Private and not for publication BR30018/7

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
LONDON NORTH EASTERN

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

SECTION NO. 7

* * *

Published by Network Rail LNE, Operations & Customer Services, for and on behalf of all Businesses having lines covered within the Boundaries of this Section.

YORK
JUNE 2004

Route Director
Network Rail London North Eastern Route
5th Floor, D Block, Hudson House
York.

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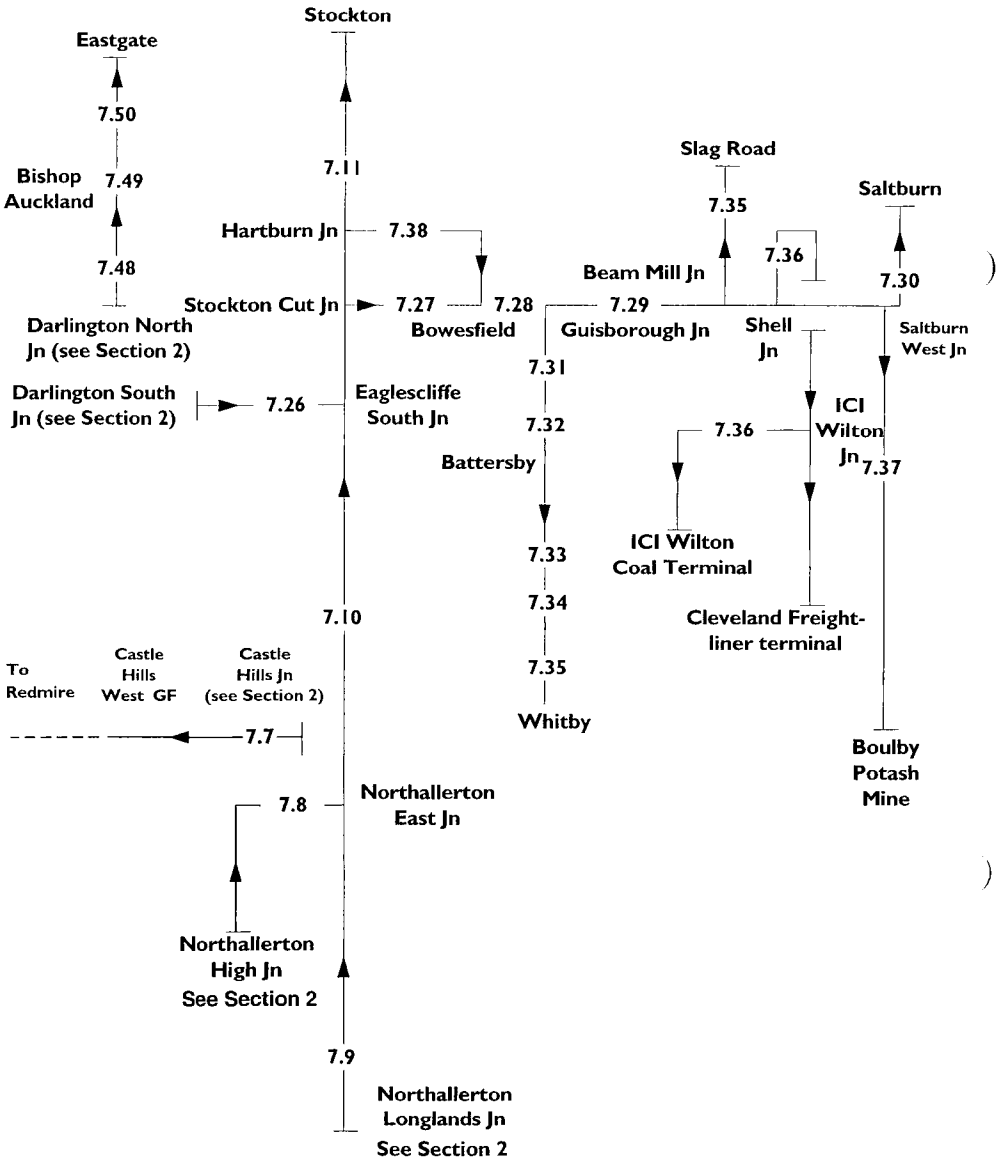
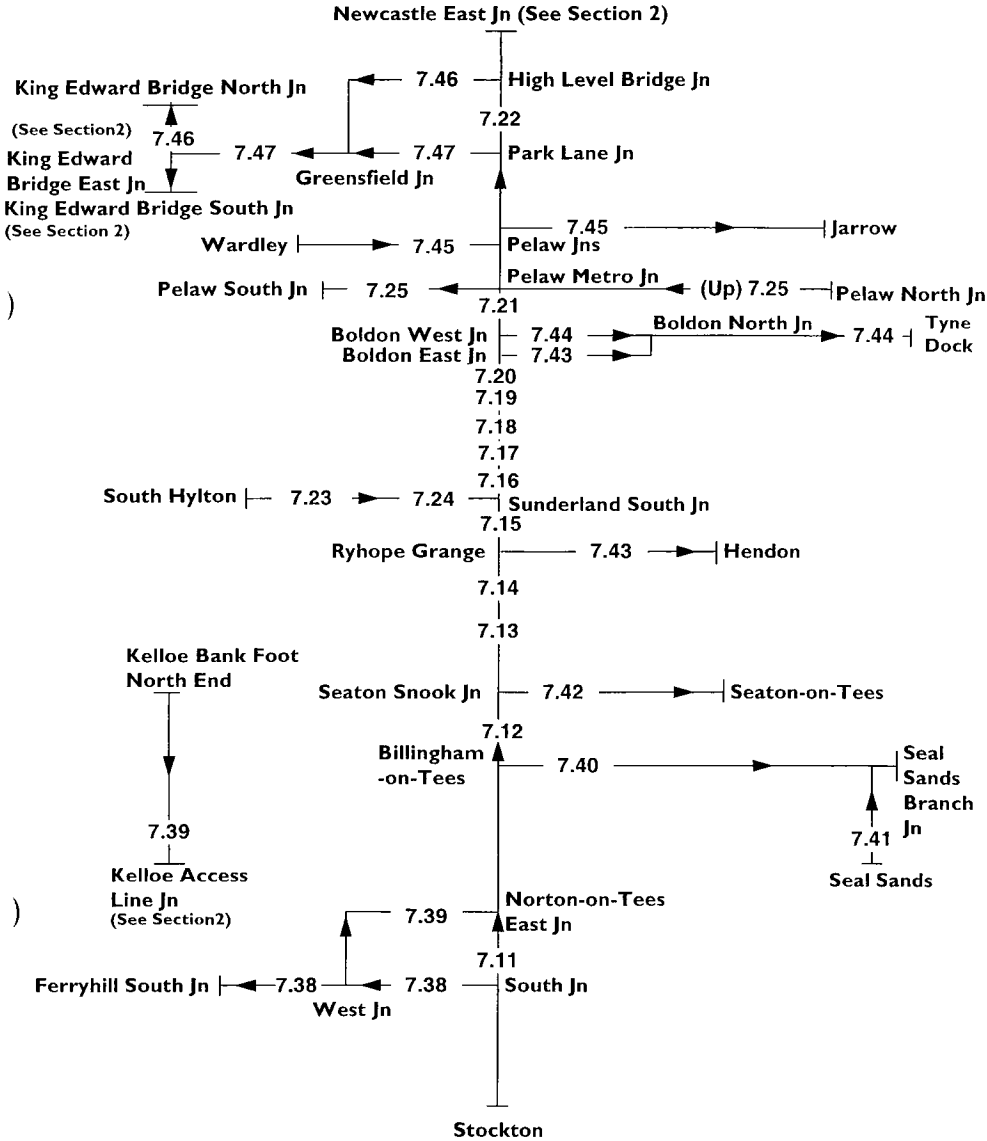
LINES COVERED IN SECTION 7

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



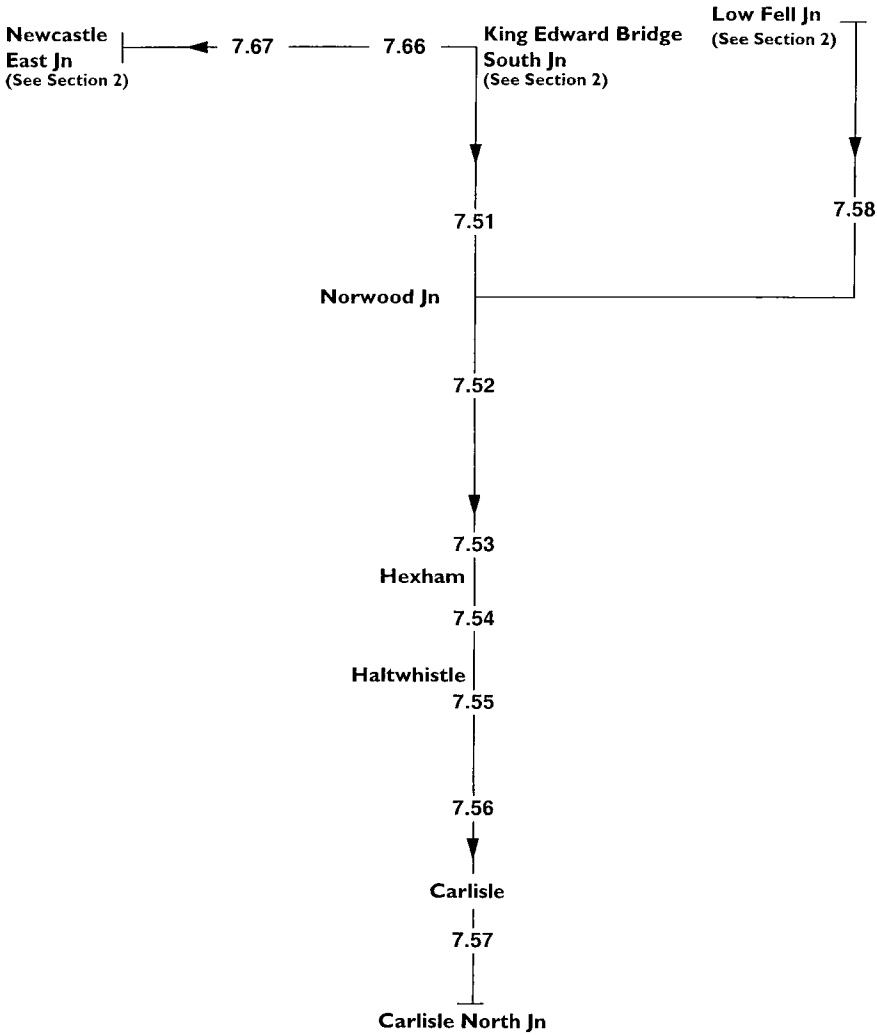
NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND BRANCHES Continued



Arrow Denotes Down Direction

LINES COVERED IN SECTION 7

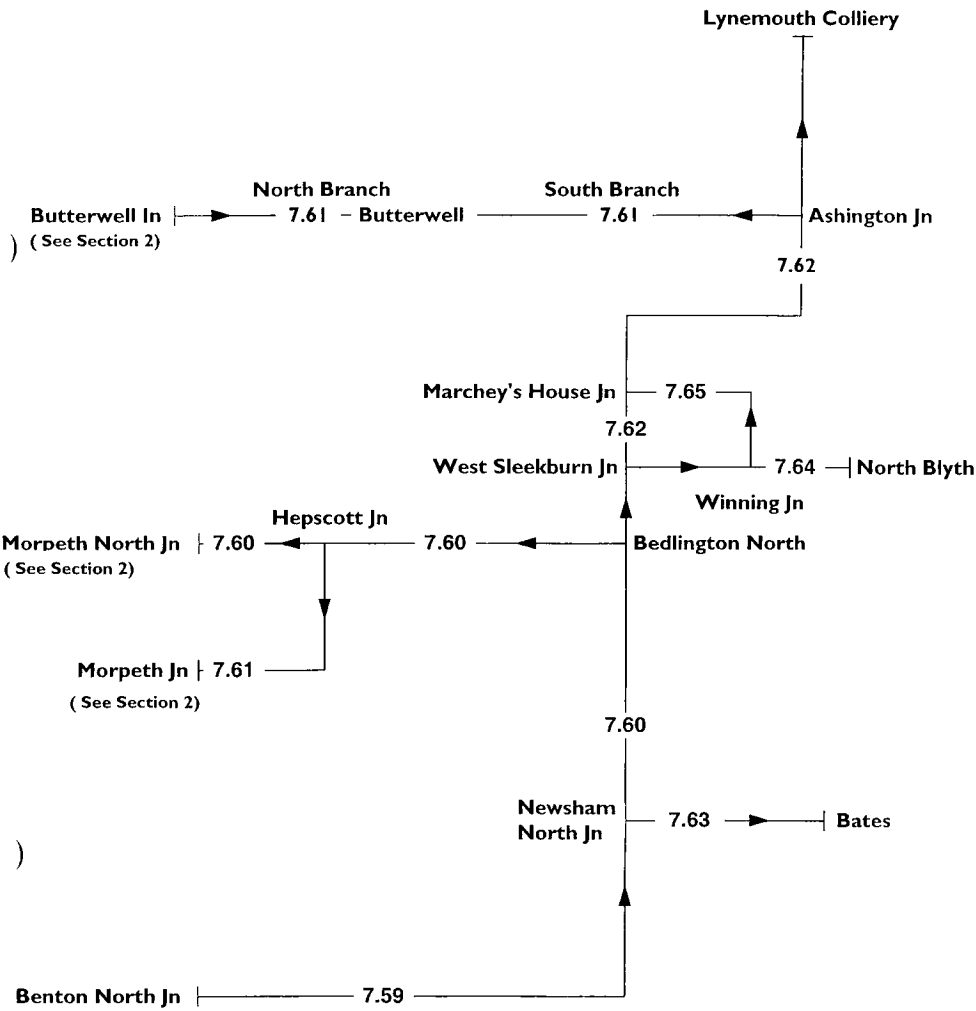
KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN (INCLUDING KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE EAST JN AND LOW FELL JN TO NORWOOD



