Private and not for publication BR30018/2

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

RAILTRACK
London North Eastern Zone

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

* * *

SECTION NO. 2

* * *

Published by Railtrack London North Eastern Zone, Operations Standards, York for and on behalf of all Businesses having lines covered within the boundaries of this Section.

YORK
FEBRUARY 2000

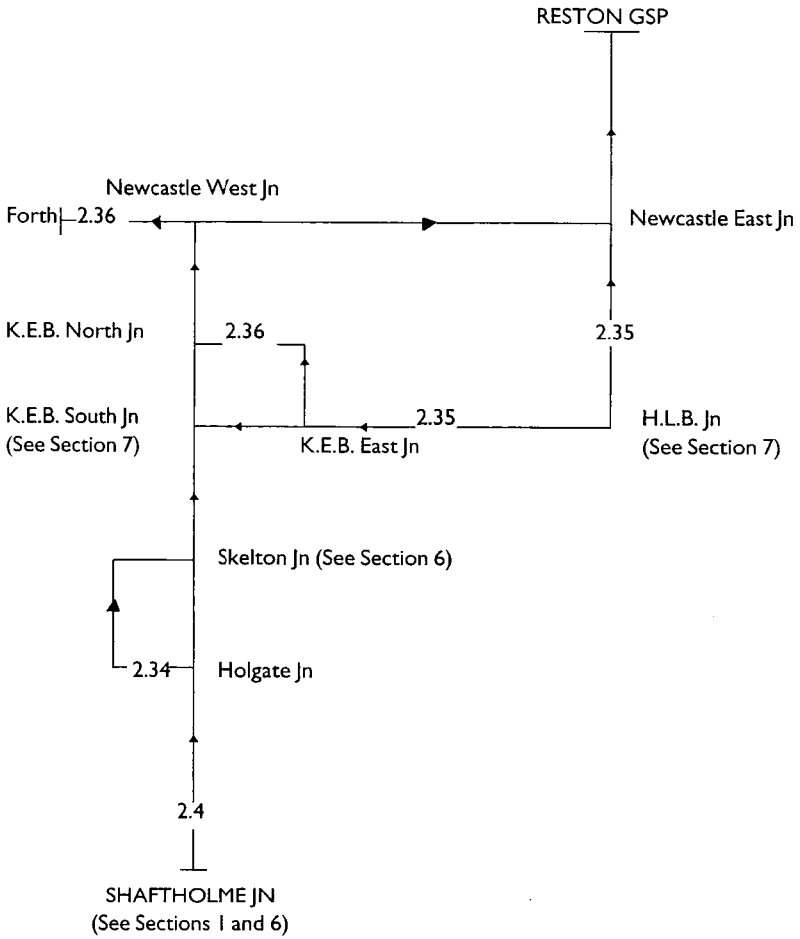
Production Manager
Railtrack LNE Zone
Room W160
York

CONTENTS

		Pages
Line diagrams (the numbers shown are the page numbers in Table A)		2.2
List of lines in the sequence used throughout the section		2.3
TABLE		
A	Details of running lines, maximum permissible speeds and permissible speed restrictions, etc.	2.4
B	Special Working Arrangements	2.37
C	Working of Passenger Trains over Goods lines or Goods Loops	2.37
E	Sections of Running Line where a Track Circuit Operating Device (TCOD) may be used In accordance with Rule Book Section TII	2.38
F	Diesel Multiple Unit Route Clearance	2.39
FI	Electric Multiple Unit Route Clearance	2.41
J	Locomotives assisting in rear of trains	2.43
Local Instructions		2.44

LINES COVERED IN SECTION 2

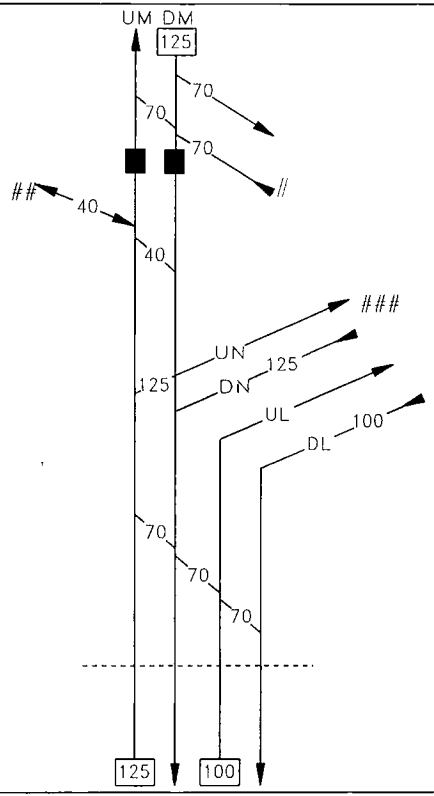
SHAFTHOLME JN TO RESTON GSP AND BRANCHES

