Private and not for publication BR30018/2

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

NETWORK RAIL
LNE TERRITORY

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

* * *

SECTION NO. 2

* * *

Published by Network Rail LNE Territory (York), Operations & Safety Publications, for and on behalf of all Businesses having lines covered within the boundaries of this Section.

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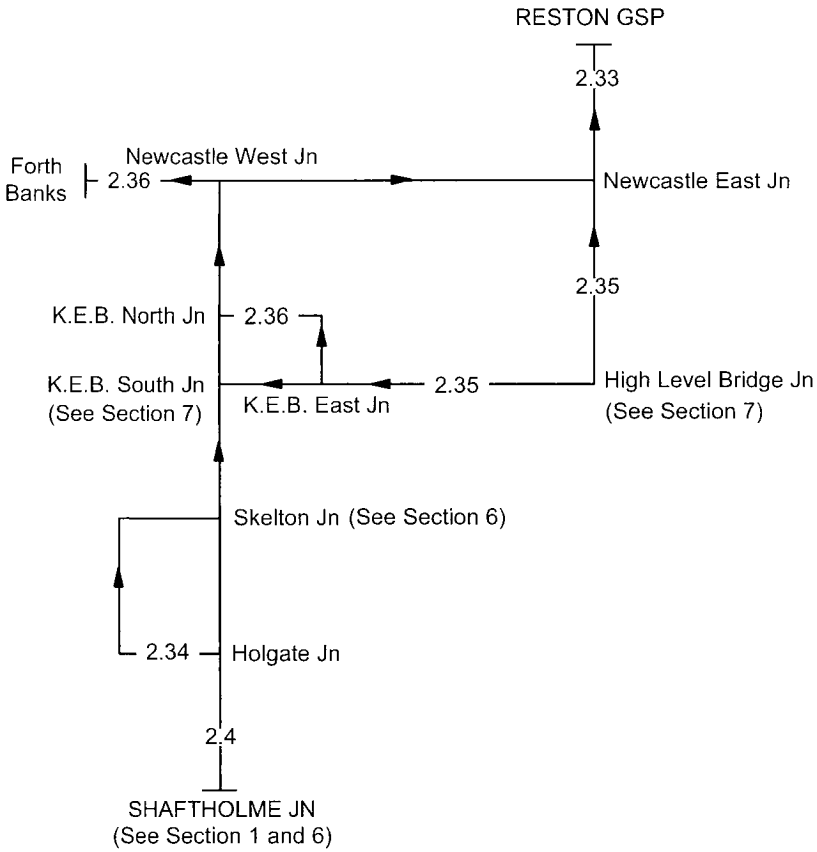
CONTENTS

LINES COVERED IN SECTION 2

SHAFTHOLME JN TO RESTON GSP AND BRANCHES



Arrow Denotes Down Direction

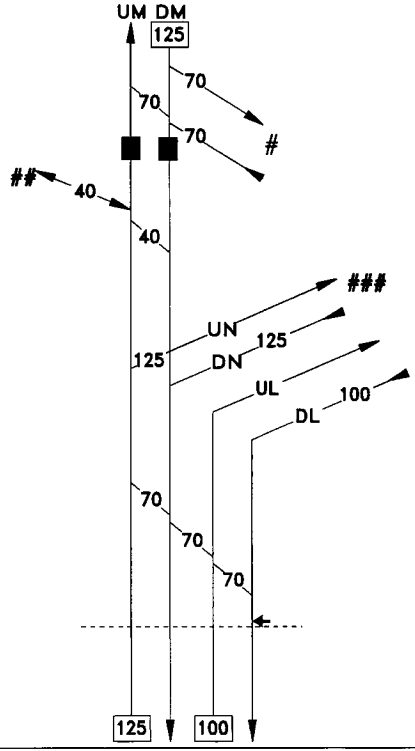
Line Headings in sequence throughout this Section	TPWS Fitted	Page
LN600 Shaftholme Jn to Reston GSP	**Y**	2.4
LN618 Holgate Jn to Skelton Jn	**Y**	2.34
* Newcastle East Jn to King Edward Bridge South Jn (Composite Table)	**Y**	2.35
LN620 King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	**Y**	2.36
LN622 Forth Branch	**Y**	2.36

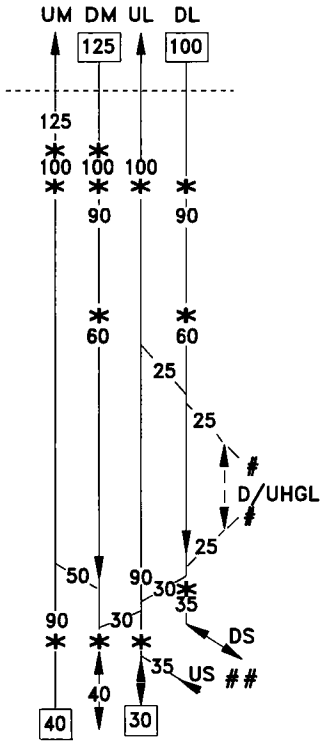
Y = Some or all signals on this route have been fitted with TPWS.
N = No signals on this route have been fitted with TPWS.

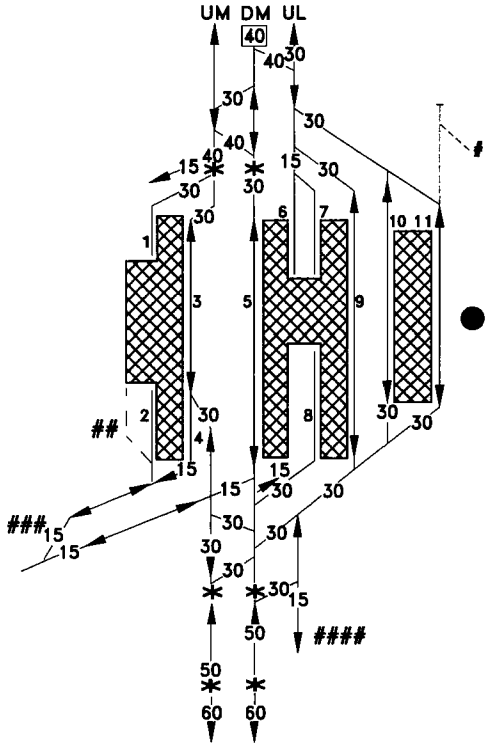
The fitting of TPWS on any route does not restrict the type of traffic allowed over that route.
Restrictions for any class of train on any route are given in the DMU, EMU and Locomotive and Coaching Stock tables later in this publication.

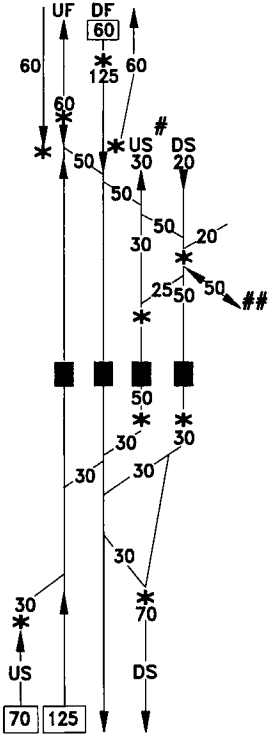
* This Line Heading comprises : all of LN674
part of LN676
and part of LN627.