Arrow Denotes
Down Direction

LINES COVERED IN SECTION 7

BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON AND BRANCHES

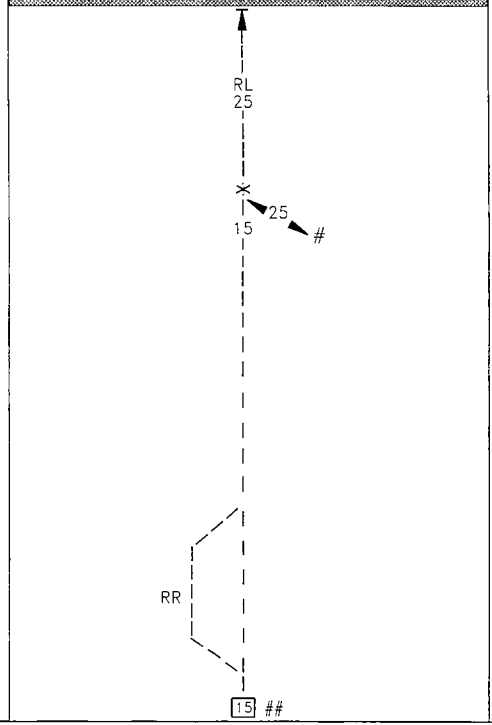


Arrow Denotes
Down Direction

Line Headings in sequence throughout this Section	TPWS Fitted	Page
Northallerton, Castle Hills Jn to Castle Hills West G.F.	Y	7.7
Northallerton High Jn to Northallerton East Jn	Y	7.8
Northallerton. Longlands Jn to Newcastle East Jn via the Coast	Y	7.9
South Hylton to Sunderland South Jn	N	7.23
Pelaw Metro Jn to Pelaw South Jn	N	7.25
Pelaw North Jn to Pelaw Metro Jn	N	7.25
Darlington South Jn to Eaglescliffe South Jn	Y	7.26
Stockton Cut Jn to Saltburn	Y	7.27
Guisborough Jn to Whitby	Y	7.31
Beam Mill Jn to Slag Road (Lackenby)	N	7.35
Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	Y	7.36
ICI Wilton Coal Terminal Branch	N	7.36
Saltburn West Jn to Boulby Potash Mine	N	7.37
Hartburn Curve	Y	7.38
Norton-on-Tees South to Ferryhill South Jn	Y	7.38
Norton-on-Tees West to Norton-on-Tees East	Y	7.39
Kelloe Bank Foot Branch	N	7.39
Billingham-on-Tees to Seal Sands Storage	Y	7.40
Seaton-on-Tees Branch	N	7.42
Ryhope Grange to Hendon	Y	7.43
Boldon East Jn to Boldon North Jn	N	7.43
Boldon West Jn to Tyne Dock	Y	7.44
Jarrow Branch	Y	7.45
Wardley to Pelaw Jn	Y	7.45
King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	Y	7.46
High Level Bridge Jn to Greensfield Jn (West Curve)	Y	7.46
Park Lane Jn to King Edward Bridge South Jn	Y	7.47
Darlington North Jn to Eastgate	Y	7.48
King Edward Bridge South Jn to Carlisle North Jn	Y	7.51
Low Fell Jn to Norwood Jn	Y	7.58
Benton North Jn to Morpeth North Jn via Bedlington	Y	7.59
Hepscott Jn to Morpeth Jn	Y	7.61
Butterwell South Branch	N	7.61
Butterwell North Branch	Y	7.61
Bedlington North to Lynemouth Alcan	N	7.62
Bates Branch	N	7.63
West Sleekburn Jn to North Blyth	N	7.64
Winning Jn to Marchey's House Jn	N	7.65
King Edward Bridge South Jn to Newcastle East Jn via Newcastle Station	Y	7.66

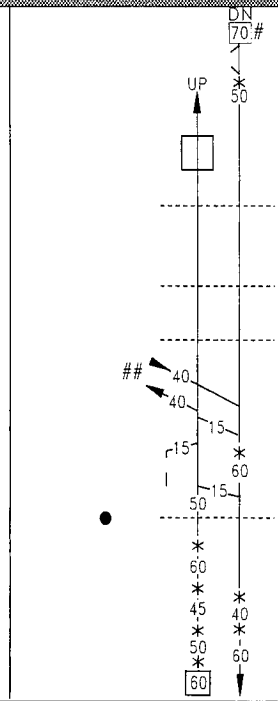
Y = Some or all signals on this route have been fitted with TPWS.
N = No signals on this route have been fitted with TPWS.

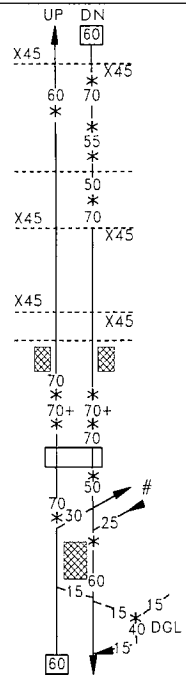
Restrictions for any class of train on any route are given in the DMU, EMU and Locomotive and Coaching Stock tables later in this publication.

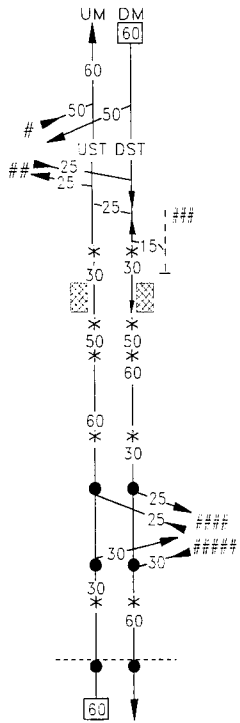
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		NORTHALLERTON, CASTLE HILLS JN TO CASTLE HILLS WEST GF	
End of Reversing Line	31 09		NRN Channel 069 AWS not provided RL = Reversing Line
Castle Hills Jn	30 63*		Controlled by York (Y) Signal box.
	30 59		# To/From Northallerton see Section 2
	0 00		
Castle Hills Farm Crossing Stop Boards	0 17		OTS Castle Hills Farm Crossing Stop Boards to Redmire
Network Rail / Wensleydale Railway Boundary	0 18		
Castle Hills East GF	0 19		
(Former Castle Hills West Jn)	0 28		
	0 48		RR = Run Round Loop
Castle Hills West GF	0 67		
			## To/From Redmire (Wensleydale Railway)

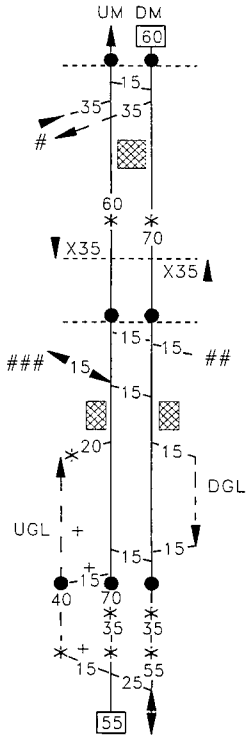
Location	Mileage	Running Lines & Speed Resirictions	Signalling & Remarks
	NORTHALLERTON HIGH JN TO NORTHALLERTON EAST JN		Line controlled by York (Y) Signal box
Northallerton High Jn	0 00	UP 40 DN 40 #	# To/From York see Section 2
			NRN Channel 069
Northallerton East Jn	0 36	40 ##	## To/From Eaglescliffe see page 7.9

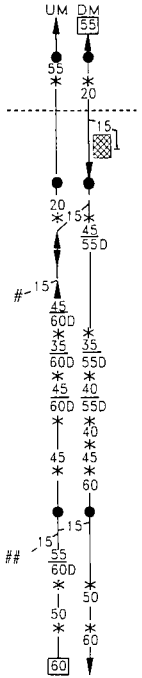
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST		
Longlands Jn (Down line)	28 58 28 76 28 77*		# To/From York Section 2 Slow Lines
Longlands Jn (Up line)	0 69		York (Y) Signal box area Longlands Jn to 43 60, but Boroughbridge Road, Romanby Road, Springwell Lane and Low Gates LC's are controlled/monitored by Low Gates Signal box.
Longlands Tunnel (50 metres / 55 yards)	0 11 to 0 08		
Boroughbridge Road LC CCTV	DN 29 72 42 21 UP 0 00 42 21		NRN Channel 069
Romanby Road LC CCTV	42 38		
Springwell Lane LC AHBC	42 65		
Northallerton East Jn	42 79		## To/From Northallerton High Jn see page 7.8
	43 00*		
Low Gates LC	43 24		Controlled by Low Gates (LG) Signal box from 43 60
	43 25*		T = Vaseys UWC at 43 68
	44 10*		T = Clarks UWC at 44 10
	44 12*		
	44 30*		T = Walkers UWC at 44 30
	44 53*		

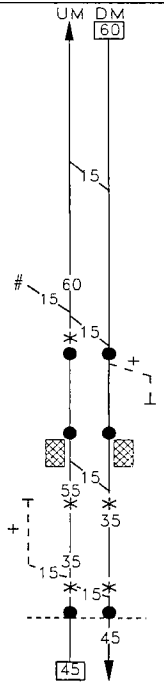


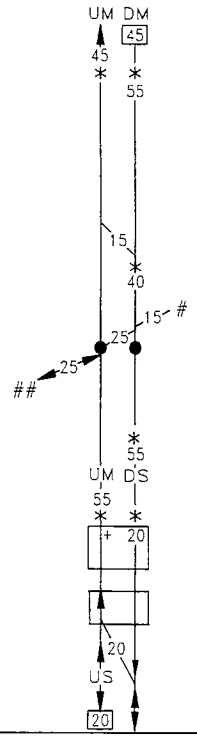
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Brompton LC AHB–X	44 57 44 58*		Controlled by Low Gates (LG) Signal box to 56 41 Down / 56 18 Up NRN Channel 069 T= Spencers UWC at 45 60 T= Hebdons UWC at 45 74 Hot Axle Box Detector on the Up Main line at 46 32 T= Northfield Farm 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 + = MGR loaded and empty coal trains consisting of HAA type wagons are restricted to 20 mph maximum speed on both the Down and Up lines between 55 29 and 55 64 NRN Channel Change at 56 75 069 093 CW Up at 56 75 (1000 yards before reaching signal LG616). # To/From Darlington see page 7.26 Controlled by Bowesfield (B) Signal box DGL = (288m/945 feet) Secured out of use
	45 30*		
	45 33*		
	45 65*		
Long Lane LC CCTV	46 34		
	47 10*		
Welbury LC AHB–X	48 21		
Rounton Gates LC AHB – X	50 12		
Picton LC CCTV	52 31		
YARM	54 35		
	55 29*		
	55 64*		
Yarm Tunnel (75 yards)	55 76 to 55 79		
	56 70*		
Eaglescliffe South Jn	56 75*		
	56 76*		
EAGLESCLIFFE	57 00		
	57 07		
	57 32		

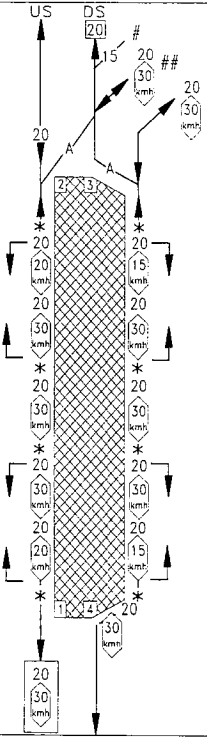
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Stockton Cut Jn	58 30		Eaglescliffe South Jn to Norton-on-Tees South (exclusive) controlled by Bowesfield (B) Signal box. NRN Channel 093 # To/From Tees see page 7.27 ## To/From Bowesfield see page 7.38 ### To/From T J Thompson Sidings UST = Up Stockton DST = Down Stockton
Hartburn Jn	59 14		
	59 63		
	59 70*		
STOCKTON	60 04		
	60 07*		
	60 54*		
	60 56		
	60 60		
	61 70*		AB Norton-on-Tees South to Norton-on-Tees East
Norton-on-Tees South (NS)	61 71		Norton-on-Tees East #### To/From Ferryhill see page 7.38 ##### To/From Norton-on-Tees West see page 7.39 AB Norton-on-Tees East to Norton-on-Tees
Norton-on-Tees East	62 19		
	62 22*		T = Norton East (Blackwells) UWC at 62 21
Norton-on-Tees LC	62 63		AB Norton-on-Tees to Billingham-on-Tees

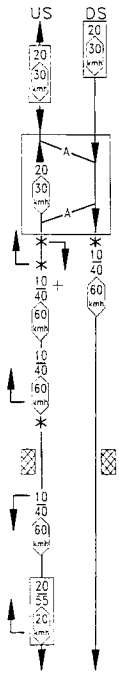
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Billingham LC	63 60		AB Norton-on-Tees to Billingham-on-Tees AB Billingham-on-Tees to Greatham NRN Channel Change 093 # To/From Seal Sands see page 7.40
Billingham Jn	63 69		
BILLINGHAM	64 47		
	65 00*		
Cowpen Lane LC AHB-X	65 44		
Greatham LC	67 28		AB Greatham to Cliff House
Seaton Snook Jn	68 60		## To/From Hartlepool South Works ### To/From Seaton-on-Tees see page 7.42
SEATON CAREW	69 36		
	69 42*		DGL = 557 m / 1827 feet UGL = 760 m / 2520 feet + + = secured out of use
Cliff House	70 06		AB Cliff House to Stranton including Up Goods line.
	71 00*		
	71 05*		
	71 14		Controlled by Stranton Signal box.

