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RAILTRACK

LONDON NORTH EASTERN ZONE

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

SECTION NO. 7

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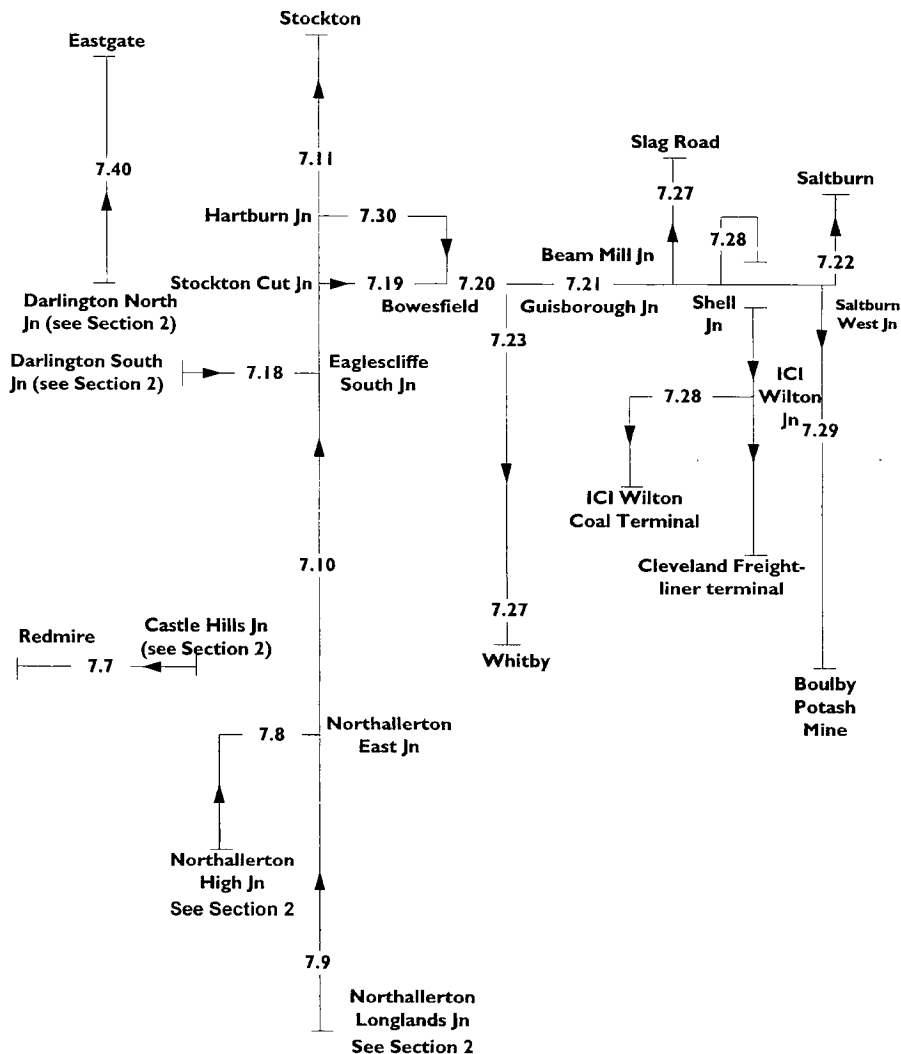
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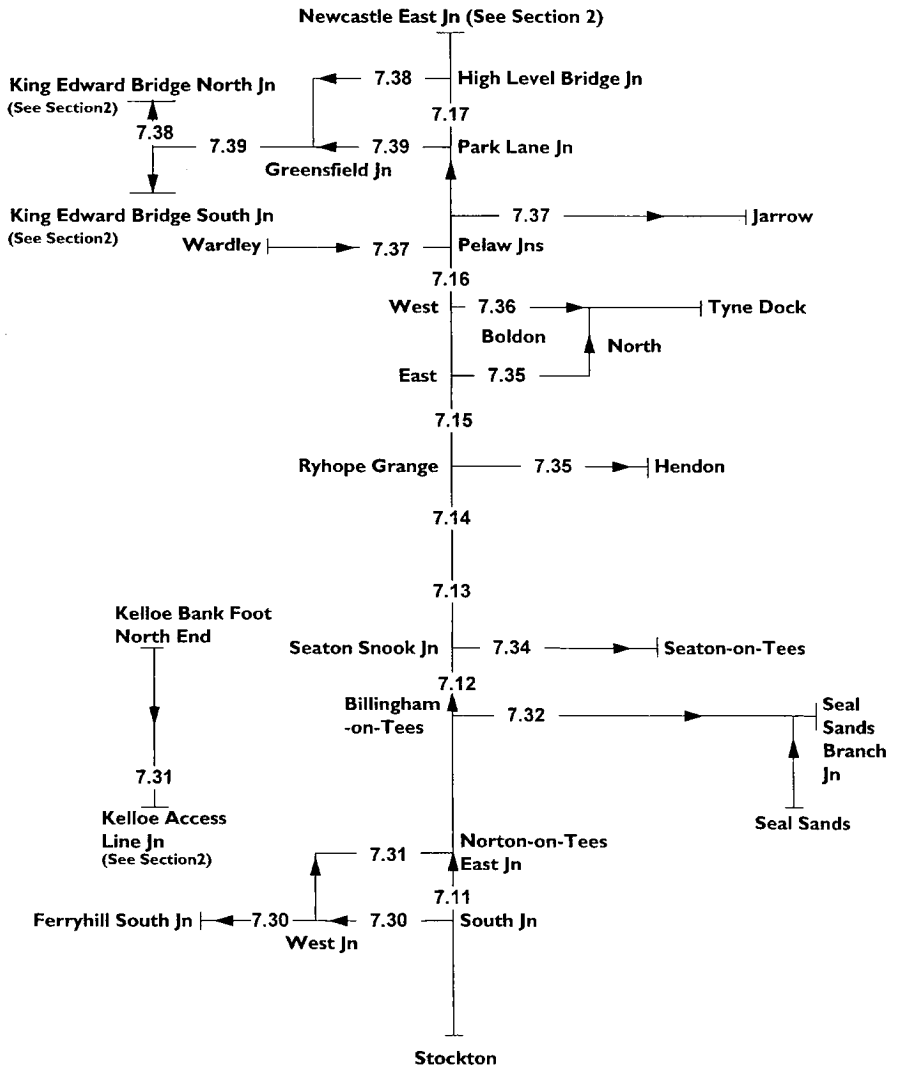
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LINE COVERED IN SECTION 7
NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND
BRANCHES