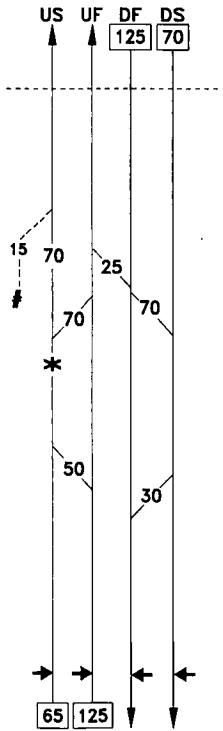
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		LN600 SHAFTHOLME JN TO RESTON GSP	AC York ECR NRN Channel 031
Shaftholme Jn (see Section 1)	160 16	UM DM 100	
	160 30*	# 25 25 30 *	# To/From Scunthorpe see Section 6
Joan Croft Jn and LC	160 48	15 125	Controlled by Doncaster (D) Signal box
Dormer Green LC	161 23		
Noblethorpe LC	161 35		
Barcroft LC	162 14		
Heyworth LC	162 55		
Moss LC	163 02		
Fenwick LC	164 14		
Balne Low Gate LC	165 22		
Balne LC	165 74		
Heck G.F.	167 19	## 15 70	Controlled by York (Y) Signal box ## To/From Plasmor Sidings
Temple Hirst Jn	169 16	### 70 125	### To/From Selby see Section 6

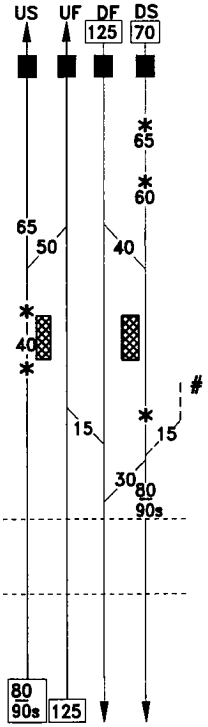
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hambleton South Jn	174 15		AC York ECR
OHNS (Hambleton Jn TSC)	174 58		Controlled by York (Y) Signal box
Hambleton North Jn	174 75		# To/From Leeds via Micklefield see Section 6
Colton Jn	182 79		## To/From Selby/Hull see Section 6
Colton North Jn	183 50		NRN Channel Change at 178 39 (031 ▲ 069 ▼)
Earfit Lane LC R/G	183 65		### To/From Leeds/Sheffield see Section 6
	183 77		Class 373/2 trains must not exceed 110 mph on the Down Main line between Colton Jn 182 75 and York 186 20 (No lineside signs are provided for this speed restriction.)
	184 05		UN = Up Normanton DN = Down Normanton UL = Up Leeds DL = Down Leeds
			Hot Axle Box Detector on the Down Main line and Down Leeds line at 184 04

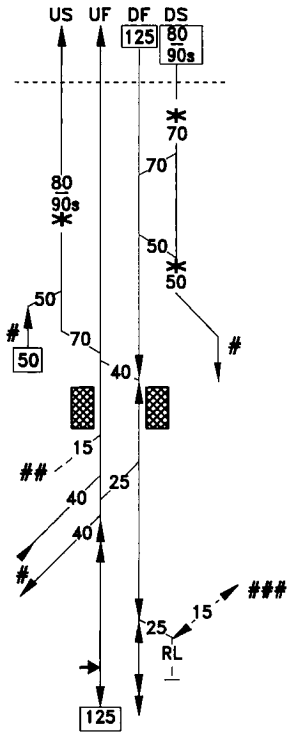
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Copmanthorpe No2 LC R/G	185 19		AC York ECR NRN Channel 069 Controlled by York (Y) Signal box UL = Up Leeds DL = Down Leeds Class 373/2 trains must not exceed 110 mph on the Up Main line between York 186 20 and Colton Jn 182 75 (No lineside signs are provided for this speed restriction.) # To/From Holgate Reception Sidings D/UHGL = Down and Up Holgate Goods Loop 505m / 1659 feet ## To/From Skelton Jn via Slow Lines see page 2.34
	186 20*		
	186 43*		
	187 25*		
	187 43		
	187 78*		
Holgate Jn	188 07*		

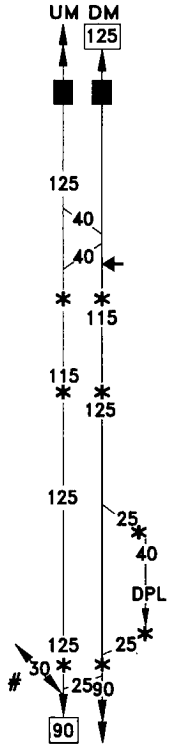
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
York (Y) YORK	188 28* 188 38 188 40 00 00 0 26* 0 42*		AC York ECR NRN Channel 069 Controlled by York (Y) Signal box # To/From Parcels Sidings PP is authorised on Platform lines 3, 4, 5, 9, 10 and 11 for Class 1, 2, 5 and 0 trains during service disruption and for booked attaching. Booked stabling is authorised in platforms 9, 10 and 11 only. ## Maintenance Siding ### To/From Scarborough see Section 6 #### = Loco Line

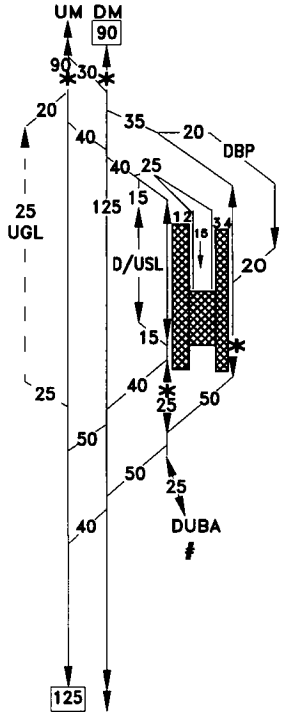
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	1 09*		AC York ECR NRN Channel 069 Controlled by York (Y) Signal box # = To/From Holgate Jn via Slow lines see page 2.34
	1 23*		
	1 25*		
Skelton Jn	1 50*		
	1 60*		## To/From Harrogate see Section 6
OHNS (York FS)	2 04		
	3 02*		
Skelton Bridge Jn.	3 11		TOWS between 3 00 and 3 20 does not cover Down Slow Line.
	3 17		
	3 23		
	3 25*		
	3 28*		