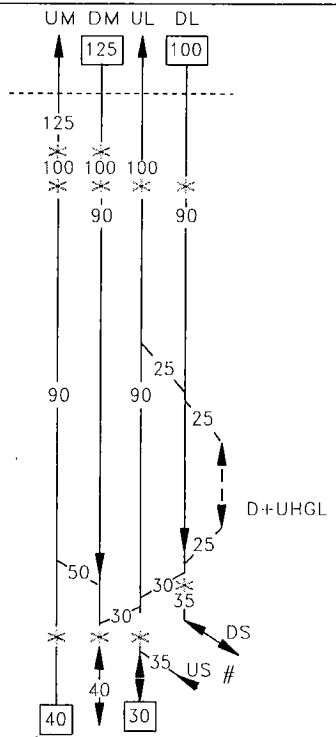


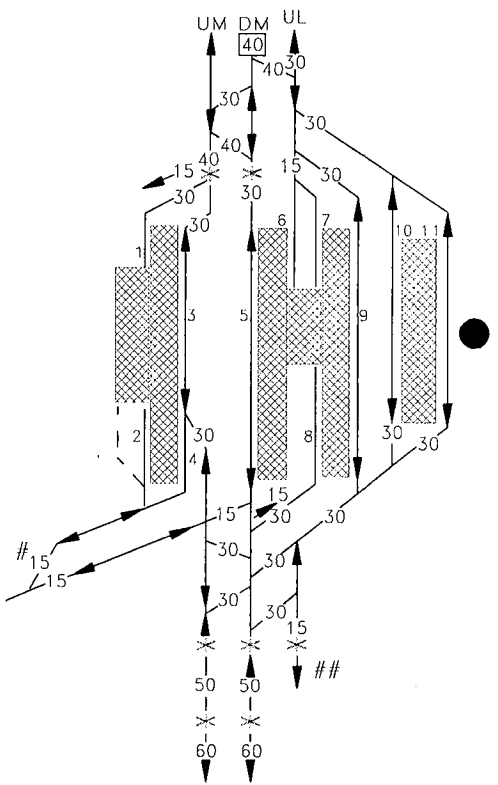
Arrow Denotes Down Direction

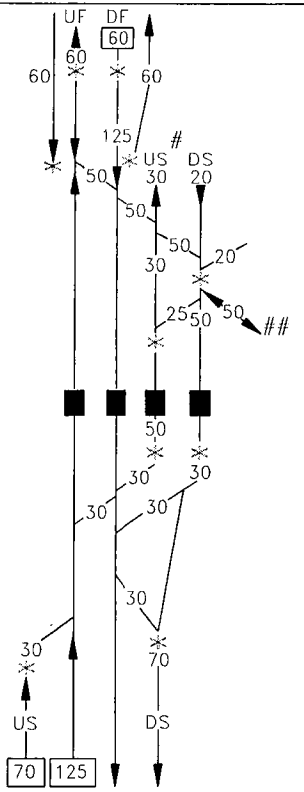
List of Lines in the sequence used throughout the section	Page in Table A
Shaftholme Jn to Reston GSP	2.4
Holgate Jn to Skelton Jn	2.34
Newcastle East Jn to King Edward Bridge South Jn (Composite Table)	2.35
King Edward Bridge East Jn to King Edward Bridge North Jn (East Curve)	2.36
Forth Branch	2.36

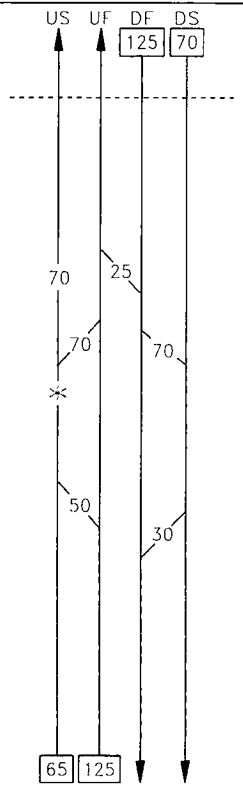
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SHAFTHOLME JN TO RESTON GSP	AC Doncaster ECR NRN Channel 031
Shaftholme Jn (see Section 1)	160 16	UM DM 100	
	160 30*	# 25 25 30	# To/From Scunthorpe see Section 6
Joan Croft Jn and LC	160 48	15	Controlled by Doncaster (D) Signal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

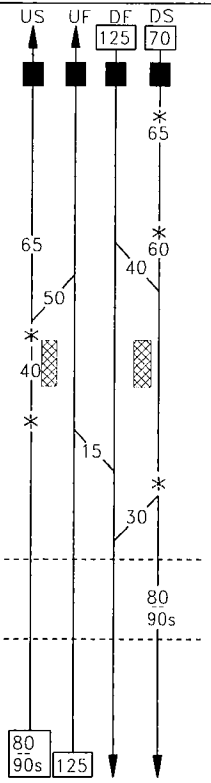
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hambleton South Jn	174 15		AC Doncaster ECR Controlled by York (Y) Signal box
OHNS (Hambleton Jn TSC)	174 58		# To/From Leeds via Micklefield see Section 6
Hambleton North Jn	174 75		## To/From Selby/Hull see Section 6 NRN Channel Change at 178 39 031 069
Colton Jn	182 79		### To/From Leeds/Sheffield see Section 6 UN = Up Normanton DN = Down Normanton UL = Up Leeds DL = Down Leeds
Colton North Jn	183 65		
Earlit Lane LC R/G	184 05		Hot Axle Box Detector on the Down Main line and Down Leeds line at 184 04

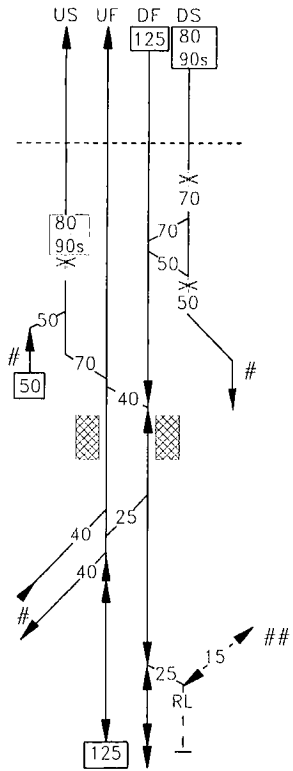
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Copmanthorpe No2 LC R/G	185 19		AC Doncaster ECR NRN Channel 069 Controlled by York (Y) Signal box UL = Up Leeds DL = Down Leeds
	186 20*		
	186 43*		
	187 43		
	187 78*		D+ UHGL = Down and Up Holgate Goods Loop 79
Holgate Jn	188 07*		# To/From Skelton Jn via Slow Lines See page 2.34

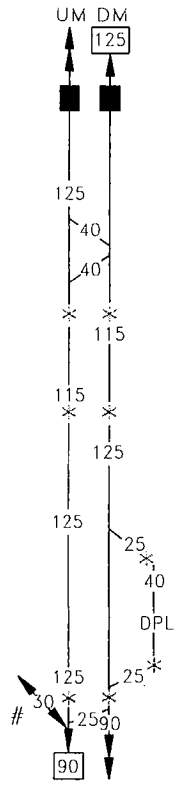
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR NRN Channel 069 Controlled by York (Y) Signal box
	188 28*		
York (Y) YORK	188 38 188 40 000 00		PP is authorised on Platform lines 3, 4, 5, 9, 10 and 11 for Class 1, 2, 5 and 0 trains during serious disruption and for booked attaching/detaching. Booked stabling is authorised in platforms 9, 10 and 11 only.
			# To/From Scarborough see Section 6
	0 20*		## = Loco Line
	0 42*		

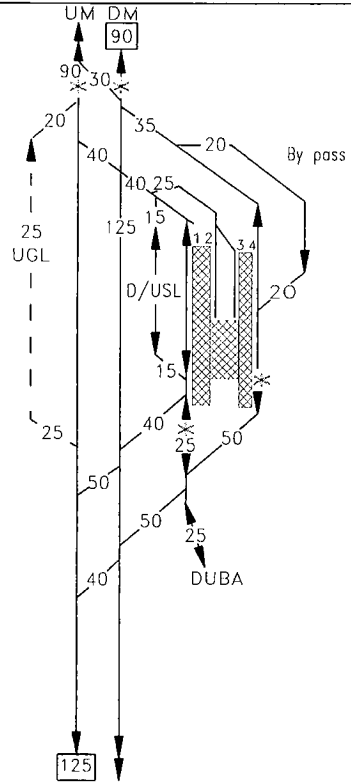
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR
	1 09*		NRN Channel 069
			Controlled by York (Y) Signal box
	1 29*		# = To/From Holgate Jn via Slow lines see page 2.34
Skelton Jn	1 50*		
	1 60*		## To/From Harrogate see Section 6
OHNS (York FS)	2 04		
	3 02*		
Skelton Bridge Jn.	3 11		TOWS between 3 00 and 3 20 does not cover Down Slow Line.
	3 17		
	3 23		
	3 25*		
	3 28*		