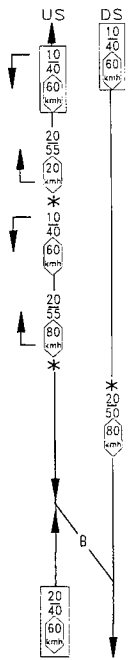
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			
Stranton	71 22		AB Cliff House to Stranton AB Stranton to Clarence Road
	71 28*		
Church Street LC CCTV	71 40		
HARTLEPOOL	71 55		
Clarence Road (CR)	71 70		AB Clarence Road to Cemetery North
	71 73*		
	72 20		# To/From Hartlepool Docks
	72 41*		
	72 49*		
	73 00*		
	73 11*		
	73 27*		
Cemetery North	73 49		AB Cemetery North to Dawdon ## To/From Magnesia Works
	74 78*		
	75 24*		
			T = Blackhills Farm UWC at 78 78

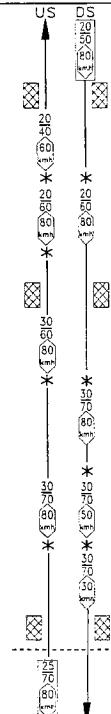
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Cemetery North to Dawdon NRN Channel 093
	83 30		
			# To/From Port of Seaham Sidings
Dawdon Jn	84 11		
	84 15*		
Dawdon (DN)	84 22		AB Dawdon to Seaham
Seaham	84 44		AB Seaham to Hall Dene
SEAHAM	84 49		
	84 58*		+ = Secured out of use
	85 20*		
Hall Dene LC	85 24		AB Hall Dene to Ryhope Grange

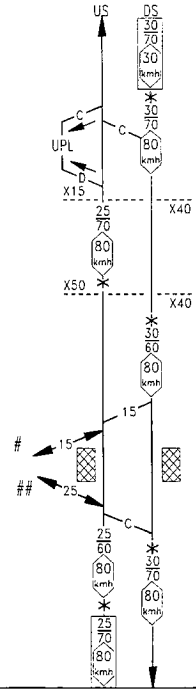
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Hall Dene to Ryhope Grange
	85 52*		NRN Channel 093
			T = Davidsons South UWC at 86 57
			T = Davidsons North UWC at 87 20
	87 47		CW Up at 87 48 (473 yards before reaching signal RG32)
	87 58*		# To/From Sidings
Ryhope Grange (RG)	87 63		## To/From Hendon see Page 7.43
	88 31*		
	89 05*		Controlled by Tyneside (T) Signal box from /to 88 60
Sunderland South Tunnels	89 06 to 89 38		+= 20 mph also applies from 89 05 on Up Sunderland in Down direction for wrong direction movements
(650 metres / 711 yards)			DS= Down Sunderland US= Up Sunderland
(116 metres / 127 yards)	89 45		

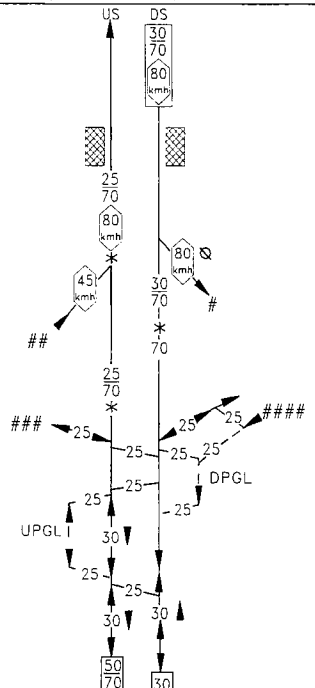
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	89 49		Controlled by Tyneside (T) Signal box # To/From Siding 1 ## To/From South Hylton see page 7.24 NRN Channel 095 AC York ECR speeds apply to Metro trains only A= 20 (30 kmh) DS= Down Sunderland US= Up Sunderland
	89 51		
Sunderland South Jn	89 56		
	89 57*		
	89 59*		
SUNDERLAND	89 60		
	89 61*		
	89 63*		

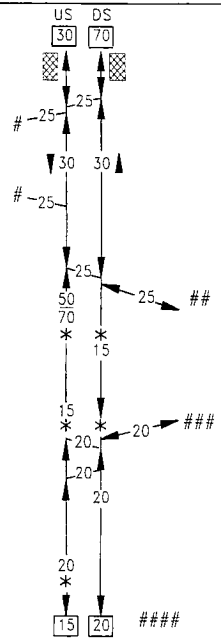
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Tyneside (T) Signal box DS= Down Sunderland US= Up Sunderland
Sunderland North Tunnel (234 metres/256 yards) Sunderland North Jn	89 64 to Ø 89 71		NRN Channel 093 kmh speeds apply to Metro trains only
	Ø 89 76* 89 78*		A= 20 30 kmh + Applies from 89 76 (Down direction)
	90 07*		
ST PETER'S	90 08		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Tyneside (T) Signal box DS= Down Sunderland US= Up Sunderland NRN Channel 093 speeds apply to Metro trains only
	90 12*		
	90 18* 90 19*		
Monkwearmouth Jn	90 20		B = 15

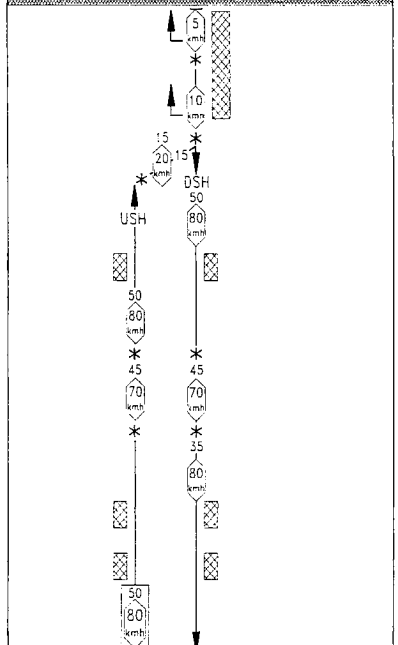
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
STADIUM OF LIGHT	90 48		AC York ECR Controlled by Tyneside (T) Signal box DS= Down Sunderland US= Up Sunderland NRN Channel 093 kmh speeds apply to Metro trains only
	90 69*		
	91 00*		
SEABURN	91 32		
	91 40*		
	93 11*		
	93 14*		
EAST BOLDON East Boldon LC CCTV	93 17 93 21		

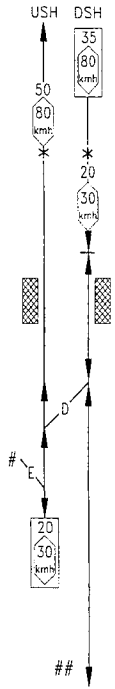
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controllec by Tyneside (T) Signal box DS= Down Sunderland US= Up Sunderland
	93 23*		NRN Channel 093
	93 25		
	93 30		
	93 54		UPL= 442 m /1449 feet
Tile Shed LC AHB-X	93 64		C= 15 D= 10
Boldon LC AHB-X	94 00*		
	94 45*		kmh speeds apply to Metro trains only
	94 59		
Boldon East Jn	94 63		# To/From Boldon North Jn see page 7.43 Secured out of use
BROCKLEY WHINS	95 09		## To/From Tyne Dock see page 7.44
Boldon West Jn	95 16		
	95 19		
	95 20*		
	95 30*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
FELLGATE	96 08		AC York ECR Controlled by Tyneside (T) Signal box DS = Down Sunderland US = Up Sunderland NRN Channel 095 kmh speeds apply to Metro trains only Ø Equates to 50mph (No associated speed sign) # To Pelaw South Jn see page 7.25 ## From Pelaw North Jn see page 7.25 ### To/From Jarrow Oil Depot see page 7.45 #### To/From Wardley see page 7.45 DPGL = Down Pelaw Goods Loop 320 metres/1050 feet UPGL = Up Pelaw Goods Loop 384 metres/1260 feet
Pelaw Metro Jn	97 64*		
	97 70*		
Pelaw Jn for Jarrow	98 02*		
	98 07		
Pelaw Jn for Leamside	98 16		
	98 37*		
	98 40		
	98 47		
	98 50*		

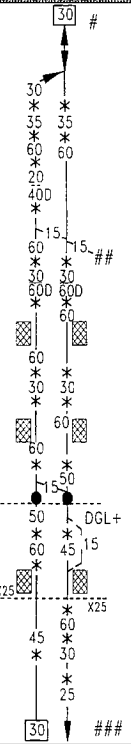
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			Controlled by Tyneside (T) Signal box US = Up Sunderland DS = Down Sunderland
HEWORTH	99 00		
St James Bridge Jn	100 23		NRN Channel 095
			# To/From TCFD. Connections secured out of use.
	100 61*		
Park Lane Jn	100 65		## To/From King Edward Bridge Junctions see page 7.47
	100 75*		
			AC York ECR
High Level Bridge Jn	101 33*		### To/From Greensfield Jn see page 7.46
High Level Bridge Central Jn	101 39		
	101 57*		
Newcastle East Jn	101 59		#### To/From Newcastle Station see page 7.67

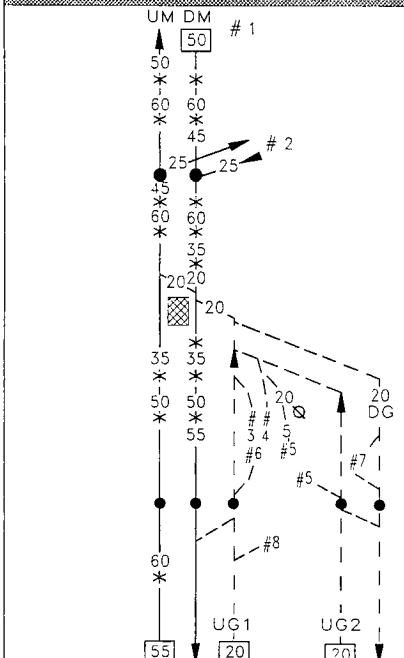
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SOUTH HYLTON TO SUNDERLAND SOUTH JN	AC York ECR AWS not provided Controlled by Tyneside (T) Signal box NRN Channel 093 speeds apply to Metro trains only DSH= Down South Hylton USH= Up South Hylton
End of line	3 20		
	3 19*		
SOUTH HYLTON	3 17		
	3 11*		
	3 08*		
PALLION	1 67		
	1 53*		
	1 42*		
MILLFIELD	1 01		
UNIVERSITY	0 44		

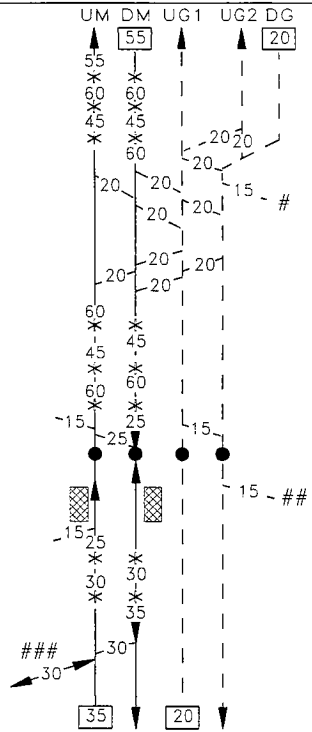


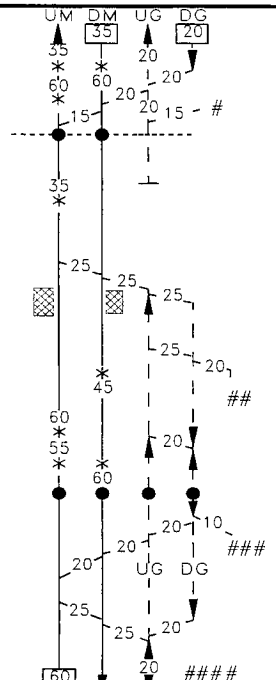
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Tyneside (T) Signal box NRN Channel 093 kmh speeds apply to Metro trains only DSH = Down South Hylton USH = Up South Hylton D= 20 30 kmh # To/From Siding 2 E= 15 20 kmh ## To/From Sunderland see page 7.16
	0 30*		
	0 24		
PARK LANE	0 21		
	0 17		
	0 13		
	0 07		
	0 05		
Sunderland South Jn	0 00		

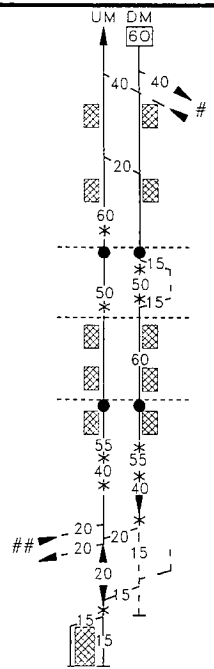
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		PELAW METRO JN TO PELAW SOUTH JN	AC York ECR
Pelaw Metro Jn	97 64	DPC 80 kmh # ⊘	DPC= Down Pelaw Chord # From Sunderland see page 7.21 Controlled by Tyneside (T) Signal box ⊘ =Equates to 50mph (No cssociated speed sign)
Network Rail /Metro Operating Boundary (signal 764)	98 01		NRN Channel 093 kmh speeds apply to Metro trains only
Pelaw South Jn	98 15	##	Signalling and Electrification controlled by Metro Control Centre ## To Metro system
		PELAW NORTH JN TO PELAW METRO JN	AC York ECR
Pelaw North Jn	98 04	UPC 45 kmh # ⊘⊘	UPC= Up Pelaw Chord # From Metro system ⊘⊘ =Equates to 30mph (No associated speed sign) Signalling and Electrification controlled by Metro Control Centre
Metro/Network Rail Operating Boundary (signal 16282)	97 77		NRN Channel 093 kmh speeds apply to Metro trains only
		+	+ Line direction is Up
Pelaw Metro Jn	97 64	45 kmh ##	Controlled by Tyneside (T) Signal box ## To Sunderland see page 7.21