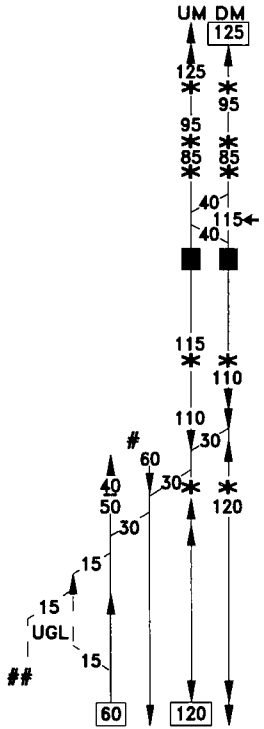
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Beningbrough Footpath LC R/G	7 01		AC York ECR NRN Channel 069 Controlled by York (Y) Signal box
Tollerton	9 39		
	9 48		# To/From Tollerton Sidings
	9 55		
	9 60*		
	10 18		Hot Axle Box Detector on the Down Slow line, Down Fast line Up Fast line, Up Slow line at 16 65 Sessay Wheelchecks on the UF and US at 16 65

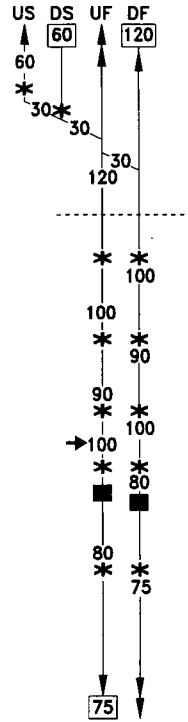
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR
OHNS (Dalton TSC)	19 09		NRN Channel 069
			Controlled by York (Y) Signal box
	20 40*		
	21 03*		
	21 72		
	21 79		
	22 03*		
THIRSK	22 16		
	22 18*		
	22 30*		# To/From Thirsk Sidings
	22 35		
	22 60		
	22 65		
No 81 LC R/G	22 73		
No 82 LC R/G	23 33		
			TOWS between 23 60 and 24 60

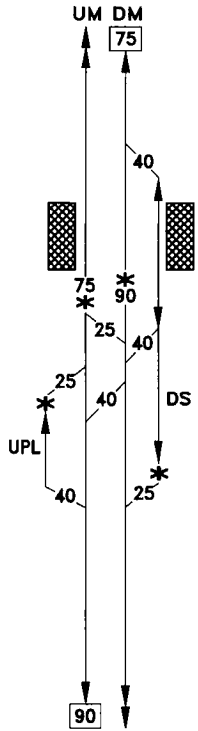
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR NRN Channel 069 Controlled by York (Y) Signal box
No 89 LC R/G	27 58		
	28 50*		
	28 58		
Longlands Jn (Down)	28 68		
	28 71*		
	28 76		
	28 77*		
Longlands Jn (Up)	29 01		
	29 56		# To/From Eaglescliffe see Section 7
NORTHALLERTON	29 76		
	29 78		
High Jn	30 09		## To/From Northallerton Up Sidings Bi Directional Signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown.See Local Instructions
			### To/From Castle Hills see Section 7
Castle Hills Jn	30 59		
	30 63		
	31 09		RL = Reversing Line Hot Axle Box Detector on the Up Main Line at 33 50

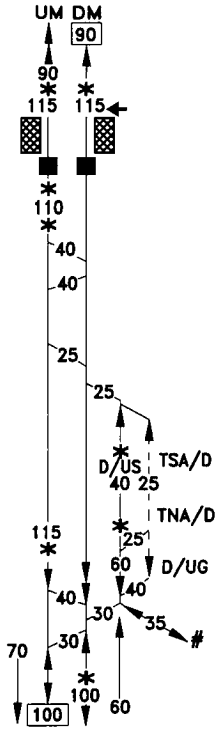
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
OHNS (Hutton Bonville FS)	35 05		AC York ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions NRN Channel 069 Hot Axle Box Detector on the Down Main line at 38 72 TOWS between 39 75 and 41 50. Three independent systems covering:- (1) Bridges 88 and 89. (2) Bridge 87. (3) Bridges 85 and 86.
East Cowton Crossovers	37 30		
	40 05*		
	41 50*		
	42 72 43 00*		DPL = 672m / 2205 feet
	43 42* 43 50 43 52*		
Darlington South Jn	43 61		# To/From Eaglescliffe see Section 7

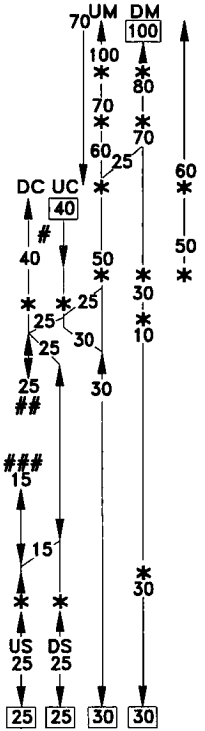
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	43 72*		AC York ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See local Instructions DBP = Down Bypass = 128m / 420 feet NRN Channel 069
DARLINGTON	44 10		D/USL = Down/Up Station Loop = 243m / 798 feet PP is authorised on Platforms 1 and 4 for Class 1, 2 and 5 trains during service disruption and for booked attaching only
	44 14*		
	44 24*		UGL = 570m / 1869 feet
Darlington North Jn	44 36		DUBA = Down/Up Bishop Auckland. # To/From Bishop Auckland see Section 7

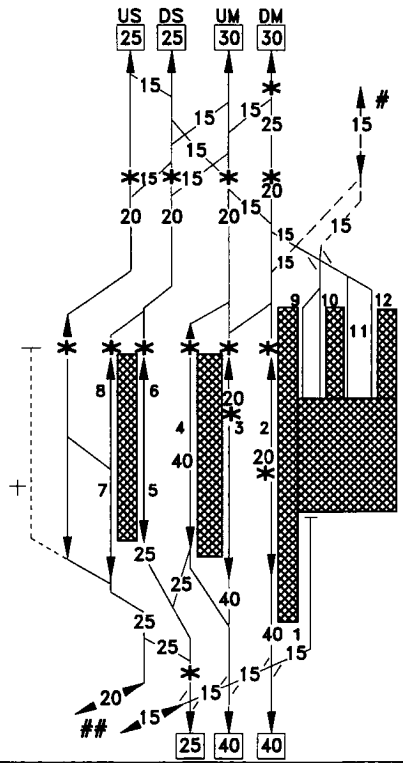
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR
			Controlled by Tyneside (T) Signal box
			Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
	48 00*		
	48 50*		TOWS between 48 30 and 49 11 (Bridges 122, 125, 126 and 127)
	49 30*		TOWS between 49 29 and 49 51
Aycliffe	49 36		Hot Axle Box detector on Down Main Line at 49 36
OHNS (Aycliffe TSC)	49 60		NRN Channel Change at 49 60
			TOWS between 50 00 and 52 00 (Bridges 137, 129 & 131)
			T = 51 70 (up side)
	55 20*		TOWS between 54 20 and 55 60 (Bridges 148 and 149)
			# To/From Norton-on-Tees West see Section 7.
	56 15*		
Ferryhill South Jn	56 17		
Ferryhill	56 70		UGL = 448m/1470 feet
			## To /From Thislington Quarry see Section 7