**Arrow Denotes
Down Direction**

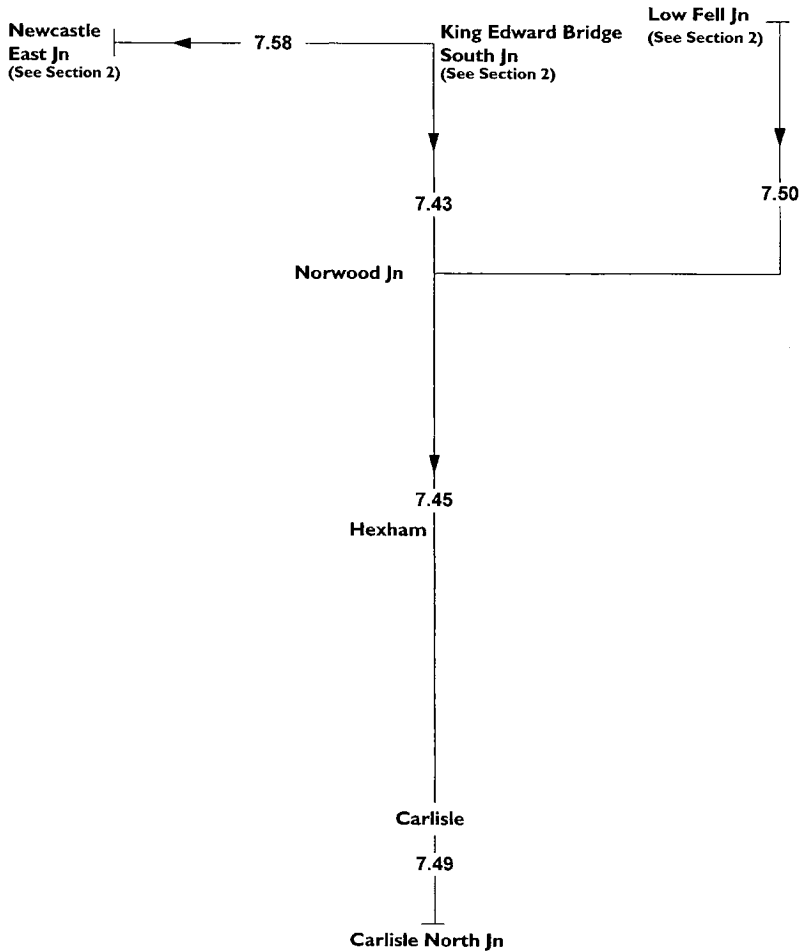
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NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST AND
BRANCHES Continued



Arrow Denotes
Down Direction

LINES COVERED IN SECTION 7

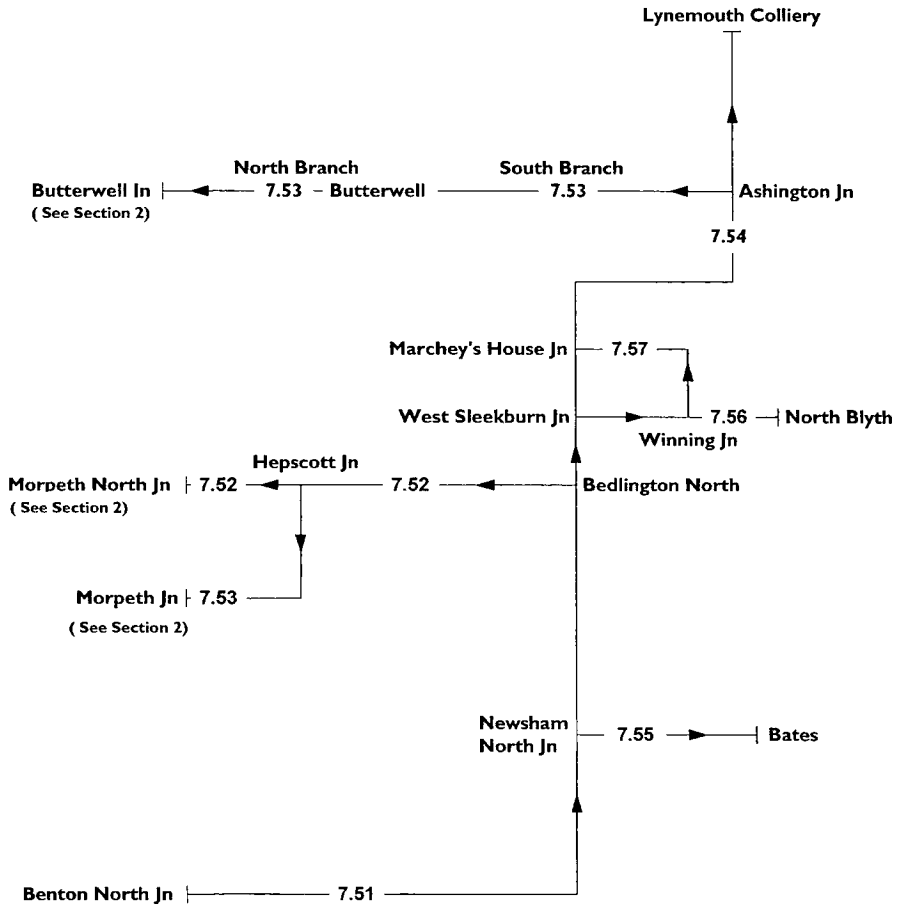
KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN (INCLUDING KING EDWARD
BRIDGE SOUTH JN TO NEWCASTLE EAST JN AND LOW FELL JN TO NORWOOD



Arrow Denotes
Down Direction

LINES COVERED IN SECTION 7

BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON AND BRANCHES



Arrow Denotes
Down Direction

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throughout the section**

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Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		NORTHALLERTON, CASTLE HILLS JN TO REDMIRE	
End of reversing line	31 09		NRN Channel AWS not provided RL = Reversing Line Controlled by York (Y) Signal box. # To/From Northallerton see Section 2 OTS Castle Hills Jn to Redmire
Castle Hills Jn	30 63* 30 59 0 00 0 28 0 48		
Yafforth LC AOCL	1 49		
Ainderby Gates LC TMO	2 44		
Ainderby Station LC TMO	2 68		
Scruton LC TMO	4 26		
Ham Hall LC AOCL	4 61		
Leeming Bar LC TMO	5 64		
Aiskew LC AOCL	6 34		

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 (55 yards)	0 11 to 0 08		NRN Channel
Boroughbridge Road LC CCTV	DN 29 72 42 21 UP 0 00 42 21		
Romanby Road LC CCTV	42 38		
Springwell Lane LC AHB	42 65		
Northallerton East Jn	42 79		## To/From Northallerton High Jn see page 7.8
	43 00*		
Low Gates LC	43 24 43 25*		Controlled by Low Gates (LG) Signal box from 43 60 T = Vaseys UWC at 43 68 T = Clarks UWC at 44 10 T = Walkers UWC at 44 30
	44 10*		
	44 12*		
	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
	45 30*		NRN Channel
	45 33*		T= Spencers UWC at 45 60
	45 65*		T= Hebdons UWC at 45 74
Long Lane LC CCTV	46 34		Hot Axle Box Detector on the Up Main line at 46 32
	47 10*		T= Northfield Farm UWC at 46 72
Welbury LC AHB-X	48 21		T= Boyes UWC at 47 47
	49 20*		T= Town End Farm UWC at 48 53
	49 45*		T= Palfisons UWC at 49 07
Rounton Gates LC	50 12		T= Tunstons UWC at 50 53
AHB - X	52 31		T= Mount Pleasant Farm UWC at 51 16
Picton LC CCTV	52 31		T= Picton Grange No.1 UWC at 51 33
YARM	54 35		T= Picton Grange No.2 UWC at 51 50
	55 29*		T= The Poplars UWC at 51 72
	55 64*		T= Hill House Farm UWC at 52 51
Yarm Tunnel (75 yards)	55 76 to 55 79 56 70*		+ = 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
Eaglescliffe South Jn	56 75*		NRN Channel Change
	56 76*		at 56 75
EAGLESCLIFFE	57 00		CW Up at 56 75 (1000 yards before reaching signal LG616).
			# To/From Darlington see page 7.18
			Controlled by Bowesfield (B) Signal box
			DGL = 45

