Metro lines, the provisions of Rule Book Module G1 section 6 or Module M1 must be applied.

Contact can be made with either the Metro System Controller (who controls the signals) at South Gosforth; the signaller at Tyneside IECC or by NRN emergency call to York Control.

Electrification telephones are provided at strategic electrical locations on the Metro. 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.

Dated: 02/12/06

LN627 - NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

High Level Bridge

Due to weight restrictions the following restrictions apply over the High Level Bridge:

- Movements of trains with one or more locomotive coupled (including one or more light locomotive coupled) must not be passed on the High Level Bridge by another train.
  The Operations Control of the Train Operating Company must inform Network Rail Operations Control of the identity of any train with one or more locomotive requiring to pass over the High Level Bridge.
  The Network Rail Operations Control must inform Tyneside IECC of any train with one or more locomotive coupled together requiring to pass over the High Level Bridge.
- Freight trains must not be allowed to pass over the bridge on the Down/Up West Curve between High Level Bridge Jn and Greensfield Jn at any time.

This instruction is replicated in LN670

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Module G2, Section 8 or Modules AC1 and AC2 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

This instruction is replicated in LN627, LN629 and LN630

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Snowfall

The requirements of Rule Book Module M4 are amended as follows: -

Section 4.7 b), bullet point one: -

Earthing of the equipment is not required, **unless** there is a need for persons to approach the overhead line equipment, in which case, a Permit to Work must be issued as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

Beilhack Self-Propelled Snow Blower Machines

Instructions for working of this machine are detailed in the Scottish Territory Sectional Appendix. If the machine is required to work between South Hylton – South Sunderland Jn – Pelaw Metro Jn and a permit to work is to be issued, this must be done as set out in the Working Instructions for the Sunderland DC Overhead Electrified Lines.

This instruction is replicated in LN627

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Use of Line

Only Metro trains are normally authorised to operate on this line.

If other than a Metro train is required to travel over the line, the movement must be authorised by special operating instructions **except** in the following circumstances: -

- When it is necessary for a train to assist a failed Metro train.
- An Engineering train or On Track Machine is required to work within a Possession of the line.

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Examination Of The Line By Metro Trains - Rule Book Module Tw1, Section 16

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

When a single car unit
The internal lighting must be switched to emergency mode.

When a two car unit
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Permissible Speed Signs

The Permissible Speed Signs for the above routes are in both miles per hour (mph) and kilometres per hour (kmh).

Signs displaying mph are of the standard type used on Network Rail controlled infrastructure. Signs showing the equivalent speed in kmh are positioned directly beneath the mph signs and: -

- are made of retro reflective material, and are of the same colours and similar dimensions as mph signs.
- shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs are provided at all points where a Permissible Speed change applies. However, kmh signs are not provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs are not provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

Kmh indications have not been provided at Automatic Level Crossing Wrong Direction Speed Restriction Boards, and Metro Drivers must treat the speed indications as being in kmh.

This instruction is replicated in LN627

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

This instruction is replicated in LN627, LN629 and LN630

Dated: 02/12/06

LN628 - SOUTH HYLTON TO SUNDERLAND SOUTH JN.

Entire Line Of Route

Temporary And Emergency Speed Restriction Signs

All signs, indicators, and other associated equipment relating to Temporary and Emergency Speed Restrictions, will be of the standard type used on Network Rail controlled infrastructure, and the speed displayed on Warning Boards and Speed Indicators will be in miles per hour (mph).

Signs showing the equivalent speed in kilometres per hour (kmh) will be positioned directly beneath the mph signs and will: -

- be made of retro reflective material, and be of the same colours and similar dimensions as mph signs.
- be shaped as an elongated hexagon.
- bear an indication of the applicable speed in kilometres (rounded down to the nearest
- 5 kilometres per hour) with the letters 'kmh' displayed beneath the numeric value.

Note: - The miles per hour figure will not have "mph" displayed below it.

Both types of signs will be provided at all points where a Temporary/Emergency Speed Restriction is in place. However, kmh signs will not be provided at locations where a speed is indicated for a diverging route which is not available to Metro services, and mph signs will not be provided at locations where a speed is indicated for a diverging route which is not available to non Metro services.

This instruction is replicated in LN627

Dated: 02/12/06

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Module G2, Section 8 or Modules AC1 and AC2 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

This instruction is replicated in LN627, LN628 and LN630

Dated: 02/12/06

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Examination Of The Line By Metro Trains - Rule Book Module TW1, Section 16

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

When a single car unit
The internal lighting must be switched to emergency mode.

When a two car unit
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

This instruction is replicated in LN627, LN628 and LN630

Dated: 02/12/06

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Instructions To Persons Working On Or Near To The Down And Up Pelaw Chord Lines.