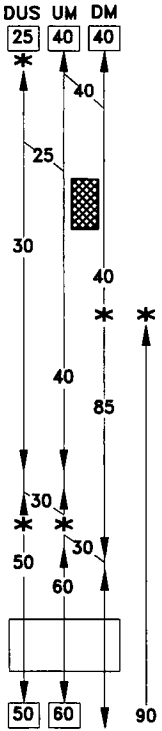
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR
			Controlled by Tyneside (T) Signal box Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions TOWS between 58 60 and 59 20
Tursdale Jn	58 68* 58 71* 58 76		
			NRN Channel 093
Hett Mill LC CCTV	60 21		
	60 44*		TOWS between 61 00 and 62 00
	62 20*		TOWS between 62 20 and 62 60 (Bridge 178).
	63 03*		Hot Axle box detector on the Up Main line at 63 59
	64 49*		
OHNS (Durham FS)	64 73		TOWS between 65 60 and 66 20
	65 62*		

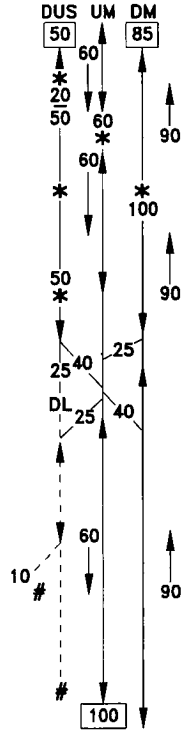
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
DURHAM	66 06 66 13 66 14* 66 21* 66 31 66 35* 66 74* 66 75		AC York ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions TOWS between 65 60 and 66 20 NRN Channel 095 UPL 563m/1848 feet

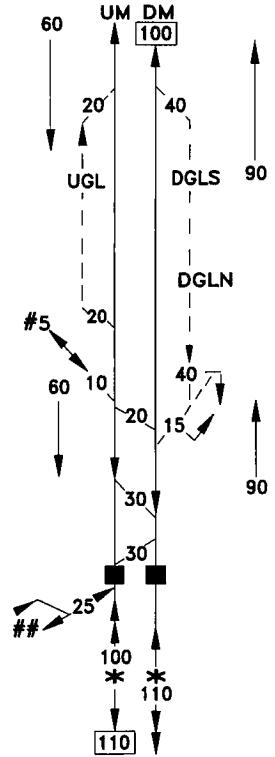
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	68 40*		AC York ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions TOWS between 69 20 and 70 20 Hot Axle Box Detector on the Down Main line at 70 20
CHESTER-LE-STREET OHNS (Chester-le-Street TSC)	71 72 72 04 72 23*		
	73 23*		NRN Channel 093
Ouston Crossovers	73 32		
	75 23		
Birtley Jn	75 26 75 29		
	75 66*		TSA/D = Tyne South Arrival/Departure TNA/D = Tyne North Arrival/Departure D/US = Down/Up Slow D/UG = Down/Up Goods
Lamesley Crossover	76 66* 77 00*		
	77 35~		UGL 224m/735 feet
Low Fell Jn	77 37		~ Bi Directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions
	77 40~		# To/From Norwood Jn see Section 7
	78 08*		

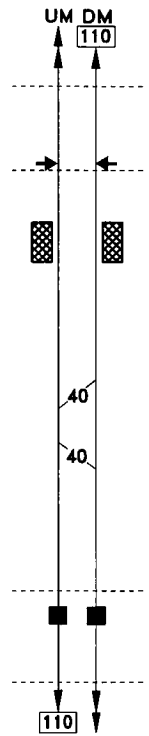
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	78 62*		AC York ECR NRN Channel 095 Controlled by Tyneside (T) Signal box Bi Directional signalling Low Fell Jn to Benton, speeds as shown. See Local Instructions
	79 01*		
	79 26*		UC = Up Carlisle DC = Down Carlisle
Askew Road Tunnel (53 yards)	79 26 to 79 29		# To/From Hexham/Carlisle see Section 7
King Edward Bridge South Jn.	79 34* 79 42*		
			## To/From Newcastle East Jn via Greensfield Jn see page 2.35
			### To/From King Edward Bridge East Jn see page 2.36
King Edward Bridge North Jn.	79 56* 79 57*		

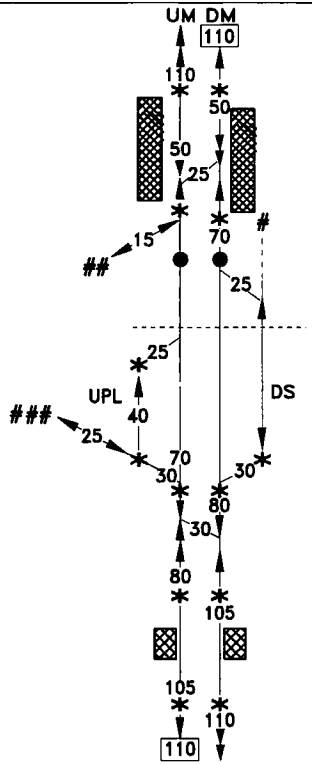
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	79 70*		AC York ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions # To/From Forth Banks see page 2.36
Newcastle South Jn	79 75		NRN Channel 093
	79 76*		20 mph maximum speed 79 76 to 80 16 unless lower speed shown
Newcastle West Jn	80 05		
NEWCASTLE	80 16* 0 00		
	0 03*		PP is authorised on Platforms 2 to 8 only for Class 1, 2, 5 and 0 trains during service and for booked attaching only
	0 06*		+ = Secured out of use
Newcastle East Jn.	0 14*		## To/From High Level Bridge Jn see page 2.35

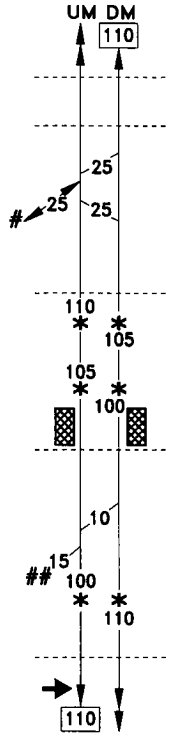
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Tyneside (T) Signal box Bi directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions DUS – Down/Up Slow NRN Channel 093
	0 24*		
Dean Street Crossover	0 28		
Pilgrim Street Crossover	0 36		
MANORS	0 46		
	0 51*		
Argyle Street Jn	0 58*		
Red Barns Tunnel (90m/98 yards)	0 65 to 0 70		

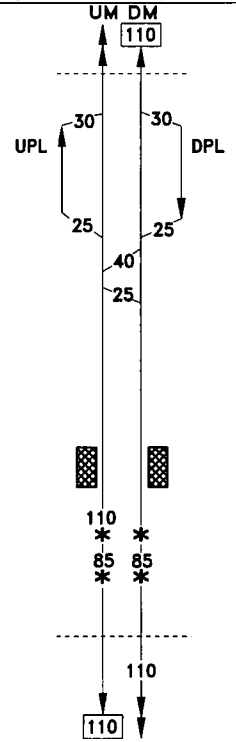
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR
	1 03*		NRN Channel 093
	1 07*		Controlled by Tyneside (T) Signal box Bi directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions DUS – Down/Up Slow
	1 18*		
	1 59*		
Heaton South Jn	1 65		CW Depot Line at 1 64 DL = Depot Line 5 mph in Depot worked as a Siding.
	1 79		# = To/From Heaton Depot

