



12th June 2020

Commentary on the North West & Central Timetable Planning Rules 2021

Version 2.2

Final Proposal for Principal Rules December 2020 Timetable

This document is a covering note for the Timetable Planning Rules – Final Proposal for Principal Rules 2021 Timetable and provides a specific commentary to the Region described above.

In the Timetable Planning Rules document each change in content is indicated by the following convention:

New or amended text is red
Deleted text is green and struck through

The change is also highlighted with a thick vertical line at the right hand side of the page.

The following is a summary of changes in content from Version 2.1 of the 2021 Timetable Planning Rules.

1 Introduction and General Notes

- 1.1 **Index of Routes**
No change
- 1.2 **Sectional Appendices and Rule Book**
No change
- 1.3 **Definitions**
No change
 - 1.3.1 **Train Classification**
No change
 - 1.3.2 **Days of Operation**
No change
 - 1.3.3 **Traction and Rolling Stock**
No change
 - 1.3.4 **Line Codes**
No change

1.3.5 Activity and Other Codes
No change

2 Route Description

2.1 Planning Geography
MD401 Reservoir Tarmac Sidings. Name updated to Banbury Aggregate Sidings to remove customer name

2.2 Route Opening Hours
No change

3 Electrification

3.1 Electrification Limits
No change

3.2 Electrification Supply Restrictions
No change

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability
No change

4.2 Passenger Stock Restrictions
No change

4.3 Freight Wagon Restrictions
No change

4.4 Freight Train Load Limits
No change

4.5 Freight Train Length Limits
No change

4.6 Engineers' Trains Restrictions
No change

5 Running Times, Margins and Allowances

5.1 Sectional Running Times
To be published separately

5.2.1 Headways
No changes

5.2.2 General Capacity Constraints
No changes

5.3 Junction Margins and Station Planning Rules
Standard Values

No changes

MD401 Down Banbury Loop. Name of Banbury Aggregate Sidings updated to remove customer name

Reservoir Neck. Name of Banbury Aggregate Sidings updated to remove customer name and neck length corrected to 320m/50SLU

Banbury Aggregate Sidings. Revised proposal based on method of work split out to differentiate differences between arriving/departing to/from Fenny Compton or to/from Banbury

5.4 Platform Lengths
No changes

5.4.1 Loop Lengths
No changes

5.5 Timing Allowances

5.5.1 SX Daytime

No changes

5.5.2 SX Night Time

No changes

5.5.3 SO Daytime

No changes

5.5.4 SO Night Time

No changes

5.5.5 Sundays Daytime

No changes

5.5.6 Sunday Night Time

No changes

6 Timetabling Considerations

6.1 Advertised and Working Times

No changes

6.2 Timing of Light Locomotives

No changes

These represent the revised Timetable Planning Rules (the “Final Rules”) for the Principal December 2020 timetable in accordance with Part D of the Network Code, Section 2.2.3.

As per Condition D2.2.8 of Part D of the Network Code, any Timetable Participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any part of it. Any such appeal shall be conducted in accordance with Condition D 5 of Part D of the Network Code and must be made by a Timetable Participant and initiated in accordance with Network Code Part D Condition D2.2.8 (a) and (b).

Regards



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TIMETABLE PLANNING RULES

North West and Central

2021 TIMETABLE

Version 2.2

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Final Proposal for Principal Rules 2021 Timetable
12th June 2020

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1 Introduction and General Notes

Network Rail provide the Timetable Planning Rules document to Train Operators and other interested parties to set out the rules which are applicable to Bids for scheduling of train paths on the Network Rail network. Separate sections of Timetable Planning Rules are prepared for each Route with a National Timetable Planning Rules document setting out procedures to be followed and other nationally applicable rules.

Network Rail will determine the contents of Timetable Planning Rules through consultation with Train Operators with the primary aim of achieving the optimal balance between access to the network for train operations and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and Train Operators have a right of appeal to Timetabling Panel against the contents of the Final Timetable Planning Rules.

The Timetable Planning Rules are revised on a bi-annual basis, each revised version being operative for the same Timetable Period as the Working Timetable to which they pertain. Timetable Planning Rules may be changed only through this twice-yearly process or by the change procedure described in the National Timetable Planning Rules.

Train Operators' Access Proposals for Train Slots must be compliant with Timetable Planning Rules. If a Train Operator wishes to submit an Access Proposal for a Train Slot which is not compliant with Timetable Planning Rules, it should consult the Network Rail Capacity Planning Team to establish whether an amendment to Timetable Planning Rules is likely to be agreed and, if appropriate, submit an amendment proposal which will be considered by Network Rail in accordance with the Change Procedure set out in the National Timetable Planning Rules. The Timetable Planning Rules amendment proposal should be submitted to Network Rail as early as possible as and certainly no later than the time of submission of the Access Proposal. If the proposed change is likely to involve the calculation of new sectional running times or a physical investigation then the Train Operator should liaise with the Capacity Planning Team to establish a realistic timescale for evaluation of the proposed change before submission of the Access Proposal.

1.1 Index of Routes

Information arranged on a line of route basis in this document is presented in the following order:

MD101	Euston to Armitage Jn (exclusive)
MD105	Hanslope Jn to Rugby (via Northampton)
MD120	Camden Jn to Watford Junction DC Lines
MD125	Watford High St Jn to Croxley Green (out of use)
MD130	Watford Junction to St Albans Abbey
MD136	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)
MD137	Harlesden Jn to Wembley Central (Wembley Yard lines)
MD140	Bletchley to Bedford St. Johns (inclusive)
MD145	Camden Road West Jn to Camden Jn
MD150	Kensal Green Jn to Willesden Suburban Jn
MD155	Kensal Green Jn to Harlesden Jn (City Lines)
MD160	Willesden High Level Jn to Mitre Bridge Jn
MD166	North Pole Jn to Wembley
MD167	Mitre Bridge Jn to Acton Wells Jn (South West lines)
MD170	Acton Canal Wharf to Willesden Jn
MD175	Brackmills to Northampton South Jn
MD180	Rugby Trent Valley Jn to New Bilton
MD232	Abbey Jn to Hinckley (Exclusive)
MD233	Nuneaton Midland Yard Jn to Canal Farm Jn
MD301	Rugby Trent Valley Jn to Penkridge (via Birmingham)
MD306	Birmingham New Street to Ashchurch (exclusive)
MD310	Barnt Green to Redditch
MD315	Stechford South Jn to Aston South Jn
MD320	Proof House Jn to Bushbury Jn (Via Bescot)
MD325	Soho South Jn to Perry Barr North Jn (Soho Lines)
MD330	Soho East Jn to Soho North Jn
MD335	Perry Barr West Jn to Perry Barr South Jn
MD340	Aston North Jn to Alrewas (Exclusive)
MD345	Bescot Jn to Rugeley North Jn (Exclusive)
MD350	Anglesea Sidings to Lichfield City
MD355	Lichfield Trent Valley Jn to Lichfield Trent Valley (Chord Line)
MD360	Walsall Pleck Jn to Darlaston Jn
MD365	Portobello Jn to Wolverhampton Crane St Jn
MD370	Up Dudley Siding to Walsall Pleck Jn
MD401	Heyford to Bordesley Jn
MD405	Leamington Spa Jn to Coventry South Jn
MD410	Coventry North Jn to Nuneaton South Jn
MD415	Hatton Station to Stratford-upon-Avon
MD420	Hatton North Jn to Hatton West Jn
MD425	Tyseley South Jn to Bearley Jn
MD430	Droitwich Spa to Stourbridge North Jn
MD435	Small Heath South to Stourbridge North Jn
MD440	Galton Jn to Smethwick Jn
MD445	Stourbridge Junction to Stourbridge Town
MD450	Stourbridge North Jn to Round Oak
MD455	Kingswinford Jn South to Pensnett
MD460	Fenny Compton to Burton Dassett (Kineton MOD)
MD501	Tamworth (inclusive) to Birmingham Proof House Jn
MD545	Kingsbury Jn to Whitacre Jn
MD555	Nuneaton North Jn to Water Orton East Jn
MD560	Water Orton West Jn to Park Lane Jn

MD565	Castle Bromwich Jn to Ryecroft Jn
MD570	Saltley Landor Street Jn to Kings Norton Jn (Camp Hill Lines)
MD575	St Andrews Jn to Grand Jn
MD580	Lifford East Jn to Lifford West Jn
MD701	Marylebone to Aynho Jn
MD705	Greenford West Jn to South Ruislip
MD710	Neasden South Jn to Harrow on the Hill
MD712	Amersham to Aylesbury
MD715	Neasden South Jn to Neasden Jn
MD720	Princes Risborough to Aylesbury
MD725	Aylesbury to Claydon LNE Jn
MD736	Oxford North Jn (exclusive) to Denbigh Hall South Jn
MD740	Bletchley Flyover Jn to Fenny Stratford (Flyover Lines)
MD745	Bicester South Jn to Bicester Gavray Jn
MD801	Wolverhampton North Jn to Abbey Foregate Jn (exclusive)
MD805	Oxley Stafford Road Jn to Bushbury Oxley Jn (Oxley Chord Lines)
MD810	Madeley Jn to Ironbridge Power Station
NW1001	Armitage Jn (inclusive) to Preston Fylde Jn
NW1002	Penkridge Station (inclusive) to Trent Valley Jn No. 1 (Stafford)
NW1004	Rugeley Town (exclusive) to Rugeley North Jn
NW1005	Kidsgrove Jn to Crewe South Jn
NW1007	Nantwich (exclusive) to Crewe South Jn.
NW1009	Basford Hall Jn to Sandbach South Jn (Independent Lines)
NW1011	Gresty Lane to Salop Goods Jn
NW1013	Crewe Sorting Sidings North to Gresty Lane
NW1015	Salop Goods Jn to Crewe North Jn (Chester Independent Lines)
NW1017	Salop Goods Jn to Crewe Coal Yard (Liverpool Independent Lines)
NW1019	Acton Grange Jn to Warrington South Jn (Helsby Lines)
NW1021	Winwick Jn to Golborne Jn (Via Earlestown)
NW1023	Haydock Branch Jn. to Kelbit P. S.
NW1025	Bamfurlong Sidings Jn to Ince Moss Jn (Ince Moss Chord Line)
NW1027	Preston South Jn to Strand Road
NW2001	Weaver Jn to Liverpool Lime Street
NW2003	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)
NW2005	Speke Jn to Garston Jn
NW2007	Allerton East Jn to Garston Jn
NW2009	Arpley Jn to Ditton East Jn
NW2011	Walton Old Jn to Arpley Jn
NW2015	Ordsall Lane Jn to Edge Hill
NW2017	Eccles to Weaste
NW2019	Parkside Jn to Lowton Jn (East Curve lines)
NW2021	Earlestown South Jn to Earlestown West Jn (Liverpool Curve)
NW2023	Springs Branch Jn to Huyton Jn (St Helens Lines)
NW2025	St. Helens Station Jn to Ravenhead Jn
NW2027	Edge Hill Bootle Branch Jn to Regent Road L. C.
NW2029	Olive Mount Jn to Edge Lane Jn
NW3001	Crewe North Jn to Holyhead
NW3003	Chester East Jn to Acton Grange Jn
NW3005	Gobowen (exclusive) to Saltney Jn
NW3007	Wrexham Central to Bidston West Jn
NW3009	Chester North Jn to Chester South Jn
NW3011	Chester West Jn to Hooton South Jn
NW3013	Hooton South Jn to Helsby Jn
NW3021	Frodsham Jn to Halton Jn
NW3023	Edgeley Jn No. 2 to Mickle Trafford

NW3025	Skelton Jn to Partington
NW3027	Timperley to Altrincham (Metrolink Lines)
NW3029	Sandbach North Jn to Northwich West Jn
NW3031	Northwich South Jn to Northwich Station Jn
NW3033	Hartford East Jn to Hartford North Jn (East Goods Line)
NW3035	Hartford West Jn to Hartford North Jn (West Goods Line)
NW3037	Hartford C.L.C. Jn to Hartford Jn
NW4001	Preston Ribble Jn to Cove L. C.
NW4003	Preston Fylde Jn to Deepdale Jn
NW4005	Preston Fylde Jn to Blackpool North
NW4007	Kirkham North Jn to Blackpool South
NW4011	Morecambe South Jn to Morecambe
NW4013	Hest Bank to Bare Lane
NW4017	Morecambe Jn to Heysham Port
NW4019	Oxenholme to Windermere
NW4021	Upperby Jn to Rome Street Jn
NW4023	Upperby Jn to London Road Jn
NW4025	Currock Jn to Bog Jn
NW4027	Carlisle Yard Recess Sidings to Brunthill
NW4029	Mossband Jn to Bush-On-Esk
NW4031	Gretna Jn to Gretna Green (exclusive)
NW4033	Carnforth North Jn to Carlisle South Jn (via Barrow)
NW4041	Dalton Jn to Park South Jn
NW5001	Crewe North Jn to Manchester Piccadilly
NW5003	Wilmslow to Slade Lane Jn (Styal Lines)
NW5005	Heald Green South Jn to Heald Green West Jn
NW5007	Manchester Airport to Heald Green North Jn
NW5008	Norton Bridge to Stone Jn
NW5009	Colwich Jn to Cheadle Hulme
NW5010	Glebe Street Jn to Caldon Quarry
NW5011	Heaton Norris Jn to Guide Bridge Station Jn
NW5012	Foley Crossing (exclusive) to Stoke Jn
NW5013	Denton Jn to Ashton Moss North Jn
NW5015	Hadfield to Ardwick Jn
NW5017	Dinting South Jn to Dinting East Jn
NW5019	Glossop to Dinting West Jn
NW5021	Stalybridge to Guide Bridge West Jn
NW6001	Manchester Piccadilly East Jn to Euxton Jn
NW6003	Castlefield Jn to Allerton Jn
NW6004	Water Street Jn to Salford Central (Ordsall Chord Lines)
NW6005	Manchester Victoria East Jn to Windsor Bridge South Jn
NW6007	Deal Street Jn to Ordsall Lane Jn
NW6009	Windsor Bridge North Jn to Southport
NW6011	Bolton East Jn to Blackburn Bolton Jn
NW6013	Lostock Jn to Crow Nest Jn
NW6015	Wigan Wallgate to Kirkby
NW7001	Manchester Victoria West Jn to Hebden Bridge
NW7005	Castleton East Jn to Hopwood G. F.
NW7006	Todmorden to Stansfield Hall Jn (Todmorden West Curve)
NW7007	Farington Curve Jn to Ormskirk
NW7009	Farington Curve Jn to Hall Royd Jn (East Lancs Line)
NW7011	Farington Jn to Lostock Hall Jn (Lostock Hall Lines)
NW7013	Daisyfield Jn to Hellifield
NW7015	Padiham Power Station Sidings to Rose Grove West Jn
NW7017	Gannow Jn to Colne

NW7019	Thorpes Bridge Jn to GMC Siding (inclusive)
NW7021	Miles Platting Jn to Marsden
NW7023	Philips Park West Jn to Brewery Jn
NW7025	Philips Park West Jn to Ashburys West Jn
NW7027	Baguley Fold Jn to Philips Park South Jn
NW8001	Hunts Cross West Jn to Southport
NW8003	Paradise Jn to James Street (Stock Interchange/Holding Line)
NW8005	Sandhills Jn to Ormskirk
NW8007	Bootle Jn to Aintree Emergency G. F.
NW8009	Walton Jn to Kirkby
NW8011	Mann Island Jn to West Kirby (Via Loop)
NW8013	Canning Street Jn to Hooton South Jn
NW8015	Bidston East Jn to New Brighton (New Brighton Lines)
NW8017	Canning Street North to Rock Ferry South Jn
NW9001	Dore West Jn to Edgeley Jn No.1 (Hope Valley Lines)
NW9003	Chinley East Jn to Chinley South Jn (Chord Line)
NW9005	Chinley North Jn to Buxton
NW9007	New Mills South Jn to Ashburys East Jn
NW9009	Marple Wharf Jn to Rose Hill
NW9011	Romiley Jn to Hyde Jn
NW9013	Woodley Jn to Bredbury Sidings
NW9017	Hazel Grove High Level Jn to Northenden Jn
NW9019	Buxton to Brigg's Sidings
NW9021	Buxton to Hazel Grove East Jn
NW9901	Gargrave to Carlisle South Jn
NW9903	Settle Jn to Carnforth Station Jn
NW9909	Corby Gates to Petteril Bridge Jn
NW9911	London Road Jn to Bog Jn (Newcastle Goods Lines)

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

The Sectional Appendix to the Working Timetable and Books of Rules and Regulations shall be used.

The Sectional Appendix is the sole source of information regarding the following:

Electrification limits refer to relevant Table 'A'

Permissive Working refer to relevant Table 'A', then see below.

Route Clearance refer to 'tab' associated with relevant Table 'A'

To identify the type of Permissive Working that applies at a given location refer to the appropriate Sectional Appendix Table A for that location. If there is authority for Permissive Working, this will appear in the Signalling and Remarks. There are different authorities that depend upon the signalling and layout of the location. The following list identifies the types of Permissive Working that will appear in the Sectional Appendix.

Type	Description
PP	Permissive Working – full use for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – A	Permissive Working – Attaching and Detaching use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – C	Permissive Working – Contingency use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PP – S	Permissive Working – Platform Sharing use only for class 1, 2, 3 ECS, 5, 9 and 0 trains
PF	Permissive Working for class 3 to 8 and 0 trains

Source: Sectional Appendix – General Instructions – National – Explanation of Table A terms and symbols

1.2.2 Rule Book

The following Modules of the Rule Book GE/RT8000 affects all sections unless specified. The sections listed affect railway operations and train movements. The listed section does not apply directly to the planning of trains, but its application will affect how trains operate, and it is for that reason the item appears here.

RULE BOOK MODULE	SECTION	NOTES
G1 General safety responsibilities and personal track safety for non-track workers	5.5 Using the phonetic alphabet;	Operational principles
OTM Working of on-track machines (OTM)	2.2 Before starting a journey	TPR Section 4.6
	5.6 Carrying out a running brake test	TPR Section 5.1.2
P1 Single line working	6.5 Warning anyone working on or near the line used for single line working	When planning Single Line Working
	9.3 Right-direction movements	
	9.4 Wrong-direction movements	
S1 Signals and indicators controlling train movements		Operational principles
S2 Observing and obeying fixed signals	3.1 Passenger train at a position-light, shunt-ahead or shunting signal	Operational principles
SP Speeds	2.4 Differential permissible speed indicators	TPR Section 5.1.2
	2.5 Permissible speed	TPR Section 5.1.2

RULE BOOK MODULE	SECTION	NOTES
	indicators with letters	
	2.6 Enhanced permissible speed (EPS) indicators	TPR Section 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational principles
TW2 Preparation and movement of multiple-unit passenger trains	6.5 Carrying out a running brake test	TPR Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	TPR Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	TPR Section 5.1.2
	2.3 Electric-traction speed restrictions	TPR Section 5.1.2
	3.16 Carrying out a running brake test	TPR Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational principles
Rule Book Handbook 5 Handsignalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

The list below is not an exhaustive one but is intended to give readers an understanding of some of the terminology as used for the purposes of this document.