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN	
Darlington South Jn	0 29		# To/From Darlington see Section 2 Tyneside (T) Signal box area between Darlington South Jn and Dinsdale.
	0 36		
	0 43*		NRN Channel 069
	0 67*		
	1 03*		
	1 30*		
Maidendale	1 72		
	3 01*		## To/From Cleveland Bridge Engineering Sidings
	3 07*		
DINSDALE	3 65		
	3 76*		
	4 28*		
TEESSIDE AIRPORT	5 43		T = Carters UWC at 6 28
	7 22*		
Urlay Nook LC (UN)	7 39		+ = Secured out of use
	7 45*		
	8 00*		
ALLENS WEST	8 10		
Allens West LC AHB-X	8 15		
	8 18*		
	8 34*		
	8 39*		
	8 53*		Controlled by Bowesfield (B) Signal box
Eaglescliffe South Jn	8 58		### To/From Eaglescliffe see page 7.10

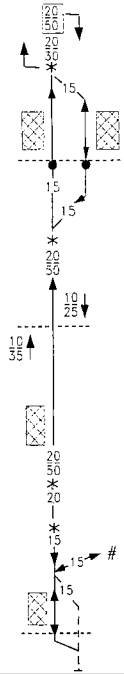
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		STOCKTON CUT JN TO SALTBURN	
Stockton Cut Jn	10 13		#1 To/From Eaglescliffe see page 7.11
	10 34*		NRN Channel 093
	10 72*		
Bowesfield (B)	10 76		#2 To/From Hartburn Jn see page 7.38
	11 04*		
	11 24*		
	11 45*		
THORNABY	11 63		AWS not provided on Goods Lines between Thornaby and Whitehouse
	11 70*		
	11 77*		⊘ = Down Arrival/Up Departure line
	12 36*		#3 To Thornaby Motive Power Depot #4 To/From Wagon Repair Depot and From Engine line #5 To/From Tees Yard Arrivals/Departures PF is permitted on Up Goods No.2 between signals TY179 and TY198 #6 From Thornaby Motive Power Depot #7 To/From Tees Yard Down Staging Sidings #8 To Tees Yard Arrivals/Departures
Tees (TY)	12 70		
	13 29*		

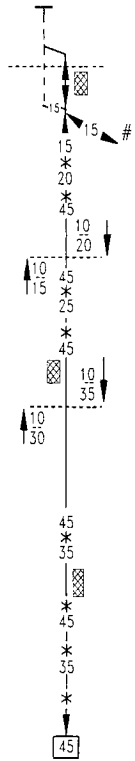
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AWS not provided on Goods Lines
	13 53*		NRN Channel 093
	13 55*		
	13 70*		
Newport East Jn	14 03		# To/From Middlesbrough Goods Yard
	14 17*		
	14 59*		
	14 64*		
Middlesbrough (M)	14 71		AB on Goods Lines only between Middlesbrough and Whitehouse
MIDDLESBROUGH	15 00		## To/From Tees Storage
	15 20*		PP is authorised in Middlesbrough Up and Down platforms.
	15 25*		
Guisborough Jn	15 30		Controlled by Middlesbrough (M) Signal box ### To/From Whitby see page 7.31

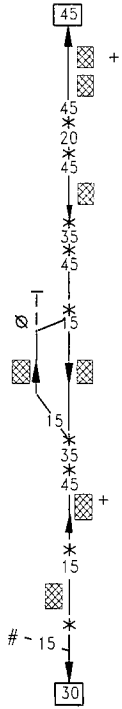
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AWS not provided on Goods Lines between Thornaby and Whitehouse AB Goods Lines only between Middlesbrough and Whitehouse # To/From Stockton Haulage NRN Channel 093
	15 48*		
	15 74*		
Whitehouse (W) LC	15 76		
Cargo Fleet	16 06		
	16 18*		
BSC Coke Works	17 14		
South Bank Jn	17 31		
SOUTH BANK	17 40		Controlled by Grangetown (G) Signal box
Beam Mill Jn	18 03		
	18 29*		C Up at 18 05 ## To/From BSC Lackenby see page 7.35
	18 34*		
	18 58*		
Grangetown (G)	18 65		
Grangetown Jn	18 75		
	19 03		### To/From Tees Dock
Shell Jn	19 32		#### To/From Cleveland Freightliner Terminal see page 7.36

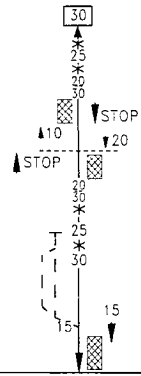
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 093
Redcar Ore Terminal Jn	20 05		
BRITISH STEEL REDCAR	21 00		# To/From Redcar Mineral Terminal and Redcar Ore Terminal
	21 72		
	22 16		
REDCAR CENTRAL	22 64		
	22 67*		
Redcar LC (R)	22 71		AB Redcar to Longbeck
	22 72*		
Church Lane LC CCTV	23 18*		
	23 20*		
REDCAR EAST	23 60		
LONGBECK	25 28		T = Grewgrass UWC at 25 05
Longbeck (L) LC	25 31		
MARSKE	25 65		Longbeck to Saltburn controlled by Longbeck (L) Signal box
	26 49*		
	26 59*		
	26 70*		
	26 73*		T = Saltburn Riding School UWC at 26 63
Saltburn West Jn	27 05*		## To/From Boulby see page 7.37
	27 47*		
SALTBURN	27 57		

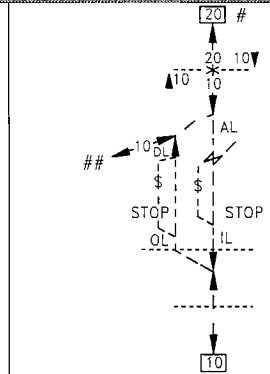
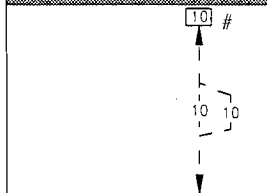
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		GUISBOROUGH JN TO WHITBY	NRN Channel 093
Guisborough Jn	0 00 0 01*	30 # * 20 50	# To/From Middlesbrough see page 7.28 Controlled by Middlesbrough (M) Signal box.
Cargo Fleet Road LC CCTV	0 14		
MARTON	2 45* 2 56 2 59*	* 10 50D *	
		20 50	
	3 55*	* 20 50	
GYPSY LANE Marton Lane LC ABCL	3 60 3 62	STOP 20	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
		20 30	

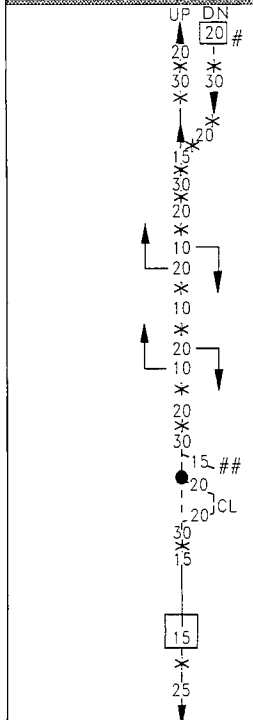
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 093
	4 12*		
NUNTHORPE	4 25		CL = 192 metres / 630 feet NSTR Nunthorpe to Battersby (Controlled by Nunthorpe Signal box)
Nunthorpe LC (N)	4 27		
	4 31*		
Morton Carr LC AOCL	4 68		T = Morton Grange Farm No 4 UWC at 5 50
GREAT AYTON	8 14		NRN Channel Change 093 ↓ 069 at 8 14 T = Laings UWC at 9 55 T = Atkinson Wood Farm UWC at 9 70
	10 18*		
	10 44*		
Battersby Jn	10 54 / 12 10		# To/From Whitby see page 7.33
BATTERSBY	12 03		NSTR Battersby to Glaisdale (Controlled by Nunthorpe Signal box)
End of Line	11 61		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
End of Line	11 61		NSTR Battersby to Glaisdale (controlled by Nunthorpe Signal box) # To/From Middlesbrough see page 7.32 NRN Channel 069
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*		

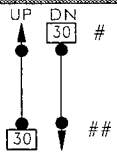
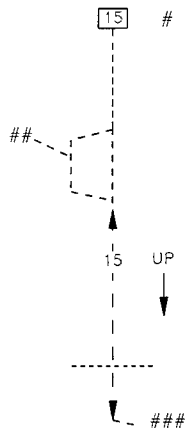
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NSTR Battersby to Glaisdale (controlled by Nunthorpe SB)
CASTLETON MOOR	19 38		+ Class 158 units 30 mph passing Castleton Moor platform.
DANBY	20 74		
	21 35*		
	21 39*		
LEALHOLM	24 43		
	24 60*		
	25 65*		
	26 41*		
GLAISDALE	26 50		Ø = Engineers Siding controlled by Ground Frame. (Secured out of use)
			CL = 134m / 441 feet
			NSTR Glaisdale to Whitby (controlled by Nunthorpe Signal box)
	26 57*		
	27 45*		
EGTON	28 17		+ Class 158 units 30mph passing Egton platform
	29 50*		
GROSMONT	29 59		
	29 66		
	24 44*		# To/From North Yorkshire Moors Railway (Controlled by Ground Frame).
	24 51		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	26 27*		NSTR Glaisdale to Whitby (controlled by Nunthorpe Signal box)
	26 45*		NRN Channel 069
SLEIGHTS	27 63		T = Whitby end of Sleights Station platform for Stop board see Local Instruction page 7.91
RUSWARP LC ABCL	29 31		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 20*		
	30 27*		
Bog Hall Ground Frame	30 48		
WHITBY	30 61		
		BEAM MILL JN TO SLAG ROAD (LACKENBY)	NRN Channel 093
Beam Mill Jn	18 03		# To/From Middlesbrough see page 7.29 Controlled by Grangetown (G) Signal box.
Slag Road LC Limit of Network Rail Line	18 67		## To/from BSC Works (Lackenby)

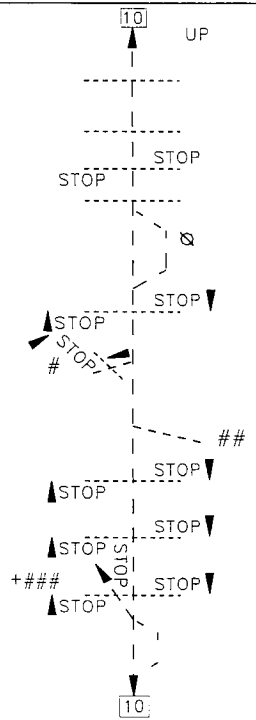
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		GRANGETOWN (SHELL JN) TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)	AWS not provided
Shell Jn	0 00		Controlled by Grangetown (G) Signal box # To/From Middlesbrough see page 7.29
Network Rail Boundary	1 03		
Eastgate Mount LC OPEN	1 34*		NRN Channel 093
			AL= Arrival Line
ICI Wilton Jn	1 38		## To/From ICI Wilton Coal Terminal see below DL = Departure Line
ICI Weighbridge House	1 78		STOP to collect/deliver Train Staff. IL = Inward Line OL = Outward Line $ = Through Sidings (Sidings belong to I.C.I.)
Coal Access LC OPEN	2 07		
North Gate LC OPEN	2 24		OTS Coal Access LC to Cleveland Freightliner Terminal.
Cleveland Freightliner Terminal (Wilton)	2 61		Limit of "B.R." Working
		ICI WILTON COAL TERMINAL BRANCH	AWS not provided
ICI Wilton Jn	0 00		# To/From Shell Jn see above Controlled by Grangetown (G) Signal box OTNS NRN Channel 093
ICI Wilton Coal Terminal	0 70		

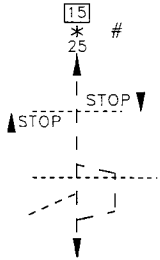
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SALTBURN WEST JN TO BOULBY POTASH MINE	
			AWS not provided # To/From Middlesbrough see page 7.30 Controlled by Longbeck (L) signal box. T = At Stop Board at 27 63, 275yards before reaching L209 signal TB Longbeck (27 79) to Crag Hall NRN Channel 093 T = At 32 47 ## To/From Skinningrove Sidings NST Crag Hall to Boulby Mine CL = 320m / 1050 feet NRN Channel Change at 36 77 093 069 T = at 36 77
Saltburn West Jn	27 05		
	27 08*		
	27 50*		
	27 76*		
	27 79*		
	29 09*		
	30 27*		
	31 24*		
	31 29*		
	31 31*		
	31 36*		
	32 00*		
	33 62		
Crag Hall	33 69		
Network Rail/Cleveland Potash Boundary	34 29*		
Grinkle Tunnel (907 metres/992 yards)	36 77 to 37 42		
	37 56*		
Boulby Potash Mine	38 50		

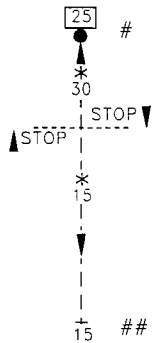
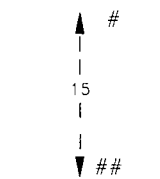
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hartburn Jn	0 00	HARTBURN CURVE	# To/from Stockton see page 7.11
		UP DN 25	Controlled by Bowesfield (B) Signal box
Bowesfield (B)	0 44	25	NRN Channel 093
			## To/from Tees see page 7.27
		NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JN	
		UP DN 30 #	# To/From Stockton see page 7.11
		30	AB Norton-on-Tees South to Norton-on-Tees West
Norton-on-Tees South	0 00*	30 30 30	
		## 30 25 25	## To/From Norton-on-Tees East see pages 7.11 and 7.39
	0 30*	## 30	
Norton West LC	0 33	40	
	1 18*	40 40	AB Norton-on-Tees West to Ferryhill signals F452 Down / F453 Up
		40 50	
	3 40*	50 40	NRN Channel 093
	4 00*	40 40	
	4 64*	20 40	
	5 35*	40 50	
	5 40*	40	
		20	
	8 53*	40	
Signal F.452 Down	9 06*	50 20	AWS not provided at F454 Down and F453 Up signals
Signal F.453 Up	9 20*	20	
	9 62	25	Ferryhill South Jn controlled by Tyneside (T) Signal box
Ferryhill South Jn	10 05*	40	### To/From Ferryhill see Section 2
	10 72*	50 60 ###	⊘ = Ferryhill (F) Signal box is at 56 73 (ECML mileage)
		40 50 ⊘	