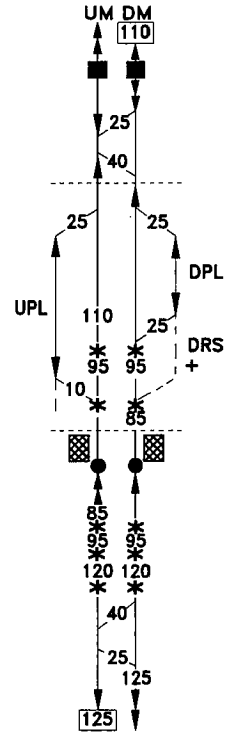
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Chillingham Road	2 18		AC York ECR NRN Channel 093 Controlled by Tyneside (T) Signal box Bi Directional signalling Low Fell Jn to Benton speeds as shown. See Local Instructions. DGLS = Down Goods Loop South DGLN = Down Goods Loop North UGL 685m/2247 feet 749m/2457 feet # To/From Heaton Depot
Heaton Depot			
	2 58		
Heaton North Jn	2 70		
Benton Crossovers	4 10		
OHNS (Benton FS)	4 23		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions. ## To/From Bedlington see Section 7
Benton North Jn	4 24		
	4 30*		

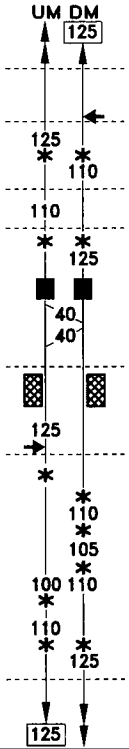
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Tyneside (T) Signal box. Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Killingworth LC CCTV	5 76		T= Killingworth Public Bridleway LC at 6 28
Dam Dykes LC CCTV	8 46		T= Dudley Public Bridleway LC at 7 73 Hot Axle Box Detector on the Down Main line and Up Main line at 8 45
CRAMLINGTON	9 74		NRN Channel 093
Plessey Crossovers	11 51		
Stannington LC CCTV	13 74		Morpeth (M) Signal box area Stannington to Acklington
OHNS (Stannington TSC)	14 00		
Clifton LC CCTV	14 56		

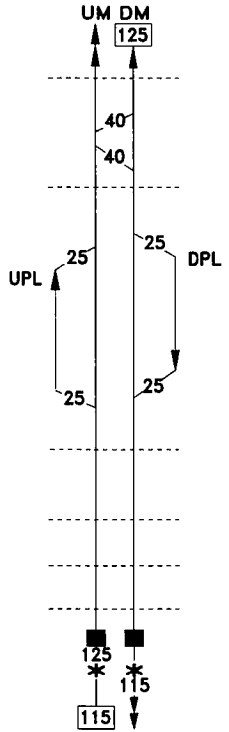
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	16 14*		AC York ECR Controlled by Morpeth (M) Signal box NRN Channel 093
MORPETH	16 50		
Morpeth Jn	16 56* 16 59*		# To/From Sidings
Morpeth (M)	16 63		## = To/From Hepscott Jn see Section 7
Morpeth North LC CCTV	16 78 16 79 17 01*		UPL = 429m/1407 feet
			### To/From Bedlington see Section 7
Morpeth North Jn	17 26* 17 30 17 32*		Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
	17 61*		
PEGSWOOD	18 44		
	18 71*		

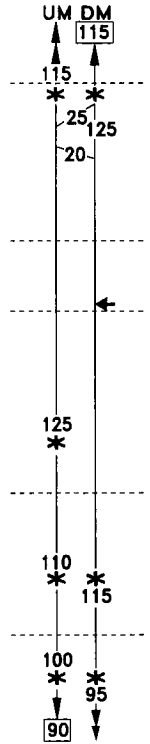
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Morpeth (M) Signal box
Longhirst LC CCTV	20 17		NRN Channel 093
Ulgham Lane LC CCTV	20 52		
Butterwell Jn	20 63		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions # To/From Butterwell North Branch. see Section 7
Ulgham Grange LC CCTV	22 24		
	22 38*		
	23 15*		
WIDDRINGTON	23 20		
Widdrington LC CCTV	23 23		
Widdrington Sidings Crossover	24 60		
	24 63		## To/From Widdrington Sidings
	24 75*		
Felton Lane LC CCTV	25 16		Hot Axle Box Detector on the Up Main line at 25 48

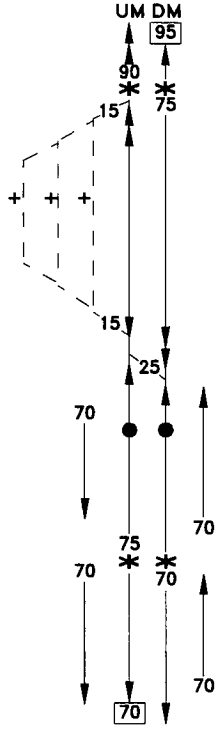
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Chevington LC CCTV	25 49		AC York ECR Controlled by Morpeth (M) Signal box Bi Directional Signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions UPL = 864m/2835 feet DPL = 838m/2751 feet
	25 55		
	26 37		NRN Channel 093
Chevington North Crossovers	26 55		
ACKLINGTON	28 43		
	30 00*		T= No.150 Private Bridleway LC at 29 51
	30 40*		Alnmouth (A) Signal box area. Acklington to Newham
Warkworth LC CCTV	31 67		T= No.152 Private Bridleway LC at 31 42

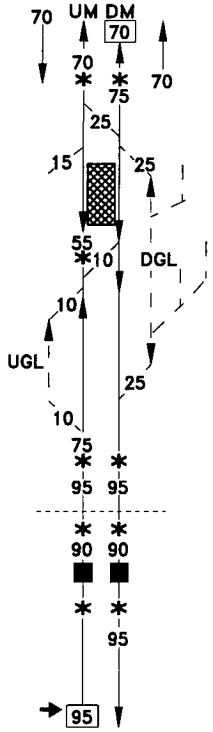
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
OHNS (Shilbottle TSC)	33 37		AC York ECR Controlled by Alnmouth (A) Signal box Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Wooden Gate Crossovers	33 65		
Wooden Gate LC	33 71		NRN Channel 093
CCTV	33 72		DPL 486m/1596 feet (Bi-directional). UPL 877m/2877 feet (Bi-directional).
			DRS 390m/1281 feet
	34 28*		
	34 54		+ Worked as a Siding.
	34 62*		T = No.155 Private Bridleway LC at 34 38
Alnmouth LC R/G	34 63		
ALNMOUTH Ø	34 69		Ø = FOR ALNWICK
Alnmouth (A)	34 76		
	35 40*		T = No.155A Private Bridleway LC at 35 74
	35 70*		
	38 34*		
Little Mill Crossovers	39 30		