Down Pelaw Chord
Network Rail Rules apply between Pelaw Metro Jn and signal 764. Between signal 764 and Pelaw South Jn, Tyne and Wear Metro Rules apply.
Up Pelaw Chord
Tyne and Wear Metro Rules apply between Pelaw North Jn and signal T6282. Between signal T6282 and Pelaw Metro Jn, Network Rail Rules apply.
The following instructions will apply to work on the Down and Up Pelaw Chord lines.
Where no movements of engineering trains are to be made in connection with the work
Down Pelaw Chord

Where the work requires to be carried out within the overlap of signal 764, the Metro System Controller, before authorising the protection arrangements to be put in place (in accordance with Metro Rules), must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch, until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Up Pelaw Chord
Where the work requires to be carried out less than 200 metres ahead of signal T6282, the requirements of Rule Book Module T2, Section 3.4 do not apply and signal T6282 must be used to protect the work. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. The Signallers copy of RT3181/1 form must be suitably endorsed.

Where train movements are to be made in connection with the engineering work.
Down Pelaw Chord

Where the work site is to be in the overlap of signal 764, that signal must be used to protect the work, and the protection placed ahead of it in accordance with Metro Rules. Before the Metro Systems Controller authorises the protection arrangements to be put in place, he must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Where a worksite is required to commence in rear of signal 764 and terminate in advance of that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

Up Pelaw Chord
Where a work site is to be within 400 metres (440 yards) in advance of signal T6282, this signal must be used to protect the Rule Book Module T3 possession, and the protection placed as far from the signal as possible. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. A record of this assurance being received must be recorded by the Signaller in the Train Register.

Where a worksite is required to commence in rear of signal T6282 and terminate in advance of that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

This instruction is replicated in LN630

Dated: 02/12/06

LN629 - PELAW METRO JN TO PELAW SOUTH JN

Entire Line Of Route

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

This instruction is replicated in LN627, LN628 and LN630

Dated: 02/12/06

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

Instructions To Train Crews And Other Persons Concerned Working On Or Near To The Electrified Overhead Lines.

The above routes are electrified and powered by a 1500 volt D.C. Overhead System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Module G2, Section 8 or Modules AC1 and AC2 must be observed and the Overhead System must be treated as being 25kV at all times. The only exceptions to this are: -

- competent Metro staff
- relevant infrastructure maintenance staff

who have been trained in the specific requirements and instructions associated with the 1500 volt D.C. Overhead System.

The Electrical Control Room Operator is based in York Electrical Control Room and the contact telephone number is **01904 525622 (external) or 037 5622 (internal)**.

his instruction is replicated in LN629,628 and LN629

Dated: 02/12/06

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

Examination Of The Line By Metro Trains - Rule Book Module TW1, Section 16

When a Metro Train Driver is required to examine the line, and in accordance with the appropriate rules he needs to be accompanied by a competent person during darkness, fog or falling snow or when in a tunnel, the following procedure must be applied before examination commences: -

When a single car unit
The internal lighting must be switched to emergency mode.

When a two car unit
Passengers must, if possible, be transferred to the rear vehicle and the internal lighting turned off in the leading vehicle.

his instruction is replicated in LN629,628 and LN629

Dated: 02/12/06

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

Protection Arrangements – Rule Book Modules M1 And M2

Tyne and Wear Metro trains do not carry detonators, and as a result detonators will not be used when Emergency Protection or Assistance Protection is carried out in accordance with Rule Book Module M1, Section 4 and Module M2, Section 4.

When a Metro train is to be assisted by other than a Metro train, a mobile assistance team will be sent from Metro's Gosforth Depot. They will be equipped with an emergency coupler and detonators, and will assist the Metro Driver in carrying out normal Assistance Protection and recovery arrangements.

his instruction is replicated in LN629,628 and LN629

Dated: 02/12/06

LN630 - PELAW NORTH JN TO PELAW METRO JN

Entire Line Of Route

INSTRUCTIONS TO PERSONS WORKING ON OR NEAR TO THE DOWN AND UP PELAW CHORD LINES.

Down Pelaw Chord
Network Rail Rules apply between Pelaw Metro Jn and signal 764. Between signal 764 and Pelaw South Jn, Tyne and Wear Metro Rules apply.
Up Pelaw Chord
Tyne and Wear Metro Rules apply between Pelaw North Jn and signal T6282. Between signal T6282 and Pelaw Metro Jn, Network Rail Rules apply.
The following instructions will apply to work on the Down and Up Pelaw Chord lines.
Where no movements of engineering trains are to be made in connection with the work
Down Pelaw Chord

Where the work requires to be carried out within the overlap of signal 764, the Metro System Controller, before authorising the protection arrangements to be put in place (in accordance with Metro Rules), must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch, until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Up Pelaw Chord

Where the work requires to be carried out less than 200 metres ahead of signal T6282, the requirements of Rule Book Module T2, Section 3.4 do not apply and signal T6282 must be used to protect the work. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. The Signallers copy of RT3181/1 form must be suitably endorsed.