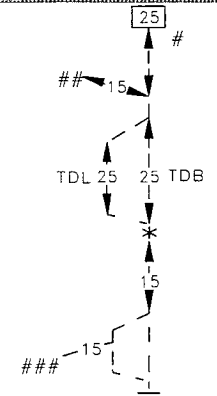
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		NORTON-ON-TEES WEST TO NORTON-ON-TEES EAST	NRN Channel 093
Norton-on-Tees West	0 29		# To/From Ferryhill see page 7.38 CW Down at 0 25 AB Norton-on-Tees West to Norton-on-Tees East CW Up at 0 05
Norton-on-Tees East	0 00		## To/From Billingham see page 7.11
		KELLOE BANK FOOT BRANCH	AWS not provided
Kelloe Access Line Jn Tyneside T433 signal	15 00 14 78		# To/From Ferryhill See Section 2 NRN Channel 093
'A' Ground Frame			
	14 23		## To/From Thrislington Quarry Controlled by Tyneside (T) Signal box.
Kelloe Bank Foot Branch Jn 'B' Ground Frame	14 09		
Kelloe Bank Foot Staff Instrument	14 03		OTS Kelloe Bank Foot Staff Instrument to Kelloe Bank Foot North End. OUT OF USE beyond this point The line direction to Kelloe Bank Foot is UP.
West Cornforth LC TMO	13 16		
Kelloe Bank Foot North End	11 06		### To/From Raisby Quarry

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE	NRN Channel 093
		UP DN 35 #	# To/From Norton-on-Tees see page 7.12
Billingham-on-Tees	0 00		AB Billingham-on-Tees to Belasis Lane
Belasis Lane	1 04*	15	AWS not provided between Belasis Lane and Seal Sands Storage
	1 10*		NST Belasis Lane to Phillips Sidings Jn GF
	1 13	## 15	## To/From Haverton Hill East Grid Sidings
Port Clarence GF	3 05	### 15 30	### To/From Port Clarence Sidings
	3 15*		
Phillips Siding Jn GF	3 25	15 #### 15	#### To/From Phillips Petroleum
			OTS Phillips Sidings Jn GF to Seal Sands Storage
North Tees LC AOCL	4 19		
Seal Sands LC AOCL	4 71	10	
Seal Sands Branch Jn	5 01	##### 10	##### To/From Seal Sands see page 7.41
			T = Telephone at 5 00
	5 21		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Seal Sands Branch Jn	0 00		OTS The direction of travel from Seal Sands Branch Jn to the end of Railtrack maintenance is UP. NRN Channel 093
ICI Brinefield LC OPEN	0 12		
NEEB LC OPEN	0 39		
Enron LC OPEN	0 52		
North/South LC OPEN	0 71		⊗ B.A.S.F. Run Round Loop 1 22 to 1 40 (Secured out of use)
Rohm Haas LC AOCL +	1 42		
Monsanto/BASF Siding Jn	1 43		
Monsanto/BASF LC/AOCL+	1 46		# To/From Monsanto/BASF Sidings
Simon Storage Siding G.F.	1 52		## To/From Simon Storage Sidings
Seal Sands Chemical LC AOCL+	2 11		
Phillips No2 LC AOCL +	2 16		+ See Local Instructions page 7.93
Phillips No3 LC AOCL +	2 22		### To/From Seal Sands Storage Run Round Loop 2 23 to 2 42
End of Network Rail Maintenance	2 44		

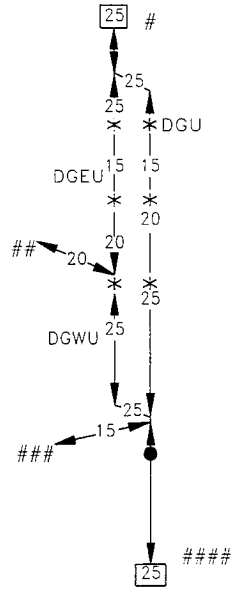
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SEATON-ON-TEES BRANCH	AWS not provided
Seaton Snook Jn	0 00*		# To/From Hartlepool see page 7.12 Controlled by Cliff House Signal box. OTNS
Graythorpe LC AOCL	0 25		NRN Channel 093
West LC OPEN	1 38		
Seaton-on-Tees End of Line	1 51		

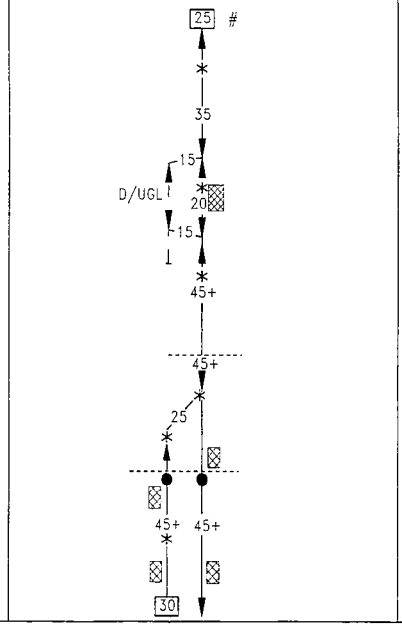
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		RYHOPE GRANGE TO HENDON	AWS not provided
Ryhope Grange	0 00		# To/From Hartlepool see page 7.15
	0 03*		OTS Ryhope Grange to Londonderry Sidings (1 07)
Grangetown LC OPEN	0 30		NRN Channel 093
	1 00*		
Londonderry Sidings	1 07		Sidings area between 1 07 and 1 53
Hendon	1 53		## To/From Fina/Sunderland Docks
		BOLDON EAST JN TO BOLDON NORTH JN	AWS not provided
Boldon East Jn	0 00		# To/From Sunderland see page 7.20 Controlled by Tyneside (T) Signal box Line out of use NRN Channel 093
Boldon North Jn	0 20		## To/From Tyne Dock see page 7.44

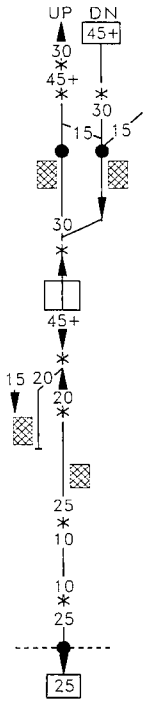
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BOLDON WEST JN TO TYNE DOCK	
Boldon West Jn	0 00		AWS not provided. Controlled by Tyneside (T) Signal box # To/From Pelaw Jn see page 7.20
Boldon North Jn	0 32		## To/From Boldon East Jn. Secured out of use see page 7.43
Commencement/End of Staff Section	0 35		OTS
			TDB = Tyne Dock Branch TDL = Tyne Dock Loop. Secured out of use
Green Lane	0 65*		NRN Channel 093
Tyne Dock End/Commencement of Staff Section	1 26		### To/From International Freight Terminal and Tyne Dock Bottom

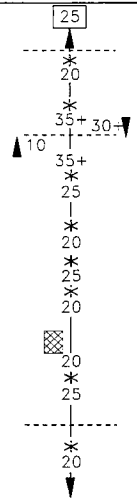
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		JARROW BRANCH	
Pelaw Jn	0 09	25 #	# To/From Newcastle see page 7.21.
	0 27*	40	Line controlled by Tyneside (T) Signal box.
	1 35*	15	OTNS
	1 65*	40	NRN Channel 093
	2 50*	20	
Shell Mex Depot Jarrow	3 36 *	15	
		WARDLEY TO PELAW JN	AWS not provided
		# 15	Line controlled by Tyneside (T) Signal box.
		15	# To/From Wardley Opencast
Wardley	19 70	40 40	NRN Channel 093
	20 50*	25	
		25	CW Up at 20 62
			## To Down Pelaw Goods Loop see page 7.21
Pelaw Jn	20 75	### 25 25 ##	### To/From Newcastle East Jn see page 7.21

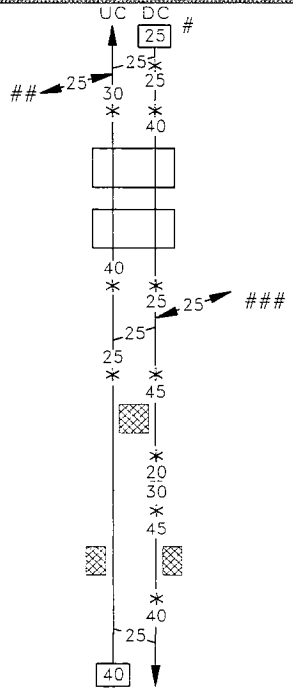
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN (EAST CURVE)		
King Edward Bridge East Jn	0 00	15 #	Line controlled by Tyneside (T) Signal box. # To/From Park Lane Jn see page 7.47 NRN Channel 093 See also Section 2
King Edward Bridge North Jn	0 13	## 15	## To/From Newcastle East Jn via Newcastle Station see page 7.66
		HIGH LEVEL BRIDGE JN TO GREENSFIELD JN (WEST CURVE)	
High Level Bridge Jn	0 00	20 #	Line controlled by Tyneside (T) Signal box. # To/From Sunderland see page 7.22 NRN Channel 093 See also Section 2
Greensfield Jn	0 21	20 ##	## To/From King Edward Bridge East Jn see page 7.47

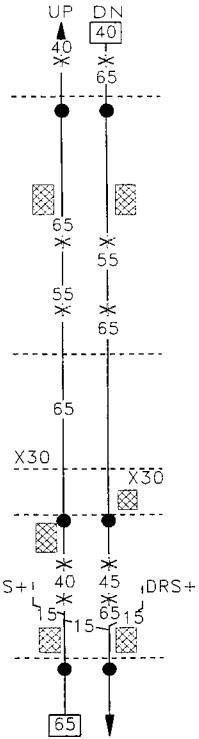
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	PARK LANE JN TO KING EDWARD BRIDGE SOUTH JN		
Park Lane Jn	100 65		Line controlled by Tyneside (T) Signal box. # To/From Sunderland see page 7.22
	100 70		NRN Channel 093
	100 72*		DGU = Down Gateshead Up DGEU = Down Greensfield East Up
	101 15* 0 00*		
Greensfield Jn	0 21* 0 16*		## To/From High Level Bridge Jn see page 7.46 and Section 2
			DGWU = Down Greensfield West Up
King Edward Bridge East Jn	0 30		
Tyneside (T)	0 32		### To/From King Edward Bridge North Jn see page 7.46 and Section 2
King Edward Bridge South Jn	0 48		#### To/From Darlington see page 7.51 and Section 2

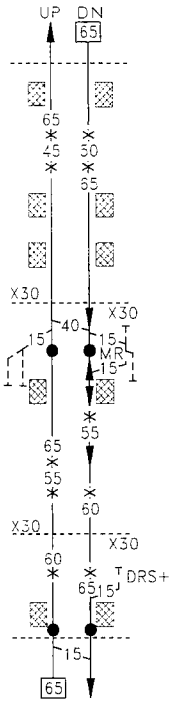
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		DARLINGTON NORTH JN TO EASTGATE	
Darlington North Jn	44 36		# To/From Darlington see Section 2 AWS not provided Tyneside (T) Signal box area from Darlington North Jn to Hopetown Jn
	44 43*		
	44 64 / 0 00		NRN Channel 069
Albert Hill	0 32		
NORTH ROAD	0 45* / 0 49		D/UGL = 358 m / 1176 feet
Hopetown Jn	0 75		
	1 12*		+ 35 mph Maximum speed for trains conveying loaded or empty cement wagons.
Whiley Hill LC AHBC	3 57		T = Adams UWC at 4 00
	4 53*		
	4 57*		
HEIGHINGTON Heighington LC	5 03 5 08 5 10		AB Heighington to Shildon
	5 20*		NRN Channel Change at 5 03 069 5 10 093
NEWTON AYCLIFFE	6 30		

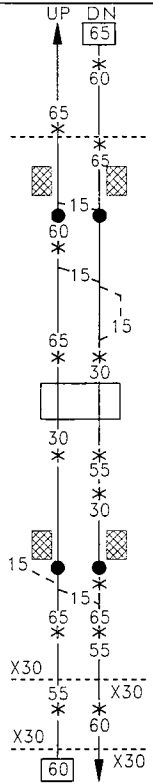
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			+35 mph Maximum Speed applies to conveying loaded or empty cement wagons.
	7 00*		AB Haighington to Shildon
	8 18*		NRN Channel 093
Shildon (S)	8 29		Shildon (S) Signal box area to Bishop Auckland
SHILDON	8 34		
	8 58*		
Shildon Tunnel	8 66		
(1115 metres / 1220 yards)	to 9 42		
Bishop Auckland Jn	11 17*		Bishop Auckland Jn to Eastgate NOT IN USE
	11 20*		
BISHOP AUCKLAND	11 23		OTS Bishop Auckland Jn to Witton-le -Wear
WITTON PARK	13 40		
	14 40*		
Former Wear Valley Jn	14 47 / 0 00		
	0 25*		
Witton-le-Wear LC	1 14		OTS Witton-le-Wear to Eastgate