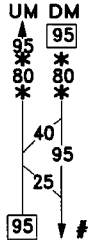
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Alnmouth (A) Signal box Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Little Mill LC CCTV	39 34		Hot Axle Box Detector on the Down Main line at 40 38
Stamford LC CCTV	40 39		T= No.158A Private Bridleway LC at 40 71
	42 35*		T= No.161 Private Bridleway LC at 42 46
Christon Bank LC CCTV	43 00		NRN Channel 093
Fallodon LC CCTV	43 45*		
(Chathill TSC) OHNS	45 56		T= No.162 Public Bridleway LC at 43 65
Chathill Crossovers	45 67		T= No.163 Private Bridleway LC at 45 10 AC Cathcart ECR
Chathill LC R/G & CCTV	45 78		R/G for Pedestrians only
CHATHILL	46 01		
Newham LC CCTV	47 09		Hot Axle Box Detector on the Up Main line at 47 08
	47 35*		
	47 40*		
	47 50*		T= No.167 Private Bridleway LC at 47 57
	47 52*		
	47 60*		T= No.169 Private Bridleway LC at 48 18
	48 20*		T= No.170 Private Bridleway LC at 48 63
Lucker LC CCTV	49 17		Tweedmouth (T) Signal box area between Lucker LC and North of LC203 at 69 67

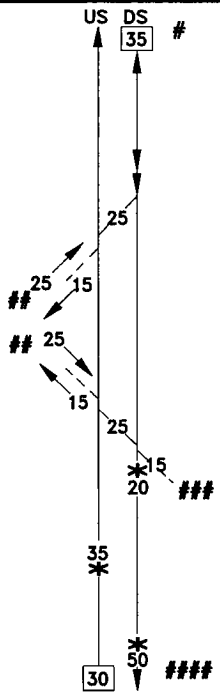
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
No 174 LC R/G	50 37		AC Cathcart ECR Controlled by Tweedmouth (T) Signal box Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
Belford Crossovers	51 39		
Belford LC CCTV	51 45		NRN Channel 093
	51 54 51 55		UPL 1088m/3570 feet DPL 1024m/3360 feet
			T = Belford Burn Public Footpath LC at 51 64
			T = Easington Public Footpath LC at 51 72
	52 41 52 43		
Cragmill LC CCTV	52 48		
No 179 LC R/G	54 68		
Smeafield LC CCTV	54 79		
Fenham Low Moor LC CCTV	55 31		
OHNS (Fenham TSC)	57 17		
	57 76*		T = Fenham Hill Public Footpath LC at 57 37

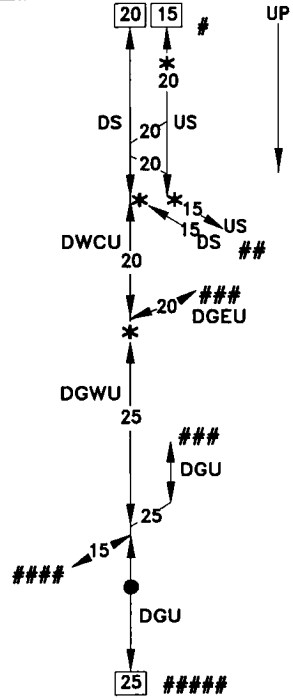
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Cathcart ECR Controlled by Tweedmouth (T) Signal box
Beal LC CCTV	58 52 58 73*		NRN Channel 093
Beal Crossovers	59 32		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions
No 193 LC R/G	59 67		
Goswick LC CCTV	60 67		Hot Axle Box Detector on the Down Main line at 60 66
	63 10*		
Scremerston LC CCTV	63 46		
	64 53*		
Spittal LC and R/G Level Crossings	65 01		R/G for Pedestrians only.
	65 14*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	65 65*		AC Cathcart ECR Controlled by Tweedmouth (T) Signal box NRN Channel 095 Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown. See Local Instructions + Sidings not worked under TCB Regulations
Tweedmouth Crossover	65 71		
Tweedmouth(T)	65 78		
	66 36*		Bi Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line: 70 mph 65 71 to 66 70 Up direction over Down line 70 mph 67 08 to 65 71.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Cathcart ECR Controlled by Tweedmouth (T) Signal box Bi Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line 70 mph 65 71 to 66 70 Up direction over Down line 70 mph 67 08 to 65 71.
	66 70*		
	66 72		
BERWICK-UPON-TWEED	67 00		
Berwick North Crossover	67 06* 67 08 67 11		UGL 384m/1260 feet DGL 736m/2415 feet Bi-directional
	67 36		
	67 38		
	67 69*		
No 203 R/G	68 52		
	69 00*		
OHNS (Marshall Meadows FS)	69 17		
Network Rail LNE/Scotland Territory Boundary	69 67*		NRN Channel Change at 69 67
(Mileage from Edinburgh)	54 50		Edinburgh (EG) Signal box area from 54 50
EG402 signal (Up)	54 26		
EG403 signal (Down)	54 12		Hot Axle Box Detector on the Up Main at 54 06

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Reston GSP	50 08* 49 10* 47 14		Controlled by Edinburgh (EG) Signal box. AC Cathcart ECR NRN Channel 068 # To/From Edinburgh see Network Rail Scotland Sectional Appendix

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		LN618 HOLGATE TO SKELTON JN	AC York ECR Controlled by York (Y) Signal box # To/From Colton North Jn see page 2.6
Holgate Jn	0 00		NRN Channel 069
York Yard South	0 21		
			## To/From Up Yard
York Yard North	0 79		
	1 03 1 13*		### To/From Down Departures
	1 35*		
Skelton Jn	1 54*		#### To/From Skelton Bridge Jn see page 2.8

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEWCASTLE EAST JN TO KING EDWARD BRIDGE SOUTH JN. (COMPOSITE TABLE)			
Newcastle East Jn	101 59 101 57*		AC York ECR Controlled by Tyneside (T) Signal box # To/From Newcastle Station see page 2.19
High Level Bridge Central Jn	101 39		US = Up Sunderland DS = Down Sunderland
High Level Bridge Jn	101 33* 0 00		NRN Channel 093
Greensfield Jn	0 21 0 16*		DWCU = Down West Curve Up ## To/From Sunderland see Section 7 DGEU = Down Greensfield East Up ### To/From Park Lane Jn see Section 7
			DGWU = Down Greensfield West Up
			DGU = Down Gateshead Up
King Edward Bridge East Jn	0 30		
Tyneside (T)	0 32		#### To/From King Edward Bridge North Jn see page 2.36
King Edward Bridge South Jn	0 48		##### To/From Darlington see page 2.18

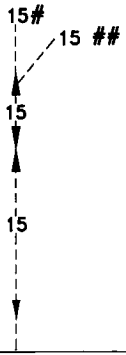
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	LN620 KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN (EAST CURVE)		
King Edward Bridge East Jn	0 00		AC York ECR NRN Channel 093 Controlled by Tyneside (T) Signal box # To/From Newcastle East Jn see page 2.35
King Edward Bridge North Jn	0 13		## To/From Newcastle Station see page 2.18
		LN622 FORTH BRANCH	
Newcastle West Jn	0 11		Controlled by Tyneside (T) Signal box # To/From West End Bays ## To/From Down Main see page 2.19 NRN Channel 093
Stop Board	0 40		OTS Stop Board to Forth Banks
Forth Banks	0 73		

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with the Rule Book Module SS2, Section 4.8 where shown below as denoted by the letter "F".