If any term in Timetable Planning Rules is unclear please contact the compiler on the telephone number shown on the cover.

1.3.1 Train Classification

Classification	Description
1	Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)
2	Ordinary passenger train; or Breakdown or overhead line equipment train not going to clear the line (2Z99) Officers' special train (2Z01)
3	Freight train which can run at more than 75 mph; or A parcels train; or Empty coaching stock train if specially authorised
4	Freight train which can run up to 75 mph
5	Empty coaching stock train
6	Freight train which can run up to 60 mph
7	Freight train which can run up to 45 mph
8	Freight train which can run at, or is timed to run at, 35 mph or less
9	Anglo-Scottish Avanti train services via the West Midlands
0	Light locomotive or locomotives

Source: The Rule Book GE/RT8000/TW1 Preparation and Movement of Trains General Section 2 Classification and speed of trains

The following tables apply for services of Class 1, 2, 3 (ECS), 5 and 9. Light engine movements, freight services and other special traffic may not conform to the headcode descriptions shown.

Second Character	Third and Fourth Number	Route and/or Destination
A	9x	Chester/North Wales to Euston To Walsall via Aston To Birmingham New Street from Rugeley Trent Valley/Hednesford/Walsall via Aston Marylebone to Aylesbury via High Wycombe Class 2 trains Liverpool/Manchester to Crewe via Manchester Airport LUL trains Elephant & Castle
B	even odd even 59 & above odd even even odd even 00-58 odd 01-59 6x 8x/9x	Class 1 trains Shrewsbury/Wolverhampton/Birmingham to Euston via Weedon CrossCity services to Bromsgrove or Blake Street To Bletchley area including Swanbourne to Bedford St. Johns Class 2 trains to Bletchley (odd numbers) Class 2 trains from Bletchley (even numbers) ECS to Bletchley Carriage Sidings/TMD Marylebone to Aylesbury via Amersham Manchester Airport to Cleethorpes via Sheffield Cleethorpes to Manchester Airport via Sheffield Clitheroe/Blackburn to Manchester Victoria via Darwen York to Blackpool North via Copy Pit Blackpool North to York via Copy Pit Class 2 trains Manchester to Buxton Class 2 trains Buxton to Manchester Class 2 trains Rochdale/Manchester Victoria to Blackburn Class 2 trains Manchester to Hazel Grove
C	70-79 50-6x even odd even odd 61-99 00-39 even 00-28 odd 01-29 even 30-58 odd 31-59 7x/8x even 7x/8x odd	To London area (St. Pancras International to Bedford inclusive) To Carlisle area (bounded by Lancaster, Hellifield, Wetheral (exclusive), Gretna Jn, including the Cumbrian Coast Class 1 trains Manchester Airport to Windermere Class 1 trains Manchester Airport/Preston to Barrow-in-Furness Class 1 trans Euston to Lancaster Class 2 trains to Euston via DC lines Birmingham Snow Hill line services to Dorridge Local services to Coventry Local services from Coventry Aylesbury Vale Parkway to Marylebone via Amersham Worcester to Dorridge via Stourbridge and Birmingham Snow Hill Class 2 trains Leamington Spa to Coventry Class 2 trains Wigan North Western to Liverpool Lime Street via St. Helen's Central Class 2 trains Oxenholme to Windermere Class 2 trains Windermere to Oxenholme Class 2 trains Carlisle to Lancaster via Barrow-in-Furness Class 2 trains Lancaster to Carlisle via Barrow-in-Furness Class 2 trains Heysham/Morecambe to Lancaster Class 2 trains Lancaster to Morecambe/Heysham Merseyrail trains to Chester ECS to Camden Carriage Sidings/WM Euston to Crewe via Trent Valley and Madeley

Second Character	Third and Fourth Number	Route and/or Destination
D	4x/5x/6x 7x	To Nottingham/Derby area - bounded by Wichnor Jn, Tutbury & Hatton, Clay Cross, Mansfield Woodhouse, Staythorpe, Elton & Orston, Loughborough, Lounge Jn Leeds to Chester/Ellesmere Port Class 2 trains Manchester to Chester via Northwich Class 2 trains Manchester to Greenbank To North Wales area (Chester inclusive to Wrexham General/Holyhead and branches) Class 2 trains from Euston via DC lines Marylebone to Stratford-upon-Avon Birmingham Snow Hill line services to Stratford-upon-Avon via Dorridge
E	61-9x odd 00-39 9x	To the Eastern Region Class 1 trains Chester/Ellesmere Port to Leeds Class 1 trains Liverpool to Scarborough/Newcastle Class 2 trains Manchester Airport/Victoria to Leeds via Bradford Class 2 trains Manchester Victoria to Stalybridge ECS to Wembley LMD from or via Marylebone
F	0x/1x 9x 0x odd 1x/2x/3x even 2x/3x even 5x/6x 8x odd even 61-9x	To Leicester area - bounded by Bedford (exclusive), Uffington, Loughborough (exclusive), Mantle Lane, Hinckley To Liverpool area – bounded by Crewe (exclusive), Mickle Trafford, Hooton, Dee Marsh, Farington Curve Jn (exclusive), Euxton Jn (exclusive), Crow Nest Jn, Astley, Warrington Central, Plumley, Middlewich (exclusive) Class 1 trains Blackpool to Liverpool Class 1 trains Manchester Airport to Liverpool via Warrington Central Class 2 trains Preston to Ormskirk Class 2 trains Crewe/Manchester Airport/Manchester/Wigan/Warrington Bank Quay to Liverpool via St Helens Junction Class 2 trains Liverpool to Warrington Bank Quay/Wigan/Manchester Victoria via St Helens Junction Class 2 trains Liverpool to Wigan via St Helens Junction Class 2 trains Manchester Victoria to Wigan via Atherton Class 2 trains Watford Junction to St. Albans Abbey Class 2 trains St. Albans Abbey to Watford Junction Class 1 TransPennine trains Newcastle/Middlesbrough/Scarborough to Liverpool Lime Street Southbound LUL trains to Queen's Park ECS via turnback siding at Wembley Stadium passing through or terminating in the Up platform at Wembley Stadium
G	00-39 40-79 8x/9x odd even	To Birmingham area – bounded by Rugby (exclusive), Hinckley (exclusive), Wichnor Jn (exclusive), Rugeley Town (exclusive), Penkridge (exclusive), Abbey Foregate (exclusive), Hartlebury, Barnt Green, Heyford, Bicester Town (exclusive) Class 1 trains Marylebone to Birmingham Snow Hill Class 2 trains Marylebone to Gerrards Cross or Birmingham Snow Hill Class 5 trains Marylebone to Gerrards Cross or Birmingham Snow Hill Class 1 trains London to Worcester via Kemble Class 2 trains Manchester Piccadilly to Hadfield Class 2 trains Hadfield to Manchester Class 2 trains Manchester to Hadfield (circular services) Merseyrail trains to Liverpool Central Low Level Coventry to Nuneaton Nuneaton to Coventry ECS to Soho TMD ECS moves to Oxley CMD formed off a 9Gxx service terminating at

Second Character	Third and Fourth Number	Route and/or Destination
		Birmingham New Street or Wolverhampton
H	00-59 60-98 0x/1x 3x 4x 4x 5x/6x/7x 8x even even 62-98	To Manchester South area – bounded by Totley Tunnel East, Macclesfield, Alderley Edge, Knutsford, Padgate, Water Street Jn, Ashburys, Guide Bridge Class 1 trains Euston to Manchester Piccadilly via Stoke-on-Trent Class 1 trains Euston to Manchester Piccadilly via Crewe and Wilmslow Class 2 trains Hazel Grove to Manchester Piccadilly Class 2 trains Chester/Greenbank to Manchester Piccadilly Class 1 trains Liverpool to Manchester Airport via Warrington Central Class 2 trains Crewe to Manchester Piccadilly via Stockport Rose Hill to Manchester Piccadilly via Hyde Stoke-on-Trent to Manchester Piccadilly To Marylebone (except from Aylesbury via Amersham and Oxford) Snow Hill lines services to Leamington Spa Class 2 trains Coventry to Leamington Spa ECS to Tyseley LMD from or via Birmingham New Street To Rugeley/Hednesford via Aston Class 2 trains Leeds/Skipton to Lancaster/Morecambe/Carlisle (both directions) Merseyrail trains to Hooton
I	odd even	Class 2 trains Birmingham New Street to Birmingham International Class 2 trains Birmingham International to Birmingham New Street LUL trains to Stonebridge Park Trains terminating at Wembley Stadium not using the turnback siding
J	0x/1x 2x 3x 4x 9x even odd odd even	To Shrewsbury area – bounded by Dorrington, Abbey Foregate, Nantwich (exclusive), Gobowen and including the lines to Aberystwyth and Pwllheli To Manchester area – bounded by Diggle, Stalybridge, Philips Park South Jn, Water Street Jn (exclusive), Patricroft, Crow Nest Jn (exclusive), Blackrod, Bromley Cross, Smithy Bridge Class 2 trains Wigan to Manchester Victoria via Atherton Class 2 trains Clitheroe/Blackburn to Manchester Victoria/Rochdale Class 2 trains Kirkby to Manchester Victoria via Atherton Class 2 trains Preston to Manchester Victoria Class 2 trains Stalybridge to Manchester Victoria Bidston to Wrexham Central Southport to Leeds Leeds to Southport Marylebone to Stourbridge Junction Birmingham Snow Hill line trains to Stourbridge Junction ECS to Shrewsbury Abbey Foregate Carriage Sidings Euston to Watford Junction Watford Junction to Euston LUL trains to Harrow & Wealdstone
K	odd even 60 and above 61 and above odd even	To Crewe area - bounded by Uttoxeter, Congleton, Chelford, Middlewich, Crewe, Nantwich, Penkridge, Rugeley Town Class 1 (low numbers) TransPennine trains Manchester Piccadilly to Hull Class 1 (low numbers) TransPennine trains Hull to Manchester Piccadilly Class 1 (even numbers) TransPennine trains Leeds to Manchester Piccadilly Class 1 (odd numbers) TransPennine trains Manchester Piccadilly to Leeds Class 1 trains Birmingham New Street to Leicester Class 2 trains Euston to Milton Keynes Central Class 2 trains Milton Keynes Central to Euston ECS to Crewe Carriage Sidings

Second Character	Third and Fourth Number	Route and/or Destination
	1x 3x 5x 6x 8x	Crewe to Derby Class 2 trains Manchester (and beyond) to Stoke-on-Trent Manchester to Crewe via Stockport Blackpool/Manchester to Macclesfield Manchester Victoria to Kirkby via Atherton Wigan to Alderley Edge via Stockport Marylebone to Kidderminster Birmingham Snow Hill line trains to Kidderminster To Rugeley/Hednesford via Soho Road From Rugeley/Hednesford/Walsall via Soho Road Merseyrail trains to Kirkby
L	60-98 7x	To the Anglia Region Liverpool to Birmingham New Street Class 2 trains Birmingham Moor Street or Stratford-upon-Avon to Leamington Spa Class 1 trains Worcester to London via Kemble Class 2 CrossCity trains to Lichfield City Class 2 trains Blackburn/Manchester Victoria to Southport via Atherton
M	9x Even 00-38 7x	To the Midland/North West Region Glasgow/Edinburgh to Manchester/Manchester Airport Class 2 trains Leeds to Manchester Victoria/Airport via Bradford Class 2 trains Huddersfield to Manchester Piccadilly Services from Scotland via West Midlands or Trent Valley Hereford/Malvern/Worcester stations to Birmingham New Street ECS moves to Oxley CMD formed off a 9Mxx service terminating at Birmingham New Street
N	0x 5x 6x 5x/6x 7x 8x 8x 9x odd even	To Preston area – bounded by Euxton Jn, Farington Curve Jn, Garstang, Horrocksford Jn, Hall Royd Jn, Littleborough, Entwistle, Adlington Class 2 trains Ormskirk to Preston Class 2 trains Newcastle (and beyond) to Carlisle (both directions) Class 2 trains Rochdale/Manchester Victoria/Blackburn to Clitheroe Class 2 trains Stoke-on-Trent/Macclesfield to Blackpool North Class 1 trains Manchester Airport to Blackpool Class 2 trains Preston (and beyond) to Colne Class 1 trains Liverpool to Blackpool Class 2 trains Colne to Preston Class 2 trains Southport/Manchester Victoria to Blackburn via Todmorden Class 1 trains Stansted Airport/Cambridge to Birmingham New Street via Leicester Class 2 trains Euston to Northampton Class 2 trains Northampton to Euston ECS to Kings Heath TMD or Northampton Marylebone to Bicester North Class 2 CrossCity trains to Longbridge Merseyrail trains to New Brighton
O	7x/8x 9x	To the Southern Region Class 2 trains Manchester Oxford Road to Liverpool Lime Street via Warrington Central Class 2 trains Liverpool Lime Street to Manchester Oxford Road via Warrington Central Merseyrail trains to Ormskirk LUL trains to London Road Depot

Second Character	Third and Fourth Number	Route and/or Destination
P	<p>even</p> <p>even odd</p> <p>60 and above 59 and above</p> <p>4x 9x</p> <p>odd even</p>	<p>Class 1 trains Leicester to Birmingham New Street Marylebone to Princes Risborough</p> <p>Class 1 (low numbers) TransPennine trains Newcastle to Manchester Airport Class 1 (low numbers) TransPennine trains Manchester Airport to Newcastle</p> <p>Class 1 (even numbers) TransPennine trains Middlesbrough to Manchester Airport Class 1 (odd numbers) TransPennine trains Manchester Airport to Middlesbrough</p> <p>Euston to Preston</p> <p>Class 2 trains Manchester Victoria to Preston Class 1 trains Barrow-in-Furness to Preston</p> <p>Class 2 CrossCity trains to Lichfield Trent Valley</p> <p>Stourbridge Junction to Stourbridge Town Stourbridge Town to Stourbridge Junction</p> <p>Class 1 and Class 2 trains Banbury to Oxford</p>
Q		Test trains only
R		<p>Avanti Train services Morning Peak (Up direction only)</p> <p>Class 1 trains Norwich to Liverpool Lime Street Class 1 trains Marylebone to Birmingham Moor Street</p> <p>Class 2 trains Marylebone to South Ruislip, West Ruislip or Birmingham Moor Street</p> <p>Class 5 trains Marylebone to South Ruislip, West Ruislip or Birmingham Moor Street and shunt moves between Birmingham Moor Street station and Carriage Sidings</p> <p>Class 2 CrossCity trains to Redditch</p> <p>Class 2 trains to Rose Hill Marple</p> <p>Merseyrail trains to Rock Ferry</p>
S	<p>odd even</p> <p>odd 5x 6x</p> <p>even 00-40 odd 01-39 even 7x/8x odd 7x/8x</p>	<p>To the Scotland Region</p> <p>Avanti Trains Anglo-Scottish services via West Midlands or Trent Valley</p> <p>Class 2 trains Bletchley to Bedford Class 2 trains Bedford to Bletchley</p> <p>Stratford-upon-Avon via Whitlocks End</p> <p>Class 2 trains Colne to Blackpool South Blackpool South to Preston</p> <p>Preston (and beyond) to Blackpool South</p> <p>Manchester to New Mills Central via Bredbury New Mills Central to Manchester via Bredbury</p> <p>Class 2 trains Manchester Piccadilly to Sheffield via New Mills Central Class 2 trains Sheffield to Manchester Piccadilly via New Mills Central</p> <p>Merseyrail trains to Southport</p> <p>Any Chiltern Railways operated Class 5 shunting within the station limits at Marylebone</p>
T	<p>odd even</p>	<p>Class 2 trains Euston to Tring Class 2 trains Tring to Euston</p> <p>Marylebone to Oxford including services that terminate at Bicester Village or Oxford Parkway</p>
U	<p>odd even</p> <p>5x/6x 8x 9x 99</p>	<p>Class 1 trains Euston to Crewe via Trent Valley timed at 110mph Class 1 trains Crewe to Euston via Trent Valley timed at 110mph</p> <p>Class 1 trains Blackpool to Manchester Airport Class 1 trains Windermere to Manchester Airport</p> <p>Class 1 trains Barrow-in-Furness to Manchester Airport</p> <p>Trent Valley service that runs via Hixon</p> <p>Marylebone to Banbury Birmingham Snow Hill to Banbury</p>

Second Character	Third and Fourth Number	Route and/or Destination
	odd odd even	Class 2 CrossCity trains to Four Oaks Class 2 trains Manchester Victoria to Leeds via Brighouse Class 2 trains Leeds to Manchester Victoria via Brighouse Merseyrail trains to Hunt's Cross
V	00-20 20-30 40-75 80-95	To the Western Region Birmingham New Street to Gloucester/Cardiff via Chepstow Birmingham New Street to Worcester stations/Malvern/Hereford/Gloucester Birmingham New Street to Bristol/Plymouth/West Country Birmingham New Street to Reading via Leamington Spa ECS to Worcester LMD Marylebone to Aylesbury Vale Parkway via Amersham
W	odd even even 00-39 40-79	Peak services to London Class 1 trains Euston to Northampton/Birmingham New Street services timed at 110mph Class 1 trains Birmingham New Street/Northampton to Euston timed at 110mph Walsall via Birmingham New Street to Wolverhampton From Stratford-upon-Avon via Dorridge to all destinations Marylebone to High Wycombe South Wales to Manchester/North Wales via Hereford and Shrewsbury Alderley Edge/Stalybridge/Manchester to Wigan via Bolton Wigan to Stalybridge via Bolton Merseyrail trains to West Kirby
X		Exceptional load trains requiring to travel under RT3973EXL conditions
Y	odd even	Euston to Birmingham New Street via Northampton Birmingham Street to Euston via Northampton/Birmingham New Street to Northampton Class 1 or Class 2 Oxford to Marylebone Class 5 Chiltern Railways service terminating at Oxford or shunt move in the Oxford area Class 5 Chiltern Railways service terminating at Wembley LMD having reversed in the turnback siding at Wembley Stadium Morecambe/Heysham/Lancaster to Leeds via Settle Merseyrail trains to Ellesmere Port
Z		Must NOT be used for WTT services STP additional trains not conforming to any route code

1.3.2 Days of Operation

The following abbreviations are used to identify the day or days that a train operates.