Where train movements are to be made in connection with the engineering work.
Down Pelaw Chord

Where the work site is to be in the overlap of signal 764, that signal must be used to protect the work, and the protection placed ahead of it in accordance with Metro Rules. Before the Metro Systems Controller authorises the protection arrangements to be put in place, he must liaise with the Signaller at Tyneside Sunderland Workstation and obtain an assurance that no movements have been authorised from signal T6279 towards signal 764, and 2803 points at Pelaw Metro Jn have been placed and will be maintained in the Normal position using the individual point switch until advice is received that the line is again clear for movements. An appropriate entry must be made in the Train Register.

Where a worksite is required to commence in rear of signal 764 and terminate in advance of that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

Up Pelaw Chord

Where a work site is to be within 400 metres (440 yards) in advance of signal T6282, this signal must be used to protect the Rule Book Module T3 possession, and the protection placed as far from the signal as possible. Before the Signaller at Tyneside Sunderland Workstation authorises the protection arrangements to be put in place, he must liaise with the Metro System Controller and obtain an assurance that no movements have been authorised from signal 765 towards signal T6282, and 7017 points at Pelaw North Jn have been placed and will be maintained in the Normal position until advice is received that the line is again clear for movements. A record of this assurance being received must be recorded by the Signaller in the Train Register.

Where a worksite is required to commence in rear of signal T6282 and terminate in advance of that signal, the work may only take place provided special working arrangements and instructions have been published in advance.

This instruction is replicated in LN629,628 and LN629

Dated: 02/12/06

LN631 - DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN.

ALLENS WEST

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.

Dated: 02/12/06

LN631 - DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN.

ALLENS WEST

When a Driver is authorised to pass UN23 signal at Danger, he must, before passing this signal, operate the special plunger located in the cabinet adjacent to UN23 signal, or, if a Handsignaller is in attendance, ensure that this has been done. Before proceeding over Allens West level crossing he must be satisfied that the barriers are fully lowered. The cabinet is locked by a BR1 key.

Dated: 02/12/06

LN632 - STOCKTON CUT JN. TO SALTBURN

MIDDLESBROUGH

HST Sidings

Drivers of trains occupying Middlesbrough HST sidings must ensure when their train is signalled into the sidings that it does not stand foul of the other siding road.

Before moving his/her train when it is ready to depart from Middlesbrough HST sidings the Driver must contact the Signaller at Middlesbrough box and ascertain no train has been or will be signalled into the sidings before moving the train and approaching the sidings' exit signal

Dated: 02/12/06

LN634 - 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.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

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.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

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 Castleton Moor, as appropriate.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

COMMONDALE

When a train composed of a unit formation which exceeds either a 3 car Class 14X or a 2 car Class 15X in length 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 Castleton Moor, as appropriate.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

GROSMONT

After obtaining the Network Rail token from the Driver to operate the ground frame for a movement to the North Yorkshire Moors Railway, the Guard must obtain the North Yorkshire Moors Railway Annetts key and an assurance from the North Yorkshire

Moors Railway Person in Charge at Grosmont that the points have been set for the intended movement, that no other conflicting movement has been authorised and details of the line over which the train will travel.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

GROSMONT

Steam locomotives working through Grosmont may take water from the water column situated between the main running line and the North Yorkshire Moors platform line.

The water column is located at the east end of platform one.

When the water column is not in use the arm is locked in a safe position to prevent the arm swinging foul of the main running line. This is achieved by the mechanism being locked by a 222 padlock.

When a driver wishes to obtain water, after placing the locomotive in the correct position he must unlock the water column arm to enable this to be swung round to allow the locomotive to obtain water.

When the required amount of water has been obtained the arm must be swung back to it's normal "not in use" safe position followed by locking with the 222 padlock.

This 222 key also locks the token machine cabinets.

THE SECURING OF THE WATER COLUMN WHEN "NOT IN USE" IS THE DRIVERS RESPONSIBILITY

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

Ruswarp LC (ABCL)

Drivers of Down trains must before departing from Sleights Station, telephone the Signaller at Nunthorpe and obtain permission to proceed. If the telephone is not working, the Signaller at Nunthorpe should be contacted by using the NRN or ORN using radio zone 069.

If it is still not possible to contact the Signaller at Nunthorpe, the Driver may proceed, but must approach Ruswarp Level Crossing cautiously, be prepared to stop short of the crossing and not to proceed over it until he is satisfied it is safe to do so.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

WHITBY

Bog Hall Sidings

Due to restricted visibility at Bog Hall footpath level crossing at 30m. 47 ch: trains to be stabled or run round in Bog Hall sidings must normally stand on No. 2 siding, which is the siding farthest from the running line, clear of the level crossing.