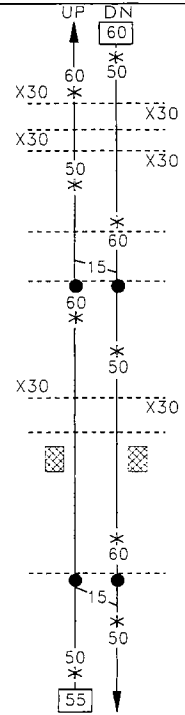
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wiserley Hall LC R/G	7 15 7 30*		OTS Witton-le-Wear to Eastgate. NRN Channel 093 + 25 mph Maximum speed for trains conveying loaded or empty cement wagons.
	9 40*		
Broadwood LC AOCL	9 77		
	10 00*		
	11 32*		
	11 74*		
	12 42*		
STANHOPE	12 65		
	13 06*		
Unthank LC TMO	13 30		
	15 40*		
Eastgate	15 79		

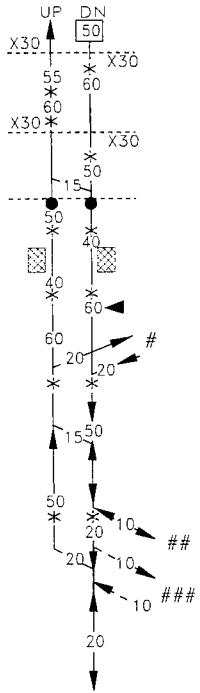
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN	
King Edward Bridge South Jn	0 48*		King Edward Bridge South Jn to Swalwell Jn controlled by Tyneside (T) Signal box # To/From Newcastle East Jn via Newcastle Station see page 7.66 and Section 2, and To/From Park Lane Jn see page 7.47 ## To/From Darlington see Section 2 UC = Up Carlisle DC = Down Carlisle
	0 53*		
Askew Road Tunnel (48 m/53 yards)	0 62 to 0 64		
Bensham Tunnel (114 m/125 yards)	1 01 to 1 06		NRN Channel 095
	1 68*		C Up at 1 07 (Secured out of use) ### To/From Low Fell Jn see page 7.58
Norwood Jn	1 71		
	2 07*		
DUNSTON	2 17		
	3 20*		
	3 30*		
METRO CENTRE	3 33		
	3 72*		
Swalwell Jn	3 78		

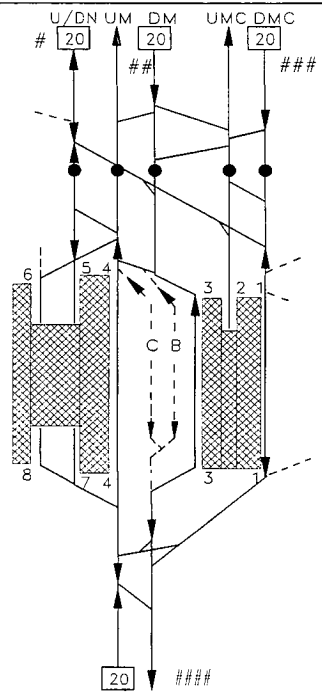
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 09
	4 00*		T = Skiff Inn UWC at 4 18
Chain Bridge LC (RC)	5 19		
Blaydon (B)	5 22		AB Blaydon to Wylam
	5 28		
	3 78		
BLAYDON	4 03		
	4 20*		
	4 73*		
Addison LC AHBC	5 03		
			T = Boat House UWC at 6 34
			T = Golf Course Bridleway at 7 08
Clara Vale LC AHB-X	7 40		
WYLAM (W) LC	8 35		AB Wylam to Prudhoe
	8 48*		
	8 78*		URS & DRS = 448m / 1470 feet and secured out of use
			URS entered by facing points
	10 45		
PRUDHOE	10 47		
Prudhoe (PE) LC	10 49		

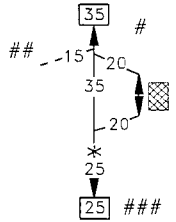
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			NRN Channel 095
Mickley LC R/G	11 40		
STOCKSFIELD	13 11		
	13 24*		
	13 42*		
RIDING MILL	15 35		T = Farrley Haugh UWC at 16 48
CORBRIDGE	17 59		
Dilston LC AHB-X	18 20		T = Devils Water West UWC at 18 57
Hexham (H)	20 53		T = Wide Haugh UWC at 19 34 AB Hexham to Haydon Bridge MR = Middle Road = 166 metres / 546feet
HEXHAM	20 66		
	22 53*		T = Tyne Green UWC at 21 30
	22 63*		T = Spital UWC at 21 60
	23 05*		T = Quality UWC at 23 20 T = Fourstones Farm UWC at 23 68
Warden LC AHB-X	23 54		T = Moss Cottages UWC at 23 79 T = East Fourstones UWC at 24 32 T = Fourstones Station UWC at 24 62
	23 60*		T = Crossgates UWC at 25 08 T = Gooseholme UWC at 26 17
HAYDON BRIDGE	28 32		T = Altonside UWC at 27 24
Haydon Bridge LC	28 35		T = East Mill Hills UWC at 27 35 T = West Mill Hills UWC at 27 63 DRS = 557m / 1827 feet and secured out of use AB Haydon Bridge to Bardon Mill

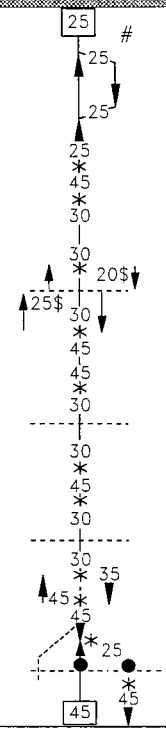
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Haydon Bridge to Bardon Mill T = Willow Gap UWC at 29 48 T = Lipwood UWC at 29 72
	31 49*		
Bardon Mill LC R/G	32 23* 32 24*		NRN Channel 093
BARDON MILL	32 29		
Bardon Mill	32 41		AB Bardon Mill to Haltwhistle
	33 14*		
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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	42 44*		AB Haltwhistle to Low Row T = Baron House UWC at 41 56
Denton School LC AHB–X	43 23*		NRN Channel 093
Denton Village LC	43 65		T = Denton Farm UWC at 43 43
Upper Denton LC AHB–X	44 01		T = Denton Mains Farm UWC at 44 18 T = Upper Denton West UWC at 44 34
	44 64*		T = Hightown Farm UWC at 44 66
Lane Head LC	45 38*		T = Hicksons UWC at 45 11 T = Baggarah Farm UWC at 45 48
Low Row LC	46 24		AB Low Row to Brampton Fell
	46 34*		
	46 60*		T = Denton Mill UWC at 47 19
Naworth LC AHB–X	47 67		NRN Channel Change at Up 47 73 093 Down 47 55 088
Milton Village LC	48 60		
BRAMPTON	49 21		
	49 70*		
Brampton Fell LC	50 10		AB Brampton Fell to Corby Gates
	51 17*		
	51 49*		

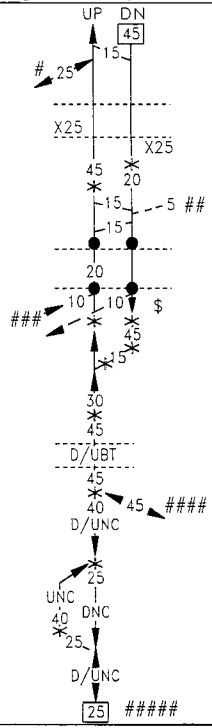
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AB Brampton Fell to Corby Gates
How Mill LC AHB-X	52 66		NRN Channel 06B
	53 01*		
	53 40*		
Broadwath LC AHB-X	54 62*		
	55 20*		
Corby Gates LC	55 54		
	55 69*		
WETHERAL	55 76		Carlisle (CE) Signal box area from Wetheral (excl)
	56 03*		Hot Axle Box Detector on the Down Main line at 56 73
Network Rail LNE / LNW Route Boundary	58 00		~ = Scotby UWC at 56 76
			# To/From Appleby see Network Rail _NW Route Sectional Appendix
Petteril Bridge Jn	59 26*		
			## To/From Carlisle Upperby see Network Rail LNW Route Sectional Appendix
London Road Jns	59 45*		CW. Up at 59 45 (390 yards before reaching signal CE.403)
	59 49		### To/From Bog Jn and Workington see Network Rail LNW Route Sectional Appendix

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Carlisle South Jn	59 76 60 02		Carlisle (CE) Signal box area AC Cathcart ECR NRN Channel 068 AWS not provided at Carlisle Station signals # To/From Newcastle/Leeds see page 7.56 and Network Rail LNW Route Sectional Appendix ## To/From Penrith see Network Rail LNW Route Sectional Appendix ### To/From Workington see Network Rail LNW Route Sectional Appendix 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
Carlisle (CE)	68 73		
CARLISLE	69 09 0 00		
Carlisle North Jn	0 19		#### To/From Gretna Jn see Network Rail LNW Route Sectional Appendix

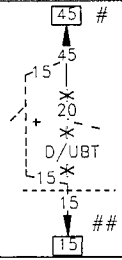
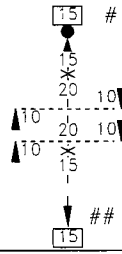
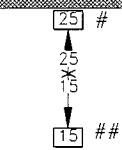
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		LOW FELL JN TO NORWOOD JN	AC Doncaster ECR Line controlled by Tyneside (T) Signal box.
Low Fell Jn	0 00		# To/From Tyne Yard see Section 2 ## To/From Engineers Depot
Royal Mail Terminal	0 50		PP is authorised at 5 MPH for trains booked to call at RMT only
	1 38*		NRN Channel 093
Norwood Jn	1 42		### To/From Carlisle see page 7.51

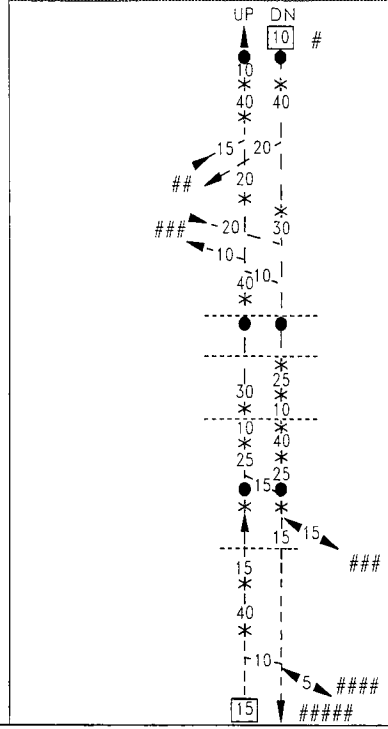
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON		AWS not provided
Benton North Jn	0 00 0 05		# To/From Newcastle see Section 2 Controlled by Tyneside (T) Signal box. CW Down at 0 07 (781 yards before reaching signal T.635) C Down at 0 52 (210 yards after passing signal T.635)
	0 64		
	0 68*		NRN Channel 093
	2 19*		
	2 53		
	7 08		
	7 39*		
Holywell LC ABCL	7 41		$ = Approaching level crossing
	7 42*		
	8 60*		
Seghill North LC AHB	9 06		T = Mares Close UWC at 9 36
	10 10*		
	10 49*		
Hartley LC AHBC	11 12		T = Red House Farm UWC at 11 30
	11 53*		
	11 70*		
	12 42*		
Newsham LC	12 45 12 46*		AB Newsham to Bedlington South

Location	Mileage
Newsham North Jn	12 74
Plessey Road LC	13 16
CCTV	
Bebside LC AHB-X	14 67
	15 04*
	15 49*
Bedlington South LC	15 60
Bedlington North LC	15 71
	15 76*
	16 07*
	16 08*
	17 03*
Choppington LC AHBC	17 06
Hepscott LC AHBC	19 21
Hepscott Jn	19 44*
	20 07*
	20 29*
	20 32
Morpeth North Jn	20 46

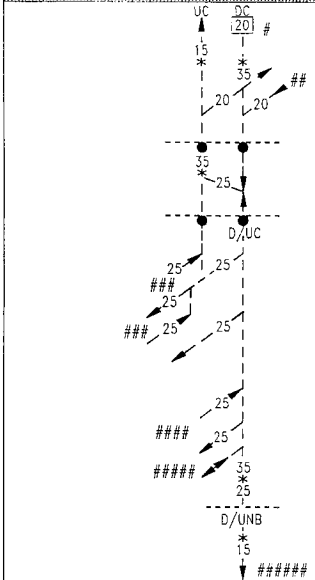


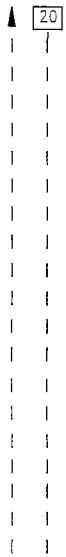
Signalling & Remarks
AWS not provided
AB Newsham to Bedlington South
Controlled by Newsham Signal box
To/From Blyth Bates see page 7.63
NRN Channel 093
To/From Furnace Way Sidings
AB Bedlington South to Bedlington North
TB Bedlington North to Morpeth (Hepscott Jn)
$ Within Bedlington North Station limits
To/From Ashington see page 7.62
T = Coatsworth Farm No.2 UWC at 16 26
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 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
T = Parkside Farm UWC at 19 38
To/From Morpeth Jn see page 7.61
Hepscott Jn to Morpeth North Jn controlled by Morpeth (M) Signal box.
D/UNC = Down/Up N.E. Curve
DNC = Down N.E. Curve
UNC = Up N.E. Curve
To/From Alnmouth see Section 2