Abbreviation	Description
M	Monday
T	Tuesday
W	Wednesday
Th	Thursday
F	Friday
S	Saturday
Su	Sunday
EWD	Every Week Day (Monday to Saturday)
Daily	Every day – will not accept this; there must be a separate entry for Sundays (Note – need to include reference to new ITPS processes).
Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

1.3.3 Traction and Rolling Stock

Abbreviation	Description
91E7	Class 91 electric locomotive, 7 Mark 4 coaches and Driving Van Trailer
14x	DMU classes 142 and 144
15x	DMU classes 150/153/155/156/158/159
158	Class 158 DMU
170	DMU classes 170/171
172	Class 172 DMU
175	Class 175 DMU
185	Class 185 DMU
195	Class 195 DMU
22x	DEMU classes 220/221/222
230	Class 230 DMU
319	Class 319 EMU
323	Class 323 EMU
325	Class 325 EMU (Royal Mail)
331	Class 331 EMU
350	Class 350 EMU
377	Class 377 EMU
378	Class 378 EMU
390	Class 390 EMU
397	Class 397 EMU
710	Class 710 EMU
769	Class 769 Bi-mode
777	Class 777 EMU
802	Class 802 Bi-mode
DMU	Any diesel multiple unit (excluding Classes 220/221/222)
DVT	Driving Van Trailer

Abbreviation	Description
EMU	Any electric multiple unit (excluding Class 390)
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 power cars and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
NMT	New Measurement Train (2x Class 43 power cars and 5 trailers)
Power	Passenger stock equipped with power operated external doors
Slam	Passenger stock not equipped with power operated external doors, known as 'Slam Door' stock

1.3.4 Line Codes

Abbreviation	Description
A	Arley Line Line A (Euston to Camden Jn)
A & D Line	Arrival and Departure Line
B	Line B (Euston to Camden Jn)
BL	At Fylde Junction continue Slow Line to Preston Station
BOR	Backing Out Road
C	Line C (Euston to Camden Jn)
CL	Carriage Line or Chord Line
D	Line D (Euston to Camden Jn)
DA	Down Arley Line
DB	Down Bedworth Down Bletchley Down Bolton
DBC	Down Bicester Chord
DBL	Down Bromsgrove Loop
DC	'DC' Lines between Euston and Watford Down Connecting Line
DCL	Down Coventry
DCM	Down Chat Moss
DCV	Down Cherwell Valley
DDG	Down Derby Goods
DEL	Down East Lancs or Derby Lines between Birmingham New Street and Proof House Jn.
DFL	Down Fast Line
DG	Down Goods
DGL	Down Goods Loop
DH	Down Holyhead
DL	Down Line between Birmingham Snow Hill and Birmingham Moor Street
DM or DML	Down Main Line
DNB	Down Norton Bridge
DNL	Down Northampton Line between Hillmorton Jn and Rugby
DOC	Down Ordsall Chord
DOX	Down Oxford Road
DPL	Down Passenger Loop
DR	Down Reception or Down Relief see MD101
DS or DSL	Down Slow Line
DSG	Down Saltley Goods Loop
DTL	Down Through Line
DTS	Down Through Siding
DUG or DUGL	Down and Up Goods Line
DUH	Down & Up Heysham Line
DUM	Down & Up Morecambe Line
E	Line E (Euston to Camden Jn)
EC	East Chord
EL	East Line
FL	Fast Line
GL	Goods Line
HLG	High Level Goods
IL	Independent Line
KSS	King Street Siding
ML	Main Line
OL	Helsby Line (Old Line)
REC	Reception

Abbreviation	Description
RL	Relief Line
REV	Reversible Line
RV	Reversible Line
RVL	Reversible Line
SH	Snow Hill Lines
SL	Slow Line
SWS	South West Sidings
SW	Up & Down South West
TL	Through Line
UA	Up Arley Line
UB	Up Bedworth Up Bletchley Up Bolton
UBC	Up Bicester Chord
UBL	Up Banbury Loop
UC	Up Connecting Line
UCL	Up Coventry
UCM	Up Chat Moss
UCV	Up Cherwell Valley
UDC	Up and Down Cannock
UDE	Up and Down Electric
UDF	Up and Down Fast Line
UDG	Up and Down Goods Line
UDGL	Up and Down Goods Loop
UDM	Up and Down Main
UDP	Up Dorridge Passenger Loop
UDR	Up and Down Relief
UDS	Up and Down Slow Line Up Derby Slow
UDT	Up and Down Through Siding
UEL	Up East Lancs
UFL	Up Fast Line
UGL	Up Goods Loop
UH	Up Holyhead
UM or UML	Up Main Line
UNB	Up Norton Bridge
UNL	Up Northampton Line
UOC	Up Ordsall Chord
UOX	Up Oxford Road
UPL	Up Passenger Loop
UR	Up Relief
USL	Up Slow Line
UTS	Up Through Siding
WL	Stour Valley Lines between Birmingham New Street and Proof House Junction
X	Line X (Euston to Camden Jn)

1.3.5 Activity and Other Codes

Abbreviation	Description
*	Suppression of traffic stop indicator
-D	Train stops to detach vehicles
-T	Train stops to attach and detach vehicles
-U	Train stops to attach vehicles
A	Train stops or shunts for other trains ahead or to pass only. Shows as an * in WTT
AE	Trains stops to attach/detach assisting locomotive.
BL	Train stops to attach or detach a banking locomotive
C	Train stops to change train crew
D	Train only stops to set down passengers. Shows as an s in NRT
E	Train stops for examination
G	NRT data to add
H	Notional Activity to prevent WTT column merge
HH	As H, were there is a third column involved
K	Passenger count point
KC	Ticket collection and examination point
KE	Ticket examination point
KF	Ticket examination point – 1 st Class only
KS	Selective ticket examination point
L	Train stops to change locomotives
LUL	London Underground
N	Stop not advertised to the public
OP	Train stops for other operating reasons
OR	Train locomotive on rear of train
PR	Train propelling between points shown
R	Train stops when required. Shows as an x in NRT
RM	Trains stops for a reversing movement or driver to change ends
RMT	Royal Mail Terminal
RR	Train stops to allow the locomotive to run-round its train
S	Trains for railway personnel only
T	Trains stops to pick up or set down passengers
TB	Train begins (Origin)
TF	Train finishes (Destination)
TS	Detail consist for TOPS Direct requested by DB Cargo
TW	Train stops to pick up or set down a staff, tablet or token on Single Lines. See Section 5.2
U	Train only stops to pick up passengers. Shows as a u in NRT
W	Train stops for watering of coaches
X	Train passes another train at crossing point on single line. See Section 5.2
x	Suppress running line information
#	Force stop with TW

Activity Codes – Notes
1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R) from upstream systems, then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T -D would be correct, -D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive:

Activity Codes – Notes
a) D, U, T, N, S, TW, OP. b) –D, –U, –T. c) TB, TF. d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services).
7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
8. If TF is present then none of K, KC, KE, KF, KS can be present.
9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity –T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and –T for all other trains (but see below). The default Activity will be generated when the upload file is created.
10. If Activities U, D, N, R, OP, S, TW, –U or –D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
11. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, –U or –D (e.g. at 'C' or 'L' stops) then the * must be input to the TPS or similar system train specification at that location to suppress –T or T. If the * is not added to indicate a non-traffic stop then T, –T or OP will be added to the upload file
12. If an Activity –T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the TPS spec (to suppress 'T') and positively show –T in the Activity column.

2 Route Description

2.1 Planning Geography

Network Rail maintains the planning geography and issues it to Train Operators using the BPlan system. BPlan data is to be regarded as the master geography and it is the responsibility of Train Operators and nominated Network Rail users to ensure that data in their train planning systems reflects the master geography.

It is essential that all locations, times and full details such as platforms, running lines, activities, etc. comply fully with all of the following rules. Any Network Links used for buses only are to have running line defined as BUS. All data used by a specifier must be that supplied by Network Rail: use of estimated times added or amended locally will cause the trains concerned to fail validation.

In order to avoid the creation of unnecessary journey legs and associated point-to-point timings, all passing times must conform to these rules.

Locations in bold type are mandatory timing points.

Locations in normal type are non-mandatory timing points.

Locations in italic type are not timing points but are shown for reference purposes.

Line references shown in brackets e.g. (LN656) are only for reference purposes.

In the tables below, the following codes apply:

- F Only freight trains are timed here
- P Only passenger trains are timed here
- S Only stopping trains are timed here
- X Only trains crossing from one running line to another are timed here

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Euston	B C D E X			Platform detail must be shown including MBR for Materials by Rail spoil traffic Only platforms 9 and 10 equipped with DC third rail
Euston Up Carriage Sidings		–		
Park Street MBR Site	E X		F	Materials by rail terminal
Euston Signal WM610		E		For exiting Camden CSD, W.M. or light engine reversals
Euston Signal WM512		X		For exiting Camden CSD, W.M. or light engine reversals
Camden W.M	–	–	S	
Camden CSD	–	–	S	

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Camden South Jn	C E	A B C D E X		A: FL or B Camden Jn to Platforms 1 – 11 B: SL or A Camden Jn to Platform 1 – 11 C: SL or FL Camden Jn to platform 1 – 16, HS and Park Street MBR site D: FL or SL Camden Jn to 8 – 16, HS and Park Street MBR site E: FL Camden Jn to 8 – 16, HS and Park Street MBR site All lines into Euston from Camden Jn South can be used as Up lines.
Camden Jn	FL SL DC	A B C D –		To/from Camden Road West Jn – MD145 To/from Queen's Park DC Lines – MD120
Kilburn Up & Down Goods Loop	SL	SL	S	
Queen's Park	SL	SL	S	
stWillesden TMD	SL	SL	S	All trains to/from Willesden TMD to be timed at Willesden West London Jn
Willesden West London Jn	FL SL DR UR –	FL SL –		To/from Mitre Bridge Jn – MD166 To/from Willesden Euroterminal – MD166 To/from Willesden South West Sidings – MD167 To/from South West Through Siding – MD167 To/from Acton Lane Receptions – MD166
<i>Willesden North Jn</i>				Willesden North Jn: Crossing moves shown at Harlesden Jn
Harlesden Jn	CL SL –	FL SL –	X	Conditional timing point for trains crossing at Willesden North Jn, and for trains to and from City Line, High Level Goods, Brent Sidings, Carriage Line and Up and Down Goods Lines To/from Wembley Central via CL – MD136 To/from Railnet Reception via '–' – MD137 To/from Kensal Green Jn via – MD155 To/from Up and Down Goods via '–'
Up and Down Goods	–	–	F	Conditional timing point for trains on the Up and Down Goods Lines Track code must be shown TIPLOC WLSUDG
Brent Sidings	–	–	S	
Brent Reception and Departure	–	REV –		Track code must be shown Conditional for trains from Railnet Reception via REV and to/from Willesden Brent Sidings To/from Railnet Reception – MD137 TIPLOC WLSDBRR
Sudbury Jn	SL – UDR	UR DR –	X	Conditional timing point for all trains not passing on the slow lines To/from Loco Holding Sidings and Wembley Receptions 1-7 via '–' – MD137 To/From Willesden Up/Down Relief via 'UDR' – MD166 To/From Wembley Yard South Jn – MD166
<i>Wembley Central Jn</i>				For timing purposes this location is shown

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
				as Wembley Central
Wembley Central	FL SL	FL SL CL – UDR		Platform detail must be shown <i>To Willesden Up/Down Relief via 'UDR' – MD166</i> <i>To/from Wembley InterCity Depot via CL – MD136</i> <i>To/from Wembley yards – MD137</i>
North Wembley Jn	FL	SL	X	
Harrow & Wealdstone	FL SL	FL SL		Platform detail must be shown
Bushey	FL* SL	FL SL	S	* set down only Platform detail must be shown
Watford South Jn	SL	FL SL	X	
Watford Yard		SL	S	
Watford Junction	FL SL	FL SL DC		Platform detail must be shown <i>To/from Watford High Street DC Lines – MD120</i> <i>To/from St Albans Abbey – MD130</i>
Watford North Jn	FL SL	FL SL	X	
Kings Langley	FL SL	FL SL	S	
Kings Langley Loop		SL	S	
Apsley	FL SL	FL SL	S	
Hemel Hempstead Boxmoor Sidings		SL	S	
Hemel Hempstead South Jn	SL	SL	S	Shunting moves only
Hemel Hempstead	FL SL	FL SL	S	Platform detail must be shown
Bourne End Jn (Herts)	FL SL	FL SL		
Berkhamsted	FL SL	FL SL	S	
<i>Tring South Jn</i>				
Tring Signal WT1425			S	For trains to Tring Civil Engineers Sidings
Tring Civil Engineers Sidings			S	
Tring	FL SL	FL SL		Platform detail must be shown
Tring North Jn	SL	FL	X	
Cheddington	FL SL	FL SL	S	
Ledburn Jn	FL SL	FL SL		
Leighton Buzzard	FL SL	FL SL	S	
Drayton Road Jn	SL	FL	X	
Water Eaton Road Jn	USL		X	
Bletchley South Jn	–	SL	X	
Bletchley	FL SL RL –	FL SL		Platform detail must be shown <i>To/from Fenny Stratford – MD140</i>
<i>Bletchley North Jn</i>				<i>To/from Bletchley Relief 2</i> <i>To/from Bletchley Carriage Sidings</i>
Bletchley Relief 1	RL	RL	S	
Bletchley Relief 2	RL	RL	S	
Bletchley Carriage Sidings	– CWM	–		
<i>Bletchley Flyover North Jn</i>				
Denbigh Hall South Jn	SL	RL	X	<i>To/from Bletchley Flyover Jn – MD736</i>
Denbigh Hall North Jn	FL	SL	X	
<i>Knowlhill Jn</i>				
<i>Milton Keynes South Jn</i>				
Milton Keynes Central	FL SL	FL SL		Platform detail must be shown
<i>Milton Keynes North Jn</i>				

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Wolverton Signal KR1498	SL	-	S	For trains to Wolverton Centre Sidings
Wolverton Centre Sidings	-	-	S	
Wolverton Signal KR1495	-	SL	S	For trains to Wolverton Centre Sidings
Wolverton	FL SL	FL SL	S	
Hanslope Jn	FL SL	FL SL		<i>To/from Northampton – MD105</i>
Weedon	FL	FL		
Hillmorton Jn	FL –	FL –		<i>To/from Long Buckby – MD105</i>
<i>Rugby South Jn</i>				
Rugby	FL SL DCL UDT UNL	FL DNL UNL		Platform detail must be shown Down trains departing / passing platform 2 towards Coventry must show 'FL' line code from Rugby to Rugby Trent Valley Junction
Rugby Signal RN4182		– SL	S	Up Goods Loop
Rugby Signal RN4184		– SL	S	Up and Down through siding
<i>Rugby North Jn</i>				
Rugby Signal RN4179	–		S	Up and Down through siding
Rugby Trent Valley Jn	SL FL – UCL	SL FL UGL UNL DCL *		<i>To/from New Bilton – MD180</i> <i>To/from Coventry – MD301</i> * DCL line code for trains running bi- directional on Down Coventry
Newbold Jn	SL FL	SL FL	X	
Higoaks Jn	SL FL	SL FL	X	
Brinklow Jn	FL			
Attleborough South Jn	FL SL			
Attleborough North Jn		FL	X	
Nuneaton Signal RN5433	SL		S	
<i>Nuneaton South Jn</i>				<i>To/from Chilvers Coton Jn – MD410</i>
Nuneaton	FL SL DC UC	FL SL DB UB –		Platform detail must be shown <i>Up TV Slow: To/from Hinckley – MD232</i> <i>Up TV Slow: From Nuneaton – MD232</i>
<i>Nuneaton North Jn</i>				<i>To/from Abbey Jn – MD555</i>
Ashby Jn		FL DSL DFL	X	
Canal Farm Jn	SL			Conditional timing point only for trains that have travelled from Nuneaton Midland Yard Jn <i>From Nuneaton Midland Yard Jn – MD233</i>
Atherstone	SL	SL	S	
Polesworth	SL		S	
Amington Jn	FL SL	SL FL		
Tamworth Low Level	SL	SL	S	
Lichfield Trent Valley Low Level	SL USL	SL –	S	Platform detail must be shown Conditional timing point for trains via the Chord Line to Lichfield Trent Valley Jn <i>To/from Lichfield Trent Valley Jn – MD355</i>
Lichfield North Jn	SL FL	FL SL		<i>To/from Rugeley North Jn – NW1001</i>
Curborough Jn		DFL UFL	X	Use for Up Slow to Up Fast crossover and for bi-di timetable planning <i>To/from Rugeley North Jn – NW1001</i>

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)				
TIMING POINT	DOWN	UP	CODE	NOTES
Hanslope Jn		FL SL		<i>To/from Milton Keynes Central – MD101</i>
<i>Northampton South Jn</i>				<i>To/from Brackmills – MD175</i>
Northampton	–	–		Platform detail must be shown
Northampton Riverside Sidings	–		S	Siding A or Siding B must be shown
Northampton Castle Yard	–	–	S	
Northampton North Jn	– UDS	–	S X	
Northampton Kings Heath Traincare Depot	–	–	S	Also known as Northampton EMD
Northampton Down Goods Loop	–	–	S	
Northampton Up Reception	–	–	S	
Northampton Up Sidings	–	–	S	
Mill Lane Jn	–	– UDS	S X	
Long Buckby	–	–		
Daventry South Jn	–	–	X	Trains for Daventry terminals
Daventry IRFT	–	–	F	
Daventry North Jn	–	–		
Hillmorton Jn	FL DNL	FL UNL		
<i>Rugby South Jn</i>				
Rugby	FL SL USL DCL UNL	FL DNL UNL		<i>To/from Rugby Trent Valley Jn – MD101</i>

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES				
TIMING POINT	DOWN	UP	CODE	NOTES
Camden Jn	DC	B C D –		<i>To/from Camden South Jn – MD101</i> <i>To/from Camden Road West Jn – MD145</i>
South Hampstead	DC	DC	S	
Kilburn High Road	DC	DC	S	
Queen's Park	DC 21	DC		
Queen's Park Jn	DC	DC 24		<i>To/from LUL (Bakerloo Line)</i>
Kensal Green	DC	DC	S	
Willesden Signal WS301		–	S	Shunt signal for movements between platforms at Willesden Junction Low Level
<i>Willesden Suburban Jn</i>				<i>To/from Kensal Green Jn – MD150</i> <i>To/from Willesden TMD</i>
Willesden Junction Low Level	DC	DC –		Platform detail must be shown
Willesden Signal WS303	–		S	Shunt signal for movements between platforms at Willesden Junction Low Level
Harlesden	DC	DC	S	
Stonebridge Park	DC –	DC		
STNBS36	DC		X	WS36/38 signal. Down trains to LUL depot
STNBS34		DC	X	WS32/34 signal. Up trains to LUL depot
Wembley Central DC	DC	DC		
North Wembley	DC	DC	S	
South Kenton	DC	DC	S	
Kenton	DC	DC	S	
Harrow & Wealdstone DC	DC	DC		
Harrow DC Signal 307	DC	DC		<i>To/from Turnback Siding only</i>
Headstone Lane	DC	DC	S	
Hatch End	DC	DC	S	