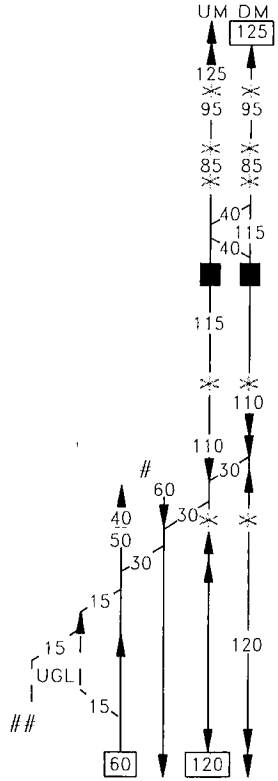
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Beningbrough Footpath LC R/G	7 01		AC Doncaster ECR NRN Channel 069 Controlled by York (Y) Signal box
Tollerton	9 40		
	9 55		
	9 60*		
	10 18		Hot Axle Box Detector on the Down Slow line, Down Fast line Up Fast line, Up Slow line at 16 65 W.I.L.D. on the UF and Us at 16 65

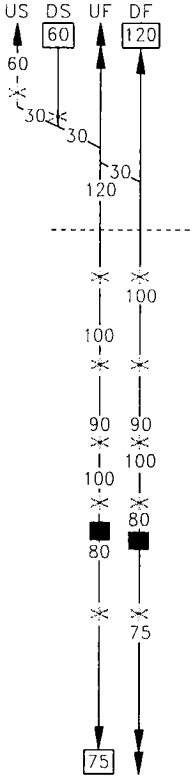
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR
			NRN Channel 069
OHNS (Dalton TSC)	19 09		
	20 40*		Controlled by York (Y) Signal box
	21 03*		
	22 03*		
THIRSK	22 16		
	22 18*		
	22 30*		
No 81 LC R/G	22 73		
No 82 LC R/G	23 33		
			TOWS between 23 60 and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

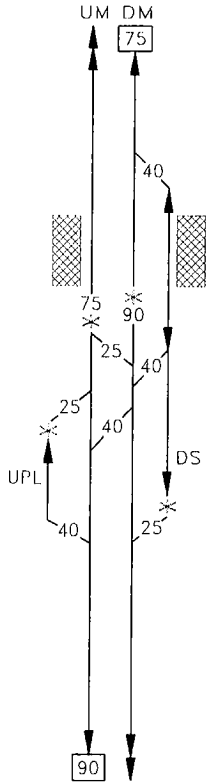
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR NRN Channel 069 Controlled by York (Y) Signal box
No 89 LC R/G	27 58		
	28 50*		
	28 58		
Longlands Jn (Down)	28 68 28 71* 28 76 28 77*		
Longlands Jn (Up)	29 01		
	29 56		# To/From Eaglescliffe see Section 7
NORTHALLERTON	29 76		direction unless otherwise shown see page 2.46
High Jn	30 09		Bi Directional Signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown see page 2.46
			## To/From Redmire see Section 7
Castle Hills Jn	30 59 30 63		
	31 09		RL = Reversing Line Hot Axle Box Detector on the Up Main Line at 33 50

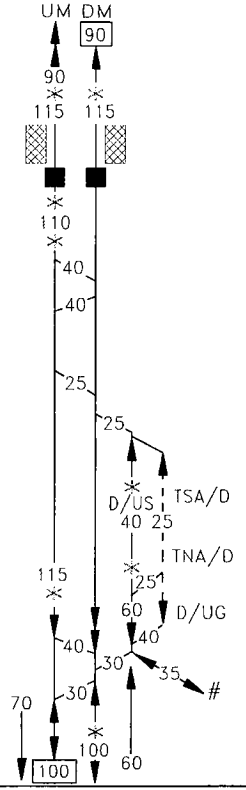
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
OHNS (Hutton Bonville FS)	35 05		AC Doncaster ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown see page 2.46. T = Raines UWC at 35 50 NRN Channel 069 Hot Axle Box Detector on the Down Main line at 38 72 TOWS between 39 75 and 41 50. Three independent systems covering:-- (1) Bridges 88 and 89. (2) Bridge 87. (3) Bridges 85 and 86.
East Cowton Crossovers	37 30		
	40 05*		
	41 50*		
	42 72 43 00*		DPL = 105
	43 42* 43 50 43 52*		# To/From Eaglescliffe see Section 7
Darlington South Jn	43 61		

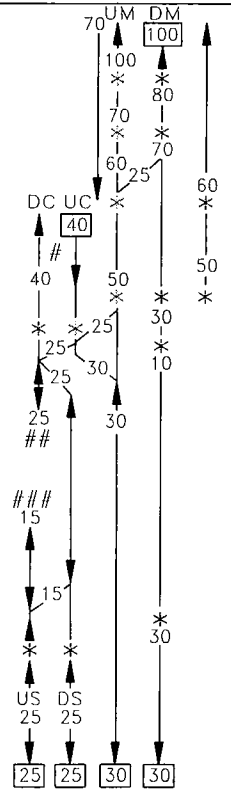
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	43 72*		AC Doncaster ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46 Down By pass = 20 NRN Channel 069
DARLINGTON	44 10		D/USL = Down/Up Station Loop = 38 PP is autharised on Platforms 1 and 4 for Class 1, 2 and 5 trains during serious disruption and for booked attaching/detaching only
	44 14*		UGL = 89
	44 24*		
Darlington North Jn	44 36		DUBA = Down/Up Bishop Auckland. see Section 7