Any movement propelled towards or over the level crossing MUST either be preceded on foot or if the movement is being controlled by radio from the train, the person controlling the movement must keep a sharp lookout from the leading vehicle.

Dated: 02/12/06

LN634 - GUISBOROUGH JN. TO WHITBY

WHITBY

Stabling of a train at the Station.
A train 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 train.

Dated: 02/12/06

LN636 - BEAM MILL JN TO SLAG ROAD (LACKENBY)

Slag Road LC

The level crossing barriers are worked by means of the Driver operating a trackside "Request to Close Crossing " plunger on the approach to the crossing.

If the route through has already been set , the aspect lights on signals 714 and 731 will change from Red to Yellow and the Driver may proceed over the crossing at caution. If the aspect light has not changed to Yellow, the Driver must contact the Signaller at Grangetown by NRN Radio to determine the cause.

Loco/Train Failure
If a loco/train fails on the crossing, the Driver must advise the Signaller at Grangetown by NRN radio that his train is obstructing the crossing.

Mechanical/Electrical Failure of the Crossing
In the event of a mechanical/electrical failure of the crossing, the Signaller at Grangetown may authorize Drivers to pass signal 714 or 731 at Danger, proceed towards the crossing at Caution and give one long blast on the horn on approaching the crossing, but not pass over it until a green handsignal has been displayed by the Corus representative.

Dated: 02/12/06

LN638 - GRANGETOWN (SHELL JN) TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)

ICI Weighbridge House To Cleveland Freightliner Terminal (Wilton)

Delivery and receipt of staff by persons other than the signaller

Section of Line	Staff Station	Person authorised to receive or deliver staff other than the signaller
ICI Weighbridge House to Cleveland Freightliner Terminal	ICI Weighbridge House	ICI Person in charge
Cleveland Freightliner Terminal to ICI Weighbridge House	Cleveland Freightliner Terminal	Freightliner Operations Manager

Dated: 02/12/06

LN638 - GRANGETOWN (SHELL JN) TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)

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.

Dated: 02/12/06

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Saltburn West Jn

Guards or Drivers 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 Signaller 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.

Dated: 02/12/06

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Crag Hall SB

Exchange of Train Staff
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 Module TW6, Section 1.1 is modified accordingly.

Dated: 02/12/06

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Crag Hall SB To Boulby Potash Mine

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Crag Hall	Rolling Stock Technician

Dated: 02/12/06

LN642 - SALTBURN WEST JN TO BOULBY POTASH MINE

Entire Line Of Route

Between Longbeck (27m 79ch) And Crag Hall

Rule Book Module P2, Section 1.1. If the Tokenless Block system fails and a Pilotman is not immediately available, provided the authority of the Network Rail Signalling Manager is obtained, working by Drivers ticket (RT3177) may be instituted at either Longbeck or Crag Hall Signal boxes, or if the Tokenless Block system fails when a train has passed Longbeck Signal box en route to Crag Hall, a Driver reporting from L209 signal may be authorised to obtain a ticket from the locked box attached to the signal post (locked with a 21 key). The Signaller must then dictate to the Driver the modified working authority including the progressive number of the ticket. When both Signaller and Driver are satisfied that the form has been completed the Signaller, after ensuring that 580 points are reversed, may give the Driver permission to pass L209 signal at Danger and proceed to Crag Hall.

If a train, the Driver of which is in possession of a Drivers ticket becomes disabled between Saltburn West Jn and Crag Hall necessitating an assisting train entering the section, the Drivers ticket must be left in the driving compartment of the disabled train. The Drivers ticket 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 Signaller

Dated: 02/12/06

LN646 - 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 Signaller at Ferryhill accordingly.

Dated: 02/12/06

LN650 - KELLOE BANK FOOT BRANCH

Ferryhill Up Sidings

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

Dated: 02/12/06

LN652 - BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

Rohm Haas LC (AOCL) To Seal Sands Road LC (AOCL)

Rohm Hass LC, Monsanto (Basf) LC, S.S. Chemicals LC, Phillips No.2 and No.3 LC and Seal Sands Road LC.

These crossings are operated under the provisions of Rule Book Module TW8, Section 4, 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.

Dated: 02/12/06

LN652 - BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

Entire Line Of Route

Phillips Siding to Seal Sands Storage

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Belasis Lane Signal box	Train Preparer

Dated: 02/12/06

LN656 - SEATON-ON-TEES BRANCH

Graythorpe LC (AOCL)

This crossing is operated under the provisions of Rule Book Section Module TW8, Section 4, except that a white flashing 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.