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES				
TIMING POINT	DOWN	UP	CODE	NOTES
Carpenders Park	DC	DC	S	
Bushey	DC	DC	S	
Watford High Street	DC	DC		
Watford Junction		DC		<i>To/from Bourne End Jn – MD101 Platform detail must be shown</i>

MD130 WATFORD JUNCTION TO ST. ALBANS ABBEY				
TIMING POINT	DOWN	UP	CODE	NOTES
Watford Junction	–	–		<i>To/from Harrow & Wealdstone – MD101 Platform detail must be shown</i>
Watford North	–	–	S	Conditional in the Down direction only
Garston	–	–	S	
Bricket Wood	–	–	S	
How Wood	–	–	S	
Park Street	–	–	S	
St. Albans Abbey		–		

MD136 HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Harlesden Jn	CL HLG SL –	SL –		<i>To/from Willesden Brent Sidings via ‘–’ MD101 To/from Willesden Railnet Reception – MD137 To/from Kensal Green Jn – MD155</i>
<i>Willesden Carriage Shed South Signal Box</i>				
<i>Willesden Carriage Shed Middle S.F.</i>				
Wembley InterCity Depot	CL	CL	S	
<i>Willesden Carriage Shed North SB Wembley Central Jn</i>				For timing purposes this location is shown as Wembley Central
Wembley Central	SL	CL UDR		<i>To/from Harrow & Wealdstone – MD101 To/from Wembley yards – MD137 To/from Sudbury Jn via UDR– MD166</i>

MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Harlesden Jn	CL SL –	FL SL –		To/from Brent Sidings via ‘–’ – MD101 To/from Kensal Green Jn – MD155 To/from Wembley Central via CL – MD136 To/from Up and Down Goods via ‘–’
<i>Railnet Jn</i>				For timing purposes this location is shown as Harlesden Jn
Railnet Reception	HLG REC	–		Track code must be shown To/from Princess Royal Distribution Centre via REC To/from Willesden Railnet OTM Siding via REC To/from Wembley Yard South Jn via HLG To/from Brent Reception and Departure via REV
Willesden Railnet OTM Siding	REC		S	
Princess Royal Distribution Centre (PRDC)		REC	S	
Wembley Yard South Jn	DR UR –	UR DR HLG		To/from Wembley C Sidings via HLG To/from Wembley Receptions (Reception & Departure Lines 1-7) via ‘–’ To/from Wembley DBC Fan A & B via ‘–’ To/From Willesden No7 – MD166
Wembley DBC Fan A & B	–	–	F	The A Sidings and only B8 are through sidings
Wembley C Sidings		–	S	ECS movements to/from ‘C’ Sidings
Wembley Loco Sidings	–	–	S	To/from Sudbury Jn – MD166 To/from Wembley Receptions (Reception & Departure Line No.1)
Wembley Reception & Departure Lines 1-7	–	–	F	Track code must be shown To/from Wembley Central TIPLOC WMBYEFR
<i>Willesden Carriage Shed North SB</i>				
<i>Wembley Central Jn</i>				For timing purposes this location is shown as Wembley Central
Wembley Central	SL	–		To/from Harrow & Wealdstone – MD101 To/from Wembley InterCity Depot – MD136

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bletchley	–			To/from Ledburn Jn – MD101 Platform detail must be shown
<i>Bletchley North Jn</i>				To/from Bletchley Relief 2 To/from Bletchley Carriage Sidings – MD101
<i>Bletchley East Jn</i>				To/from Vale Refuge Siding
Bletchley RMC Depot	–	–	F	
Bletchley Civil Engineers Sidings		–	S	
Bletchley TMD		–	S	

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bletchley S&T Yard		–	S	TIPLOC BLTCYD
<i>Fenny Stratford Jn</i>				<i>To/from Bletchley Flyover Jn – MD740</i>
Fenny Stratford	–	–		Single Line between 0 miles 49 chains and 1 miles 42 chains
<i>Single & Double Jn</i>				
Bow Brickhill	–	–	S	
Woburn Sands	–	–		
Aspley Guise	–	–	S	
Ridgmont	–	–		
Lidlington	–	–	S	
Millbrook	–	–		
Stewartby	–	–	S	
Forders Sidings Signal MV233	–		F	Only for trains entering Forders Sidings
Forders Loop	–		F	
Forders Sidings	–	–	F	
Forders Sidings Signal MV28		–	F	Only for trains entering Forders Sidings
Kempston Hardwick			S	
<i>Double to Single Jn</i>				Single Line beyond 15 miles 67 chains
Bedford St. Johns	–	–		<i>To/from Bedford – Refer to East Midlands Timetable Planning Rules – LN3140</i>

MD145 CAMDEN ROAD WEST JN TO CAMDEN JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Camden Road West Jn	–	–		<i>To/from Camden Road East Jn – EA1320 Refer to Anglia Timetable Planning Rules</i>
<i>Route Boundary: NW&C/Anglia</i>				<i>5 miles 42 chains</i>
Primrose Hill Signal NL1202		–	S	Timing point for trains required to stop for changeover from DC (third rail) to AC (overhead) electrification OP stop to be shown for ARS regulating purposes TIPLOC CMDN202.
Primrose Hill Signal WM801	–		S	Timing point for trains required to stop for changeover from AC (overhead) electrification to DC (third rail) TIPLOC CMDN801 <i>To Queen's Park via DC lines – MD120</i>
<i>Primrose Hill Jn</i>				
Camden Jn	SL DC	–		<i>To/from Willesden West London Jn – MD101 To/from Queen's Park – MD120</i>

MD150 KENSAL GREEN JN TO WILLESDEN SUBURBAN JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Kensal Green Jn	–	–		<i>To/from Gospel Oak – Refer to Anglia Timetable Planning Rules – EA1310 To/from Willesden Junction High Level – Refer to Anglia Timetable Planning Rules – EA1310 To/from Harlesden Jn – MD155</i>
<i>Route Boundary: Anglia/NW&C</i>				<i>5 miles 25 chains</i>
<i>Willesden Suburban Jn</i>				<i>To/from Willesden Junction Low Level – MD120</i>

MD155 KENSAL GREEN JN TO HARLESDEN JN (CITY LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Kensal Green Jn	–	–		<i>To/from Gospel Oak – Refer to Anglia Timetable Planning Rules – EA1310 To/from Willesden Suburban Jn – MD150</i>
<i>Route Boundary: Anglia/NW&C</i>				<i>0 miles 21 chains</i>
<i>Willesden Distillers Sidings</i>	–		F	
Harlesden Jn	CL SL –	SL –		<i>To/from Brent Sidings – MD101 To/From Up and Down Goods – MD101 To/from Wembley Central via SL – MD101 To/from Wembley InterCity Depot via CL – MD136 To/from Railnet Reception via HLG – MD137</i>

MD160 WILLESDEN HIGH LEVEL JN TO MITRE BRIDGE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Willesden High Level Jn</i>				<i>To/from Willesden Junction High Level – Refer to Anglia Timetable Planning Rules – EA1310</i>
<i>Route Boundary: Anglia/NW&C</i>				<i>0 miles 9 chains</i>
Mitre Bridge Jn	UWL DWL	–		<i>To/from Kensington Olympia – Refer to Sussex Timetable Planning Rules – SO250.</i>

MD166 NORTH POLE JN TO WEMBLEY				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Route Boundary: South East/NW&C</i>				<i>5 miles 65 chains</i>
Mitre Bridge Jn	– SW	UWL DWL		<i>To/from Kensington Olympia – Refer to Sussex Timetable Planning Rules – SO250 To/from Willesden High Level Jn – MD160 To/from Willesden South West Sidings via SW – MD167</i>
Willesden West London Jn	– FL SL DR UR	– FL SL		Conditional timing point for all trains not using the SW lines. <i>To/from Camden Jn – MD101 To/from Wembley Central – MD101 To/from Acton Wells Jn (South West Lines) – MD167</i>
Willesden Euroterminal	–	–	S	Timing point for trains to/from Willesden Euroterminal
Acton Lane Reception Sidings	–	–	S	Timing point for trains to/from Acton Lane Reception Sidings
<i>Willesden Jn</i>				<i>For timing purposes this location is shown as Willesden No.7</i>
Willesden No.7	FL DR UR	UR DR –	X	Conditional timing point for all trains on relief lines and crossing moves <i>To/from Acton Canal Wharf Jn – MD170</i>
Brent New Jn	–	DR	S	Conditional timing point for trains reversing or to/from Willesden F Sidings
Willesden F Sidings		–	F	
Wembley Yard South Jn	DR UR –	UR DR HLG		<i>To/from Wembley C Sidings via HLG To/from Wembley Receptions (Reception & Departure Lines 1-7) via ‘-’ To/from Wembley DBC Fan A & B via ‘-’ To/From Wembley Receptions (Reception & Departure Lines 1-7) via ‘-’</i>
Sudbury Jn	SL – UDR	UR DR –		Conditional timing point for all trains not passing on the slow lines <i>To/from Loco Holding Sidings and Wembley Receptions 1-7 via ‘-’ To/from Wembley Central via SL – MD101 To/from Brent Reception & Departure Line or Up & Down Goods via ‘-’ – MD101</i>
Willesden Up & Down Relief Lines	–	–		Track code must be shown TIPLOC: WLSUDR
<i>Wembley Central Jn</i>				<i>For timing purposes this location is shown as Wembley Central</i>
Wembley Central	FL SL	FL SL CL – UDR		Platform detail must be shown <i>To Willesden Up/Down Relief via ‘UDR’ To Wembley ICD via CL To Wembley Receptions (Reception & Departure Lines 1-7) via ‘-’</i> TIPLOC WMBY

MD167 MITRE BRIDGE JN TO ACTON WELLS JN (SOUTH WEST LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Route Boundary: South East/NW&C</i>				<i>5 miles 65 chains</i>
Mitre Bridge Jn	– SW	UWL DWL		<i>To/from Kensington Olympia – Refer to Sussex Timetable Planning Rules – SO250 To/from Willesden High Level Jn – MD160 To/from Willesden South West Sidings via SW</i>
Willesden West London Jn	– FL SL DR UR	– FL SL		Conditional timing point for all trains not using the SW lines. <i>To/from Wembley (Relief Lines) – MD166 To/from Camden Jn – MD101 To/from Wembley Central – MD101</i>
Willesden South West Goods Lines	–	–		Conditional timing point for trains using SW line from Mitre Bridge Jn in the Down direction or from Willesden South West Sidings in the Up direction. Track Code must be shown TIPLOC WLSDSWG
Willesden South West Sidings	–	– SW		Track Code must be shown
Willesden Old Oak Sidings		–	F	
<i>Route Boundary: NW&C/Anglia</i>				<i>6 miles 76 chains</i>
Acton Wells Jn	–	–		<i>To/from Acton Wells Jn – Refer to Anglia Timetable Planning Rules - EA1310</i>

MD170 ACTON CANAL WHARF TO WILLESDEN JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Acton Canal Wharf	–	–		<i>To/from Acton Wells Jn – Refer to Anglia Timetable Planning Rules – EA1360</i>
<i>Route Boundary: Anglia/NW&C</i>				<i>0 miles 11 chains</i>
<i>Willesden Jn</i>				<i>For timing purposes this location is shown as Willesden No.7</i>
Willesden No.7	FL DR UR	–		

MD175 BRACKMILLS TO NORTHAMPTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Bridge Street LC (former site of)</i>				<i>End of Line Line is out of use between Bridge Street (4 miles 55 chains) and Northampton South Jn</i>
<i>Bridge Street GF (former site of)</i>				
<i>Bridge Street Jn (former site of)</i>				
<i>Duston North Jn (former site of)</i>				
<i>Northampton South Jn</i>				<i>To/from Northampton – MD105</i>

MD180 RUGBY TRENT VALLEY JN TO NEW BILTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Rugby Trent Valley Jn	–	DCL		To/from Rugby – MD101
New Bilton		–		

MD232 ABBEY JN TO HINCKLEY (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Abbey Jn	–	A		To/from Water Orton – MD555 To/from Nuneaton Platforms 1 to 5 – MD555
Nuneaton Midland Yard Jn	–	DA	X	Conditional timing point for trains using Nuneaton North Chord to Canal Farm Jn and for trains using Platform 7 at Nuneaton bi-directionally DA – Down Arley Line, to be used for trains using Platform 7 bi-directionally To Canal Farm Jn - MD233
Nuneaton	A DC UA	– SL		Platform Detail must be shown A – Arley Line DC – Down Connecting Line UA – Up Arley Line – To be used for trains using Nuneaton North Chord to Canal Farm Jn SL: to Attleborough South Jn – MD101
Nuneaton South Jn				To/from Rugby Trent Valley Jn – MD101
Route Boundary: NW&C/LNE				2 miles 62 chains
Hinckley	–	–		To/from Wigston North Jn – Refer to East Midlands Timetable Planning Rules - LN3232

MD233 NUNEATON MIDLAND YARD JN TO CANAL FARM JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Nuneaton Midland Yard Jn	–			From Nuneaton – MD232 Single line and signalled in down direction ONLY
Canal Farm Jn	–			To Amington Jn – MD101

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
Rugby Trent Valley Jn	– UCL	SL FL UGL UNL DCL		UCL applies to trains running in the Down direction on the Up Coventry DCL applies to trains running in the Up direction on the Down Coventry To/from Rugby – MD101
Rugby Long Lawford Jn	–	DM UM	X	
Coventry South Jn				To/from Gibbet Hill Jn – MD405
Coventry	–	–		Platform detail must be shown
Coventry North Jn				To/from Coundon Road – MD410
Canley	–	–	S	
Tile Hill	–	–	S	

MD233 NUNEATON MIDLAND YARD JN TO CANAL FARM JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Berkswell	–	–		
Hampton In Arden	–	–	S	
Birmingham International	–	–		Platform detail must be shown
Marston Green	–	–	S	
Lea Hall	–	–	S	Platform detail must be shown
Stechford	–	–		<i>From Aston – MD315</i>
<i>Stechford North Jn</i>				<i>To Aston – MD315</i>
Adderley Park	–	–	S	
<i>Grand Jn</i>	–	–		<i>To/from Landor St Jn – MD501</i> <i>To/from St Andrew's Jn – MD575</i>
Proof House Jn	WL DEL	–		<i>To/from Grand Jn – MD501</i> <i>To/from Aston – MD320</i>
Birmingham New Street	–	WL DEL		Platform detail must be shown <i>To/from Five Ways – MD306</i>
Monument Lane Up Through Siding		–	S	Recessed trains only
Soho South Jn	–	–		<i>To/from Soho East Jn – MD325</i>
Soho LMD			S	
Down Soho Goods Loop	–	–	S	
Soho Curve North Jn	–	–	X	For planning purpose this location is known as Soho North Jn <i>To/from Soho East Jn – MD330</i>
Smethwick Rolfe Street	–	–	S	
Galton Jn	–	–		<i>To/from Smethwick Jn – MD435</i>
Smethwick Galton Bridge Low Level	–	–	S	
Sandwell and Dudley	–	–	S	
Dudley Port	–	–		
Watery Lane	–	–	S	Recessed trains only
Tipton	–	–	S	
Coseley	–	–	S	
Monmore Green	–	–	X	<i>To/from Wolverhampton Steel Terminal</i>
Wolverhampton Steel Terminal		–	S	
Wolverhampton Signal BW1273	–	–	S	Shunt moves only – signal on Up Stour
<i>Wolverhampton Crane Street Jn</i>				<i>To/from Portobello Jn – MD365</i>
Wolverhampton	–	–		Platform detail must be shown
Wolverhampton Signal WS1294	–	–	X S	Conditional timing point for trains to platform 6 or North Yard Also, for shunt moves to platforms 1 and 2 On Down Stour
Wolverhampton Signal WS1300	–	–	S	Shunt moves only – signal on Down Stour
Wolverhampton North Jn	–	–		<i>To/from Oxley Stafford Road Jn – MD801</i>
Bushbury Jn	–	–		<i>To/from Portobello Jn – MD320</i> <i>To/from Oxley Stafford Road Jn – MD805</i>
Bushbury Jn Down Goods Loop	–		S	Recessed trains only
Four Ashes Up Goods Loop		–	S	Recessed trains only
Penkrige	–	–		<i>To/from Stafford Trent Valley Jn – NW1002</i>

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES

Birmingham New Street	–			Platform detail must be shown <i>To/from Proof House Jn – MD301</i>
Five Ways	–	–		Platform detail must be shown
University	–	–	S	Platform detail must be shown
Selly Oak	–	–		
Bournville	–	–	S	
Lifford West Jn	–	–	X	<i>To/from Lifford East Jn – MD580</i>
<i>Kings Norton Station Jn</i>				<i>For planning purposes this location is shown as Kings Norton</i>
Kings Norton	FL SL	–		<i>To/from Lifford East Jn – MD570</i>
<i>Kings Norton Jn</i>				<i>For planning purposes this location is shown as Kings Norton</i>
Kings Norton Signal SY523		–		Departure signal from Kings Norton On Track Plant Depot towards King's Norton
Kings Norton On Track Plant Depot	–		S	
King's Norton Signal SY57	–		S	Departure signal Kings Norton On Track Plant Depot towards Longbridge
Kings Norton West Jn	FL	– FL	X	
Kings Norton Signal SY528	–		S	For trains routed towards Kings Norton Neck
Kings Norton Signal SY522		–	S	For trains reversing in Kings Norton Neck
Northfield	SL	SL	S	
Longbridge	– GL	FL SL		
<i>Longbridge Jn</i>				<i>For planning purposes this location is shown as Longbridge</i>
Longbridge Reversing Siding		–	S	
Longbridge Signal SY23		SL	S	Use for regulation on Up Slow prior to Longbridge
Cofton Jn	–		S X	
<i>Barnt Green Jn</i>				<i>For planning purposes this location is shown as Barnt Green</i>
Barnt Green	–	FL SL		Platform detail must be shown <i>To/from Alvechurch – MD310</i>
<i>Blackwell North Jn</i>				
Blackwell Down Goods Loop	–		S	Recessed trains only
<i>Blackwell South Jn</i>				
<i>Bromsgrove North Jn</i>				
Bromsgrove	– DBL	–		Platform detail must be shown
<i>Bromsgrove South Jn</i>				
Up Bromsgrove Neck		–	S	
Stoke Works Jn	–	–		<i>To/from Droitwich Spa – Refer to GW300 - Western & Wales Timetable Planning Rules</i>
<i>Spetchley North Jn</i>				
Up Spetchley Goods Loop		–	S	
<i>Spetchley South Jn</i>				
Worcestershire Parkway	–	–	S	Platform detail must be shown
<i>Abbotswood North Jn</i>				
Abbotswood Jn	–	–		<i>To/from Norton Jn – Refer to GW300 - Western & Wales Timetable Planning Rules</i>
<i>Eckington North Jn</i>				