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>Eaglescliffe South Jn to Norton-on-Tees South (exclusive) controlled by Bowesfield (B) Signal box.</p> <p>NRN Channel </p> <p># To/From Tees see page 7.19</p> <p>## To/From Bowesfield see page 7.30</p> <p>UST = Up Stockton DST = Down Stockton</p>
Stockton Cut Jn	58 30		
Hartburn Jn	59 14		
	59 70*		
STOCKTON	60 04		
	60 07*		
	60 54*		
	60 56		
	60 60		
	61 70*		
Norton-on-Tees South (NS)	61 71		<p>AB Norton-on-Tees South to Norton-on-Tees East</p> <p>### To/From Ferryhill see page 7.30</p> <p>#### To/From Norton-on-Tees West see page 7.31</p>
Norton-on-Tees East	62 19		<p>AB Norton-on-Tees East to Norton-on-Tees</p> <p>T = Norton East (Blackwells) UWC at 62 21</p>
	62 22*		
Norton-on-Tees LC	62 63		<p>AB Norton-on-Tees to Billingham-on-Tees</p>

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Billingham-on-Tees LC	63 60		AB Norton-on-Tees to Billingham-on-Tees
Billingham Jn	63 69		AB Billingham-on-Tees to Greatham
BILLINGHAM	64 47		NRN Channel Change
	65 00*		# To/From Seal Sands see page 7.32
Cowpen Lane LC	65 44		
AHB-X			
Greatham LC	67 28		AB Greatham to Cliff House
Seaton Snook Jn	68 60		## To/From Hartlepool South Works
SEATON CAREW	69 36		### To/From Seaton-on-Tees see page 7.34
	69 42*		
Cliff House	70 06		DGL = 87 UGL = 120+ + = secured out of use
	71 00*		AB Cliff House to Stranton including Up Goods line.
	71 05*		
	71 14		Controlled by Stranton Signal box.


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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		<p>The diagram shows a vertical line representing the railway track. At the top, it is labeled 'UM DM'. Below this, there are several points marked with asterisks (*) and numbers indicating speed restrictions. A box labeled '45' is at the top. Below it, a box labeled '55' is on the right side. Further down, a box labeled '25' is on the right side. Below that, a box labeled '55' is on the right side. Below that, a box labeled '20' is on the right side. Below that, a box labeled '15' is on the right side. Below that, a box labeled '20' is on the right side. Below that, a box labeled '10' is on the right side. Below that, a box labeled '40' is on the right side. Below that, a box labeled '55' is on the right side. Below that, a box labeled '15' is on the right side. Below that, a box labeled '40' is on the right side. Below that, a box labeled '60' is at the bottom. A dashed line labeled '15 ##' branches off to the right from the main line between the '20' and '15' boxes. A solid line labeled '# 25' branches off to the left from the main line between the '25' and '55' boxes. A box labeled '45' is at the top, and a box labeled '60' is at the bottom. A box labeled '55' is on the right side, and a box labeled '20' is on the right side. A box labeled '15' is on the right side, and a box labeled '20' is on the right side. A box labeled '10' is on the right side, and a box labeled '40' is on the right side. A box labeled '55' is on the right side, and a box labeled '15' is on the right side. A box labeled '40' is on the right side, and a box labeled '60' is at the bottom. A dashed line labeled '15 ##' branches off to the right from the main line between the '20' and '15' boxes. A solid line labeled '# 25' branches off to the left from the main line between the '25' and '55' boxes.</p>	<p>AB Hall Dene to Ryhope Grange</p> <p>NRN Channel </p> <p>T = Davidsons South UWC at 86 57 T = Davidsons North UWC at 87 20</p> <p>CW Up at 87 48 (473 yards before reaching signal RG.32).</p> <p># To/From Hendon see Page 7.35</p> <p>## To/From Burdon Road Sidings</p> <p>AB Sunderland to Monkwearmouth when Monkwearmouth Signal box is open. TCB when Monkwearmouth Signal box is closed</p> <p>The Up Main between S.55 and S.58 signals is worked in both directions.</p>
Ryhope Grange (RG)	85 52*		
	87 58*		
	87 63		
	88 51*		
Sunderland South Tunnels (711 yards) and (127 yards)	89 06 to 89 45*		
Sunderland (S)	89 46		
SUNDERLAND	89 60		
Sunderland North Tunnels (256 yards)	89 64 to 89 76*		
	90 07*		
	90 24*		
Monkwearmouth	90 26		
	90 69*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SEABURN	91 33		US = Up Sunderland DS = Down Sunderland T = Blue House Farm UWC at 92 42 T = Blue House UWC at 92 50 UPL = 74 NRN Channel
EAST BOLDON LC	93 17		
Tile Shed LC AHB	93 64		
Boldon LC AHB	94 00* 94 43*		
Boldon East Jn	94 63		Boldon East Jn to Boldon West Jn controlled by Boldon Colliery (B) Signal Box + = Secured out of use
BROCKLEY WHINS	95 12		# To/From Boldon North Jn see page 7.35
Boldon West Jn	95 16		## To/From Tyne Dock see page 7.36
Boldon Colliery (B)	95 19		### To/From Jarrow Oil Depot see page 7.37
Pelaw Jn for Jarrow	95 20* 95 30*		#### To/From Wardley see page 7.37
Pelaw Jn for Leamside	98 07		
	98 16		
	98 37*		Pelaw Jn to Newcastle East Jn controlled by Lyneside (T) Signal box
	98 40		UCL = Up Pelaw Goods Loop 60 DGL = Down Pelaw Goods Loop 50
	98 47		
	98 50*		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
HEWORTH	99 00		<p>US = Up Sunderland DS = Down Sunderland</p> <p>NRN Channel </p>
St James Bridge Jn	100 23		# To/From TCFD
	100 61*		
Park Lane Jn	100 65		## To/From King Edward Bridge Junctions see page 7.39
	100 75*		
High Level Bridge Jn	101 33*		### To/From Greensfield Jn see page 7.38
High Level Bridge Central Jn	101 39		
Newcastle East Jn	101 59	####	#### To/From Newcastle Station see page 7.59 and Section 2

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		NRN Channel
	0 43*		
	0 67*		
	1 03*		
Maidendale	1 30*		## To/From Cleveland Bridge Engineering Sidings
DINSDALE	1 72		
	3 65		
	3 76*		
	4 28*		
TEESSIDE AIRPORT	5 43		T = Carters UWC at 6 28
	7 22*		
Urley Nook LC (UN)	7 39		+ = Secured out of use
	7 45*		
ALLENS WEST LC AHB	8 00*		
	8 09		
	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 SALT BURN			
Stockton Cut Jn	10 13	UM DM #	# To/From Eaglescliffe see page 7.11
	10 34*	50 * 50 *	NRN Channel 
	10 72*	60 * 60 *	
Bowesfield (B)		45 *	## To/From Hartburn see page 7.30
	10 76	25 • 25 •	
	11 04*	45 * 45 *	
	11 24*	60 * 60 *	
THORNABY	11 45*	35 *	
	11 63	20 20	AWS not provided on Goods Lines between Thornaby and Whitehouse
	11 70*	35 * 35 *	
	11 77*	50 * 50 *	
Tees (T)	12 36*	55 * 55 *	### To/From Thornaby Depot and Tees Yard Arrivals/Departures
	12 70	UG1 UG2 DG	#### To/From Down Staging Sidings
		• • • • •	PF is permitted on Up Goods No2 between signals T 179 and T 198
	13 29*	60 * 60 *	##### To/From Tees Yard Arrivals/Departures
		55 20 20	