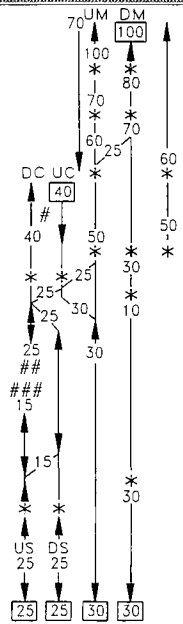
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HEPSCOTT JN TO MORPETH JN	
Hepscott Jn	19 44		Line controlled by Morpeth (M) Signal box. # To/From Bedlington see page 7.60
	20 04		NRN Channel 093
	20 24*		+ = Barmoor Through Siding D/UBT = Down/Up B&T
	20 39*		
Coopies Lane LC AHBC	20 40		
Morpeth Jn	20 47		## To/From Morpeth Station see Section 2.
		BUTTERWELL SOUTH BRANCH	AWS not provided
Ashington	3 02		# To/From Bedlington see page 7.62
Network Rail/RJB Boundary	3 05 3 29*		Train Staff and Ticket Working between Ashington and Butterwell see pages 7.98 and 7.99
New Moor LC AOCL	4 17		
Potland LC AOCL	4 76*		NRN Channel 093
Signal B6 (End of Section)	5 38		## To/From Butterwell Opencast
		BUTTERWELL NORTH BRANCH	AWS not provided
Butterwell Jn	0 00		# To/From Morpeth see Section 2. Controlled by Morpeth (M) Signal box.
	0 05*		NRN Channel 093
Signal B1	0 48		## To/From Butterwell Opencast

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BEDLINGTON NORTH TO LYNEMOUTH ALCAN	AWS not provided # To/From Benton North Jn see page 7.60 AB Bedlington North to Marchey's House
Bedlington North LC	0 00		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 Steekburn Jn. and Bedlington North and the Driver is not able to immediately communicate with the Signalier, emergency protection must be carried out.
	0 06*		
	0 76*		
West Steekburn Jn	0 78		Controlled by Bedlington North (BN) Signal box ## To/From North Blyth see page 7.64
	1 02*		
	1 32*		
Marchey's House Jn	1 35		### To/From Winning Jn see page 7.65 Controlled by Marchey's House Signal box
Marchey's House LC	1 41*		AB Marchey's House to Ashington.
North Seaton LC	1 76		NRN Channel 099
	2 18*		
	2 39*		
Green Lane LC AHBC	2 43*		
	2 49*		
	2 70*		
Ashington	3 02*		AB Ashington to Lynemouth Alcan
Ashington Jn	3 03		
Hirst Lane LC	3 21		### To/From Butterwell see page 7.61
	3 65*		
Network Rail/Alcan Boundary	4 10*		
	5 34		
Woodhorn Jn	5 37		Controlled by Lynemouth Alcan Signal box #### To/From Alcan Smelter (Siding) ##### To/From Alcan Power Station / Lynemouth Alcan Signal box ● at 6 12
Lynemouth Alcan			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BATES BRANCH	AWS not provided
Newsham North Jn	0 00	25 #	# To/From Benton North Jn see page 7.60 Controlled by Newsham Signal box.
Isabella LC TMO	0 25	25	OTS Newsham North Jn to Blyth Bates Train Staff is kept at Newsham Signal box.
	0 35*	*	
Network Rail/BC Boundary	0 36	15	NRN Channel 093
Newsham Road LC TMO	0 42*	*	
		25	
	1 55*	*	
		10	
	1 70*	*	
Blyth Bates Terminal			

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WEST SLEEKBURN JN TO NORTH BLYTH	AWS not provided DC=Down Cambois UC=Up Cambois
West Sleekburn Jn	0 00		# To/From Bedlington North see page 7.62 Controlled by Bedlington North Signal box AB Bedlington North (West Sleekburn Jn) to Winning
	0 29*		## To/From Marchey's House Jn see page 7.65 Controlled by Winning Signal box AB Winning to Freemans
Winning Jn	0 32		Rule Book Module M1, Section 4 and Module M2, Section 4.3 /X1.3.1-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.
Winning LC	0 36		D/UC=Down and Up Cambois
	1 29*		### To/From Blyth National Power
Freemans LC (F)	1 31		NRN Channel 093
	1 32		
	1 35		
Signal F811 (Down)	1 63		
	1 70		OTNS from Freemans Signals F811/F816
	1 72		#### To/From West and East Group Sidings. Secured out of use
Signal F816 (Up)	1 76 1 79*		##### To/From former MPD. Secured out of use
Cambois LC TMO	2 10		D/UNB=Down and Up North Blyth
	2 75*		###### To/From Alcan Terminal
North Blyth	3 22		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WINNING JN TO MARCHEY'S HOUSE JN	AWS not provided
		UP DN	
Winning Jn	0 31	 20 #	# To/From North Blyth see page 7.64 Controlled by Winning Signal box AB Winning to Marchey's House NRN Channel 093 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 ##	Controlled by Marchey's House Signal box ## To/From Ashington see page 7.62

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE EAST JN VIA NEWCASTLE STATION		
	78 62*		AC York ECR Controlled by Tyneside (T) Signal box Bi Directional signalling, speeds as shown
	79 01*		NRN Channel 093
	79 26*		UC = Up Carlisle DC = Down Carlisle
Askew Road Tunnel (53 yards)	79 26 to 79 29		# To/From Hexham/Carlisle see page 7.51
King Edward Bridge South Jn.	79 34* 79 42*		
			## To/From Park Lane Jn see page 7.47 ### To/From King Edward Bridge East Jn see page 7.46
King Edward Bridge North Jn.	79 56* 79 57*		

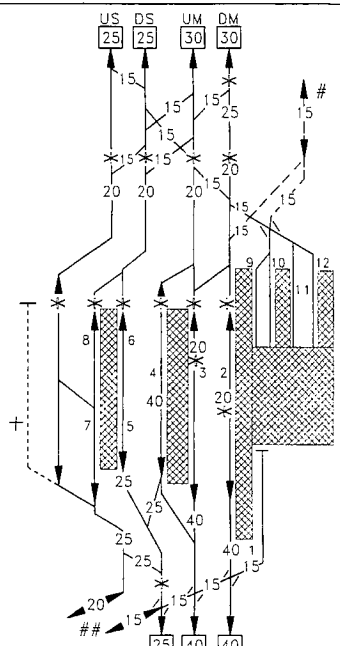
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC York ECR Controlled by Tyneside (T) Signal Box Bi Directional signalling speeds as shown # To/From Forth Banks see Section 2 NRN Channel 093 20 mph maximum speed 79 76 to 80 16 unless lower speed shown PP is authorised on Platforms 2 to 8 only for Class 1, 2, 5 and 0 trains booked to call + = Secured out of use ## To/From Sunderland see page 7.22
	79 70*		
Newcastle South Jn	79 75		
	79 76*		
Newcastle West Jn	80 05		
NEWCASTLE	80 16* 0 00		
	0 03*		
	0 06*		
Newcastle East Jn.	0 14*		

TABLE B – SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with Personalised Rule Book, Module SS2, Section 4.8. where shown below as denoted by letter "F".
2. Working in the Wrong Direction over lines worked by Absolute block is authorised where shown below as denoted by the letter "G".
3. Trains not fitted throughout with the continuous brake may be worked where shown below as denoted b 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 (SLUs) or other feature as shown in the "Restrictions" column. Except where denoted below by the letter "P", movements conveying passengers are not permitted.

   A brakevan (in which the Guard or Shunter must ride) must be formed as the leading vehicle where denoted by the letters "BV".

Between	Lines		Authorities	Restrictions
NORTHALLERTON, LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST				
Hartburn Jn	Stockton	Down	Z	Condemned Wagons
NORTHALLERTON, CASTLE HILLS JN TO REDMIRE				
Castle Hills Jn	Castle Hills West Ground Frame	Single	F	69 SLU

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 Castle Hills East GF (Wensleydale Railway) to Castle Hills West GF (Wensleydale Railway).

BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE				
BASF Run-Round	Simon Storage Ground Frame	Single	F	15 SLU Fully Fitted

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

Section of Line	Token or Staff Station	Person authorised to receive or deliver token or staff
GRANGETOWN SHELL JN TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)		
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
SALTBURN WEST JN TO BOULBY POTASH MINE		
Crag Hall to Boulby Potash Mine	Crag Hall	Rolling Stock Technician
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE		
Phillips Siding to Seal Sands Storage	Belasis Lane Signal box	Train Preparer
BOLDON WEST JN TO TYNE DOCK		
Boldon North Jn to Tyne Dock	Tyne Dock	Train Preparer at Tyne Dock
BUTTERWELL COLLIERY SOUTH BRANCH		
Ashington to Butterwell	Butterwell Opencast Disposal Point	Railway Person in Charge at Butterwell. Authorised also to receive train staff tickets. See Local Instructions.
BATES BRANCH		
Newsham to Bates	Newsham	Train Preparer
RYHOPE GRANGE TO HENDON		
Ryhope Grange to Hendon	Londonderry Sidings	Person in Charge at Londonderry Sidings.

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		
8	Northallerton High Jn to Northallerton East Jn	
10-11	Picton (north of 52¾ mp) to Norton-on-Tees South signals NS51 Down line and NS18 Up Line	
15 - 22	Ryhope Grange to Newcastle East Jn	Not to be used on Down Sunderland between signals 6237 and 6247, and Up Sunderland between signals 6254 and 6246
23 – 24	South Hylton to Sunderland South Jn	
25	Pelaw Metro Jn to Pelaw South Jn	
25	Pelaw North Jn to Pelaw Metro Jn	
26	Darlington South Jn to Urlay Nook	
27 - 30	Stockton Cut Jn to Redcar Church Lane LC signals 227 Down and 223 Up	Not to be used on Down & Up Goods between Middlesbrough signals M685 Down / M676 Up and Whitehouse
30	Longbeck signals 6 Down and 7 Up to Saltburn Station	
37	Saltburn West Jn. to signals 209 Down and 210 Up on Crag Hall line	
38	Hartburn Jn to Bowesfield	
46	K.E.B East Jn to K.E.B North Jn	
46	High Level Bridge Jn to Greensfield Jn	
47	Park Lane Jn to K.E.B South Jn	
48	Darlington North Jn to Hopetown Jn.	
51 – 52	K.E.B South Jn to Blaydon	
58	Low Fell Jn to Norwood Jn	
60	Hepscott Jn (excl.) to Morpeth North Jn.	

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compedium of authorities for different classes of diesel multiple unit 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 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.
Note (a). Class 325 EMU units are restricted between Monkwearmouth and East Boldon. 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.
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 (a)	153	155	156	158	159	165-166	170	220 - 221	Notes
Northallerton Castle Hills Jn. to Castle Hills West GF	-	-	-	-	-	-	-	-	-	-	-	
Northallerton High Jn. to Northallerton East Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Northallerton Longlands Jn. to Newcastle East Jn. via the Coast.	Y	Y	R	Y	Y	Y	Y	Y	Y	-	Y	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.
South Hylton to Sunderland South Jn	-	-	-	-	-	-	-	-	-	-	-	
Pelaw Metro Jn to Pelaw South Jn	-	-	-	-	-	-	-	-	-	-	-	
Pelaw North Jn to Pelaw Metro Jn	-	-	-	-	-	-	-	-	-	-	-	
Darlington South Jn. to Eaglescliffe South Jn.	Y	R	Y	Y	Y	Y	Y	Y	Y	-	Y	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.
Stockton Cut Jn. to Saltburn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	
Guisborough Jn. to Whitby	R	R	R	R	R	R	R	R	-	-	-	Kildale and Commondale stations have short platforms. See Local Instructions on page 7.90
Beam Mill Jn to Slag Road (Lackenby)	-	N	-	-	-	-	-	-	-	-	-	

Route	(VB) 101-127	141-144	150 (a)	153	(AB) 155	156	158	159	165-166	170	220 - 221	Notes
Grangetown (Sheli Jn.) to Cleveland Freightliner Terminal (Wilton)	-	N	-	-	-	-	-	-	-	-	-	
ICI Wilton Coal Terminal branch	-	N	-	-	-	-	-	-	-	-	-	
Saltburn West Jn. to Boulby Potash Mine	Y	-	Y	Y	Y	Y	Y	Y	Y	-	-	
Hartburn Curve	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	
Norton -on -Tees South to Ferryhill South Jn.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Norton -on -Tees West to Norton -on - Tees East	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Kelloe Bank Foot Branch	-	N	-	-	-	-	-	-	-	-	-	
Billingham on Tees to Seal Sands Storage	-	N	-	-	-	-	-	-	-	-	-	
Seaton on Tees Branch	-	N	-	-	-	-	-	-	-	-	-	
Ryhope Grange to Hendon	-	N	-	-	-	-	-	-	-	-	-	
Boldon East Jn to Boldon North Jn.	-	N	-	-	-	-	-	-	-	-	-	
Boldon West Jn to Tyne Dock	-	N	-	-	-	-	-	-	-	-	-	
Jarrow Branch	-	N	-	-	-	-	-	-	-	-	-	
Wardley to Pelaw Jn.	-	N	-	-	-	-	-	-	-	-	-	
King Edward Bridge East Jn. to King Edward Bridge North Jn (East Curve)	Y	Y	Y	Y	Y	R	Y	Y	-	-	Y	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.
High Level Bridge Jn to Greensfield Jn (West Curve)	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Park Lane Jn to King Edward Bridge South Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Darlington North Jn. to Eastgate	Y	Y	Y	R	R	Y	Y	Y	-	-	-	Shildon Up platform and Bishop Auckland Single platform are prohibited to Classes 153, 155 units with deflated suspensions.
King Edward Bridge South Jn to Carlisle North Jn	Y	Y	Y	R	R	R	R	R	-	-	Y	Short platforms exist at most stations on this route.. See Local Instructions on page 7.95. Haltwhistle Down platform is prohibited to Classes 153, 155 units with deflated suspensions.