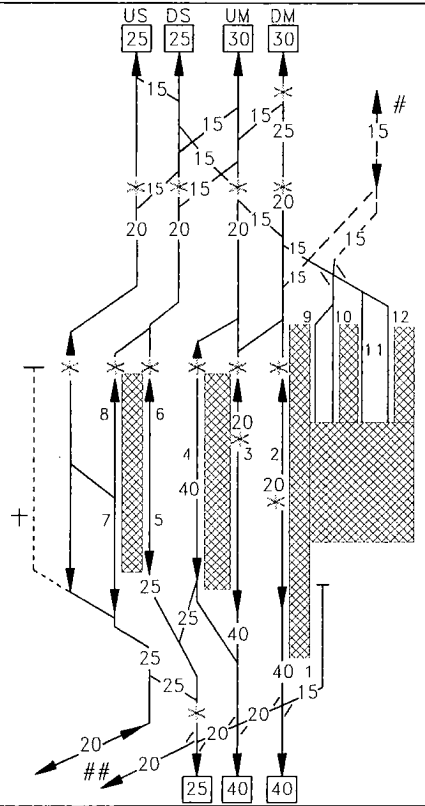
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR Controlled by Tyneside (T) Signal box Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46.
	48 00*		
	48 50*		TOWS between 48 30 and 49 20 (Bridges 123, 124, 125, 127 and 128).
	49 30*		Hot Axle Box Detector on the Down Main Line at 49 36 TOWS between 50 00 and 52 00 (Bridge 137)
Aycliffe	49 36		
OHNS (Aycliffe TSC)	49 60		NRN Channel Change at 49 60 069 093
			T = Preston Manor LC UWC 51 70 T = Bradbury LC UWC 53 35 TOWS between 54 20 and 55 60 (Bridges 148 and 149).
	55 20*		
	56 15*		# To/From Norton-on-Tees South see Section 7.
Ferryhill South Jn	56 17		
Ferryhill	56 70		UGL = 70 ## To /From Thislington Quarry see Section 7

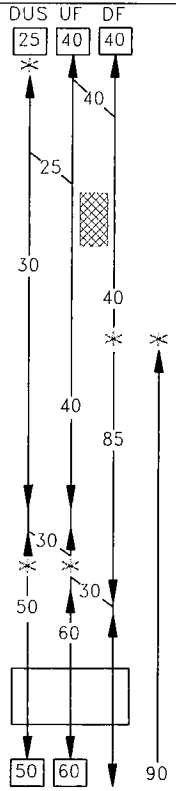
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR Controlled by Tyneside (T) Signal box Bi directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46.
Tursdale Jn	58 68* 58 71*		TOWS between 58 60 and 59 20
Hett Mill LC CCTV	60 21		NRN Channel 093
	60 44*		TOWS between 61 00 and 62 00
	62 20*		TOWS between 62 20 and 62 60 (Bridge 178).
	63 03*		Hot Axle box detector on the Up Main line at 63 59
	64 49*		
OHNS (Durham FS)	64 73		TOWS between 65 60 and 66 20
	65 62*		

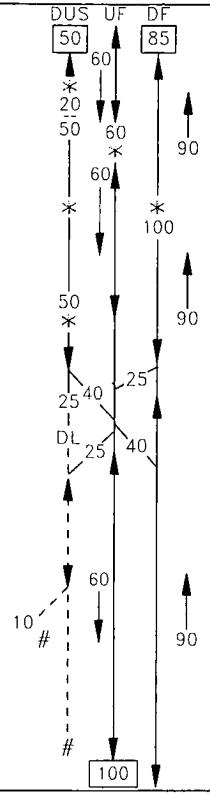
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
DURHAM	66 06 66 13 66 14* 66 21* 66 31 66 35* 66 74* 66 75		AC Doncaster ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46. TOWS between 65 60 and 66 20 NRN Channel 093 UPL 88

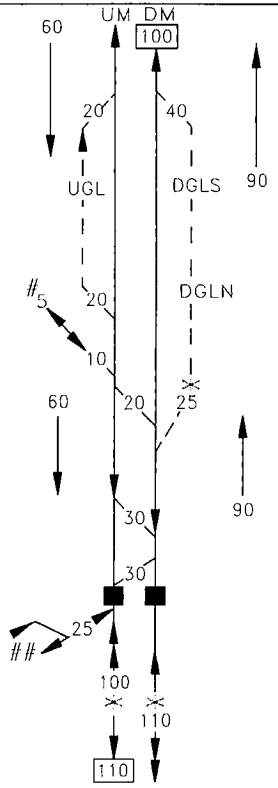
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	68 40*		AC Doncaster ECR Bi Directional signalling Northallerton to Low Fell Jn 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46. TOWS between 69 20 and 70 20 Hot Axle Box Detector on the Down Main line at 70 20 NRN Channel 093
CHESTER-LE-STREET	71 72		
OHNS (Chester-le-Street TSC)	72 04		
	72 23*		
	73 23*		
Ouston Crossovers	73 32		
Birtley Jn	75 29		
Tyne Yard	75 62		
	75 66*		TSA/D = Tyne South Arrival/Departure TNA/D = Tyne North Arrival/Departure D/US = Down/Up Slow D/UG = Down/Up Goods
Lamesley Crossover	76 66*		
	77 00*		UGL 35
	77 35~		
Low Fell Jn	77 37		~ Bi directional working Low Fell Jn to Benton speeds as shewn. # To/From Norwood Jn see Section 7
	77 40~		
	78 08*		

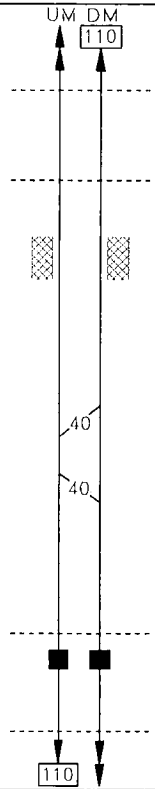
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	78 62*		AC Doncaster ECR NRN Channel 093 Controlled by Tyneside (T) Signal box Bi Directional signalling Low Fell Jn to Benton, speeds as shown.
	79 01*		
	79 26*		UC = Up Carlisle DC = Down Carlisle
Askew Road Tunnel (53 yards)	79 26 to 79 29		# To/From Hexham/Carlisle see Section 7
	79 34*		
King Edward Bridge South Jn.	79 42*		
			## To/From Newcastle East Jn via Greensfield Jn see page 2.35
			### To/From King Edward Bridge East Jn see page 2.36
	79 56*		
King Edward Bridge North Jn.	79 57*		

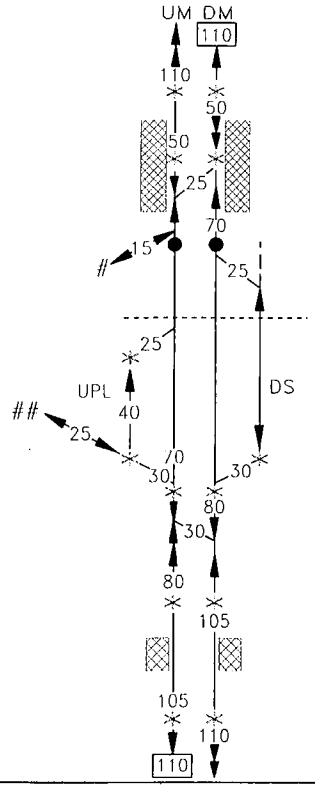
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR Controlled by Tyneside (T) Signal box Bi Directional signalling Low Fell Jn to Benton speeds as shown. # To/From Forth Banks see page 2.36 NRN Channel 093 20 mph maximum speed 79 76 to 80 16 unless lower speed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