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newport East Jn	13 53* 13 55* 13 70* 14 03		<p>AWS not provided on Goods Lines</p> <p>NRN Channel </p> <p># To/From Middlesbrough Goods Yard</p>
Middlesbrough (N)	14 17* 14 59* 14 64* 14 71		<p>AB on Goods Lines only between Middlesbrough and Whitehouse</p> <p>## To/From Tees Storage</p> <p>PP is authorised in Middlesbrough Up and Down platforms.</p>
MIDDLESBROUGH	15 00 15 20* 15 25*		<p>Controlled by Middlesbrough (M) Signal box</p> <p>### To/From Whitby see page 7.23</p>
Guisborough Jn	15 30		

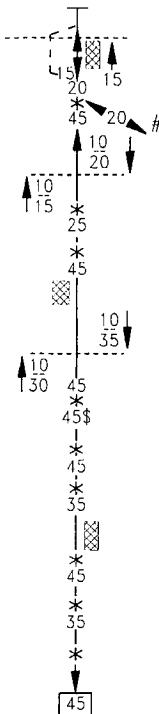
Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AWS not provided on Goods Lines between Thornaby and Whitehouse AB Goods Lines only between Middlesbrough and Whitehouse # To/From Stockton Haulage</p> <p>NRN Channel </p> <p>C Up at 18 05 ## To/From BSC Lackenby see page 7.27</p> <p>### To/From Tees Dock</p> <p>#### To/From Cleveland Freightliner Terminal see page 7.28</p>
Whitehouse (W) LC	15 48* 15 74* 15 76		
Cargo Fleet	16 06 16 18*		
BSC Coke Works	17 14		
South Bank Jn	17 31		
SOUTH BANK	17 40		
Beam Mill Jn	18 03 18 29*		
Grange town (G)	18 34* 18 58*		
Grange town Jn	18 65 18 75		
	19 03		
Shell Jn	19 32		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Redcar Ore Terminal Jn	20 05	UM DM 60	NRN Channel 
BRITISH STEEL REDCAR	21 00	40 40	# To/From Redcar Mineral Terminal and Redcar Ore Terminal
	21 72		
	22 16	20	
REDCAR CENTRAL	22 64	60	
	22 67*	*	
Redcar LC (R)	22 71		AB Redcar to Longbeck
	22 72*	* 15	
	23 18*	50	
Church Lane LC	23 20*	* 15	
CCTV REDCAR EAST	23 60	60	T = Grewgrass UWC at 25 05
			Longbeck to Saltburn controlled by Longbeck (L) Signal box
LONGBECK (L) LC	25 29		
MARSKE	25 65	55	
	26 49*	* 55	
	26 59*	* 40	I = Saltburn Riding School UWC at 26 63
	26 70*		
		40	
Saltburn West Jn	27 05*	20 20	## To/From Boulby see page 7.29
	27 09*	* 15	
		55	
	27 47*	* 15	
SALTBURN	27 57	15	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
<p style="text-align: center;">GUISBOROUGH JN TO WHITBY</p>			<p>NRN Channel </p> <p># To/From Middlesbrough see page 7.20 Controlled by Middlesbrough (M) Signal box.</p>
Guisborough Jn	0 00*		
Cargo Fleet Road LC CCTV	0 14		
MARTON	2 45* 2 56 2 59*		
	3 55*		
GYPSY LANE Marlon Lane LC ABCL	3 60 3 62		Class 4, 6 7 and 8 trains approaching Marlon Lane level crossing must not exceed 10 mph in the Up direction between the Level Crossing Speed Restriction Board and the Level Crossing
	4 12*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
NUNTHORPE LC (N)	4 25		NRN Channel
	4 31*		CL = 30 NSTR Nunthorpe to Battersby (Controlled by Nunthorpe Signal box)
Morton Carr LC AOCL	4 68		T = Morton Grange UWC at 5 50
GREAT AYTON	8 14		NRN Channel Change at 8 14
	10 19*		T = Laings UWC at 9 55 T = Atkinson Wood Farm UWC at 9 70
Battersby Jn	10 54		# To/From Whitby see page 7.25
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		
BATTERSBY	12 03		NSTR Battersby to Glaisdale (controlled by Nunthorpe Signal box)
Battersby Jn	12 10*		# To/From Middlesbrough see page 7.24
Battersby Road LC	12 46		NRN Channel 
AOCL	13 56*		
	13 62*		
KILDALE	13 64		
Guisborough Road	14 56		
LC AOCL	16 62*		
	17 20*		
	17 27*		
COMMONDALE	17 71		
	18 28*		
	19 13*		
	19 28*		




Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
CASTLETON MOOR DANBY	19 38 20 74		<p>NSTR Battersby to Glaisdale (controlled by Nunthorpe SB) + Class 158 units 30 mph passing Castleton Moor platform.</p> <p>\$ Applies to Diesel Multiple Unit trains only. All other trains 20 mph Maximum speed.</p> <p>⊠ = Engineers Siding controlled by Ground Frame. (Secured out of use) CL = 21</p> <p>NSTR Glaisdale to Whitby (controlled by Nunthorpe Signal box)</p> <p>+ Class 158 units 30mph passing Egton platform</p> <p># To/From North Yorkshire Moors Railway (Controlled by Ground Frame).</p>
LEALHOLM	21 35* 21 39*		
	24 43 24 60*		
	25 65*		
	26 12* 26 40*		
GLAISDALE	26 50		
	26 57* 27 45*		
EGTON	28 17		
	29 50*		
GROSMONT	29 59 29 66 24 44* 24 51		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
SLEIGHTS OCC LC RUSWARP LC ABCL Bag Hall Ground Frame WHITBY	26 27* 26 45* 27 63 29 31 30 20* 30 27* 30 48 30 61		NSTR Glaisdale to Whitby (controlled by Nunthorpe Signal box) NRN Channel T = Whitby end of Sleights Station platform for Stop board see page 7.72 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
Beam Mill Jn Slag Road LC Limit of Railtrack Line	18 03 18 67	BEAM MILL JN TO SLAG ROAD LACKENBY 	NRN Channel # To/From Middlesbrough see page 7.21 Controlled by Grangeltown (G) Signal box. ## 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 7.21
Railtrack Boundary	0 58		NRN Channel
Eastgate Mount LC OPEN	1 34*		AL= Arrival Line ## To/From ICI Wilton Coal Terminal see below DL = Departure Line
ICI Wilton Jn	1 38		STOP to collect/deliver Train Staff.
ICI Weighbridge House	1 78		IL = Inward Line OL = Outward Line \$ = Through Sidings (Sidings belong to I.C.I.)
Coal Access LC OPEN	2 07		OTS Coal Access LC to Cleveland Freightliner Terminal.
North Gate LC OPEN	2 24	Limit of "B.R." Working	
Cleveland Freightliner Terminal (Wilton)	2 61		
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
ICI Wilton Coal Terminal	0 70		OTNS NRN Channel