Dated: 02/12/06

LN656 - SEATON-ON-TEES BRANCH

Hartlepool Power Station

1. Inwards Train

DRS movement to be brought to a stand at the Outer Security Gate. DRS 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 DRS 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. DRS 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. DRS movement to be brought to a stand at the Outer security gate. DRS traincrew to telephone Security, who when they have ensured that the Nuclear Electric locomotive is within the Inner Security gate, will permit the DRS movement to enter the main track. DRS Trainman will couple the DRS 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 DRS movement will then depart from the site and Security will close and lock the Outer gate and switch off lighting if necessary.

Dated: 02/12/06

LN662 - RYHOPE GRANGE TO HENDON

Sunderland Docks

Fina Depot Automatic Open Crossing

Rule Book Module TW8, Section 4 applies so far as is 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.

Dated: 02/12/06

LN662 - RYHOPE GRANGE TO HENDON

Entire Line Of Route

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Londonderry Sidings	Person in Charge at Londonderry Sidings.

Dated: 02/12/06

LN666 - BOLDON WEST JN TO TYNE DOCK

Boldon North Jn To Tyne Dock

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Tyne Dock	EWS Person in Charge

Dated: 02/12/06

LN666 - BOLDON WEST JN TO TYNE DOCK

Boldon North Jn To Tyne Dock

Working Of The Single Line Between Boldon North Jn And Tyne Dock Operational Boundary

The Single Line between Boldon North Jn and the Tyne Dock Operational Boundary is worked in accordance with the "Regulations for One Train Working on Single Lines where a Train Staff is Provided" as modified below.

The Divisible Train Staff is housed in a locked box adjacent to the "Stop Telephone Signaller for Instructions/Commencement of Staff Section" Board at Boldon North Jn. The box can be opened by a drivers 21 key.

The Train Staff consists of 4 components namely:

- The Train Staff itself engraved "Tyne Dock Branch - Train Staff."
- Three screw on segments each engraved "Tyne Dock Branch 1 (2 and 3)."

With the Signaller's permission, Drivers may proceed on to the Single Line with one segment only provided the Train Staff is present.

Only one train is permitted on the Single Line between the "Stop Telephone Signaller for Instructions/Commencement of Staff Section" board at the Boldon North Jn end of the signal line and the Tyne Dock Operational Boundary at any one time, but the divisible Train Staff enables up to 4 trains to be beyond the Tyne Dock Operational Boundary when the following procedure is applied:-

1. It will be the responsibility of the Freight Operating Company (FOC) Person-in-Charge to determine with the Signaller at Tyneside whether the whole Train Staff is to be conveyed by a train or whether the Driver is to unscrew and take the lowest numbered segment from the Train Staff. This is to ensure that the Train Staff is at the correct end of the Single Line for the next train movement to be made.

Trains From the "Stop and Telephone Signaller for Instructions/Commencement of Staff Section" board at the Boldon North Jn end of the single line and the Tyne Dock Operational Boundary

2. The train will arrive at the "Stop Telephone Signaller for Instructions/Commencement of Staff Section" board at the Boldon North Jn end of the signal line and request permission to obtain the Train Staff or segment and proceed.
3. Provided the line is clear between the "Stop and Telephone Signaller for Instructions/Commencement of Staff Section" board at the Boldon North Jn end of the signal line and the Tyne Dock Operational Boundary the Signaller may give permission for the Driver to obtain the Train Staff or the lowest numbered segment as agreed with the FOC Person-in-Charge.
4. If the Driver is authorised to proceed with the lowest numbered segment present he must unscrew it from the Train Staff and return the Train Staff to the box before proceeding
5. When the Train Staff, or lowest numbered segment present has been obtained, the Signaller must give the Driver authority to pass the "Stop Telephone Signaller for Instructions/Commencement of Staff Section" board and proceed.
6. On arrival at the "End of One Train Working, Stop and Await Instructions" board at the Tyne Dock Operational Boundary the Driver of the train must bring his train to a stand unless the Port of Tyne Nominated Person, (POTNP), arranges for the driver to receive a yellow handsignal held steadily authorising the driver to pass the "End of One Train Working, Stop and Await Instructions" board. The FOC Person-in-Charge must collect the Train Staff or segment from the Driver and when there is more than one segment available, re assemble the segments of the Train Staff and place it in the receptacle provided.
7. The FOC Person-in-Charge must confirm to the Signaller at Tyneside when train, Reporting No. "WXYZ" has arrived complete with tail lamp, is clear of the Train Staff Single Line and that the Train Staff or segment No. .... has been surrendered.