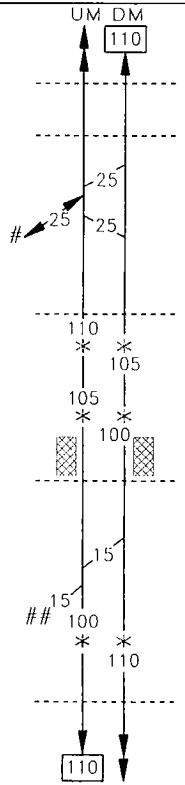
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR Controlled by Tyneside (T) Signal box Bi directional signalling Low Fell Jn to Benton speeds as shown. DUS – Down/Up Slow NRN Channel 093
	0 24*		
Dean Street Crossover	0 28		
Pilgrim Street Crossover	0 36		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

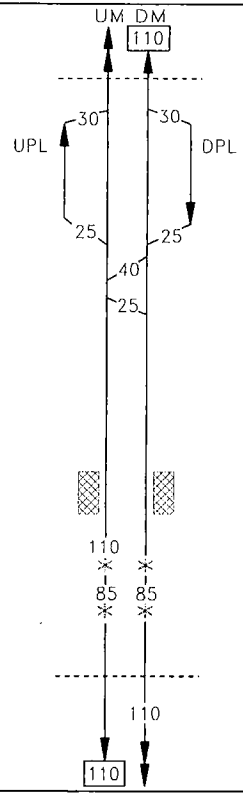
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR NRN Channel 093 Controlled by Tyneside (T) Signal box Bi directional signalling Low Fell Jn to Benton speeds as shown.
	1 03*		
	1 07*		
	1 18*		
	1 59*		
Heaton South Jn	1 65		CW Slow at 1 64 DL = Depot Line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

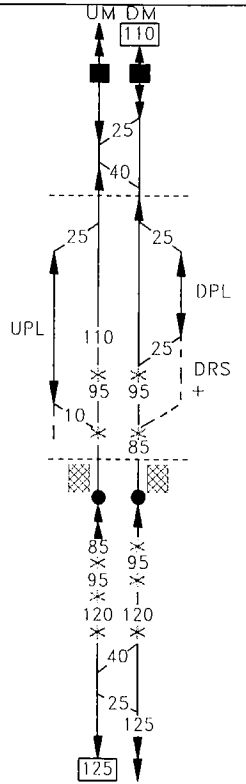
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Chillingham Road	2 18		AC Doncaster ECR NRN Channel 093 Controlled by Tyneside (T) Signal box Bi Directional signalling Low Fell Jn to Benton speeds as shown.
Heaton Depot			DGLS = Down Goods Loop South DGLN = Down Goods Loop North UGL 107
	2 58		# To/From Heaton Depot
	2 63*		
Heaton North Jn	2 66		
Benton Crossovers	4 10		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46. ## To/From Bedlington see Section 7
OHNS (Benton FS)	4 23		
Benton North Jn	4 24		
	4 30*		

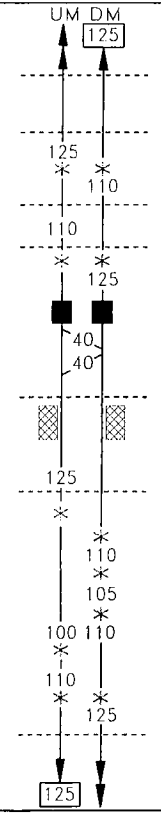
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR Controlled by Tyneside (T) Signal box. Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page2.46 I= Killingworth Public Bridleway LC at 6 28 T= Dudley Public Bridleway LC at 7 73 Hot Axle Box Detector on the Down Main line and Up Main line at 8 45
Killingworth LC CCTV	5 76		
Dam Dykes LC CCTV	8 46		
CRAMLINGTON	9 74		NRN Channel 093
Plessey Crossovers	11 51		
Stannington LC CCTV	13 74		Controlled by Morpeth (M) Signal box.
OHNS (Stannington TSC)	14 00		
Clifton LC CCTV	14 56		

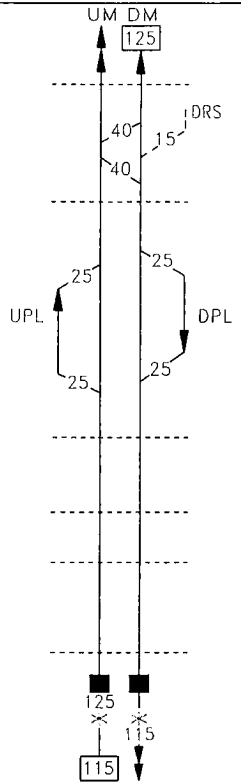
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR NRN Channel 093 Morpeth (M) Signal box area Stannington to Acklington.
	16 14*		
MORPETH	16 50*		
Morpeth Jn	16 56		
Morpeth (M)	16 63		# = To/From Hepscott Jn see Section 7
Morpeth North LC	16 78		
CCTV	16 79		
	17 01*		UPL = 67 ## To/From Bedlington see Section 7
Morpeth North Jn	17 26*		
	17 30		
	17 32*		Bi directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46.
	17 61*		
PEGSWOOD	18 44		
	18 71*		

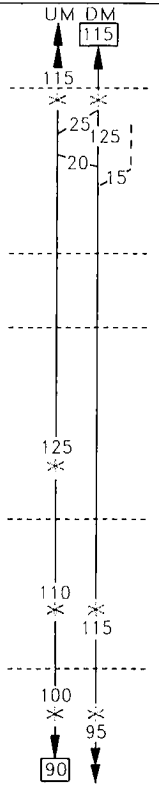
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR NRN Channel 093 Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46. # To/From Butterwell North Branch. see Section 7
Longhirst LC CCTV	20 17		
Ulgham Lane LC CCTV	20 52		
Butterwell Jn	20 63		
Ulgham Grange LC CCTV	22 24		
	22 38*		
	23 15*		
WIDDRINGTON Widdrington LC CCTV	23 20		T= Slobswood Brickyard Public Footpath LC at 23 62
Widdrington Sidings Crossover	24 64		## To/From Widdrington Sidings
	24 75*		
Felton Lane LC CCTV	25 16		Hot Axle Box Detector on the Up Main line at 25 48