MD306 BIRMINGHAM NEW STREET TO ASHCURCH (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Up Eckington Goods Loop		–	S	
<i>Eckington South Jn</i>				
<i>NW&C/Western Route Boundary</i>				<i>78 miles 40 chains</i>
Ashchurch	–	–		<i>To/from Cheltenham Spa – Refer to GW401 - Western & Wales Timetable Planning Rules</i>

MD310 BARNT GREEN TO REDDITCH				
TIMING POINT	DOWN	UP	CODE	NOTES
Barnt Green	–			Platform detail must be shown <i>To/from Longbridge – MD306</i>
<i>Barnt Green Single Line Jn</i>				Single line between Barnt Green Single Line Jn and Alvechurch Station Jn
<i>Alvechurch Station Jn</i>				
Alvechurch	–	–		Platform detail must be shown
Weights Lane Jn	–	–		Single line between Weights Lane Jn and Redditch
Redditch	–	–		

MD315 STECHFORD SOUTH JN TO ASTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Stechford South Jn</i>				<i>To Birmingham International – MD301</i>
Stechford	–	–		
<i>Stechford North Jn</i>				<i>From Birmingham International – MD301</i>
Aston Signal SB4619	–		S	TIPLOC ASTO65
Aston	–	–		<i>To/from Perry Barr North Jn – MD320</i> Platform detail must be shown

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)				
TIMING POINT	DOWN	UP	CODE	NOTES
Proof House Jn	–			<i>To/from Birmingham New Street – MD301</i>
Duddeston	–	–	S	
Aston	–	–		Platform detail must be shown <i>To/from Stechford – MD315</i>
<i>Aston North Jn</i>				<i>To/from Four Oaks – MD340</i>
Witton	–	–	S	
Perry Barr	–	–	S	<i>To/from Perry Barr West Jn – MD335</i>
Perry Barr North Jn	–	–		<i>To/from Perry Barr West Jn – MD325</i>
Hamstead	–	–	S	
Tame Bridge Parkway	–	–	S	
Newton Jn	–	–	X	To/from Bescot Yard

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bescot Up and Down Goods Loop	UDG	UDG	S	Bi-directional
Bescot Down Yard	–		S	
Bescot Up Goods		UGL	S	
Bescot Stadium	–	–		
Bescot Jn	–	–	X	To/from Pleck Jn – MD345 To/from Bescot Yard
Darlaston Jn	–	–		To/from Pleck Jn – MD360
Portobello Jn	–	–		To/from Wolverhampton Crane Street Jn – MD365
Bushbury Jn		–		To/from Stafford Trent Valley Jn – NW1001

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Soho South Jn	–			To/from Birmingham New Street – MD301
Soho East Jn	–	–		To/from Soho North Jn – MD330
Perry Barr West Jn	–	–		To/from Perry Barr – MD335
Perry Barr North Jn		–		To/from Bescot Stadium – MD320

MD330 SOHO EAST JN TO SOHO NORTH JN (SOHO LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Soho East Jn	–	–		To/from Perry Barr West Jn – MD335
Soho Curve North Jn	–	–		For planning purpose this location is known as Soho North Jn To/from Galton Jn – MD301

MD335 PERRY BARR WEST JN TO PERRY BARR SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Perry Barr West Jn	–	–		To/from Soho East Jn – MD325
Perry Barr	–	–		To/from Aston – MD320

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Aston North Jn</i>				<i>To/from Aston – MD320</i>
Gravelly Hill	–	–	S	
Erdington	–	–	S	
Chester Road	–	–	S	
Wylde Green	–	–	S	
Sutton Coldfield	–	–	S	Platform detail must be shown
Four Oaks	–	–		Platform detail must be shown
Butlers Lane	–	–	S	
Blake Street	–	–		Platform detail must be shown
Shenstone	–	–	S	
<i>Lichfield City Jn</i>				<i>To/from Brownhills – MD350</i>
Lichfield City	–	–		Platform detail must be shown
Lichfield City CS	–	–	S	
Lichfield Trent Valley High Level	–	–		
Lichfield Trent Valley Jn	–	–	X	<i>To/from Lichfield Trent Valley Low Level – MD355</i>
Alrewas	–	–		Single Line <i>To/from Wichnor Jn – Refer to East Midlands Timetable Planning Rules - LN3340</i>

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bescot Jn	–	–	X	<i>To/from Bescot Stadium – MD320</i>
Pleck Jn	FL SL	–		<i>To/from Darlaston Jn – MD360</i> <i>To/from Up Dudley Siding – MD370</i>
Walsall Freight Terminal	–	–		
Tasker Street Yard	–	–		
<i>Walsall South Jn</i>				
Walsall	–	FL SL		Platform detail must be shown
<i>Walsall North Jn</i>				
Ryecroft Jn	–	–		<i>To/from Park Lane Jn – MD565</i>
Bloxwich	–	–		
Bloxwich North	–	–	S	
Landywood	–	–	S	
Mid Cannock Jn	–	–		<i>To/from Cannock FLT</i>
Cannock FLT	–	–	F	
Cannock	–	–	S	
Hednesford	–	–		
Rugeley Town	–	–	S	
Rugeley Power Station Jn	–	–		<i>To/from Rugeley ‘B’ Power Station</i> <i>To/from Rugeley Trent Valley – NW1004</i>

MD350 ANGLESEA SIDINGS TO LICHFIELD CITY				
TIMING POINT	DOWN	UP	CODE	NOTES
Brownhills (end of line)		–	F	
Anglesea Sidings		–	F	
Lichfield City Jn				To/from Lichfield City – MD340

MD355 LICHFIELD TRENT VALLEY JN TO LICHFIELD TRENT VALLEY (CHORD LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Lichfield Trent Valley Jn	–	–		To/from Alrewas – MD340 To/From Lichfield Trent Valley High Level – MD340
Lichfield Trent Valley Low Level	USL	–		To/from Lichfield North Jn – MD101

MD360 WALSALL PLECK JN TO DARLASTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Pleck Jn	FL SL	–		To/from Walsall – MD345
Darlaston Jn	–	–		To/from Portobello Jn – MD320

MD365 PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Portobello Jn	–	–		To/from Darlaston Jn – MD320
Wolverhampton Crane Street Jn	–	–		To/from Wolverhampton – MD301

MD370 UP DUDLEY SIDING TO PLECK JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Up Dudley Siding				Run round loop TIPLOC = BSCTUDS
Pleck Jn				To/from Walsall - MD345

MD401 HEYFORD TO BORDESLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Route Boundary: Western/NW&C				75 miles 0 chains
Heyford	–	–		To/from Wolvercot Jn – GW200 - Refer to Western and Wales Timetable Planning Rules
Aynho Up Goods Loop		–	S	
Aynho Jn	–	–		To/from Bicester North – MD701
Aynho Jn signal BS5002	–		S	For reversal from Down Main to Up direction
Kings Sutton	–	–	S	

MD401 HEYFORD TO BORDESLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Banbury Depot Jn	–	–		Conditional in Down Direction for all trains and in Up direction for reversing moves and crossing to Banbury Depot Reception
Banbury Depot			S	
<i>Banbury South Jn</i>				
Banbury Depot Reception	–	–		For ECS moves to/from the Depot
Banbury	DCV DGL	DCV –		Platform detail must be shown including UBL for Up Banbury Loop DCV line code only applies for trains to Banbury Depot Jn
Banbury North Jn			S	For reversing moves
Banbury Down Goods Loop	DGL	–	S	
Banbury Signal OL7134		UBL	S	Intermediate signal on the Up Banbury Loop. Conditional timing point for a second train onto the Loop.
Banbury Signal OL7143	–			Departure signal from the Down Goods Loop
Reservoir Jn	–	UCV UBL DCV DGL		
Reservoir Tarmac Sidings Banbury Aggregate Sidings	-		S	See Section 5.3 for specific rules applicable to trains to/from this location. TIPLOC BNBRYRA
Reservoir Engineers Sidings	-		S	Track Code must be shown TIPLOC BNBRRS
Reservoir Neck		–	S	For trains to/from Banbury Aggregate Sidings and Reservoir Tarmac and Engineers Sidings
<i>Fenny Compton South Jn</i>				For planning purposes trains are timed at Fenny Compton
Fenny Compton	–	–		Trains using the Goods Loops to show track codes DGL or UGL as appropriate
<i>Kineton Jn</i>				<i>To/from Kineton MOD – MD460</i>
<i>Fenny Compton Middle Jn</i>				For planning purposes trains are timed at Fenny Compton
<i>Fenny Compton North Jn</i>				For planning purposes trains are timed at Fenny Compton
<i>Leamington Spa South Jn</i>				
Leamington Spa LN113	–		S	For reversing moves
Leamington Spa	–	–		Platform detail (including through lines) must be shown.
<i>Leamington Spa North Jn</i>				<i>To/from Milverton Jn – MD405</i>
Leamington Spa Signal LN126	–	–	S	For reversing moves
Leamington Spa Signal LN128	–	–	S	For reversing moves
Warwick	–	–	S	
Warwick Parkway	–	–	S	
Budbrooke Jn	– DGL		X	Trains using Hatton DGL
Hatton Down Goods Loop	– ML DPL		S	
Hatton	–	–		

MD401 HEYFORD TO BORDESLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hatton Station Jn</i>				<i>To/from Hatton West Jn – MD415</i>
Hatton North Jn	–	–	X	<i>To/from Hatton West Jn – MD420</i>
Lapworth	–	–	S	
Dorridge	–	–		Platform Codes to be shown or Track Code must be shown for UDG
Dorridge Up Passenger Loop		–	S	Recessed trains only
Bentley Heath Crossing	–	–		
Widney Manor	–	–	S	
Solihull	–	–	S	
Olton	–	–	S	
Acocks Green	–	–	S	
Tyseley South Jn	- DTS	-	X	Trains crossing to/from Tyseley LMD or Tyseley Up and Down Through Siding to be timed here
Tyseley	FL SL DTS	–		Platform detail must be shown <i>To/from Whitlocks End – MD425.</i> <i>To/from Small Heath South Jn – MD435</i>
<i>Tyseley North Jn</i>				Trains not timed here. Crossing moves to be shown running FL between Tyseley and Small Heath South Jn in either direction
Tyseley Up and Down Through Siding	– DTS	– UTS		
Tyseley LMD	–	–	S	
Small Heath South Jn	– SH UDG	– FL SL UTS		<i>To/from Birmingham Moor Street – MD435</i>
Bordesley Down Goods Loop	–	–	S	
Bordesley Jn	–	–		<i>To/from St Andrew's Jn – MD570</i>

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Leamington Spa North Jn</i>				<i>To/from Leamington Spa – MD401</i>
<i>Foundry Wood Jn</i>				
Milverton Jn	–	–		Single Line
Kenilworth	–	–	S	
<i>Kenilworth South Jn</i>				
Kenilworth Loop	–	–		
<i>Kenilworth North Jn</i>				
Gibbet Hill Jn	–	–		
Coventry CE Sidings	–	–	S	
<i>Coventry South Jn</i>				<i>To/from Coventry – MD301</i>

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Coventry North Jn</i>				<i>To/from Coventry – MD301</i>
Coventry Signal CB1532	–			For shunt in between platforms at Coventry
Coventry North Yard		–	S	Recessed trains only

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Coundon Road	–	–		
Three Spires Jn	–	–		Branch to Prologis Park Sidings
Prologis Park Sidings			S	
Coventry Arena	–	–	S	
Hawkesbury Lane Loop	–		S	Recessed trains only
Hawkesbury Lane	–	–		
Bedworth GF	–	–	S	Trains for Murco Sidings to stop here
Bedworth Murco Sidings	–		F	
Bedworth	–	–	S	
Bermuda Park	–	–	S	
Chilvers Coton Jn	DB UB	–		Bi-directional between Chilvers Coton and Nuneaton
<i>Nuneaton South Jn</i>				<i>To/from Nuneaton – MD101</i>

MD415 HATTON STATION TO STRATFORD-UPON-AVON				
TIMING POINT	DOWN	UP	CODE	NOTES
Hatton	-	-		<i>To/from Leamington Spa – MD401</i> <i>To/from Dorridge – MD401</i>
<i>Hatton Station Jn</i>				
Hatton West Jn	-	-		<i>To/from Hatton North Jn – MD420</i>
Claverdon	-	-	S	
Bearley	-	-	S	
Bearley Jn	-	-		<i>To/from Henley in Arden – MD425</i>
Wilmcote	-	-	S	
Stratford-upon-Avon Parkway	-	-	S	
Stratford-upon-Avon		-		

MD420 HATTON NORTH JN TO HATTON WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Hatton North Jn	–			Single line between Hatton North Jn and Hatton West Jn <i>To/from Dorridge – MD401</i>
Hatton West Jn	–	–		<i>To/from Hatton – MD415</i>

MD425 TYSELEY SOUTH JN TO BEARLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Tyseley	–			Platform detail must be shown <i>To/from Bordesley Jn – MD401</i> <i>To/from Small Heath South Jn – MD435</i>
Tyseley South Jn	– DTS	–	X	Trains crossing to Tyseley LMD or Tyseley Up and Down Through Siding to be timed here
Spring Road	–	–	S	
Hall Green	–	–	S	
Yardley Wood		–	S	

MD425 TYSELEY SOUTH JN TO BEARLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Shirley	–	–	S	
Whitlocks End	–	–		Platform detail must be shown
Wythall	–	–	S	
Earlswood	–	–	S	
The Lakes	–	–	S	
Wood End	–	–		Conditional in the Down direction only
Signal TB3478		–		Conditional in the Up direction only
Danzey	–	–	S	
Henley In Arden	–	–		
Wooton Wawen	–	–	S	
Bearley Jn		–		<i>To/from Stratford upon Avon – MD415</i>

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Droitwich Spa	–			<i>To/from Worcester Tunnel Jn – GW370 Refer to Western and Wales Timetable Planning Rules</i>
<i>Route Boundary: Western/NW&C</i>				<i>Boundary at Cutnall Green - 130 miles 40 chains</i>
Hartlebury	–	–		
Kidderminster Down Goods Loop	–	–		See Section 5.3 MD430
Kidderminster Turnback Siding	–		S	See Section 5.3 MD430
Kidderminster Severn Valley Railway	–	–		
Kidderminster	–	–		Platform detail must be shown
Blakedown	–	–		
Hagley	–	–	S	
Stourbridge Junction		–		Platform detail must be shown <i>To/from Stourbridge Town – MD445</i>
<i>Stourbridge Middle Jn</i>				
Stourbridge Down Goods Loop	–		S	
Stourbridge Down Siding		–	S	TIPLOC STRBSDG
Stourbridge Jn Depot	–	–	S	
Stourbridge North Neck	–		S	TIPLOC STRBHDS
<i>Stourbridge North Jn</i>				<i>To/from Rowley Regis – MD435 To/from Kingswinford Jn – MD450</i>

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Small Heath South Jn	SH UDG	SL FL –		
Small Heath	–	– SH	S	
Bordesley	–	– SH	S	
Birmingham Moor Street signal WM190		-	S	Shunting moves only
Birmingham Moor Street sidings			S	
Birmingham Moor Street	–	– SH UDG		Platform detail must be shown

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Birmingham Snow Hill	–	– DL		Platform detail must be shown
Snow Hill Turnback Sidings	–		S	Access only via Platform 1
SY459 Signal	–		S	Reversal point for platform 2 to platform 1 shunt
Jewellery Quarter	–	–		
Handsworth Coopers Metals	–	–	S	
Handsworth Cement Sidings	–	–	S	
Handsworth Queens Head Sidings	–	–	S	
The Hawthorns	–	–	S	
Smethwick Galton Bridge High Level	–	–		Platform detail must be shown
Smethwick Jn	–	–		<i>To/from Galton Jn – MD301</i>
Rood End Up Goods Loop		–	F	
Langley Green	–	–	S	
Rowley Regis Down Loop	–			
Rowley Regis Up Reception		–		
Rowley Regis	–	–		
Old Hill	–	–	S	
Cradley Heath	–	–	S	
Lye	–	–	S	
<i>Stourbridge North Jn</i>				<i>To/from Stourbridge Junction – MD430 To/from Kingswinford Jn – MD450</i>

MD440 GALTON JN TO SMETHWICK JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Galton Jn	–	–		<i>To/from Soho South Jn – MD301 To/from Dudley Port – MD301</i>
Smethwick Jn	–	–		<i>To/from Rowley Regis – MD435 To/from Smethwick Galton Bridge High Level – MD435</i>

MD445 STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN				
TIMING POINT	DOWN	UP	CODE	NOTES
Stourbridge Junction Town Platform	–			Single Line
Stourbridge Town		–		

MD450 STOURBRIDGE NORTH JN TO ROUND OAK				
TIMING POINT	DOWN	UP	CODE	NOTES
Stourbridge North Jn	–			<i>To/from Stourbridge Junction – MD430 To/from Brierley Hill Moor Lane Steel Terminal all movements must be accompanied by a Pilotman</i>
Kingswinford Jn	–			Token <i>To/from Brierley Hill Moor Lane Steel Terminal all movements must be accompanied by a Pilotman</i>
Brierley Hill	–			
Round Oak	–			All movements must return to Kingswinford Jn via the Down and Up Round Oak Line and all movements must be accompanied by a Pilotman

MD455 KINGSWINFORD JN SOUTH TO PENSNETT				
TIMING POINT	DOWN	UP	CODE	NOTES
Kingswinford Jn	–			
<i>Network Rail Boundary</i>		–		<i>145 miles 60 chains</i>
<i>Pensnett</i>				
<i>End of line</i>				<i>146 miles 30 chains</i>

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Kineton Jn</i>				<i>To/from Fenny Compton South Jn – MD401</i>
Kineton Sidings	–	–		For timing purposes this location is shown as Fenny Compton Exchange Sidings
Burton Dassett Kineton MOD Boundary gate		–		<i>To/from Kineton MOD</i> For timing purposes this location is shown as Kineton MOD

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Tamworth High Level	–	–		<i>To/from Wichnor Jn – LN3501 Refer to East Midlands Timetable Planning Rules</i>
Wilnecote	–	–	S	
Kingsbury Oil Terminal			F	
Birch Coppice Container Terminal			F	
Kingsbury E.M.R Sidings				
Kingsbury S.F.	–	–	S	Network Rail Boundary
Kingsbury Branch Jn	–	–	X	<i>To/from Kingsbury Terminals</i>
Kingsbury Jn	–	–		<i>To/from Whitacre Jn – MD545</i>
<i>Water Orton East Jn</i>				<i>To/from Coleshill Parkway – MD555</i>
Water Orton	ML	–		
Water Orton West Jn	– UDS	–	X	<i>To/from Park Lane Jn – MD560</i>