2. Working in the Wrong Direction over lines worked by Absolute Block is authorised where shown below as denoted by the letter "G".

3. Trains not fitted throughout with the continuous brake may be worked where shown below as denoted by the letter "Z" and in accordance with the instructions shown in the Frontispiece.

4. These authorities are subject to any special conditions as to speed, length, or other feature as shown in the "Restrictions" column. Except where noted below by the letter"P", movements conveying passengers are not permitted.
A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted below by the letters "BV".

Between		Lines	Authorities	Restrictions
LN600 SHAFTHOLME JN TO RESTON GSP				
Northallerton Station (Signal Y691)	Castle Hills Jn	Down Main / Reversing line	F	384m/1260 feet - BV.
Castle Hills Jn (Signal Y496)	Redmire Branch Run round Loop	Reversing Line/Branch	F	384m/1260 feet Trainman must precede Train on foot

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

On the following lines, passenger trains may be run provided the Signaller has observed the requirements of Rule Book Module TS1 Signalling General Instruction 11. Working of passenger trains over Goods Lines or Goods Loops :-

From	To	Line	Remarks
LN600 SHAFTHOLME JN TO RESTON GSP			
At Berwick	-	Up Goods Loop	Drivers to report on telephone immediately train at a stand at signal TW170.

TABLE E - SECTIONS OF RUNNING LINE WHERE A TRACK CIRCUIT OPERATING DEVICE (TCOD) MAY BE USED IN ACCORDANCE WITH RULE BOOK MODULE T2

- TCOD's may be used in accordance with Rule Book Module T2 Protection Procedure T2-A on the sections of line listed below subject to the following restrictions:-

- Must not be used on track circuits between the signals protecting a RC or CCTV level crossing and the track circuit that passes through the crossing deck. On bi-directional and single lines, TCOD's must not be used between the signals protecting the crossing.

- Must not be used where there are check rails.

- TCOD's are best used clear of points and crossings and not in overlap track circuits. If it is necessary for a TCOD to be used in the vicinity of points, the Signaller must before giving permission consider the implications of track circuit controls etc. on other lines, particularly if the points will need to be moved during the time the TCOD is in use.

Section of line on which TCOD's can be used		Remarks
Table A Pages		
4 – 32	LN600 Shaftholme Jn. to Berwick	
34	LN618 Holgate Jn. to Skelton Jn.	
35	Newcastle East Jn. to King Edward Bridge South Jn.	
36	LN620 K.E.B East Jn. to K.E.B North Jn.	

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of diesel multiple unit rolling stock to operate over Network Rail Eastern Territory (York) controlled infrastructure. Lines which are shown as running lines in the Sectional Appendix are included, but Sidings are excluded and 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.
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.

COLUMN HEADINGS
Route = The Sectional Appendix Line Heading, or part thereof when significant variation occurs within the route, for which this entry applies.

MATRIX CODES

- **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.

	(VB)	(AB)											
Route	101-127	141-144	150	153	155	156	158	159	165 - 166	170	220 - 221	222	Notes
Shaftholme Jn. to York Station	Y	Y	Y	Y	Y	Y	Y	Y	-	R	Y	Y	Class 170 units authorised at York platforms 3,4(including maintenance sidings), 5,7,9,10 and 11 only.
York to Newcastle West Jn.	Y	Y	Y	R	R	R	R	R	-	R	Y	Y	ScotRail Class 156 units fitted with large snowploughs are prohibited from passing over King Edward Bridge. Class 170/7 units authorised for empty stock movements only between York Station and Darlington Station. Darlington bay platform 2 is PROHIBITED to all Class 170/7 movements; bay platform 3 may be used for Class 170/7 units with stepboards removed, subject to maximum speed of 5 mph.
Newcastle West Jn. to Newcastle East Jn.	Y	Y	Y	R	R	Y	R	R	-	N	Y	Y	Classes 153, 155 units are prohibited in platforms 10, 11 and 12. Class 158, and 159 units prohibited in platforms 10 and 12.
Newcastle East Jn. to Marshall Meadows.(Reston GSP)	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	R	Class 222 cleared between Newcastle East Jn and Berwick Upon Tweed (67m 38ch) only.

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE (Continued)

	(VB)	(AB)											
Route	101-127	141-144	150	153	155	156	158	159	165-166	170	220 - 221	**222**	Notes
Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	Y	Y	Y	Y	Y	Y	Y	R	Y	**Y**	Class 170 units authorised for empty coaching stock movements only.
Newcastle East Jn. to King Edward Bridge South Jn. via High Level Bridge.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	-	
Forth Branch	Y	–	–	–	–	–	–	–	–	-	Y	-	

TABLE F1 - ELECTRIC MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of electric multiple unit stock to operate over the electrified lines of Network Rail London North Eastern controlled infrastructure. Electrified lines, which are shown as running lines in the Sectional Appendix, are included, but sidings are excluded and 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. It is not normal to consider the operation of electric units over non-electrified lines or lines with incompatible systems. The exception to this is the 325 class Postal Units that may additionally operate as hauled stock over all routes, which have been cleared for passenger stock on this Zone 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.

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.

COLUMN HEADINGS
Route = The Sectional Appendix Line Heading, or part thereof when only part is electrified.

MATRIX CODES

- **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 authority must be obtained before operating.

	EMU										
Route	302-307, 309-312	313 (b)	314, 315, 318	317 (b)	319	321	322	323	325 (a)	365	Notes
Shaftholme Jn. to York Station	Y	Y	Y	Y	N	Y	Y	-	Y	N	
York to Newcastle West Jn.	Y	R	Y	Y	N	Y	Y	-	Y	N	Classes 313 fitted with third rail shoe gear are prohibited over King Edward Bridge.
Newcastle West Jn. to Newcastle East Jn.	Y	R	Y	R	N	Y	Y	-	Y	N	Class 313 units prohibited from Newcastle platforms 3, 5/6, 9 and 10. Class 317 units prohibited from Newcastle platforms 3, 5/6, 9, 10 and 11.
Newcastle East Jn. to Marshall Meadows. (Reston GSP)	Y	-	Y	-	N	Y	Y	-	Y	N	

TABLE F - ELECTRIC MULTIPLE UNIT ROUTE CLEARANCE (Continued)

Route	EMU										Notes
	302-307, 309-312	313 (b)	314, 315, 318	317 (b)	319	321	322	323	325 (a)	365	
York Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	Y	Y	N	Y	Y	-	Y	N	
Newcastle East Jn. to King Edward Bridge South Jn. via High Level Bridge.	Y	Y	Y	Y	N	Y	Y	-	Y	N	

NOTE : (a) Class 325 units 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 pantogragh 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.
NOTE (b): - 313 & 317 units are prohibited from being operated in DOO(P) mode north of Peterborough, and must carry an NRN radio.