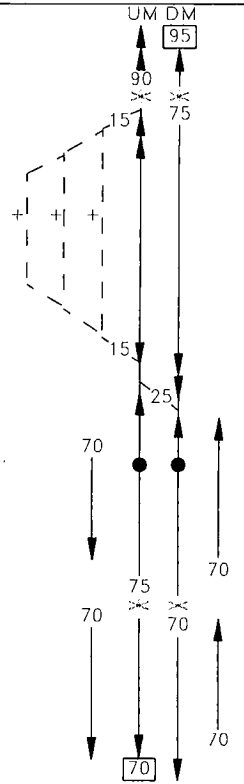
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR
Chevington LC CCTV	25 49		Bi Directional Signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown.see page 2.46.
	25 55		UPL = 135 DPL = 131
	26 37		NRN Channel 093
Chevington North Crossovers	26 55		
ACKLINGTON	28 43		
	30 00*		T= No.150 Private Bridleway LC at 29 51
	30 40*		Alnmouth (A) Signal box area. Acklington to Newham LC.
Warkworth LC CCTV	31 67		T= No.152 Private Bridleway LC at 31 42

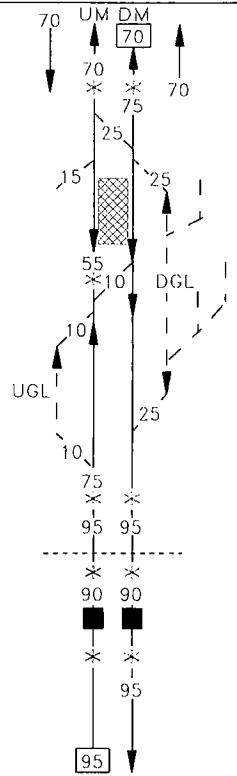
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
OHNS (Shilbottle TSC)	33 37		AC Doncaster ECR Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46.
Wooden Gate Crossovers	33 65		
Wooden Gate LC CCTV	33 71		NRN Channel 093
	33 72		
			DPL 76 (Bi-directional). UPL 137 (Bi-directional). DRS 61
	34 28*		+ Worked as a Siding.
	34 54		T = No.155 Private Bridleway LC at 34 38
	34 62*		
Alnmouth LC R/G	34 63		
ALNMOUTH (A)	34 69		Alnmouth (A) Signal box area of control between Acklington and Newham LC.
	35 40*		
	35 70*		T = No.155A Private Bridleway LC at 35 74
	38 34*		
Little Mill Crossovers	39 30		

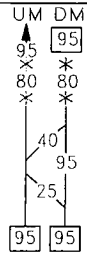
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Doncaster ECR
			Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46.
Little Mill LC CCTV	39 34		
Stamford LC CCTV	40 39		Hot Axle Box Delector on the Down Main line at 40m 38ch
	42 35*		T= No.158A Private Bridleway LC at 40 71
Christon Bank LC CCTV	43 00		T= No.161 Private Bridleway LC at 42 46
			NRN Channel 093
Fallodon LC CCTV	43 45*		T= No.162 Public Bridleway LC at 43 65
			T= No.163 Private Bridleway LC at 45 10
(Chathill TSC) OHNS	45 56		AC Cathcart ECR
Chathill Crossovers	45 67		
Chathill LC R/G & CCTV	45 78		R/G for Pedestrians only
CHATHILL	46 01		
Newham LC CCTV	47 09		Hot Axle Box Delector on the Up Main line at 47 08
	47 35*		
	47 40*		
	47 50*		T= No.167 Private Bridleway LC at 47 57
	47 52*		
	47 60*		T= No.169 Private Bridleway LC at 48 18
	48 20*		T= No.170 Private Bridleway LC at 48 63
Lucker LC CCTV	49 17		Tweedmouth (T) Signal box area between Lucker LC and North of LC203 at 69 67

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Cathcart ECR Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46. DRS 50
No 174 LC R/G	50 37		
Belford Crossovers	51 39		
Belford LC CCTV	51 45		NRN Channel 093
	51 54 51 55		UPL 170 DPL 160.
	52 41 52 43		
Crag Mill LC CCTV	52 48		
No 179 LC R/G	54 68		
Smeafield LC CCTV	54 79		
Fenham Low Moor LC CCTV	55 31		
OHNS (Fenham TSC)	57 17		
	57 76*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Cathcart ECR NRN Channel 093
Beal LC CCTV	58 52 58 73*		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46.
Beal Crossovers	59 32		
No 193 LC R/G	59 67		
Goswick LC CCTV	60 67		Hot Axle Box Detector on the Down Main line at 60 66
	63 10*		
Scremerston LC CCTV	63 46		
	64 53*		
Spittal LC and R/G Level Crossings	65 01		R/G for Pedestrians only.
	65 14*		

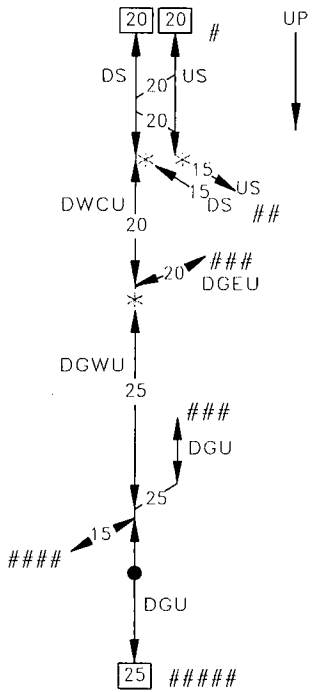
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Cathcart ECR AC Cathcart ECR 093
	65 65*		Bi Directional signalling Benton to Tweedmouth 50 mph maximum speed in the wrong direction unless otherwise shown see page 2.46.
			+ Sidings not worked under TCB Regulations
Tweedmouth Crossover	65 71		Tweedmouth (T) Signal box area between Lucker LC and North of No.203 LC at 69 67.
Tweedmouth(T)	65 78		
	66 36*		Bi Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line: 70 mph 65 71 to 66 70 Up direction over Down line 70 mph 67 08 to 65 71.

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			AC Cathcart ECR
	66 70*		Bi Directional signalling Tweedmouth to Berwick speeds as follows:- Down direction over Up line 70 mph 65 71 to 66 70
	66 72		Up direction over Down line 70 mph 67 08 to 65 71.
BERWICK-UPON -TWEED	67 00		
	67 06*		UGL 60
Berwick North Crossover	67 08		DGL 115 Bi-directional
	67 11		
	67 36		Tweedmouth (T) Signal box area between Lucker LC and North of No.203 LC at 69 67.
	67 38		
	67 69*		
No 203 R/G	68 52		
	69 00*		
OHNS (Marshall Meadows FS)	69 17		
Railtrack LNE/ Scotland Boundary	69 67*		NRN Channel Change at 69 67 
(Mileage from Edinburgh)	54 50		All lines between 54 50 and Reston are controlled from Edinburgh (E) Signal box.
EG402 signal (Up)	54 26		
EG403 signal (Down)	54 12		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Reston GSP	50 08* 49 10* 47 14		Controlled by Edinburgh (E) Signal box. Hot Axle Box Detector on the Up Main line at 54 06 AC Cathcart ECR NRN Channel 068