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Castle Bromwich Jn	ML UDS DDG	UDS –		To/from Park Lane Jn – MD565
Castle Bromwich Jaguar Sidings		–	F	
Bromford Bridge Jn	UDS –	ML UDS		Conditional for crossing moves and all trains on the Up Derby Slow. To/from Castle Bromwich Jaguar Sidings To/from Washwood Heath Up Sidings
Washwood Heath Up Sidings			F	
Washwood Heath East Jn	– DDG			Conditional for all trains on the Down Derby Goods To/from Washwood Heath Down Sidings
Washwood Heath Down Sidings	–	–	F	
Washwood Heath West Jn	ML UGL UDS DDG	ML UDS –		Conditional for crossing moves and all trains on the Up Derby Slow and Down Derby Goods To/from Washwood Heath Up Sidings
Up Washwood Heath Goods Loop	UGL	UGL	S	
Duddeston Jn	ML – DDG UDS DSG	ML DDG UDS UGL	X	Conditional for crossing moves and all trains on the Down Derby Goods To/from Lawley Street FLT To/From Saltley L.I.P To/From Saltley E.M.R
Lawley Street FLT		–	F	
Saltley E.M.R Sidings		DSG	F	
Saltley L.I.P		–	F	
Landor Street Jn	–	ML DDG		To/from St Andrew's Jn – MD570
Grand Junction				To/from Birmingham New Street – MD301 (WL) To/from St Andrews Jn – MD575
Proof House Jn		–		To/from Birmingham New Street – MD301

MD545 KINGSBURY JN TO WHITACRE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Kingsbury Jn	–	–		To/from Tamworth – MD501
Whitacre Jn	–	–		To/from Coleshill Parkway – MD555

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Nuneaton North Jn				To/from Nuneaton – MD101
Nuneaton Signal NW4226		–		Regulation point on Up Nuneaton Chord prior to station
Abbey Jn	–	A UC DC		To/from Nuneaton platforms 6 and 7 – MD232
Daw Mill East Jn	–		F	
Daw Mill Colliery			F	
Daw Mill West Jn	–	–	F	
Whitacre Down Arley Loop	–			

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Whitacre Jn	-	-		Entry/Exit to/from Hams Hall <i>To/from Kingsbury Jn – MD545</i>
Hams Hall Reception Line	-	-	S	
Hams Hall Parsec	-	-	S	
Hams Hall GBRf	-	-	S	
Hams Hall NDP COLAS	-	-	S	
Coleshill Parkway	-	-		Entry/Exit to/from Hams Hall
<i>Water Orton East Jn</i>				<i>To/from Kingsbury Jn – MD501</i>
Water Orton		-		<i>To/from Landor Street Jn – MD501</i>

MD560 WATER ORTON WEST JN TO PARK LANE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Water Orton West Jn	-	-		<i>To/from Kingsbury Jn – MD501</i> <i>To/from Landor Street Jn – MD501</i>
Park Lane Jn	-	-		<i>To/from Ryecroft Jn – MD565</i> <i>To/from Castle Bromwich Jn – MD565</i>

MD565 CASTLE BROMWICH JN TO RYECROFT JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Castle Bromwich Jn	-	-		Single Line <i>To/from Landor Street Jn – MD501</i>
Park Lane Jn	-	-		<i>To/from Water Orton West Jn – MD560</i>
Ryecroft Jn	-	-		<i>To/from Walsall – MD345</i>

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Landor Street Jn	-			<i>To/from Water Orton – MD501</i>
St Andrew's Jn	-	-		<i>To/from Grand Jn – MD575</i>
Bordesley Jn	-	-		<i>To/from Small Heath South Jn – MD401</i>
Lifford East Jn	-	-		<i>To/from Lifford West Jn – MD580</i>
Kings Norton		-		<i>To/from Longbridge – MD306</i>

MD575 ST ANDREW'S JN TO GRAND JN				
TIMING POINT	DOWN	UP	CODE	NOTES
St Andrew's Jn	-			<i>To/from Bordesley Jn – MD570</i>
<i>Grand Jn</i>			X	<i>To/from Proof House Jn – MD301 (WL)</i> <i>To/from Proof House Jn – MD501 (DEL)</i>

MD580 LIFFORD EAST JN TO LIFFORD WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Lifford East Jn	-	-		To/from Bordesley Jn – MD570
Lifford West Jn	-	-		To/from Selly Oak – MD306

MD701 MARYLEBONE TO AYNHO JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Marylebone	-			Platform detail must be shown
Marylebone Tunnel Siding		-	S	
Marylebone Signal 10	-	-	S	Used for station shunts
Marylebone Signal 508	-	-	S	Used for station shunts
Neasden Signal ME525	-			
Neasden South Jn	-	-		To/from Harrow on the Hill – MD710
Neasden T.C.	-			
Great Central Way Jn	-	-	X	Trains to/from Wembley LMD only
Wembley LMD	-	-		
Wembley Stadium	-	-		
Wembley Sidings		-	S	ECS moves only
Sudbury and Harrow Road	-	-	S	
Sudbury Hill Harrow	-	-	S	
Northolt Park	-	-	S	
Northolt Park Jn	FL SL			
South Ruislip	-	-		
<i>Ruislip Gardens Jn</i>				
West Ruislip	-	- DM		Platform detail must be shown
West Ruislip LUL Depot		-	S	
West Ruislip Signal ME594		-		Down Main to Up Main Platform shunt
Denham	-	-	S	
Denham Golf Club	-	-	S	
Gerrards Cross	-	-		Platform detail must be shown
Gerrards Cross Turnback siding	-		S	
Seer Green & Jordans	-	-	S	
Beaconsfield	-	-	S	
High Wycombe Signal ME641	-			Use for shunt to Up Main platform
High Wycombe	-	-		Platform detail must be shown
Saunderton	-	-		
Princes Risborough	-	-		Platform detail must be shown To/from Little Kimble – MD720
Princes Risborough ACE	-	-		
Princes Risborough ME666		-		
Haddenham and Thame Parkway	- UML	- DML		
Bicester South Jn	- UBC	- DML		To/from Bicester Gavray Jn – MD745
Bicester North	-	- DML		Platform detail must be shown
Bicester North Turnback Siding	-	-	S	
Bicester Signal ME2034		-		
Aynho Jn Signal BS501	-			Down signal on Up Bicester
Aynho Jn		-		To/from Banbury – MD401

MD705 GREENFORD WEST JN TO SOUTH RUISLIP				
TIMING POINT	DOWN	UP	CODE	NOTES
Greenford West Jn				<i>To/from Greenford South Jn – GW174</i>
<i>Route Boundary: Western/NW&C</i>				
South Ruislip				<i>To/from West Ruislip – MD701 To/from Northolt Park Jn – MD701</i>

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL				
TIMING POINT	DOWN	UP	CODE	NOTES
Neasden South Jn	–			<i>To/from Marylebone – MD701 To/from Neasden Jn – EA1360 Refer to Anglia Timetable Planning Rules</i>
<i>Network Rail/LUL Boundary</i>				
Lines between 9 miles 13 chains and 25 miles 21 chains are maintained and controlled by LUL. Timing points Harrow on the Hill to Mantles Wood (inclusive) are shown for completeness but are not part of MD710				
Harrow on the Hill	–	–		
Watford South Jn (MET)	–	–		
Rickmansworth (MET)	–	–		
Chorleywood	–	–		
Chalfont and Latimer	–	–		
Amersham (MET)	–	–		<i>To/from Mantles Wood – MD712</i>

MD712 AMERSHAM TO AYLESBURY				
TIMING POINT	DOWN	UP	CODE	NOTES
Mantles Wood	–	–		<i>Network Rail/LUL Boundary To/from Amersham – MD710</i>
Great Missenden	–	–		
Wendover	–	–		
Stoke Mandeville	–	–		
<i>Aylesbury Jn</i>				
Aylesbury		–		<i>To/from Little Kimble – MD720 Platform detail must be shown To/from Aylesbury Vale Parkway – MD725</i>

MD715 NEASDEN SOUTH JN TO NEASDEN JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Neasden South Jn	–	–		<i>To/from Wembley Stadium – MD701 To/from Harrow on the Hill – MD710 To/from Marylebone – MD701</i>
<i>Route Boundary: NW&C/Anglia</i>				
Neasden Jn	–	–	X	<i>To/from Acton Canal Wharf - Refer to Anglia Timetable Planning Rules – EA1360</i>

MD720 PRINCES RISBOROUGH TO AYLESBURY				
TIMING POINT	DOWN	UP	CODE	NOTES
Princes Risborough	–			Single Line Platform detail must be shown <i>To/from Saunderton – MD701</i>
Princes Risborough Signal ME178	–			Reversal from Bay platform
Monks Risborough	–		S	
Little Kimble	–			
Aylesbury	–			Platform detail must be shown <i>To/from Aylesbury Vale Parkway – MD725</i>

MD725 AYLESBURY TO CLAYDON LNE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Aylesbury	–			Platform detail must be shown <i>To/from Stoke Mandeville – MD712</i> <i>To/from Little Kimble – MD720</i>
Aylesbury North Goods Loop	–		F	Token exchange point for trains to/from Calvert and Claydon LNE Jn.
<i>Aylesbury Vale Jn</i>				
Aylesbury Vale Parkway	–			Platform detail must be shown
Quanton Road			S	Buckinghamshire Railway Society
Calvert	–			Token exchange point
Claydon LNE Jn	–			<i>To/from Bicester Gavray Jn – MD736</i>

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Oxford Parkway	– UB	–		Platform detail must be shown <i>To/from Oxford North Jn – GW277 – Refer to Western and Wales Timetable Planning Rules</i>
<i>Water Eaton Jn</i>				<i>To/from Banbury Road Sidings</i>
Oxford Banbury Road Sidings		–	F	
Oxford Parkway Signal OB1770		–	S	For reversing moves to/from Oxford Parkway
Islip	– UB	– DB	S	
Bicester Depot West Jn	–	– DB		For trains to/from Bicester Depot Goods Loop or Bicester Depot Run Round
Bicester Central Ordnance Depot (COD)			F	
Bicester Depot Goods Loop	UB	–		<i>To/from Bicester Central Ordnance Depot (COD)</i>
Bicester Depot Run Round	UB	–		<i>To/from Bicester Central Ordnance Depot (COD)</i>
Bicester Depot East Jn	UB			For trains to/from Bicester Depot Goods Loop or Bicester Depot Run Round
Bicester Village	–	– DB		
Bicester Gavray Jn	– UB	– DBC		<i>To/ from Bicester South Jn – MD745</i> Line code UB only for down direction movements reversing at signal OB1792

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Bicester Signal OB1792	–	–	S	
Claydon LNE Jn	–	–		Single Line <i>To/from Aylesbury – MD725</i>
Bletchley Swanbourne Siding	–	–		Run-round siding to/from Forders <i>Route mothballed beyond 1m29ch</i> <i>The route from Swanbourne Siding to Denbigh Hall South Jn is temporarily out of use until 15th December 2023</i>
Bletchley Flyover Jn (Summit of)	–	–		<i>To/from Fenny Stratford – MD140</i>
Denbigh Hall South Jn	–			<i>To/from Milton Keynes Central – MD101</i>

MD740 BLETCHLEY FLYOVER JN TO FENNY STRATFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
Bletchley Flyover Jn (Summit of)	–	–		<i>To/from Denbigh Hall South Jn MD736</i> <i>The route from Bletchley Flyover Jn (Summit of) to Fenny Stratford Jn is temporarily out of use until 15th December 2023</i>
<i>Fenny Stratford Jn</i>				<i>To/from Bletchley – MD140</i> <i>To/from Woburn Sands – MD140</i>
Fenny Stratford	–	–		

MD745 BICESTER SOUTH JN TO BICESTER GAVRAY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Bicester South Jn	– UBC	– DML		<i>To/from Princes Risborough MD701</i>
Bicester Signal OB1794	–		S	
Bicester Gavray Jn	–	– DBC		<i>To/from Bicester Village MD736</i>

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Wolverhampton North Jn	–			<i>To/from Wolverhampton – MD301</i>
Oxley Stafford Road Jn	–	–		<i>To/from Bushbury Jn – MD301</i>
Oxley Down Goods Loop	–		S	
Oxley Up Goods Loop		–	S	
Oxley CS	–	–	S	
Billbrook	–	–	S	
Codsall	–	–	S	
Albrighton	–	–	S	
Cosford	–	–		
Shifnal	–	–	S	
Madeley Jn	–	–		<i>To/from Ironbridge – MD810</i>
Telford Central	–	–	S	
Oakengates	–	–	S	
Donnington Jn	–	–	X	<i>To/from Donnington Freight Terminal</i>

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Wellington	-	-		Platform detail must be shown
Abbey Foregate Jn	-	-		To/from English Bridge – GW730 Refer to Western and Wales Timetable Planning Rules

MD805 OXLEY STAFFORD ROAD JN TO BUSHBURY OXLEY JN (OXLEY CHORD LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Oxley Stafford Road Jn	-	-		To/from Wolverhampton North Jn – MD801 To/from Cosford – MD801
Bushbury Jn	-	-		To/from Wolverhampton North Jn – MD301 To/from Penkridge – MD301

MD810 MADELEY JN TO IRONBRIDGE				
TIMING POINT	DOWN	UP	CODE	NOTES
Madeley Jn	-			Single Line lead until 1347 points
MJ328 Signal		-		Protecting signal on Up Ironbridge
MJ329 Signal				Protecting signal on Down Ironbridge Single Line from beyond Signal MJ329 to Ironbridge PS Stop Board
Ironbridge PS Stop Board				Trains to stop in either direction
Ironbridge Power Station				

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Armitage Jn (former site of)				To/from Lichfield North Jn – MD101
Rugeley Trent Valley	SL UDR	SL	S	Platform detail must be shown
Rugeley North Jn	FL SL	FL SL UDC		To/from Rugeley Power Station Jn. – NW1004
Colwich	FL	FL SL		To/from Stone – NW5009
Milford and Brocton	SL		X	
Whitehouse Jn		FL	X	
Stafford Trent Valley Jn	SL	SL -		To/from Penkridge – NW1002
Stafford South Jn	FL SL	FL SL	X	
Stafford	FL SL	FL SL		Platform detail must be shown which includes UDG – Stafford Goods Loop, DFL and UFL
Stafford North Jn	SL	FL	X	
Stafford Doxey Jn	FL	SL	X	
Little Bridgeford Jn		SL		
Searchlight Lane Jn	DNB SL			To Yarnfield Jn – NW5008
Norton Bridge Jn				For timing purposes this location is shown as Norton Bridge

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Norton Bridge	FL EC	FL		<i>To/from Yarnfield Jn – NW5008</i>
Madeley	FL SL	FL SL		
Basford Hall Jn	FL SL IL	FL SL		<i>To/from Crewe SSN SB – NW1009</i>
Crewe Signal CE105	SL		S	Regulating point on Down Slow
Crewe LNWR	–	–		Carriage Sheds
<i>Crewe South Jn</i>				<i>To/from North Stafford Jn – NW1005 To/from Crewe Gresty Lane – NW1007</i>
Crewe	FL SL	FL SL		Platform detail must be shown. Also show the following in platform where applicable: "DFL" for trains timed via the Down Fast line. "MT" in platform for trains reversing in the former Motorail terminal. "UDL" for trains timed via the Up & Down Loop. "UFL" for trains timed via the Up Fast Line <i>To/from North Staffs Jn – NW1005 To/from Crewe Gresty Lane – NW1007</i>
Crewe D.H.S.				See Section 5.3 for specific rules applicable to trains to/from this location.
<i>Crewe North Jn</i>				<i>To/from Crewe Steelworks – NW3001 To/from Sydney Bridge Jn – NW5001</i>
Crewe Coal Yard	FL SL	FL SL IL		<i>To/from Salop Goods Jn – NW1017</i>
<i>Winsford South Jn</i>				
Winsford	FL	FL SL		
Hartford	FL	FL	S	
Hartford Jn	FL SL	FL		<i>To/from Hartford C.L.C. Jn – NW3037</i>
Acton Bridge	FL	FL SL		
<i>Acton Bridge Jn</i>				
Weaver Jn	FL	FL		<i>To/from Runcorn – NW2001</i>
Acton Grange Jn	FL OL	FL		<i>To/from Walton Old Jn – NW1019 To/from Runcorn East – NW3003</i>
<i>Warrington South Jn</i>				<i>To/from Walton Old Jn – NW1019</i>
Warrington Bank Quay	FL SL USL	FL OL		Platform detail must be shown
<i>Warrington North Jn</i>				
Dallam Jn	FL USL	FL SL		Trains on the "FL" or Up "SL" only <i>To/from Warrington Royal Mail Terminal</i>
Dallam Freight Terminal		SL	F	
Warrington R.M.T.	USL	–		See Section 5.3 for specific rules applicable to trains to/from this location
Winwick Jn	FL	FL SL		<i>To/from Earlestown – NW1021</i>
Golborne Jn	FL SL	FL		<i>To/from Newton-le-Willows – NW1021 To/from Parkside Jn – NW2015</i>
Haydock Branch Jn	–	SL		<i>To/from Kelbit Private Sidings – NW1023</i>

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Bamfurlong Jn	SL GL	FL SL	X	<i>To/from Bamfurlong Sidings Jn – NW1025</i>
Springs Branch	GL	GL		Trains to/from Wigan Diesel Depot T.C., Wigan Springs Branch Stabling Sidings or to/from GL only. See Section 5.3 for specific rules applicable to trains to/from Depot
Wigan Diesel Depot T.C.		–	S	
Wigan Springs Branch Stabling Sidings		–	S	TIPLOC SPRBSS
Springs Branch Jn	FL GL UDS	FL SL GL		<i>To/from St. Helens Central – NW2023</i>
Wigan South Jn	FL DPL UPL	FL GL UDS		
Wigan Station Jn	–	–		Trains to/from Crow Nest Jn. or Wigan Wallgate – <i>NW6009</i> or Platforms 1, 2 or 3 at Wigan North Western station only
Wigan North Western	FL	FL DPL –		Platform detail must be shown
Balshaw Lane Jn	FL SL	FL		
Euxton Balshaw Lane	SL	SL	S	Platforms are on Slow Lines only
Euxton Jn	FL SL	FL SL		<i>To/from Chorley – NW6001</i>
Leyland	FL SL	FL SL	S	
Leyland Sidings	–		S	
Farington Jn	FL SL –	FL SL	X	Conditional timing point for trains to/from Leyland Sidings; trains crossing to Down Fast or Down Lostock Hall and for trains crossing from Up Lostock Hall to Up Slow or Up Fast or Up Fast to Up Slow <i>Trains to/from Lostock Hall Jn – NW7011</i>
Farington Curve Jn	SL	SL		Conditional timing point for Slow Lines only <i>To/from Rufford – NW7007</i> <i>To/from Lostock Hall Jn – NW7009</i>
Skew Bridge Jn	SL GL	SL	X	Trains crossing to/from Goods Lines only
Preston Ribble Jn	DFL UFL DSL USL GL	FL SL GL		
<i>Preston South Jn</i>				<i>To/from Preston Docks – NW1027</i>
Preston	TL DFL UFL DSL USL GL	UFL DFL USL DSL GL		Platform detail must be shown
Preston Fylde Jn	–	TL UFL DFL USL DSL GL		<i>To/from Lancaster – NW4001</i> <i>To/from Deepdale – NW4003</i> <i>To/from Kirkham & Wesham – NW4005</i>