Route	(VB)	(AB)										Notes
	101-127	141-144	150 (a)	153	155	156	158	159	165-166	170	220 - 221	
Low Fell Jn to Norwood Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	-	
Benton North Jn to Morpeth North Jn via Bedlington	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Hepscott Jn to Morpeth Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	Y	
Butterwell North Branch	-	N	-	-	-	-	-	-	-	-	-	
Butterwell South Branch	-	N	-	-	-	-	-	-	-	-	-	
Bedlington North to Lynemouth Colliery	-	N	-	-	-	-	-	-	-	-	-	
Bates Branch	-	N	-	-	-	-	-	-	-	-	-	
West Sleekburn to North Blyth	-	N	-	-	-	-	-	-	-	-	-	
Winning Jn to Marcheys House Jn	-	N	-	-	-	-	-	-	-	-	-	
Newcastle Station, platform restrictions.	Y	Y	Y	R	R	Y	R	R	-	-	Y	Platforms 10, 11& 12 prohibited to Classes 153, 155. Platforms 10 & 12 prohibited to Classes 158, 159.
King Edward Bridge South Jn. to Newcastle East Jn. via Newcastle Station	Y	Y	Y	R	R	R	R	R	-	-	Y	Class 153, 155 units are prohibited from platform 10, 11 & 12. Class 156 units with larger bladed minature snow ploughs for operation on ScotRail Far North services are prohibited from operating over the King Edward Bridge with blade in place. Class 158 & 159 prohibited in Platforms 10 & 12.

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 Eastern Territory (York) 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 Territory (Leeds) 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)

C 1 = The standard passenger coaching stock gauge for Mark 1 coaches with 2.75m 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,** 1C225 fleet in fixed formation trains.

Note: Steam locomotives (including Steam locomotives in light steam) are prohibited from running between Ryhope Grange 87m 63ch exclusive and Pelaw Metro Jn 97m 64ch inclusive.

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.

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Northallerton Castle Hills Jn to Castle Hills West GF	**8**	Y	Y	Y	Y	-	-	-	-	-	-	
Northallerton High Jn to Northallerton East Jn	**8**	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Northallerton Longlands Jn to Park Lane Jn via the Coast	**8**	Y	Y	Y	R	R	-	-	R	Y	Y	A.C. locomotives (and EMU's) are prohibited between Ryhope Grange and East Boldon. Class 67's are restricted to 60mph. Locomotive hauled passenger stock composed of either Mark I or Mark II.vehicles must not exceed a speed of 30 mph (thirty miles per hour) between Sunderland South Jn 89m 56chns and Pelaw Metro Jn 97m 70chns.
Park Lane Jn to Newcastle East Jn	**8**	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
South Hylton to Sunderland South Jn		-	-	-	-	-	-	-	-	-	-	
Pelaw Metro Jn to Pelaw South Jn		-	-	-	-	-	-	-	-	-	-	
Pelaw North Jn to Pelaw Metro Jn		-	-	-	-	-	-	-	-	-	-	
Darlington South Jn to Eaglescliffe South Jn	**8**	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Stockton Cut Jn to Saltburn	**8**	Y	Y	Y	Y	-	-	-	Y	Y	-	
Guisborough Jn to Whitby	**7**	R	-	R	-	-	-	-	R	R	-	Locomotives, including steam locomotives, are prohibited between Sleights (28m 60ch) and Whitby (30m 61ch) unless specially authorised by the Territoryal Civil Engineer. Coaching stock trains require special authority to use the Run-Round Loop at Battersby.
Beam Mill to Slag Road (Lackenby)	-	Y	Y	Y	-	-	-	-	-	-	-	
Grangetown (Shell Jn) to Cleveland Freightliner Terminal (Wilton)	**8**	Y	Y	Y	Y	-	-	-	-	-	-	
Saltburn West Jn to Boulby Potash Mine	**8**	Y	Y	Y	Y	-	-	-	Y	Y	-	Line between Crag Hall and Boulby Potash Mine is privately owned.
Hartburn Curve	**8**	Y	Y	Y	Y	-	-	-	Y	Y	-	
Norton on Tees South to Ferryhill Jn	**8**	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Norton on Tees West to Norton on Tees East	**8**	Y	Y	Y	Y	-	-	-	Y	Y	-	
Kelloe Bank Foot Branch	**8**	-	-	-	-	-	-	-	-	-	-	Not in use
Billingham on Tees to Seal Sands Storage	**8**	Y	Y	Y	Y	-	-	-	-	-	-	
Seaton on Tees Branch	**8**	Y	Y	Y	Y	-	-	-	Y	-	-	
Ryhope Grange to Hendon	**8**	Y	Y	Y	Y	-	-	-	-	-	-	
Boldon East Jn to Boldon North Jn	**8**	Y	Y	Y	Y	-	-	-	-	-	-	
Boldon West Jn to Tyne Dock	**8**	Y	Y	Y	Y	-	-	-	Y	-	-	
Jarrow Branch	**8**	Y	Y	Y	Y	-	-	-	Y	-	-	

Route	RA	G	60	59/66	67	A.C.	89	92	C1	C3	MK4	NOTES
Wardley to Pelaw Jn	8	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	
High Level Bridge Jn to Greensfield Jn (West Curve)	8	Y	Y	Y	Y	Y	-	Y	Y	Y	Y	
Park Lane Jn to King Edward Bridge South Jn	8	Y	Y	Y	Y	R	-	-	Y	Y	R	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.
Darlington North Jn to Eastgate	8	Y	Y	Y	Y	-	-	-	Y	Y	-	Line between Bishop Auckland Jn and Eastgate not in use.
King Edward Bridge South Jn to Carlisle North Jn	8	Y	Y	Y	R	R	-	-	Y	Y	Y	A.C. locomotives with pantographs down but not locked must not exceed 15mph through Whitchester Tunnel, east of Haltwhistle. Class 67's are restricted to 60mph.
Low Fell Jn to Norwood Jn	8	Y	Y	Y	Y	R	-	-	Y	Y	Y	A.C. locomotives clear to limit of electrification at 1m 26ch
Benton North Jn to Morpeth North Jn via Bedlington	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Hepscott Jn to Morpeth Jn	8	Y	Y	Y	Y	Y	-	-	Y	Y	Y	
Butterwell South Branch	8	Y	Y	Y	-	-	-	-	-	-	-	
Butterwell North Branch	8	Y	Y	Y	-	-	-	-		-	-	
Bedlington North to Lynemouth Colliery	8	Y	Y	Y	Y	-	-	-	-	-	-	
Bates Branch	8	Y	Y	Y	Y	-	-	-	-	-	-	
West Sleekburn Jn to North Blyth	8	Y	Y	Y	Y	-	-	-	-	-	-	
Winning Jn to Marchey's House Jn	8	Y	Y	Y	Y	-	-	-	-	-	-	
King Edward Bridge South Jn to Newcastle East Jn via Newcastle Station	9	Y	Y	Y	Y	Y	Y	Y	Y	R	R	C3 and Mk 4 trains are prohibited from Newcastle Station Platforms 5, 6, 7 8, 9 10, 11 and 12.

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
LOW FELL JN TO NORWOOD 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 should be kept to an absolute minimum.

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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.

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.

CLIFF HOUSE

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.

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.

RYHOPE GRANGE

A red light may be attached to the leading vehicle of a movement to be propelled from Ryhope Grange Sidings to stand in rear of signal RG10 on the Down Main line. The Rule Book Module TW1, Section 4 is modified accordingly between Ryhope Grange and Pelaw Jn.

SUNDERLAND STATION

Arriva 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.

HIGH LEVEL BRIDGE

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

- Movements of trains with more than one locomotive coupled (including more than one 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 more than one locomotive requiring to pass over the High Level Bridge.

  The Network Rail Operations Control must inform Tyneside IECC of any train with more than one 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.

BETWEEN RYHOPE GRANGE AND PELAW JN

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.

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.

BETWEEN SUNDERLAND SOUTH JN AND PELAW METRO JN/
PELAW SOUTH JN/PELAW NORTH JN
BETWEEN SOUTH HYLTON AND SUNDERLAND SOUTH 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)**.

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.

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.

BETWEEN SUNDERLAND SOUTH JN AND PELAW METRO JN
BETWEEN SOUTH HYLTON AND SUNDERLAND SOUTH 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.

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.

BETWEEN SUNDERLAND SOUTH JN AND PELAW METRO JN
BETWEEN SOUTH HYLTON AND SUNDERLAND SOUTH JN (cont.)
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.

BETWEEN SOUTH HYLTON AND SUNDERLAND SOUTH JN

Only Metro trains are normally authorised to operate on the above 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.

BETWEEN PELAW METRO JUNCTION AND PELAW SOUTH JUNCTION
BETWEEN PELAW NORTH JUNCTION AND PELAW METRO JUNCTION

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.

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.

ALLENS WEST STATION - DOWN PLATFORM

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

GUISBOROUGH JN TO WHITBY

NUNTHORPE

On passing the Down Distant board, the Driver must regulate the speed of his train in order to be able to stop at the Point Indicator if it is not illuminated. Illumination of the Point Indicator means the points are set correctly for the Down Loop.
If a train is stopped due to the Point Indicator not being illuminated, the Driver must advise the Signaller using the telephone at the Point Indicator.
If the Point Indicator fails, a steady yellow flag during daylight, or a steady yellow lamp during darkness, or fog, or falling snow, may be exhibited at the Point Indicator and the Driver may proceed over the points.

BATTERSBY

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

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

KILDALE

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

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.

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.

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

RUSWARP LEVEL CROSSING 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.

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.

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.

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.

BEAM MILL TO SLAG ROAD (LACKENBY)

SLAG ROAD LEVEL CROSSING

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.

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.

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

CRAG HALL

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.

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.

BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE

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

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.

SEATON-ON-TEES BRANCH

GRAYTHORP LEVEL CROSSING 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.

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.

FINA DEPOT AUTOMATIC OPEN CROSSING SUNDERLAND DOCKS

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.

BOLDON WEST JN TO TYNE DOCK

BOLDON NORTH JN AND TYNE DOCK

The person in charge of movements within the Port of Tyne Authority is the Mobile Train Preparer. He will obtain the Train Staff from the Train Driver after the train has passed clear of the single line between Boldon North Jn and Tyne Dock. He will advise the Signaller of the description and destination of any train departing from the Terminal and obtain his authority to issue the Train Staff to the Driver.

If it is necessary for a second train to run over the single line from Boldon North Jn to Tyne Dock, and provided the previous train has passed clear of the single line, the Train Preparer may, with the Tyneside Signaller's authority, take the Train Staff and replace it in the cabinet at Boldon North Jn.

When a second train requires to run over the single line from Tyne Dock to Boldon North Jn, and provided the previous train has passed clear of the single line, the Train Preparer may, with the Tyneside Signaller's authority, remove the Train Staff from the cabinet at Boldon North Jn and take it to Tyne Dock for issue to the Driver.

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.

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)

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.

BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON

HOLYWELL LC

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.

HEPSCOTT LEVEL CROSSING

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.

MORPETH

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

BEDLINGTON NORTH TO LYNEMOUTH ALCAN

BEDLINGTON NORTH, MARCHEY'S HOUSE AND WINNING – 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:

Marchey's House to Winning – Up Branch Only
Winning to Bedlington North – Up Cambois Only
Winning To Marchey's House – Down Branch Only
Bedlington North to Bedlington South – Up Main/Up Branch

ASHINGTON

Green Lane Automatic Half - Barrier Level Crossing.

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

BETWEEN ASHINGTON AND LYNEMOUTH

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.

BATES BRANCH
ISABELLA AND NEWSHAM ROAD LEVEL CROSSINGS

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.

WEST SLEEKBURN JN TO NORTH BLYTH

FREEMANS SIGNAL BOX

Failure of track circuits. During a failure of a track circuit which prevents the signals being cleared for movements to the Cambois Single line, Working by Pilotman will not be introduced provided the 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.

KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE EAST JN VIA NEWCASTLE STATION

KING EDWARD BRIDGE

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

NEWCASTLE

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

No train, except one comprised of a 2 car Class 142 or 143 unit or a single Class 153 car, may arrive in Platform 8 for passenger purposes from the West End. If the Driver of any other type of unit is routed towards Platform 8 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 the platform.
The Guard of any train the doors of which are not completely on the Platform must not release the doors until arrangements have been made to have the train completely platformed.

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

BUTTERWELL SOUTH BRANCH

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.

4.1 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.

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 worked on a 1500 volt D.C. System but must be regarded as being similar to the Network Rail 25KV AC System.

The Standard Working Instructions for A.C. Electrified lines Rule Book Modules AC1 and AC2 apply except as shown below :-

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

1.1 The use of track circuit operating clips.

1.2 The use of detonators.

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

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

1.5 Contact with Tyneside IECC, Newcastle.

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

2. In any emergency message to Metro Control or Tyneside IECC the person making the call must :-

2.1 State that it is an EMERGENCY call.

2.2 State name, job title and employer.

2.3 State where speaking from and give details of lines concerned.

2.4 Location and number of the nearest overhead line mast, or a Metro signal number.

2.5 Details of the incident and whether it is considered necessary to have the electricity supply switched off.

2.6 Ensure the message is fully understood by requesting the person receiving the message to repeat it.

2.7 If it is necessary to have the electricity switched off, stay on the telephone until an assurance has been received from the Metro Controller that the electricity has been switched off.

3. The following methods of communication are available :-

3.1 Locomotive cab telephone where provided.

3.2 Electrification telephones provided at strategic electrical locations. Cabinets are red with a silver telephone symbol and are not locked. These telephones provide direct contact with the Metro Power Controller located in the same office as the Metro System Controller.

NB The system Controller controls the signalling system.

4. Electrification telephones are located at the following points :-

Pelaw: Entrance to Sidings	- Mast OH 10 302
Pelaw - Hebburn: Near Metro double/single line junction	- Mast HO 11 179
Near Metro single/double line junction	- Mast HO 12 275
Hebburn Station (east of station)	- Mast OHC 13 523 - Mast CHO 13 523
Jarrow Station (west of station)	- Mast HC 15 058 - Mast CH 15 058
Jarrow Station (east of station)	- Mast HC 15 590 - Mast CH 15 590

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

H = Hebburn
C = Chichester
O = Old Fold

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