TABLE G – LOCOMOTIVE AND COACHING STOCK ROUTE CLEARANCE

GENERAL

Route clearance listed in this table is a compendium of authorities for different classes of traction and rolling stock to operate over Network Rail London North Eastern controlled infrastructure. 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 over these lines.

COLUMN HEADINGS

Route = The Sectional Appendix line heading, or part thereof when significant variation occurs within the route, for which this entry applies.

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, London North Eastern 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 Territory 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) White Pages, Section C Clause 1.4 refers].

G This covers the following locomotive types: -

Locomotive	RA Classification
37/0 to 6	5
37/7 to 9	7
43	5
47	6-7
56	7
58	7

60 Class 60 loco (RA8)

59/66 Class 59 and Class 66 locos

67 Class 67 loco

AC Electric locomotive classes (with RA Classification shown in brackets): -

Locomotive	RA Classification
86	6
87	6
90	7
91	7

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

89 Electric locomotive Class 89 (RA6)

92 Electric locomotive Class 92 (RA7-8)

TABLE G – LOCOMOTIVE AND COACHING STOCK ROUTE CLEARANCE (Continued)

C 1 = 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.

C 3 = The Standard profile for Mark 3 coaching stock which is 23 metres (75') long overall. HST (class 253/254) stock conforms to this gauge. Certain DMU's of Sprinter type also conform to this gauge, although suspension, footstep and engine exhaust (etc.) variations are likely to give considerable variation, and thus are dealt with in a separate table.

Mk 4 = Normally operates as part of the **GNER,** IC225 fleet in fixed formation trains.

MATRIX CODES

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.

Note: For details of Class 373/2 trains Route Availability and Restrictions see Section F Page 19

TABLE G – LOCOMOTIVE AND COACHING STOCK ROUTE CLEARANCE (Continued)

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Shaftholme Jn to Temple Hirst Jn	**9**	Y	Y	Y	R	Y	-	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Temple Hirst Jn to Colton Jn	**10**	Y	Y	Y	R	Y	-	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Colton Jn to York Station	**9**	Y	Y	Y	R	Y	-	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
York Station to Newcastle West Jn	**9**	Y	Y	Y	R	Y	-	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Newcastle West Jn to Newcastle East Jn	**9**	Y	Y	Y	Y	Y	-	Y	Y	R	R	Trains composed of MK4 are prohibited from Newcastle Station Platforms 5,6,7,8,11 & 12. HST trains are prohibited in Platforms 7 and 8 in the Down direction.
Newcastle East Jn to Reston GSP	**9**	Y	Y	Y	R	Y	-	Y	Y	Y	Y	Class 67's may travel at speeds up to 100mph where permissible speeds allow.
Holgate Jn to Skelton Jn via York Yard South	**9**	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
Newcastle East Jn to Greensfield Jn via High Level Bridge	**8**	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
Greensfield Jn to King Edward Bridge South Jn	**8**	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	**9**	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
Forth Branch	**8**	Y	Y	Y	Y	-	-	-	Y	Y	N	

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

1. Trains may be assisted in rear between the places listed in the table.

2. The assisting locomotive must be coupled to the train except where denoted in the table by the letter "N".

3. Any type of train may be assisted in rear, except where denoted in the table by :-

F - freight trains only
ECS - empty coaching stock trains only
P - passenger trains only
RES - Royal Mail trains only

4. A shunting locomotive must not be used to assist in rear, nor must a train hauled by a shunting locomotive be assisted in rear, except where denoted by the letter "D".

5. The locomotive attached in rear of the train must not apply power where denoted in the table by the letter "R".

From	To	Type of Train	Conditions	Remarks
SHAFTHOLME JN TO RESTON GSP				
York Station	Holgate Jn	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.
Holgate Jn	York Station	P	R	Trains diverted via York Yard in emergency owing to obstruction between York Station and Skelton Jn.
Heaton Depot	Low Fell	RES	R	
Low Fell	Newcastle via Tyne or Dunston	RES	R*	* In times of poor rail adhesion the Driver of the leading loco may request power to be applied by the rear loco to assist in departure of trains when leaving Low Fell Depot but application of power should be kept to an absolute minimum.

LOCAL INSTRUCTIONS
INDEX

LOCAL INSTRUCTIONS

BETWEEN YORK AND NEWCASTLE

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

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

THIRSK

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

NORTHALLERTON

Set-back movements Reversing line to Down Main

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

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

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

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

BETWEEN NORTHALLERTON AND TWEEDMOUTH CROSSOVER

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

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

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

DARLINGTON STATION

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

DARLINGTON STATION DOWN BYPASS LINE

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

DARLINGTON UP SIDINGS

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

Defective wagons only must be stabled in Siding 3.

Siding 4 is for the use of the Engineering Department trains and the loading of scrap steel.

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

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.

BIRTLEY JN

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

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

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

NEWCASTLE

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

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

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

HEATON

1. Movements Onto Shed Roads

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

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

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

2. Movements out of Sheds

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

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

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

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

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

3. Movements within the Yard

3.1 Arrivals from Newcastle

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

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

3.2 Arrivals from the North End (Benton)

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

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

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

3.4 Departures via the North End (Benton)

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

3.5 Heaton South Junction

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

3.6 Movements on the Depot

No movement may exceed the following speeds:-

i) 5mph

ii) 3mph through the washing plant

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

3.7 Turning of Vehicles on the Turntable

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

3.8 Secondary Departure Roads No's 5 and 6

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

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

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

4. Emergency Depot Protection

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

4. Emergency Depot Protection

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

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

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

MORPETH

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

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

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

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

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.

MORPETH DMU REVERSING SIDING

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

BERWICK-UPON-TWEED

Royal Border Bridge: Staff Safety Facility

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

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

(a) request permission from the Signaller, identifying himself by giving his name. grade and home station/depot.

(b) say why he requires to enter onto or pass over the bridge, on which line he needs protection and for how long permission is required.

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

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

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

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

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

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

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

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

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

BETWEEN BERWICK AND RESTON

Single Line Working Between Berwick and Reston

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

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

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

The above arrangements are applicable in all weather conditions.

YORK HOLGATE JN TO SKELTON JN

YORK YARD SOUTH

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

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

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

NEWCASTLE EAST JN TO KING EDWARD BRIDGE SOUTH JN

HIGH LEVEL BRIDGE

Due to weight restrictions with the above bridge, movements of trains with one or more locomotives coupled (including one or more light locomotives 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 locomotives requiring to pass over the High Level Bridge.

The Network Rail Operations Control must inform Tyneside IECC of any train with one or more locomotives coupled together requiring to pass over the High Level Bridge.

Freight trains are not permitted on the Down/Up West Curve between high Level Bridge Jn and Greensfield Jn at any time.

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