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		SALTBURN WEST JN TO BOULBY POTASH MINE	
Saltburn West Jn	27 05 27 08* 27 50* 27 76* 27 79* 29 09* 30 27* 31 24*		<p>AWS not provided</p> <p># To/From Middlesbrough see page 7.22</p> <p>Controlled by Longbeck (L) signal box.</p> <p>T = At Stop Board at 27 63, 275yards before reaching L209 signal</p> <p>TB Longbeck (Saltburn West Jn) to Crag Hall</p> <p>NRN Channel </p>
Crag Hall	33 62 33 69		<p>T = At 32 47</p> <p>## To/From Skinningrove Sidings</p> <p>NSI Crag Hall to Boulby Mine</p> <p>CL = 50</p>
Railtrack Boundary	34 29* 35 50* 36 60*		<p>NRN Channel Change </p> <p>at 36 77</p> <p>T = at 36 77</p>
Grinkle Tunnel (992 yards)	36 77 to 37 42		
Boulby Potash Mine	38 50		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Norton-on-Tees West	0 29	<p>NORTON-ON-TEES WEST TO NORTON-ON-TEES EAST</p>	<p>NRN Channel </p> <p># To/From Ferryhill see page 7.30</p> <p>CW Down at 0 25</p> <p>AB Norton-on-Tees West to Norton-on-Tees East</p> <p>CW Up at 0 05</p> <p>## To/From Billingham see page 7.11</p>
Norton-on-Tees East	0 00		
Kelloe Access Line Jn Tyneside T433 signal	15 00 14 78	<p>KELLOE BANK FOOT BRANCH</p>	<p>AWS not provided</p> <p># To/From Ferryhill See Section 2</p> <p>NRN Channel </p> <p>## To/From Thrislington Quarry Controlled by Tyneside (T) Signal box.</p> <p>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.</p> <p>### To/From Raisby Quarry</p>
'A' Ground Frame	14 23		
Kelloe Bank Foot Branch Jn	14 09		
'B' Ground Frame	14 03		
Kelloe Bank Foot Staff Instrument	13 16		
West Cornforth LC TMO	11 06		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE	NRN Channel 
Billingham-on-Tees	0 00	UP DN 35 #	# To/From Norton-on-tees see page 7.12 AB Billingham-on-Tees to Belasis Lane
Belasis Lane	1 04*	15 *	AWS not provided between Belasis Lane and Seal Sands Storage
	1 10*	15 *	NST Belasis Lane to Phillips Sidings Jn GF
	1 13	## 15	## To/From Haverlon Hill East Grid Sidings
Port Clarence GF	3 05	### 15	### To/From Port Clarence Sidings
	3 15*	30 *	
Phillips Siding Jn GF	3 25	15 - ####	#### To/From Phillips Petroleum OTS Phillips Sidings Jn GF to Seal Sands Storage
		15	
North Tees LC AOCL	4 19	-----	
Seal Sands LC AOCL	4 71	-----	
Seal Sands Branch Jn	5 01	10 ##### 10	##### To/From Seal Sands see page 7.33 T = Telephone at 5 00
	5 21	-----	



Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Seal Sands Branch Jn	0 00		OTS
ICI Brinefield LC OPEN	0 12		The direction of travel from Seal Sands Branch Jn to the end of Railtrack maintenance is UP.
NEEB LC OPEN	0 39		NRN Channel
Enron LC OPEN	0 52		
North/South Access LC	0 71		
Rohm Haas LC	1 42		
AOCL +	1 43		
Monsanto/BASF Siding Jn	1 46		
Monsanto/BASF LC/AOCL+	1 52		
Simon Storage Siding G.F.	2 11		
SS Chemicals LC	2 16		
AOCL +	2 22		
Phillips No2 LC	2 23		
AOCL +	2 42		
End of Railtrack Maintenance	2 44		

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

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		RYHOPE GRANGE TO HENDON	
Ryhope Grange	0 00	25 #	AWS not provided # To/From Hartlepool see page 7.15
	0 03*	* 30	OTS Ryhope Grange to
Grangetown LC OPEN	0 30	STOP STOP	Londonderry Sidings (1 07)
	1 00*	* 15	NRN Channel 
Londonderry Sidings	1 07		Sidings area between 1 07 and 1 53
Hendon	1 53	15 ##	## To/From Fina/Sunderland Docks
		BOLDON EAST JN TO BOLDON NORTH JN	
Boldon East Jn	0 00	15 #	AWS not provided # To/From Sunderland see page 7.16 Line controlled by Boldon Colliery(B) Signal box
		15	Line out of use
Boldon North Jn	0 20	##	NRN Channel  ## To/From Tyne Dock see page 7.36







Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BOLDON WEST JN TO TYNE DOCK	
Boldon West Jn	0 00		Line controlled by Boldon Colliery (B) Signal box. AWS not provided. OTS
Boldon North Jn	0 32 0 35		# To/From Pelaw Jn see page 7.16 ## To/From Boldon East Jn see page 7.35 + = Secured out of use
Green Lane	0 65*		TDL = Tyne Dock Loop TDB = Tyne Dock Branch NRN Channel
Tyne Dock End/Commencement of Token Section boards	1 26		### To/From International Freight Terminal and Tyne Dock Bottom

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Pelaw Jn	0 09	<p>JARROW BRANCH</p>	<p># To/From Newcastle see page 7.16. Line controlled by Tyneside (T) Signal box. OTNS NRN Channel </p>
	0 27* 1 35* 1 65* 2 50*		
Shell Mex Depot Jarrow	3 36 *		
Wardley	19 70	<p>WARDLEY TO PELAW JN</p>	<p>AWS not provided Line controlled by Tyneside (T) Signal box. # To/From Wardley Opencast NRN Channel </p>
	20 50*		
Pelaw Jn	20 75	<p>### 25 ##</p>	<p>CW Up at 20 62 ## To Down Pelaw Goods Loop see page 7.16 ### To/From Newcastle East Jn see page 7.16</p>


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
King Edward Bridge East Jn	0 00	KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN (EAST CURVE)	
		<div> <div>15</div> <div>#</div> </div>	Line controlled by Tyneside (T) Signal box. # To/From Park Lane Jn see page 7.39 NRN Channel  See also Section 2
King Edward Bridge North Jn	0 13	<div> <div>15</div> <div>##</div> </div>	## To/From Newcastle East Jn via Newcastle Station see page 7.58
High Level Bridge Jn	0 00	HIGH LEVEL BRIDGE JN TO GREENSFIELD JN (WEST CURVE)	
		<div> <div>20</div> <div>#</div> </div>	Line controlled by Tyneside (T) Signal box. # To/From Sunderland see page 7.17 NRN Channel  See also Section 2
Greensfield Jn	0 21	<div> <div>20</div> <div>##</div> </div>	## To/From King Edward Bridge East Jn see page 7.39

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 7.17
	100 70		NRN Channel
	100 72*		DGU = Down Gateshead Up
	101 15*		DGEU = Down Greenfield East Up
	0 00*		
Greensfield Jn	0 21*		## To/From High Level Bridge Jn see page 7.38 and Section 2
	0 16*		
			DGWU = Down Greenfield West Up
King Edward Bridge East Jn	0 30		
Tyneside (T)	0 32		
King Edward Bridge South Jn	0 48		### To/From King Edward Bridge North Jn see page 7.38 and Section 2 #### To/From Darlington see page 7.43 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 NRN Channel
Albert Hill	0 32		
NORTH ROAD	0 45*		D/U/L = 56
Hopetown Jn	0 49		
	0 75		
	1 12*		+ 35 mph Maximum speed for trains conveying loaded or empty cement wagons.
Whiley Hill LC AHB	3 57		
	4 53*		
	4 57*		
HEIGHINGTON LC	5 08*		AB Heighington to Shildon NRN Channel Change at
	5 20*		5 11
NEWTON AYCLIFFE	6 30		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
	7 00*	UP 30 45+	+35 mph Maximum Speed applies to conveying loaded or empty cement wagons.
	8 18*	DN 45+ 30	AB Heighington to Shildon
Shildon (S)	8 29	15 15	NRN Channel 
SHILDON	8 34	 	Shildon (S) Signal box area to Bishop Auckland
	8 53*	30	
	8 55*	*	
Shildon Tunnel (1220 yards)	8 66* to 9 42	45+ 45+	
Bishop Auckland Jn	11 17*	15 20 20	Bishop Auckland Jn to Eastgate NOT IN USE
BISHOP AUCKLAND	11 20* 11 23		OTS Bishop Auckland Jn to Witton-le-Wear
WITTON PARK	13 40		
	14 40*	25	
Former Wear Valley Jn	14 47 0 00	10	
	0 25*	10 25	
Witton-le-Wear LC	1 14	 25	OTS Witton-le-Wear to Eastgate