Trains From the Tyne Dock Operational Boundary to the "Stop and Telephone Signaller for Instructions End of Staff Section" Board at the Boldon North Jn end of the single line

8. The train will arrive at the board worded "Start of One Train Working".
9. The FOC Person-in-Charge must agree with the Signaller in accordance with clause 1 that train, Reporting No. "WXYZ is ready to depart and whether the Driver should be issued with the Train Staff or the lowest numbered segment. The Signaller must request the FOC Person-in-Charge to convey any necessary instructions to the Driver. If a train is to proceed with a segment of the Train Staff, the FOC Person-in-Charge must hand the Train Staff to the Driver and instruct him to unscrew and take the lowest numbered segment before handing back the Train Staff.
10. The Signaller may give permission for the train to proceed provided the Single Line is clear to track circuit SDA clear.

11. On arrival at the "Stop and Telephone Signaller for Instructions/End of Staff Section" board at the Boldon North Jn end of the single line, the Driver must return the Train Staff or segment to the locked container and if in possession of segment 1, 2, 3 and/or the train staff must:-
    - screw the segment of the Train Staff carried to the Train Staff segment(s) in the container.
    - Confirm to the Signaller at Tyneside that train reporting Number "WXYZ" has arrived complete and that the Train Staff or segment No. (1,2 or 3) has been returned to the locked container.
12. The Signaller must advise the FOC Person-in-Charge when the Train Staff or segment No. ... has been returned to the box and the train has passed clear of the Train Staff Section.

FAILURE OF A TRAIN ON THE TRAIN STAFF SINGLE LINE

In the event of a train failure on the Train Staff Single Line an assisting train may be authorised to enter the section by the Signaller at Tyneside but on no account must the Driver be issued with or authorised to obtain the Train Staff or a segment of the Train Staff. If the assisting train is to enter the Single Line from the Tyne Dock end, the Signaller at Tyneside must advise the FOC Person-in-Charge what instructions are to be given to the Driver.

CONVEYANCE OF THE TRAIN STAFF BY ROAD

If the planned order of train movements has to be changed the Train Staff may be conveyed by road provided:

- any train issued with a segment has arrived clear of the Train Staff Single Line and
- a complete understanding has been reached between the person who is to convey it, the Signaller and the FOC Person-in-Charge.
- Details of the agreement must be recorded on the Record of Modified OTS Working Form.
- the person conveying the Train Staff to the end of the staff section must attach any segments that are already in the box to the Train Staff and advise the Signaller.

RECORDING ON THE MODIFIED OTS WORKING FORM

The Signaller at Tyneside and the FOC Person-in-Charge must record:-

- Train reporting number
- Time when Driver is authorised to obtain or is issued with the Train Staff or segment, including segment number
- Time train authorised to enter Train Staff Single Line
- Time the Train Staff or segment is returned to the box at the Boldon North Jn end of the staff section or handed to the FOC Person-in-Charge at Tyne Dock.
- Time when a train is reported clear of the Train Staff section.

RULE BOOK MODULE T2 PROTECTION PROCEDURE T

The Signaller may authorise the COSS/PC to take possession of the Train Staff without all the segments being present provided no train is occupying the Train Staff section.

If the Train Staff is at the Port of Tyne office, the COSS/PC must make arrangements for taking the T2 T with the Signaller at Tyneside. When these arrangements are completed the Signaller may authorise the FOC Person-in-Charge. to issue the Train Staff. In these circumstances the FOC Person-in-Charge must also enter the time and the name of the COSS/PC on the Modified OTS Working Form.

RULE BOOK MODULE T3 SECTION 16

The Signaller may authorise the P.I.C.O.P. to take possession of the Train Staff without all the segments being present provided no train is occupying the Train Staff section.

If the Train Staff is at the Port of Tyne office, the P.I.C.O.P. must make arrangements for taking the possession with the Signaller at Tyneside. When these arrangements are completed the Signaller may authorise the FOC Person-in-Charge to issue the Train Staff. In these circumstances the FOC Person-in-Charge must also enter the time and the name of the P.I.C.O.P. on the Record of Modified OTS Working Form.

WORKING BY PILOTMAN

Working by Pilotman must be introduced if the train staff or a segment is lost and cannot be found after a thorough search and all/any remaining segments of the train staff have been taken away in to safe custody by the ASM at Newcastle.

Dated: 02/12/06

LN670 - JARROW BRANCH

Entire Line Of Route

Instructions to Train Crews and Other Staff Concerned Working on Network Rail Lines Adjacent to the Tyne and Wear Metro Electrified Lines

The Tyne and Wear Metro System is electrified on a 1500 volt D.C. System but must be regarded as being similar to the Network Rail 25KV AC System. The electricity is controlled by the Metro Control Centre at South Gosforth.

The A.C. Electrified lines Instructions, Rule Book Module G2 Section 8 and Modules AC1 and AC2 must be complied with.

If an incident or accident affects the Metro lines, the provisions of Rule Book Module G1 section 6 or Module M1 must be applied.