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		HOLGATE TO SKELTON JN	AC Doncaster ECR
Holgate Jn	0 00	US DS 35 #	Controlled by York (Y) Signal box # To/From Colton North Jn see page 2.6
			NRN Channel 069
York Yard South	0 21	25	
		## 25 15	## To/From Up Yard
		## 25	
York Yard North	0 79	15 25	
	1 03	15	
	1 13*	20 ###	### To/From Down Departures
	1 35*	35	
Skelton Jn	1 54*	50 #### 30	#### To/From Skelton Bridge Jn see page 2.8

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NEWCASTLE EAST JN TO KING EDWARD BRIDGE SOUTH JN. (COMPOSITE TABLE)			

Newcastle East Jn	101 59		AC Doncaster ECR
			Controlled by Tyneside (T) Signal box
			# To/From Newcastle Station see page 2.19
			US = Up Sunderland
			DS = Down Sunderland
			AC Doncaster ECR 093
			DWCU = Down West Curve Up
			## To/From Sunderland see Section 7
			DGEU = Down Greensfield East Up
			### To/From Park lane Jn see Section 7
			DGWU = Down Greensfield West Up
			DGU = Down Gateshead Up
			#### To/From King Edward Bridge North Jn see page 2.36
			##### To/From Darlington see page 2.18

High Level Bridge Central Jn	101 39		
High Level Bridge Jn	101 33* 0 00		
Greensfield Jn	0 21 0 16*		
King Edward Bridge East Jn	0 30		
Tyneside (T)	0 32		
King Edward Bridge South Jn	0 48		

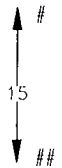
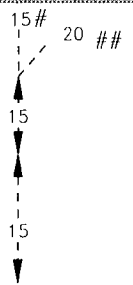
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN (EAST CURVE)			
King Edward Bridge East Jn	0 00		AC Doncaster LCR NRN Channel 093 Controlled by Tyneside (T) Signal box # To/From Newcastle East Jn see page 2.35
King Edward Bridge North Jn	0 13		## To/From Newcastle Station see page 2.18
		FORTH BRANCH	
Newcastle West Jn	0 11		Controlled by Tyneside (T) Signal box # To/From West End Bays ## To/From Down Main see page 2.19
Stop Board	0 40		NRN Channel 093 OTS Stop Board to Forth Banks
Forth Banks	1 02		

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with the Rule Book, Section J, Clause X.8 where shown below as denoted by the letter "F".

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

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

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

Between		Lines	Authorities	Restrictions
SHAFTHOLME JN TO RESTON GSP				
Northallerton Station (Signal Y691)	Castle Hills Jn	Down Main / Reversing line	F	60 SLU BV.

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

On the following lines, passenger trains may be run provided the Signaller has observed the requirements of Signallers General Instruction 49. Working of passenger trains over Goods Lines or Goods Loops :-

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

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

TCOD's may be used in accordance with Rule Book Section TII Protection Procedure T(ii) 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 Signalman 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.

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

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compedium of authorities for different classes of diesel multiple unit rolling stock to operate over Railtrack 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 Class 150 Units subject to all restrictions applied to Class 150 Units on these routes.

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

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

	(VB)	(AB)									
Route	101-127	141-144	150	153	155	156	158	159	165-166	170	Notes
Shaftholme Jn. to York Station	Y	Y	Y	Y	Y	Y	Y	Y	R	R	Class 170 authorised at York platforms 3,4(including maintenance sidings),5,7,9,10 and 11 ONLY.
York to Newcastle West Jn.	Y	Y	Y	R	R	R	R	R	R	N	Scotrail Class 156 units fitted with large snowploughs are prohibited from passing over the King Edward Bridge. Class 165 units with tripcock gear in position must not operate over the King Edward Bridge. Class 170 Units permitted for delivery purposes only
Newcastle West Jn. to Newcastle East Jn.	Y	Y	Y	R	R	Y	R	R	R	R	Classes 153, 155, 158, 159 & 165 units prohibited in platforms 10 and 12. Class 170 Units permitted for delivery purposes only.
Newcastle East Jn. to Marshall Meadows.(Reston GSP)	Y	Y	Y	Y	Y	Y	Y	Y	Y	R	Class 170 Units permitted for delivery purposes only.

	(VB)	(AB)									
Route	101-127	141-144	150	153	155	156	158	159	165-166	170	Notes
York Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	
Newcastle East Jn. to King Edward Bridge South Jn. via High Level Bridge.	Y	Y	Y	Y	Y	Y	Y	Y	Y	-	
Forth Branch	Y	–	–	–	–	–	–	–	–	-	

TABLE F1 - ELECTRIC MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of electric multiple unit stock to operate over the electrified lines of Railtrack London North Eastern controlled infrastructure. Electrified lines which are shown as running lines in the Sectional Appendix are included, but sidings are excluded and reference to the controller of the sidings MUST take place before planning to operate any class of vehicle not previously cleared.
The clearances take account of gauging restrictions, and compatibility with signalling systems. It is not normal to consider the operation of electric units over non-electrified lines or lines with incompatible systems. The exception to this is the 325 class Postal Units which may additionally operate as hauled stock over all routes which have been cleared for passenger stock on this Zone provided the pantograph is locked down, and third rail shoes retracted.
Only electrified lines are shown in these tables. Sectional Appendix Table 'A' line headings are retained in their entirety where only part of the route is electrified, so that consistency with Table 'A' can be maintained.
Routes on this Zone are electrified on the 25kV A.C. overhead system, except between Drayton Park and Moorgate where the supply is 750V D.C. third rail. Only units of class 313 are permitted to operate between Drayton Park and Moorgate.

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

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

MATRIX CODES

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

	EMU											General
Route	308	302-307, 309-312	313 (b)	314, 315, 318	317 (b)	319	321	322	323	325 (a)	365	Notes
Shaftholme Jn. to York Station	Y	Y	R	Y	R	N	Y	Y	-	Y	N	
York to Newcastle West Jn.	Y	Y	R	Y	R	N	Y	Y	-	Y	N	
Newcastle West Jn. to Newcastle East Jn.	Y	Y	R	Y	R	N	Y	Y	-	Y	N	Classes 313 fitted with third rail shoe gear are prohibted over King Edward Bridge.
Newcastle East Jn. to Marshall Meadows.(Reston GSP)	Y	Y	R	Y	R	N	Y	Y	-	Y	N	

Route	EMU											General Notes
	308	302-307, 309-312	313 (b)	314, 315, 318	317 (b)	319	321	322	323	325 (a)	365	
York Holgate Jn. to Skelton Jn. via York Yard South.	Y	Y	R	Y	R	N	Y	Y	-	Y	N	
Newcastle East Jn. to King Edward Bridge South Jn. via High Level Bridge.	Y	Y	R	Y	R	N	Y	Y	-	Y	N	