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Wiserley Hall LC R/G	7 15 7 30*		OTS Wotton-le-Wear to Eastgate. NRN Channel + 25 mph Maximum speed for trains conveying loaded or empty cement wagons.
Broadwood LC AOCL	9 40* 9 77		
	10 00*		
	11 32*		
	11 74*		
	12 42*		
STANHOPE	12 65		
	13 06*		
Unthank LC TMO	13 30		
Eastgate	15 40* 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*	UC DC # 25	King Edward Bridge South Jn to Swalwell Jn controlled by Tyneside (T) Signal box # To/From Newcastle East Jn via Newcastle Station see page 7.58 and Section 2, and To/From Park Lane Jn see page 7.39 ## To/From Darlington see Section 2 UC = Up Carlisle DC = Down Carlisle NRN Channel 
	0 53*	## 25 25 25 30 40	
Askew Road Tunnel (53 yards)	0 62 to 0 64		
Bensham Tunnel (125 yards)	1 01 to 1 06		
	1 68*	40 * 25 25 ###	
Norwood Jn	1 71	25 25	
	2 07*	25 * 45	
DUNSTON	2 17		
	3 20*	20 30 * 45	
	3 30*		
METRO CENTRE	3 33		### To/From Low Fell Jn see page 7.50
	3 72*		
Swalwell Jn	3 78	40 20	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Chain Bridge LC (RC) Blaydon (B)	4 00* 5 19 5 22	UP 40 DN 40 65	NRN Channel T = Skiff Inn UWC at 4 18
BLAYDON	5 28 3 78 4 03	65	AB Blaydon to Wylam
	4 20*	65	
	4 73*	55	
Addison LC AHB	5 03	65	T = Boat House UWC at 6 34
Clara Vale LC AHB-X	7 40	X30	
WYLAM (W) LC	8 35	X30	AB Wylam to Prudhoe
	8 48*	URS+ 40 45 DRS+	
	8 78*	15 15 65 15	URS & DRS = 70 + secured out of use URS entered by facing points
PRUDHOE LC	10 48	65	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Mickley LC R/G	11 40	UP DN 65	NRN Channel 
STOCKSFIELD	13 11		
	13 24*	65 * 45 *	
	13 42*	* 65	
RIDING MILL	15 35		T = Farnley UWC at 16 48
CORBRIDGE	17 59		
Dilston LC AHB-X	18 20	X30	T = Devils Water West UWC at 18 57
Hexham (H)	20 53	40 15 MR 15 1	T = Wide Haugh UWC at 19 34 AB Hexham to Haydon Bridge MR = Middle Road = 26
HEXHAM	20 66		
	22 53*	* 55	T = Tyne Green UWC at 21 30 T = Spital UWC at 21 60
	22 63*	65 * 55 *	T = Quality UWC at 23 20
	23 05*	* 60	T = Fourstones Farm UWC at 23 68 T = Moss Cottages UWC at 23 79 T = East Fourstones UWC at 24 32
Warden LC AHB-X	23 54	X30	T = Fourstones Station UWC at 24 62 T = Crossgates UWC at 25 08 T = Goose Holme UWC at 26 17
	23 60*	60 * 65 15 DRS+	T = Altonside UWC at 27 24 T = East Mill Hills UWC at 27 35 T = West Mill Hills UWC at 27 63 DRS = 87 + secured out of use AB Haydon Bridge to Bardon Mill
HAYDON BRIDGE LC	28 35	65	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
			<p>AB Haydon Bridge to Bardon Mill T = Willow Gap UWC at 29 48 T = Lipwood UWC at 29 72</p> <p>NRN Channel </p> <p>AB Bardon Mill to Haltwhistle</p> <p>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</p> <p>AB Haltwhistle to Low Row</p> <p>T = West Lodge UWC at 39 00</p>
Bardon Mill LC R/G BARDON MILL	31 49* 32 00* 32 23* 32 29		
Bardon Mill	32 41 33 14* 35 12		
Whitchester Tunnel (202 yards)	35 65* 35 70 to 35 79		
	36 00* 37 13*		
HALTWHISTLE Haltwhistle (HW)	37 17 37 20 37 22*		
	40 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
			<p>AB Halfwhistle to Low Row T = Baron House UWC at 41 56</p> <p>NRN Channel </p> <p>T = Denton Farm UWC at 43 43</p> <p>T = Denton Mains UWC at 44 18 T = Upper Denton West UWC at 44 34 T = Hightown Farm UWC at 44 66</p> <p>T = Baggarah Farm UWC at 45 48 AB Low Row to Brampton Fell</p> <p>T = Denton Mill UWC at 47 19</p> <p>AB Brampton Fell to Corby Gates</p>
	42 44*		
Denton School LC	43 23*		
AHB-X	43 65		
Denton Village LC	44 01		
Upper Denton LC	44 64*		
AHB-X	45 38*		
Lane Head LC	46 24		
Low Row LC	46 34*		
	46 60*		
Naworth LC AHB-X	47 67		
Milton Village LC	48 60		
BRAMPTON	49 21		
	49 70*		
Brampton Fell LC	50 10		
	51 17*		
	51 49*		

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
How Mill LC AHB-X	52 66 53 01* 53 40*		AB Bampton Fell to Corby Gates
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)
Railtrack LNE / North West Boundary	56 03* 58 00		Hot Axle Box Detector on the Down Main line at 56 73 # To/From Appleby see Railtrack North West Sectional Appendix
Petteril Bridge Jn	59 26*		NRN Channel Change at 58 75  
London Road Jns	59 45* 59 49		## To/From Carlisle Upperby see Railtrack North West Sectional Appendix CW. Up at 59 45 (390 yards before reaching signal CE.403) ### To/From Bag Jn and Workington see Railtrack North West Sectional Appendix


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Carlisle South Jn	59 76 60 02		<p>Carlisle (CE) Signal box area AC Cathcart ECR</p> <p>NRN Channel </p> <p>AWS not provided at Carlisle Station signals # To/From Newcastle/Leeds see page 7.48 and Railtrack North West Sectional Appendix ## To/From Penrith see Railtrack North West Sectional Appendix ### To/From Workington see Railtrack North West Sectional Appendix</p> <p>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</p>
Carlisle (CE)	68 73		
CARLISLE	69 09 0 00		<p>CARLISLE STATION AREA ALL LINES AND CROSSOVERS BETWEEN 68 61 and 0 20 ARE 20 MPH MAXIMUM SPEED</p> <p>B = B Up/Down Goods line C = C Up/Down Goods line</p>
Carlisle North Jn	0 19		<p>#### To/From Gretna Jn see Railtrack North West Sectional Appendix</p>


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Low Fell Jn	0 00	<p>LOW FELL JN TO NORWOOD JN</p>	AC Doncaster ECR Line controlled by Tyneside (T) Signal box. # 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
Norwood Jn	1 42		### To/From Carlisle see page 7.43


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		# 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) NRN Channel
	0 05		
	0 64		
	0 68*		
Holywell LC ABCL	2 19*		\$ = Approaching level crossing
	2 53		
	7 08		
	7 39*		
Seghill North LC AHB	7 41		T = Mares Close UWC at 9 36
	7 42*		
	8 60*		
	9 06		
Hartley LC AHB	10 10*		T = Red House Farm UWC at 11 30
	10 49*		
	11 12		
	11 53*		
Newsham LC	11 70*		AB Newsham to Bedlington South
	12 42*		
	12 45		
	12 46*		


Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newsham North Jn	12 74	UP DN # 25 15 45	AWS not provided AB Newsham to Bedlington South Controlled by Newsham Signal box # To/From Blyth Bates see page 7.55
Plessey Road LC CCTV	13 16	X25	NRN Channel 
Bebside LC AHB-X	14 67	X25	
	15 04*	45 20	
	15 49*	15 15 ##	## To/From Furnace Way Sidings
Bedlington South LC	15 60	20	AB Bedlington South to Bedlington North
Bedlington North LC	15 71	10 10 \$	TB Bedlington North to Morpeth (Hepscott Jn) \$ Within Bedlington North Station limits
	15 76*	###	### To/From Ashington see page 7.54
	16 07*	5 45	
	16 08*	30 45	T = Coatsworth Farm No.2 UWC at 15 25 Rule Book Sections M(i)X1.5.1 and M(ii)2.2.1/ 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 immediately communicate with the Signaller, emergency protection must be carried out.
Choppington LC AHB	17 03*	30 45	
	17 06	45	T = Parkside Farm UWC at 19 38
Hepscott LC AHB	19 21	45	#### To/From Morpeth Jn see page 7.53
Hepscott Jn	19 44*	40 45 ####	Hepscott Jn to Morpeth North Jn controlled by Morpeth (M) Signal box.
Signals M135/132	20 07*	40 25	
	20 29*	25	
Signals M133/134	20 32	25	
Morpeth North Jn	20 46*	30 #####	##### To/From Alnmouth see Section 2

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Hepscott Jn	19 44	<p>HEPSCOTT JN TO MORPETH JN</p>	Line controlled by Morpeth (M) Signal box. # To/From Bedlington see page 7.52
	20 24*		NRN Channel
	20 39*		
Coopies Lane LC AHB	20 40		
Morpeth Jn	20 47		## To/From Morpeth Station see Section 2.
Ashington Railtrack/RJB Boundary	3 02 3 05 3 29*	<p>BUTTERWELL SOUTH BRANCH</p>	AWS not provided # To/From Bedlington see page 7.54
New Moor LC AOCL	4 17		Train Staff and Ticket Working between Ashington and Butterwell see pages 7.78 and 7.79
Potlond LC AOCL	4 76*		NRN Channel
Signal B6 (End of Section)	5 38		## To/From Butterwell Opencast
Butterwell Jn	0 00	<p>BUTTERWELL NORTH BRANCH</p>	AWS not provided # To/From Morpeth see Section 2. Controlled by Morpeth (M) Signal box.
Signal B1	0 48		NRN Channel ## To/From Butterwell Opencast

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
BEDLINGTON NORTH TO LYNEMOUTH COLLIERY			AWS not provided
Bedlington North LC	0 00	UP DN 10 10 #	# To/From Benlon North Jn see page 7.52 AB Bedlington North to Marchey's House
	0 06*	40 *	Rule Book Sections M(i)X1.5.1 and M(ii)2.2.1(ii)/X1.5.1-when a train is stopped on the Up line between West Sleekburn Jn. and Bedlington North and the Driver is not able to immediately communicate with the Signaller, emergency protection must be carried out.
	0 76*	40 *	Controlled by Bedlington North (BN) Signal box
West Sleekburn Jn	0 78	15 20 ##	## To/From North Blyth see page 7.56
	1 02*	20 *	
	1 32*	20 *	
Marchey's House Jn	1 35	20 30 ###	### To/From Winning Jn see page 7.57 Controlled by Marchey's House Signal box
		10 30	
Marchey's House LC	1 41*	40 10	AB Marchey's House to Ashington.
North Seaton LC	1 76	40 *	NRN Channel 
	2 18*	30 25	
	2 39*	30 *	
Green Lane LC AHB	2 43*	10 10	
	2 49*	40 *	
	2 70*	25 *	
Ashington	3 02*	15 25	AB Ashington to Lynemouth Colliery
Hirst Lane LC	3 21	15 15 ###	### To/From Butterwell see page 7.53
	3 65*	15 *	
Railtrack / RJB Boundary	4 10*	40 *	
Woodhorn Jn	5 35	10 10	
Lynemouth Colliery	6 12	10 5 10 ####	####To/From Alcan Works (line worked as a Siding)

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		BATES BRANCH	AWS not provided
Newsham North Jn	0 00	<div style="border: 1px solid black; display: inline-block; padding: 2px;">25</div> # ↑	# To/From Benton North Jn see page 7.52 Controlled by Newsham Signal box.
Isabella LC TMO	0 25	----- 25	OTS Newsham North Jn to Blyth Bates
Railtrack/BC Boundary	0 35*	*	Train Staff is kept at Newsham Signal box.
Newsham Road LC	0 36	15	NRN Channel 
Newsham Road LC TMO	0 42*	* -----	
	1 55*	25 * 	
	1 70*	10 * 	
Blyth Bates Terminal		↓	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
		WEST SLEEKBURN JN TO NORTH BLYTH	
West Sleekburn Jn	0 00	UC 15 * 20	AWS not provided DC=Down Cambois UC=Up Cambois # To/From Bedlington North see page 7.54 Controlled by Bedlington North Signal box AB Bedlington North (West Sleekburn Jn) to Winning
Winning Jn	0 29*	35 * 20	## To/From Marchey's House Jn see page 7.57 Controlled by Winning Signal box AB Winning to Freemans
Winning LC	0 36	--- 35 * 25	Rule Book Sections M(i)X1.5.1 and M(ii)2.2.1(ii) /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.
Freemans LC	1 29*	--- D/UC	D/UC=Down and Up Cambois ### To/From Blyth National Power
	1 31	25 * 25	NRN Channel 
	1 32	25 * 25	
	1 35	25 * 25	
Signal F811 (Down)	1 63	25 * 25	
	1 70	25 * 25	OTNS from Freemans Signals F811/F816 #### To/From West and East Group Sidings. Secured out of use
Signal F816 (Up)	1 72	25 * 25	
	1 76	35 * 25	##### To/From former MPD. Secured out of use
	1 79*	25 * 25	
Combois LC TMO	2 10	--- D/UNB	D/UNB=Down and Up North Blyth
	2 75*	15 * 15	##### To/From Alcon Terminal
North Blyth	3 22	#####	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
KING EDWARD BRIDGE SOUTH JN TO NEWCASTLE EAST JN VIA NEWCASTLE STATION			
Askew Road Tunnel (53 yards)	78 62*	70 UM DM 100	Controlled by Tyneside (T) Signal box Bi Directional signalling, speeds as shewn AC Doncaster ECR NRN Channel 
	79 01*	100 * 80	
	79 26*	70 * 70	
	79 26 to 79 29	60 25 * 60	
	79 34*	DC UC 40 * 50	
	79 42*	40 # 30 * 50	
King Edward Bridge South Jn.		* 25 * 30	# To/From Hexham/Carlisle see page 7.43 ## To/From Park Lane Jn see page 7.39 ### To/From King Edward Bridge East Jn see page 7.38
		* 25 * 30	
		25 ## 30	
		15 ### 30	
King Edward Bridge North Jn.	79 56*	15 * 30	
	79 57*	* * 30	
		US 25 DS 25	
		25 25 30 30	

Location	Mileage	Running Lines & Speed Restrictions	Signalling & Remarks
Newcastle South Jn	79 70*		Controlled by Tyneside (I) Signal Box Bi Directional signalling speeds as shewn AC Doncaster ECR
	79 75		# To/From Forth Banks see Section 2
	79 76*		NRN Channel
Newcastle West Jn	80 05		20 mph maximum speed 79 76 to 80 16 unless lower speed shown
NEWCASTLE	80 16*		
	0 00		
	0 03*		PP is authorised on Platforms 2 to 8 only for Class 1, 2, 5 and 0 trains booked to call
	0 06*		+ = Secured out of use
Newcastle East Jn.	0 14*		## To/From Sunderland see page 7.17 and Section 2

TABLE B - SPECIAL WORKING ARRANGEMENTS

1. Trains or vehicles may be propelled in accordance with Personalised Rule Book, Section J, Clause X.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 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 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 below 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
BILLINGHAM-ON-TEES TO SEAL SANDS STORAGE				
BASF Run-Round Loop	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	Trainman
BOLDON WEST JN TO TYNE DOCK		
Boldon West Jn to Tyne Dock	Tyne Dock	Person in Charge 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
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 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.