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)

TIMING POINT	DOWN	UP	CODE	NOTES
Penkridge	–	–		<i>To/from Bushbury Jn – MD301</i>
Rickerscote		–	S	Recessed trains only
Stafford Trent Valley Jn				<i>To/from Stafford – NW1001</i>

NW1004 RUGELEY TOWN (EXCLUSIVE) TO RUGELEY NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Rugeley Power Station Jn	–	–		<i>To/from Rugeley 'B' Power Station To/from Hednesford – MD345</i>
Rugeley Trent Valley	UDC	–		Platform detail must be shown
Rugeley North Jn	FL SL	FL SL UDC		<i>To/from Colwich – NW1001</i>

NW1005 KIDSGROVE JN TO CREWE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Kidsgrove Jn</i>				<i>To/from Stoke on Trent – NW5009</i>
Kidsgrove	–	–		
Alsager Up & Down Goods Loop	–	–	F	
Alsager	–	–		
Barthomley Jn		–		Single Line from Barthomley Jn to North Stafford Jn
North Stafford Jn	–	–		
Up and Down Potteries Loop	–	–	S	
<i>Crewe South Jn</i>	–			<i>To/from Crewe – NW1001</i>

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Nantwich	–	–		<i>To/from Wrenbury – GW735 Refer to Western and Wales Timetable Planning Rules</i>
<i>Route Boundary: Wales/NW&C</i>				<i>2 miles 60 chains</i>
Crewe Gresty Lane	–	–		<i>To/from Crewe Sorting Siding North – NW1013 To/from Salop Goods Jn – NW1011</i>
<i>Crewe South Jn</i>				<i>To/from Crewe – NW1001</i>

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Basford Hall Jn	IL	FL SL		<i>To/from Madeley – NW1001</i>
Crewe Sorting Sidings North	IL	IL	S	
Crewe Sorting Sidings Middle	IL	IL	S	
Crewe SSN Signal 43/44	–	IL	X	<i>To/from Crewe South Yard/Coal Sidings</i>
Crewe Sorting Sidings North SB	IL	IL		<i>To/from Gresty Lane – NW1013 To/from Crewe South Yard/Coal Sidings</i>
Salop Goods Jn	IL	IL		<i>From Crewe North Jn – NW1015 To/from Crewe Coal Yard – NW1017</i>
Crewe Sydney Bridge Jn	FL SL	IL		
<i>Sandbach South Jn</i>				<i>To/from Sandbach – NW5001</i>

NW1011 GRESTDY LANE TO SALOP GOODS JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Crewe Gresty Lane	–	–		<i>To/from Nantwich – NW1007</i>
Salop Goods Jn	IL	–		<i>To/from Sydney Bridge Jn – NW1009 To/from Crewe Coal Yard – NW1017</i>

NW1013 CREWE SORTING SIDINGS NORTH TO GRESTDY LANE				
TIMING POINT	DOWN	UP	CODE	NOTES
Crewe Sorting Sidings North	–	– IL		<i>To/from Basford Hall Jn – NW1009</i>
Crewe Sorting Sidings Middle	–	– IL		<i>To/from Basford Hall Jn – NW1009</i>
Crewe Sorting Sidings North SB	–	– IL		
Crewe Gresty Lane	–	–		<i>To/from Nantwich – NW1007</i>

NW1015 SALOP GOODS JN TO CREWE NORTH JN (CHESTER INDEPENDENT LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Salop Goods Jn		IL		<i>To Crewe SSN SB – NW1009</i>
Crewe Signal CE142				<i>From Crewe Steelworks – NW3001</i>
Note: Line is signalled in Up direction only				

NW1017 SALOP GOODS JN TO CREWE COAL YARD (LIVERPOOL INDEPENDENT LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Salop Goods Jn	IL	IL –		<i>To/from Crewe SSN SB – NW1009 To/from Gresty Lane – NW1011</i>
Crewe Coal Yard	FL SL	IL		<i>To/from Winsford – NW1001</i>

NW1019 ACTON GRANGE JN TO WARRINGTON SOUTH JN (HELSEY LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Acton Grange Jn	OL	FL –		To/from Weaver Jn – NW1001 To/from Runcorn East – NW3003
Walton Old Jn	OL	OL		
Warrington South Jn				To/from Warrington Bank Quay – NW1001

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)				
TIMING POINT	DOWN	UP	CODE	NOTES
Winwick Jn	–	FL SL		To/from Warrington Bank Quay – NW1001
Earlestown South Jn				To/from Earlestown West Jn – NW2015
Earlestown	–	–		
Earlestown East Jn				To/from Earlestown West Jn – NW2015
Newton-le-Willows	–	–		
Newton-le-Willows Jn				To/from Parkside Jn – NW2015
Lowton Jn				To/from Parkside Jn – NW2019
Golborne Jn	FL SL	–		To/from Springs Branch Jn – NW1001

NW1023 HAYDOCK BRANCH JN TO KELBIT P. S.				
TIMING POINT	DOWN	UP	CODE	NOTES
Haydock Branch Jn	–	SL		Single Line from Haydock Branch Jn to Kelbit Private Sidings To/from Bamfurlong Jn – NW1001
Kelbit Private Sidings		–		

NW1025 BAMFURLONG SIDINGS JN TO INCE MOSS JN (INCE MOSS CHORD LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bamfurlong Sidings Jn				For timing purposes this location is shown as Bamfurlong Jn
Ince Moss Jn	–	GL		To/from St. Helens Central – NW2023

NW1027 PRESTON SOUTH JN TO STRAND ROAD				
TIMING POINT	DOWN	UP	CODE	NOTES
Preston South Jn				Single Line from Preston South Jn to/from Network Rail Boundary To/from Preston Ribble Jn – NW1001
Strand Road L.C.				Network Rail Boundary (line continues to Preston Docks)
Preston Docks Petrofina		–		
<u>Note:</u> the only timing link currently used is Preston Docks Petrofina to/from Preston Ribble Jn				

NW2001 WEAVER JN TO LIVERPOOL LIME STREET				
TIMING POINT	DOWN	UP	CODE	NOTES
Weaver Jn	–	FL		<i>To/from Acton Bridge – NW1001</i>
Halton Jn	–	–		<i>To/from Frodsham Jn – NW3021</i>
<i>Runcorn Jn</i>				
Runcorn	–	–		<i>To/from Folly Lane Sidings – NW2003</i>
Ditton East Jn	FL SL	–		Note: between 0001 and 0545 Tuesdays to Fridays, all trains between Ditton Jn and Allerton Jn <u>must</u> be timed via "SL". <i>To/from Ditton Reception Sidings</i>
Widnes Transport Technology Centre		–	S	TIPLOC WIDNTTF <i>To/from Ditton Reception Sidings</i>
Ditton Reception Sidings	–	–	S	
Ditton West Jn	SL	–	F	<i>To/from Ditton Reception Sidings</i>
<i>Halewood East Jn</i>				<i>To/from Halewood (Jaguar Cars)</i>
Halewood (Jaguar Cars)	SL	SL	F	
<i>Halewood West Jn</i>				<i>To/from Halewood (Jaguar Cars)</i>
<i>Speke East Jn</i>				<i>For planning purposes this location is shown as Speke Jn</i>
Speke Jn	FL SL	FL SL	X	
<i>Speke West Jn</i>				<i>For planning purposes this location is shown as Speke Jn</i>
<i>Allerton East Jn</i>				<i>To/from Garston Jn – NW2007</i>
<i>Allerton Jn</i>				<i>To/from Hunts Cross West Jn – NW6003</i>
Liverpool South Parkway	FL SL	FL SL		Platform details must be shown
				Note: between 0001 and 0545 Mondays to Fridays, all trains between Allerton Jn and Wavertree Jn <u>must</u> be timed via "SL"
<i>Allerton West Jn</i>				
Liverpool South Parkway Signal WE1872	SL	SL	S	Shunting moves only
West Allerton	FL SL	FL SL	S	
Mossley Hill	FL SL	FL SL	S	
Wavertree Jn	FL –	FL SL		
Edge Hill Depot	–	–		
Edge Hill Gullet Sidings	–	–	S	<i>To/from Edge Hill Depot</i> <i>To/from Edge Hill Wapping Sidings</i>
Former Edge Hill SB	FL SL	FL –		<i>To/from Bootle Branch Jn – NW2015</i> <i>To/from Edge Hill "Depot Complex", Down Wapping and Gullet Sidings</i>
Edge Hill Wapping Sidings	–	–	S	<i>To/from Edge Hill Depot</i> <i>To/from Edge Hill Gullet Sidings</i>
Edge Hill	FL SL	FL SL		Platform detail must be shown
<i>Edge Hill West Jn</i>				
Crown Street Jn	FL DSL USL	FL SL		TIPLOC LVRPLCS The only route to platform 1 at Liverpool Lime Street is via the USL
Liverpool Lime Street		FL USL DSL		Platform detail must be shown

NW2003 RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)				
TIMING POINT	DOWN	UP	CODE	NOTES
Runcorn	–	–		Single Line from Runcorn to/from Network Rail Boundary <i>To/from Weaver Jn – NW2001</i>
<i>Network Rail/Ineos Chlor Boundary</i>				<i>0 miles 69 chains</i>
Folly Lane I.C.I. Sidings		–		

NW2005 SPEKE JN TO GARSTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Speke Jn	–	FL SL		<i>To/from Ditton Jn – NW2001</i>
Garston Jn	–	–		<i>To/from Freightliner Depot</i>

NW2007 ALLERTON EAST JN TO GARSTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Allerton East Jn</i>				<i>To/from Wavertree Jn – NW2001</i>
Garston Jn	–	–		<i>To/from Freightliner Depot – NW2005</i>

NW2009 ARPLEY JN TO DITTON EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Latchford Sidings	–			
Arpley Jn	–	–		<i>To/from Walton Old Jn – NW2011</i>
Fiddlers Ferry Power Station SB	–	–		<i>To/from Fiddlers Ferry Power Station</i>
Ditton East Jn	– SL	–		<i>To/from Speke Jn – NW2001</i>

NW2011 WALTON OLD JN TO ARPLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Walton Old Jn	–	OL		<i>To/from Acton Grange Jn – NW1019</i>
Arpley Jn	–	–		<i>To/from Latchford Sidings – NW2009</i>

NW2015 ORDSALL LANE JN TO EDGE HILL				
TIMING POINT	DOWN	UP	CODE	NOTES
Ordsall Lane Jn	–	–		<i>To/from Deansgate – NW6001</i> <i>To/from Deal Street Jn – NW6007</i>
Eccles	–	–		Also, Goods Loop in Up direction only <i>To/from Weaste – NW2017</i>
Patricroft	–	–	S	
Astley	–	–		
Parkside Jn	–	–		<i>To/from Lowton Jn – NW2019</i>
<i>Newton-le-Willows Jn</i>				<i>To/from Golborne Jn – NW1021</i>
Newton-le-Willows	–	–		
<i>Earlestown East Jn</i>				<i>To/from Earlestown – NW1021</i>

NW2015 ORDSALL LANE JN TO EDGE HILL				
TIMING POINT	DOWN	UP	CODE	NOTES
Earlestown	-	-		
<i>Earlestown West Jn</i>				<i>To/from Earlestown – NW2021</i>
Earlestown Up & Down Loop	-	-	S	Recessed Trains Only
St. Helens Junction	-	-		
Lea Green	-	-	S	
Rainhill	-	-		
Whiston	-	-	S	
<i>Huyton Jn</i>				<i>To/from St. Helens Central – NW2023</i>
Huyton	FL SL	-		
Roby	-	FL SL		
<i>Roby Jn</i>				
Broad Green	-	-	S	
Olive Mount Jn	-	-		<i>To Edge Lane Jn – NW2029</i>
Wavertree Technology Park	-	-	S	
Bootle Branch Jn	-	-		<i>To/from Edge Lane Jn – NW2027</i> <i>To/from Down and Up Waterloo Sidings</i>
Down and Up Waterloo Sidings (Tuebrook)	-	-		
Former Edge Hill SB	FL SL	-		<i>To/from Liverpool Lime Street – NW2001</i>

NW2017 ECCLES TO WEASTE				
TIMING POINT	DOWN	UP	CODE	NOTES
Eccles				Single line from Eccles to/from Network Rail Boundary <i>To/from Eccles – NW2015</i>
<i>Network Rail/MSC Boundary</i>	-	-		

NW2019 PARKSIDE JN TO LOWTON JN (EAST CURVE LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Parkside Jn				<i>To/from Astley – NW 2015</i>
<i>Lowton Jn</i>				<i>To/from Golborne Jn – NW1021</i>

NW2021 EARLESTOWN SOUTH JN TO EARLESTOWN WEST JN (LIVERPOOL CURVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Earlestown South Jn</i>				Single line from Earlestown South Jn to/from Earlestown West Jn <i>To/from Winwick Jn – NW1021</i>
Earlestown	-	-		
<i>Earlestown West Jn</i>				<i>To/from St. Helens Junction – NW2015</i>

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Springs Branch Jn	–	FL SL		<i>To/from Wigan South Jn – NW1001</i>
Ince Moss Jn	–	GL		<i>Trains to/from Bamfurlong Sidings Jn – NW1025 only</i>
Bryn	–	–	S	
Garswood	–	–	S	
St. Helens Central	–	–		
<i>St. Helens Station Jn</i>				<i>To/from Ravenhead Jn – NW2025</i>
<i>Down Goods Loop</i>				49 chains from St. Helens Station Jn (not currently used for timing purposes)
Thatto Heath	–	–	S	
Eccleston Park	–	–	S	
Prescot	–	–	S	
<i>Huyton Jn</i>				<i>To/from Huyton – NW2015</i>

NW2025 ST. HELENS STATION JN TO RAVENHEAD JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>St. Helens Station Jn</i>				<i>To/from St. Helens Central – NW2023</i>
Ravenhead Jn	–	–		Start of single line, 61 chains to Network Rail Boundary (line continues to Leathers Chemicals)

NW2027 EDGE HILL BOOTLE BRANCH JN TO REGENT ROAD L. C.				
TIMING POINT	DOWN	UP	CODE	NOTES
Bootle Branch Jn	–	–		<i>To/from Former Edge Hill SB – NW2015</i> <i>To/from Olive Mount Jn – NW2015</i> <i>To/from Down and Up Waterloo Sidings (Tuebrook)</i>
Edge Lane Jn	–	–		<i>To/from Olive Mount Jn – NW2029</i>
Bootle Jn	–	–		<i>To/from Waterloo – NW8001</i> <i>To/from Bootle Down & Up Goods – NW8007</i>
Regent Road Level Crossing	–	–		Mandatory stop for all trains – minimum OP stop of 2 minutes to be shown for operation of plunger to control level crossing
<i>Network Rail/Mersey Docks & Harbour Company Boundary</i>				<i>5 miles 53 chains</i>
Liverpool Euro Metal		–	F	
Liverpool Bulk Handling Terminal		–	F	
Liverpool Gladstone Dock		–	F	
Seaforth Container Terminal		–	F	

NW2029 OLIVE MOUNT JN TO EDGE LANE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Olive Mount Jn	–	–		<i>To/from Roby – NW2015</i>
Edge Lane Jn	–	–		<i>To/from Bootle Jn – NW2027</i>

NW3001 CREWE NORTH JN TO HOLYHEAD				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Crewe North Jn</i>				<i>To/from Crewe – NW1001</i>
Crewe Heritage G.F.	–	–		Trains to/from Crewe Heritage Centre only
Crewe Signal CE142		IL		Up trains to Salop Goods Jn (see NW1015) only
Crewe Steel Works SB	–	–		
Beeston Castle & Tarporley SB	–	–		
Chester East Jn	–	–		<i>To/from Mickle Trafford – NW3003</i> Use for access to/from Chester DMU depot
Chester DMU Depot		–	S	
Chester	DML UFL USL	–		Platform detail must be shown For Down trains only, the following applies: All movements from Platforms 2, 3 or UDM to Chester South Jn <u>must</u> show running line DML. All movements from Platform 4 to Chester South Jn <u>must</u> show running line UFL. All movements from Platform 7 or DTL,-UDG or REC to Chester South Jn <u>must</u> show running line SL
<i>Chester West Jn</i>				<i>To/from Chester North Jn – NW3011</i>
Chester South Jn	– SL	UFL USL		For Up trains only, the following applies: All movements from Chester South Jn to Chester Platforms 2, 3, 4 or UDM <u>must</u> show running line UFL. All movements from Chester South Jn to Chester Platform 7 or DTL, UDG or REC <u>must</u> show running line USL <i>To/from Chester North Jn via Up & Down Fork – NW3009</i>
Roodee Jn	–	– SL	X	
Saltney Jn	–	–		<i>To/from Wrexham North Jn – NW3005</i>
Shotton (Low Level)	– UH	– DH		
<i>NW&C/Wales Route Boundary</i>				<i>To/from Flint – Western & Wales Timetable Planning Rules - NW3001</i>

NW3003 CHESTER EAST JN TO ACTON GRANGE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Chester East Jn</i>				<i>To/from Chester – NW3001</i>
Mickle Trafford SB	–	–		<i>To/from Mouldsworth – NW3023</i>
Helsby	–	–		<i>To/from Ellesmere Port – NW3013</i>
Frodsham	–	–	S	
Frodsham Jn	–	–		Also, Goods Loop in Up direction only <i>To/from Halton Jn – NW3021</i>
Runcorn East	–	–		
<i>Norton SB</i>				<i>For train planning purposes this location is shown as Runcorn East</i>
Acton Grange Jn	FL OL	–		<i>To/from Warrington Bank Quay (via Main Lines) – NW1001</i> <i>To/from Walton Old Jn (via Helsby Lines) – NW1019</i>

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
For planning purposes Gobowen to Wrexham North Jn (exclusive) are shown in Western & Wales Timetable Planning Rules – GW731				
<i>Wrexham North Jn</i>				Start/end of single line <i>To/from Wrexham General – Western & Wales Timetable Planning Rules – GW731</i>
Rossett Jn	–	–		Single line from Rossett Jn to/from Wrexham North Jn
Saltney Jn	–	–		<i>To/from Chester South Jn – NW3001</i>