Contact can be made with either the Metro System Controller (who controls the signals) at South Gosforth; the signaller at Tyneside IECC or by NRN emergency call to York Control.

Electrification telephones are provided at strategic electrical locations on the Metro. 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.

This instruction is replicated in LN627

Dated: 02/12/06

LN672 - WARDLEY TO PELAW JN

Wardley

Arriving Trains

The Bunker Operator will be advised of an approaching train before it reaches Pelaw and asked to clear the slot on signal T.1.

Provided the slot on T.1 signal has been cleared and the approaching train operates the treadle and track circuit PMW, the route will set and signal T.1 will normally clear for the approaching train. If for any reason T.1 signal fails to clear, the Driver must contact the Signaller at Tyneside who may instruct the Driver to operate the plunger located on the signal post and if the signal clears proceed.

If signal T.1 still fails to clear the Signaller at Tyneside must be advised.

Departing Trains

The Driver of a train ready to depart must contact the Signaller at Tyneside and give details of the train. Permission may then be given to operate the plunger at signal T.12 which will set the route to signal T.2.

If after operating the plunger signal T.12 does not clear the Signaller at Tyneside must be advised.

Dated: 02/12/06

LN682 - KING EDWARD BRIDGE SOUTH JN. TO CARLISLE NORTH JN.

PRUDHOE

A Driver of a train detained at Prudhoe's last Down Stop Signal (PE 40) must contact the Signaller at Prudhoe by means of the NRN Radio (03-82502)

Dated: 02/12/06

LN682 - KING EDWARD BRIDGE SOUTH JN. TO CARLISLE NORTH JN.

Entire Line Of Route

Newcastle - Carlisle Intermediate Stations

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
MetroCentre	4	4
Blaydon	4	4
Wylam	4	4
Prudhoe	3	4
Stocksfield	4	5
Riding Mill	3	4
Corbridge	4	4
Hexham	4	4
Haydon Bridge	4	4
Bardon Mill	3	3
Haltwhistle	4	4
Brampton (Cumbria)	4	4
Wetheral	3	3

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.

Dated: 02/12/06

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Holywell LC (ABCL)

Rule Book Module TW8, Section 4.5 will not apply at this crossing provided the Emergency Plunger Unit has been used and the Driver has satisfied himself that the Road Traffic Lights are illuminated. In such circumstances he may, even if the Drivers red light continues to show, take his train over the crossing, ensuring it is safe to do so and sounding the horn continuously until the front of the train is on the crossing.

Dated: 02/12/06

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Hepscott LC (AHBC)

When a Driver is authorised to pass Down direction signal M139 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 Hepscott level crossing he must satisfy himself that the barriers are in the full lowered position.

Dated: 02/12/06

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Morpeth North Jn To Hepscott Jn

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.

Dated: 02/12/06

LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON

Bedlington North SB To Bedlington South SB

Prohibition Of Rule Book Module T2, Section 11, Protection Procedure T2-T

"Line Clear" release facilities are not provided at the locations listed below, therefore Rule book Module T2, Section 11 is prohibited from use:

Bedlington North to Bedlington South – Up Main/Up Branch

Dated: 02/12/06

LN696 - HEPSCOTT JN. TO MORPETH JN.

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 in LN600

Dated: 02/12/06

LN696 - HEPSCOTT JN. TO MORPETH JN.

Morpeth DMU Reverse Sidings

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 in LN600

Dated: 02/12/06

LN698 - BUTTERWELL SOUTH BRANCH

Entire Line Of Route

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Butterwell Opencast Disposal Point	Railway Person in Charge at Butterwell. Authorised also to receive train staff tickets. See Local Instructions.

Dated: 02/12/06

LN698 - BUTTERWELL SOUTH BRANCH

Entire Line Of Route

Instructions For Working Of Single Line Between Ashington And Butterwell

The Single line between Ashington and Butterwell is worked by the Train Staff and Ticket system with numbered paper tickets under the control of the Signaller at Ashington. The train staff is used for trains in both directions but tickets are used only in the Down direction (Ashington to Butterwell).

1. The object of the Train Staff and Ticket system is to prevent more than one train occupying the single line at one time. The train staff, or a ticket indicating that the train staff will follow, must be carried with each train. No train may leave Ashington with a ticket unless the train staff is at Ashington.

2.

2.1 A Driver must not leave either end of the single line without the train staff or a ticket unless the train staff (or a ticket together with the train staff) has been shown to him in accordance with Clause 2.3 or except as provided for in Clause 4.4.

2.2 When leaving with a ticket, the Driver must not enter the single line without having been shown the train staff immediately before entering the single line.

2.3 When a train has more than one locomotive, the train staff or ticket must be shown to each Driver and delivered to or carried by the Driver of the leading locomotive.