Table A Pages	Section of line on which TCOD's can be used	Remarks
8 10-11 16 - 17 18 19 - 22	Northallerton High Jn to Northallerton East Jn Picton (north of 52¾ mp) to Norton-on-Tees South signals NSS1 Down line and NS18 Up Line Boldon West Jn to Newcastle East Jn Darlington South Jn to Urray Nook 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
22	Longbeck signals 6 Down and 7 Up to Saltburn Station	
29	Saltburn West Jn. to signals 209 Down and 210 Up on Crag Hall Line	
30	Hartburn Jn to Bowesfield	
38	K.E.B East Jn to K.E.B North Jn	
38	High Level Bridge Jn to Greensfield Jn	
39	Park Lane Jn to K.E.B South Jn	
40	Darlington North Jn to Hopetown Jn.	
43 - 44	K.E.B South Jn to Blaydon	
50	Low Fell Jn to Norwood Jn	
52	Hepscott Jn (excl.) to Morpeth North Jn.	

TABLE F - DIESEL MULTIPLE UNIT ROUTE CLEARANCE

Route clearance listed in this table is a compendium of authorities for different classes of diesel multiple unit rolling stock to operate over 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.

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.

Route	(VB)	(AB)										Notes
	101-127	141-144	150 (a)	153	155	156	158	159	165-166	170		
Northallerton Castle Hills Jn. to Redmire	—	—	—	—	—	—	—	—	—	—		
Northallerton High Jn. to Northallerton East Jn.	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		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.	
Darlington South Jn. to Eaglescliffe South Jn.	Y	R	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 short 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	R		Kildale and Comdonale stations have short platforms. See Local Instructions on page 7.71	
Beam Mill Jn to Slag Road (Lackenby)	—	N	—	—	—	—	—	—	—			
Grangetown (Shell 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			

Route	(VB)	(AB)										Notes
	101-127	141-144	150 (a)	153	155	156	158	159	165-166	170		
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			
Norton -on -Tees West to Norton -on -Tees East	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 J. to King Edward Bridge North Jn (East Curve)	Y	Y	Y	Y	Y	R	Y	Y	R		Class 156 units fitted with larger bladed miniature snow ploughs for operation on Scotland Zone West Highland and Inverness services are prohibited from operating over the King Edward Bridge with blade in place. Class 165-166 units fitted with tripcock gear must not operate over King Edward Bridge with the equipment in position.	
High Level Bridge Jn to Greensfield Jn (West Curve)	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			
Darlington North Jn. to Eastgate	Y	Y	Y	R	R	Y	Y	Y	R		Shildon Up platform and Bishop Auckland Single platform are prohibited to Classes 153, 155, and 165-166 with deflated suspensions.	
Hopetown Jn to UKF Siding	-	N	-	-	-	-	-	-	-			
King Edward Bridge South Jn to Carlisle North Jn	Y	Y	Y	R	R	R	R	R	R		Short platforms exist at most stations on this route.. See Local Instructions on page 7.75. Haltwhistle Down platform is prohibited to Cassettes 153, 155 and 165-166 with deflated suspensions.	
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			
Hepscott Jn to Morpeth Jn	Y	Y	Y	Y	Y	Y	Y	Y	Y			
Butterwell North Branch	-	N	-	-	-	-	-	-	-			
Butterwell South Branch	-	N	-	-	-	-	-	-	-			

Route	(VB)	(AB)									Notes
	101-127	141-144	150 (a)	153	155	156	158	159	165-166	170	
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	R	R	R	R	R	Platforms 10 & 12 prohibited to Classes 153, 155, 158, 159, 165-166.
King Edward Bridge South Jn. to Newcastle East Jn. via Newcastle Station	Y	Y	Y	R	R	R	R	R	R	R	Class 156 units with larger bladed miniature snow ploughs for operation on ScotRail Far North services are prohibited from operating over the King Edward Bridge with blade in place. Class 165-166 units fitted with tripcock gear must not operate over King Edward Bridge with the equipment in position.

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 Section D, Clause X.1.1.2 (b).

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 Personalised Rule Book Section H, Part (i), Clause X.9.1 is modified accordingly

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.

DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN

ALLENS WEST

Down passenger trains stopping at Allens West must not sound the locomotive horn at the whistle boards sited immediately in rear of Allens West level crossing.

When the Driver of a Down stopping train has received the signal to start from the Guard he must press the plunger located on the Down platform. When signal UN23 is cleared for the train to proceed, the Driver must sound the locomotive horn immediately before moving towards the level crossing.

When a Driver is authorised to pass signal UN23 at Danger, he must before passing this 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 Allens West level crossing he must satisfy himself that the barriers are fully lowered.

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 Railtrack 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.

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

Stabling of a DMU at Station. A DMU 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 DMU.

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.

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.

SALTBURN WEST JN TO BOULBY POTASH MINE

SALTBURN WEST JN

Guards 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 (SALTBURN WEST JN) AND CRAG HALL

Rule Book Section P Clause 1.1. If the Tokenless Block system fails and a Pilotman is not immediately available, provided the authority of the Railtrack 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, Section H, Part I, clause X.13.8. 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 Section L, clause X.3, 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 L, clause X.3, 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

I. 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.

RYHOPE GRANGE TO HENDON

FINA DEPOT AUTOMATIC OPEN CROSSING SUNDERLAND DOCKS

Rule Book Section L, clause X.3 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.

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 PMVV, 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.

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 Section L, clause X.3.5 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 Dangle, 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 LYNMOUTH COLLIERY

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 LYNMOUTH

Working between Ashington and Lynemouth when Lynemouth Signal box is closed

When Lynemouth 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 Section N so far as it can be applied. The Pilotman must accompany all trains and will secure Woodhorn Junction by clip and padlock, he 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 Section L, clause X.6 "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.

Clause X.6.2.3 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 shoe gear, 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 Personalised Rule Book, Section M(ii) X1.3. 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 Personalised Rule Book Section M(i) Clause X.3, must be carried out. Additionally, if the portions cannot be recoupled, the rear portion of the train must be protected in accordance with Personalised Rule Book, Section M(ii) Clause X.1.3 (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 RAILTRACK LINES ADJACENT TO THE TYNE AND WEAR METRO ELECTRIFIED LINES

The Tyne Wear Metro System is worked on a 1500 volt D.C. System but must be regarded as being similar to the Railtrack 25KV AC System.

The Standard Working Instructions for A.C. Electrified lines Rule Book, Section Z (Part 1.) apply except as shown below :-

1. In the event of a mishap on Railtrack 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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