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

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

TABLE J - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

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

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

3. Any type of train may be assisted in rear, except where denoted in the table by :-
   F - freight trains only
   ECS - empty coaching stock trains only
   P - passenger trains only
   RES - Royal Mail trains only

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

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

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

LOCAL INSTRUCTIONS
INDEX

	Page
B	
Berwick-upon-Tweed	2.51
Birtley Jn	2.47
C	
Chester-le-Street	2.47
D	
Darlington Station	2.46
Darlington Up Sidings	2.47
F	
Ferryhill Up Sidings	2.47
H	
Heaton	2.48
K	
King Edward Bridge	2.47
M	
Morpeth	2.50
Morpeth DMU Reversing Siding	2.51
Morpeth Electrification Depot	2.51
N	
Northallerton	2.45
Northallerton and Tweedmouth crossover - between	2.46
T	
Thirsk	2.45
Y	
York and Newcastle - between	2.52
York Yard South	2.45

LOCAL INSTRUCTIONS

YORK

Train crews working Passenger (including ECS and Parcels/Postal) trains into York.

1. Traincrews from other Depots who work into York and are relieved on arrival, or who travel to York for return Passenger etc., working, must report to the Station Time Office adjacent to the buffer stop end of Platform 1.

2. Traincrews from other Depots who take their locomotives to York H.S. after working incoming trains should report to the Traincrew Resource Supervisor immediately after disposal of the locomotive.

BETWEEN YORK AND NEWCASTLE

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

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

THIRSK

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

NORTHALLERTON

Set-back movements Reversing line to Down Main

The illumination of the "off" indicator associated with Signal 1496 will be the Driver's authority to proceed and it will not be necessary for the Driver to comply with the Personalised Rule Book, Section J, Clause X.3.1., but he must proceed cautiously, keeping a sharp lookout and be prepared to act on handsignals.

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

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

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

BETWEEN NORTHALLERTON AND TWEEDMOUTH CROSSOVER

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

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

(a) planned engineering work on the adjoining line or

(b) in an emergency when a line is blocked due to a failed train, broken rail etc.

When trains are to be signalled in the "Wrong Direction", the Driver of the first train will be advised by the Signalman and instructed to stop and inform anyone on or near the line that bi-directional working is being introduced and which line will be used .

Subsequent Drivers will not be stopped and advised but **all** Drivers must observe the following instruction:-

When required to proceed in the "Wrong Direction" the Driver must proceed at reduced speed especially where the approach view of trains may be restricted and frequently give a series of short blasts on the horn in order that adequate warning is given to anyone on or near the line.

When normal working is to be resumed:

either

a) the Driver of the first train will be instructed to advise anyone on or near the line that normal working is about to be resumed.

or

b) Use of a train/machine within the possession. The Driver/Operator of the final movement over the line under possession may be instructed to carry out this task. In this situation this movement should be in the right direction from Possession Limit Board to Possession Limit Board. However if a road/rail vehicle is to be used in this connection it may need to return to a suitable location within the possession in order to be taken off the rails. In such circumstances the Driver/Operator of this vehicle must make it clear to staff working on the line that the vehicle will return in the wrong direction for this purpose.

Where a vehicle is used within a possession, arrangements must be made to advise on foot any staff working between the possession limits and the SIMBIDS crossovers.

In all cases where this task is carried out from a train/machine in a possession, the PICOP must before authorising the final movement liaise with the signaller, arrange for SIMBIDS to be withdrawn and obtain an assurance that no train in the wrong direction will be allowed to proceed over the unobstructed line. The PICOP must confirm to the signaller when the final run has been completed before giving up the possession, and that all staff have been notified.

DARLINGTON STATION

Drivers of Down Loco-hauled and H.S.T. stopping trains routed into Platform No.4 via the By-pass line must bring their trains to a stand at the North end of the platform.

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

DARLINGTON UP SIDINGS

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

Defective wagons only must be stabled in Siding 3.

Siding 4 is for the use of the Engineering Department only.

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

FERRYHILL UP SIDINGS

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

CHESTER-LE-STREET

Trains composed of power operated door stock and comprising more than FOUR vehicles in public use must not stop for traffic purposes in EITHER platform at Chester-le-Street.

BIRTLEY JN

Sanding Signs

A Marker Board is provided before reaching signal T.178 and Drivers of south departing trains from Tyne Yard must bring their trains to a halt at this board when signal T.178 is at danger and wait at this location for the signal to clear.

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

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

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 composed of a 2 car Class 142 or 143 unit or a single Class 153 car, may arrive in Platform 8 for passenger purposes from the West End. If the Driver of any other type of unit is routed towards Platform 8 to call at that platform for passenger purposes he must stop at T481/483/487 signal as appropriate and advise the Signalman that his train is too long to fit in the platform.

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

HEATON

1. Movements Onto Shed Roads

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

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

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

2. Movements out of Sheds

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

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

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

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

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

3. Movements within the Yard

3.1 Arrivals from Newcastle

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

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

3.2 Arrivals from the North End (Benton)

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

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

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

3.4 Departures via the North End (Benton)

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

3.5 Heaton South Junction

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

3.6 Movements on the Depot

No movement may exceed the following speeds:-

i) 5mph

ii) 3mph through the washing plant

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

3.7 Turning of Vehicles on the Turntable

Turning of vehicles on the turntable shall be performed by no less than two shunter's. The yard chargeman or Production co-ordinator also must be present when possible. Extreme care must be taken due to close proximity of overhead line stanchions.

3.8 Secondary Departure Roads No's 5 and 6

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

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

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

4. Emergency Depot Protection

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

4. Emergency Depot Protection

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

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

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

MORPETH

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

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

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

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

MORPETH ELECTRIFICATION DEPOT

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

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

MORPETH DMU REVERSING SIDING

When ready to depart, Drivers of reversing trains must use the "Train Ready To Start" pull - wire which is located 20 feet on the approach side of signal M.120 and then wait for the Signalman's authority to proceed.

BERWICK-UPON-TWEED

Royal Border Bridge: Staff Safety Facility

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

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

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

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

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

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

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

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

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

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

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

If it evident that protection of the opposite line is NOT required immediately, the Driver should remain on the train, contact the Signalman at Tweedmouth by radio or other convenient means as quickly as possible. If it is not possible to contact the Signalman at Tweedmouth by radio or telephone the Driver must remain in the cab until contacted as described for a Limited Clearance situation in Rule Book Section K, Clause X.1.3

YORK HOLGATE JN TO SKELTON JN

YORK YARD SOUTH

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

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

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

)

)

)

)