3.

3.1 On arrival of a train at Butterwell clear of the Single line, the train staff or ticket must be given up to the Railway Person in Charge. The train staff or ticket must be given up to the Railway Person in Charge. The train staff must not be directly exchanged between Drivers.

3.2 No train or locomotive may pass the COMMENCEMENT OF STAFF SECTION board at Butterwell for shunting purposes unless the Driver is in possession of the train staff.

3.3 If the train staff becomes lost, working by Pilotman must be introduced. The Pilotman must accompany every train.

4.

4.1 If a train fails on the Single line, both ends of the train must be protected as laid down in Rule Book Module M1, Section 6 and Rule Book Module, Section 4. and the Driver must go for assistance, taking the train staff or ticket with him.

4.2 The Signaller at Ashington and the Railway Person in Charge at Butterwell must agree to how assistance is to be provided and reach a clear understanding before an assisting locomotive is admitted to the Single line section.

4.3 If the assisting locomotive is to enter the section at the end to which the Driver of the failed train must accompany the assisting locomotive.

4.4 If the failed train has a ticket and the train staff is at the end from where assistance is obtained, the train staff must be carried on the assisting locomotive, otherwise the Driver of the assisting locomotive may enter the section without the train staff when authorised verbally by the Signaller at Ashington.

4.5 The Driver of the failed train must retain possession of the train staff or ticket until the whole of his train and the assisting train have been removed clear of the Single line.

4.6 The Driver of the next train to proceed over the section must be specially cautioned.

If a train becomes divided the provisions of the Rule Book Module M1, Section 6, must be carried out. Additionally, if the portions cannot be recoupled, the rear portion of the train must be protected in accordance with Rule Book Module M2, Section 4 (both ends) and the provisions of Clause 4 above must be carried out.

If an Engineer's train requires to work in section on the Single line, the Driver must be in possession of the train staff. The train must leave the section at the opposite end to that at which it entered and may not be propelled from the section.

Dated: 02/12/06

LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN

Bedlington North SB (BN) To West Sleekburn Jn

Prohibition Of Rule Book Module T2, Section 11, Protection Procedure T2-T

"Line Clear" release facilities are not provided at the locations listed below, therefore Rule book Module T2, Section 11 is prohibited from use:

Winning to Bedlington North – Up Cambois Only

This instruction is replicated on LN706

Dated: 02/12/06

LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN

Green Lane LC (AHBC)

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.

Dated: 02/12/06

LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN

Ashington SB To Lynemouth Alcan

Working between Ashington and Lynemouth when Lynemouth Alcan Signal box is closed

When Lynemouth Alcan Signal box is closed and it is necessary to run trains to Lynemouth Alcan, all trains will run on the Down line in both directions in accordance with Personalised Rule Book Module P1 so far as it can be applied. The Pilotman must accompany all trains and will secure Woodhorn Junction by clip and padlock, and may instruct Drivers to stop short of or immediately after passing over the junction so that the clip can be put on or removed.

When this working is in force, all trains from Alcan must stop at the "STOP Await Instructions" board positioned for wrong direction movements along the Down line opposite Ashington's Home signal and the train must not proceed further until the Pilotman has obtained the Signaller's permission and has ensured that it is safe for the train to pass over Hirst Lane LC.

Dated: 02/12/06

LN704 - BATES BRANCH

Isabella LC (TMO) To Newsham Road LC (TMO)

Rule Book Module TW8, Section 10 "Traincrew Operation Crossings (TMO)" - applies, 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.

Module TW8, Section 10.2 c) 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.

Dated: 02/12/06

LN704 - BATES BRANCH

Entire Line Of Route

Delivery and receipt of staff by persons other than the signaller

Staff Station	Person authorised to receive or deliver staff other than the signaller
Newsham	Train Preparer

Dated: 02/12/06

LN706 - WEST SLEEKBURN JN TO NORTH BLYTH

West Sleekburn Jn To Winning SB

Prohibition Of Rule Book Module T2, Section 11, Protection Procedure T2-T

"Line Clear" release facilities are not provided at the locations listed below, therefore Rule book Module T2, Section 11 is prohibited from use:

Winning to Bedlington North – Up Cambois Only

This instruction is replicated on LN706

Dated: 02/12/06

LN706 - WEST SLEEKBURN JN TO NORTH BLYTH

Freemans SB (F)

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 Signaller 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.

Dated: 02/12/06

LN708 - WINNING JN TO MARCHEY S HOUSE JN

Entire Line Of Route

Prohibition Of Rule Book Module T2, Section 11, Protection Procedure T2-T

"Line Clear" release facilities are not provided at the locations listed below, therefore Rule book Module T2, Section 11 is prohibited from use:

Winning To Marchey's House – Up and Down Branch

Dated: 02/12/06