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007				
Neston	–	–	S	<i>To/from Dee Marsh Jn – Western & Wales Timetable Planning Rules – NW3007</i>
Heswall	–	–	S	
Upton	–	–	S	
Bidston Signal 1544	–	–	S	For shunt moves to/from Bidston only
<i>Bidston Dee Jn</i>				<i>To/from West Kirby – NW8011</i>
Bidston	–	–		Platform detail must be shown
<i>Bidston West Jn</i>				<i>To/from Stabling Siding</i> <i>To/from Bidston East Jn - NW8011</i>

NW3009 CHESTER NORTH JN TO CHESTER SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Chester North Jn	–	–		Single line from Chester North Jn to/from Chester South Jn <i>To/from Chester DMU Depot</i> <i>To/from Hooton – NW3011</i>
Chester South Jn	– SL	–		<i>To/from Saltney Jn – NW3001</i>

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Chester West Jn</i>				<i>To/from Chester South Jn – NW3001</i>
Chester North Jn	–	–		<i>To/from Chester DMU Depot</i> <i>To/from Chester South Jn – NW3009</i>
Bache	–	–	S	Platform detail must be shown
Capenhurst	–	–	S	Platform detail must be shown
<i>Hooton South Jn</i>				<i>To/from Hooton – NW8013</i>

NW3013 HOOTON SOUTH JN TO HELSBY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hooton South Jn</i>				<i>To/from Hooton – NW8013</i>
Little Sutton	–	–	S	Platform detail must be shown
Overpool	–	–	S	Platform detail must be shown
Ellesmere Port Freight Terminals			F	TIPLOCs: ELSMGBF (GBRf) ELSMWV/ELMSPFH (Freightliner) ELMSPDB (DB Cargo)
Ellesmere Port	–	–		Platform detail must be shown. Extent of DC electrified line. Also bi-directional Goods Loop adjacent to Down Main
Stanlow & Thornton	–	–	S	
Ince & Elton	–	–	S	
Ince & Elton Encirc Works	–	–	F	
West Cheshire Jn	–	–	X	<i>To/from Ince & Elton Encirc Works</i>
Helsby	–	–		
<i>Helsby Jn</i>				<i>To/from Frodsham Jn – NW3003</i>

NW3021 FRODSHAM JN TO HALTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Frodsham Jn	–	–		Single line from Frodsham Jn to Halton Jn <i>From Helsby – NW3003</i>
Halton Jn	–	–		<i>To Runcorn – NW2001</i>

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
Edgeley Jn No.2 SB	–	FL SL		<i>To/from Stockport – NW5001</i>
Cheadle Village Jn	–	–		Single line from Cheadle Village Jn to/from Sharston Jn
Sharston Jn	–	–		
Northenden RTS			F	
Northenden Jn Signal NJ8			S	
Northenden Jn	–	–		<i>To/from Hazel Grove High Level Jn – NW9017</i>
Skelton Jn	–	–		Trains using Down Goods Loop or to/from Partington – NW3025 only
Deansgate Jn	–	–		Single line from Deansgate Jn to/from Navigation Road
Navigation Road	–	–		
Deansgate Jn Signal DJ19	–	–	S	Timing point for trains shunting between platforms at Altrincham
Altrincham	–	–		
Hale	–	–		
Ashley	–	–	S	
Mobberley	–	–		
Knutsford	–	–	S	
Plumley	–	–	S	
Plumley West SB	–	–		
Lostock Gralam	–	–	S	
Lostock Works	–	–	F	
Northwich East Jn	– GL	–		To/from Down & Up Goods line only. Also Goods Loop in Up direction only. Down trains proceeding towards Northwich South Jn <u>must</u> cross to the "GL" at this point
Northwich T.C.	–	– GL	F	
Northwich	–	– GL		Up trains from Northwich South Jn <u>must</u> run via the "GL" at this point and proceed via Northwich East Jn
<i>Northwich Station Jn</i>				<i>To/from Northwich South Jn – NW3031</i>
Northwich West Jn	–	–		<i>Trains to/from Northwich South Jn only – NW3029</i>
Hartford East Jn	–	–		<i>Trains to/from Oakleigh Sidings only – NW3033</i>
<i>Hartford West Jn</i>				<i>To/from Hartford North Jn – NW3035</i>
Greenbank Signal 9	–	–	S	For reversing moves to/from Greenbank
Greenbank	–	–		
Hartford C.L.C. Jn	–	–	X	<i>To/from Hartford Jn only – NW3037</i>
Cuddington	–	–	S	
Delamere	–	–	S	
Mouldsworth	–	–		Single line from 31 miles 13 chains to/from Mickle Trafford
Mickle Trafford	–	–		<i>To/from Chester – NW3003</i>

NW3025 SKELTON JN TO PARTINGTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Skelton Jn	–	–		Skelton Jn to Partington is Single line <i>To/from Northenden Jn – NW3023</i>
Partington		–		Network Rail Boundary is 2 miles 72 chains from Skelton Jn

NW3027 TIMPERLEY TO ALTRINCHAM (METROLINK LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Timperley <i>Network Rail/Metrolink Boundary</i>	–			<i>6 miles 77 chains</i> Beyond this point, line is under Metrolink control
Deansgate Jn	–	–		Single line from Deansgate Jn to/from Navigation Road
Navigation Road	–	–		
Altrincham		–		

NW3029 SANDBACH NORTH JN TO NORTHWICH WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Sandbach North Jn</i>				Single lead connection <i>To/from Sandbach – NW5001</i>
<i>Elworth Jn</i>				Single line to/from Middlewich Loop East Jn
Middlewich British Salt <i>Middlewich Loop East Jn</i>		–	F	
Middlewich	–	–		Passing loop (site of former Middlewich station)
<i>Middlewich Loop West Jn</i>				<i>Single line to/from Northwich West Jn</i>
Northwich South Jn	–	–		<i>To/from Northwich Station Jn – NW3031</i>
Northwich West Jn	–	–		<i>To/from Greenbank – NW3023</i>

NW3031 NORTHWICH SOUTH JN TO NORTHWICH STATION JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Northwich South Jn	–	–		Single line from Northwich South Jn to/from Northwich Station Jn <i>To/from Sandbach North Jn – NW3029</i>
<i>Northwich Station Jn</i>				<i>To/from Northwich – NW3023</i>

NW3033 HARTFORD EAST JN TO HARTFORD NORTH JN (EAST GOODS LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Hartford East Jn	–	–		Single line from Hartford East Jn to/from Hartford North Jn <i>To/from Northwich – NW3023</i>
<i>Hartford North Jn</i>				<i>To/from Oakleigh Sidings – NW3035</i>

NW3035 HARTFORD WEST JN TO HARTFORD NORTH JN (WEST GOODS LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hartford West Jn</i>				Single line from Hartford West Jn to/from Hartford North Jn <i>To/from Greenbank – NW3023</i>
<i>Hartford North Jn</i>				<i>To/from Hartford East Jn – NW3033</i>
Oakleigh Sidings		–		

NW3037 HARTFORD C.L.C. JN TO HARTFORD JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Hartford C.L.C. Jn	–	–		<i>To/from Greenbank – NW3023</i>
Hartford Jn	FL	–		<i>To/from Acton Bridge – NW1001</i>

NW4001 PRESTON RIBBLE JN TO COVE L. C.				
Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.				
TIMING POINT	DOWN	UP	CODE	NOTES
Preston Fylde Jn	–	TL UFL DFL USL DSL GL		<i>To/from Lancaster – NW4001</i> <i>To/from Deepdale – NW4003</i> <i>To/from Kirkham & Wesham – NW4005</i>
Oxheys		–	S	Up Passenger Loop
Barton & Broughton	–		S	Down Passenger Loop
Garstang and Catterall	–	–		
Oubeck	–	–	S	Also, Down Goods Loop and Up Goods Loop
Lancaster South Jn		–	S	
Lancaster	–	–		Platform detail must be shown including DFL, UFL
<i>Lancaster North Jn</i>				
Morecambe South Jn	–	–		<i>To/from Bare Lane – NW4011</i>
Hest Bank Jn	–	–	X	<i>To/from Bare Lane – NW4013 only</i>
<i>Carnforth South Jn</i>				
Carnforth Up & Down Goods Loops	–	–	S	Loop detail must be shown
Carnforth Up Passenger Loop		–	S	
Carnforth North Jn	–	–		<i>To/from Carnforth Station – NW4033</i>
<i>Oxenholme South Jn</i>				
Oxenholme Up Goods Loop		–	S	
Oxenholme Signal CE45	–			Conditional for all trains running via the Down Windermere
<i>Oxenholme North Jn</i>				For timing purposes location shown as Oxenholme Lake District
Oxenholme Lake District	–	– UGL		Platform detail must be shown <i>To/from Windermere – NW4019</i>
Grayrigg Loops	–	–	S	Up Loop is Goods Loop only

NW4001 PRESTON RIBBLE JN TO COVE L. C.				
Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn				
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Tebay South Jn</i>				<i>For planning purposes location is shown as Tebay</i>
Tebay	–	–		Up & Down Goods Loop
<i>Tebay North Jn</i>				<i>For planning purposes location is shown as Tebay</i>
Shap Summit	–	–	F S	Up Goods Loop
Shap Summit Quarry			F	
Shap Hardendale Quarry			F S	
Shap Hardendale Quarry Jn				Train movements into and out of Hardendale Quarry
Harrison's Sidings	–		S	Goods Loop only
Eden Valley Up Goods Loop		–	S	
Penrith South Jn	– SL		X	Down trains to "SL" only
<i>Penrith Middle Jn</i>				
Penrith North Lakes	–	–		
<i>Penrith North Jn</i>				
Plumpton		–	S	Also, Up Goods Loop
<i>Southwaite HABD</i>	–	–		
Upperby Bridge Jn	– GL	–	X	
Upperby Jn	– GL	GL	X	<i>Trains to/from Goods Lines only To/from Bog Jn – NW4021 To/from London Road Jn – NW4023</i>
<i>Carlisle South Jn</i>				<i>To/from Currock Jn – NW4033 To/from London Road Jn – NW9901</i>
Carlisle	–	–		Platform detail must be shown including Wapping, Collier Lane, A, B and C sidings
<i>Carlisle North Jn</i>				
Caldew Jn	–	UML DML		Trains to/from Goods Lines or Up trains running via the bi-directional Down Line to Carlisle
Kingmoor TMD		GL		
Kingmoor Up Passenger Loop		–	S	
<i>Kingmoor Jn</i>				
<i>Brunthill Branch Jn</i>				
Carlisle Network Yard	GL	GL	F	Also known as Kingmoor Yard
Floriston	–			Down trains from Kingmoor Yard only
Mossband Jn	–	–		Up Trains to Kingmoor Yard or trains to/from Longtown M.o.D. only <i>To/from Bush-on-Esk – NW4029</i>
Gretna Jn	–	–		
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.				

NW4003 PRESTON FYLDE JN TO DEEPDALE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Preston Fylde Jn	–	TL		Single line from Preston Fylde Jn to/from Deepdale Jn <i>To/from Preston – NW4001</i>
<i>Deepdale Jn</i>		–		<i>To/from Deepdale Coal Concentration Depot</i>

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH				
TIMING POINT	DOWN	UP	CODE	NOTES
Preston Fylde Jn	–	UFL DFL USL DSL GL		<i>To/from Preston – NW4001</i>
Salwick	–	–	S	
<i>Kirkham South Jn</i>				
Kirkham & Wesham	–	–		Platform detail must be shown
Kirkham North Jn	–	–	S	<i>To/from Kirkham West Jn – NW4007</i>
Poulton-le-Fylde	–	–		
Layton	–	–	S	
Devonshire Road Jn	–	–		
Blackpool North Carriage Sidings	–	–	S	
Blackpool North		– DM		Platform detail must be shown

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH				
TIMING POINT	DOWN	UP	CODE	NOTES
Kirkham North Jn	–	–	S	<i>To/from Kirkham & Wesham – NW4005</i>
Kirkham West Jn	–	–		
Moss Side	–	–	S	Conditional for all trains in the Up direction.
Lytham	–	–	S	
Ansdell & Fairhaven	–	–	S	
St Annes-on-the-Sea	–	–	S	Conditional for all trains in the Down direction
Squire's Gate	–	–	S	
Blackpool Pleasure Beach	–	–	S	
Blackpool South		–		

NW4011 MORECAMBE SOUTH JN TO MORECAMBE				
TIMING POINT	DOWN	UP	CODE	NOTES
Morecambe South Jn	–	–		Single line from Morecambe South Jn to/from Bare Lane Jn <i>To/from Lancaster – NW4001</i>
<i>Bare Lane Jn</i>				<i>To/from Hest Bank – NW4013</i>

NW4011 MORECAMBE SOUTH JN TO MORECAMBE				
TIMING POINT	DOWN	UP	CODE	NOTES
Bare Lane	DUH DUM	–		Platform detail must be shown for Northern services. Platform 1 for DUM (Down and Up Morecambe); Platform 2 for DUH (Down and Up Heysham) DUH and DUM are independent single lines from Bare Lane to/from Morecambe
Morecambe Jn Ground Frame	DUH	DUH	S	Trains stopping to operate Ground Frame (See Section 5.3). <i>To/from Heysham Port access is to/from DUH line only – NW4017</i>
Morecambe		DUH DUM		Access to run-round is to/from DUH line only

NW4013 HEST BANK TO BARE LANE				
TIMING POINT	DOWN	UP	CODE	NOTES
Hest Bank	–	–		Single line from Hest Bank to/from Bare Lane Jn <i>To/from Carnforth North Jn – NW4001</i>
<i>Bare Lane Jn</i>				<i>To/from Bare Lane – NW4011</i>

NW4017 MORECAMBE JN TO HEYSHAM PORT				
TIMING POINT	DOWN	UP	CODE	NOTES
Morecambe Jn Ground Frame	DUH	–		Single line from Morecambe Jn Ground Frame to/from Heysham Port <i>To/from Morecambe – NW4011 (access is to/from DUH line only)</i>
<i>Heysham Power Station Sidings Ground Frame</i>				<i>To/from Heysham Power Station</i>
Heysham Power Station		DUH	S	
Heysham Port		DUH		

NW4019 OXENHOLME TO WINDERMERE				
TIMING POINT	DOWN	UP	CODE	NOTES
Oxenholme Lake District	–	–		Platform detail must be shown Single line from Oxenholme Lake District to/from Windermere <i>To/from Carnforth North Jn – NW4001</i>
Kendal	–	–	S	
Burneside	–	–	S	
Staveley	–	–	S	
Windermere		–		

NW4021 UPPERBY JN TO ROME STREET JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Upperby Jn	- GL	GL		To/from Upperby Bridge Jn (via Goods Lines) - NW4001 To/from Carlisle - NW4001 To/from London Road Jn - NW4023
Bog Jn	- GL	GL		To/from Currock Jn - NW4025 To/from London Road Jn - NW9911
Rome Street Jn				To/from Metal Box Siding (24 chains from Bog Jn)
<u>Note:</u> Bog Jn to Rome Street Jn is not currently used for timing purposes				

NW4023 UPPERBY JN TO LONDON ROAD JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Upperby Jn	GL	GL		Single line from Upperby Jn to/from London Road Jn To/from Upperby Bridge Jn (via Goods Lines) - NW4001
London Road Jn	-	GL		To/from Petheril Bridge Jn - NW9901

NW4025 CURROCK JN TO BOG JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Currock Jn	-	-		To/from Wigton - NW4033
Bog Jn	- GL	-		To/from Upperby Jn - NW4021 To/from London Road Jn - NW9911

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL				
TIMING POINT	DOWN	UP	CODE	NOTES
End of Line				96 miles 9 chains
Stainton Jn				Single line from Stainton Jn to/from Brunthill Branch Jn and Brunthill To/from Brunthill
Brunthill Branch Jn				To/from Carlisle New Yard
Brunthill				Network Rail Boundary To/from Carlisle Warehousing Siding

NW4029 MOSSBAND JN TO BUSH-ON-ESK				
TIMING POINT	DOWN	UP	CODE	NOTES
Mossband Jn	–			Single line from Mossband Jn to/from Network Rail Boundary <i>To/from Carlisle – NW4001</i>
<i>Bush-on-Esk West Jn</i>				<i>To/from Longtown M.o.D.</i>
<i>Bush-on-Esk East Jn</i>				
<i>Network Rail Boundary</i>				<i>0 miles 24 chains To/from Smallstown M.o.D.</i>
Note: The only timing link currently used is from Mossband to/from Longtown M.o.D.				

NW4031 GREтна JN TO GREтна GREEN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Please refer to Line of Route SC031 (Scotland Timetable Planning Rules) for Gretna Jn to Gretna Green				

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)				
TIMING POINT	DOWN	UP	CODE	NOTES
Carnforth North Jn	–	–		<i>To/from Morecambe South Jn – NW4001</i>
Carnforth	–	–		
<i>Carnforth Station Jn</i>	–	–		<i>To/from Settle Jn – NW9903</i>
Silverdale	–	–	S	
Arnside	–	–		
Grange-over-Sands	–	–		
Kents Bank	–	–	S	
Cark & Cartmel	–	–	S	
Ulverston	–	–		
Dalton	–	–	S	
Dalton Jn	–	–		<i>To/from Park South Jn via NW4041</i>
Roose	–	–	S	
Salthouse Jn			X	<i>To/from Port of Barrow</i>
Barrow-in-Furness	–	–		Platform detail must be shown Single line from 29 miles 28 chains to/from Park South Jn
Park South Jn	–	–		<i>To/from Dalton Jn via NW4041</i>
Askam	–	–		
Kirkby-In-Furness	–	–	S	
Foxfield	–	–		
Green Road	–	–	S	
Millom	–	–		
Silecroft	–	–		
Bootle (Cumbria)	–	–		
Ravenglass	–	–	S	
Drigg	–	–		<i>To/from Drigg British Nuclear Fuels Sidings</i>
Seascale	–	–	S	<i>To/from British Nuclear Fuels Private Sidings</i>
Sellafield Signal SD18	–	–	S	
British Nuclear Fuels Private Sidings		–	S	

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)				
TIMING POINT	DOWN	UP	CODE	NOTES
Sellafield	–	–		Single line from Sellafield to/from St Bees
Braystones	–	–	S	
Nethertown	–	–	S	
St. Bees	–	–		Passing Loop. Show “t” for trains which do not stop to pick up or set down passengers Single line from St Bees to/from Bransty Jn
Corkickle	–	–	S	
Whitehaven	–	–		Token exchange. Show “t” for trains which do not stop to pick up or set down passengers
<i>Bransty Jn</i>				
Parton	–	–		Single line from 1 mile 68 chains to/from Parton North Jn
Parton North Jn	–	–		
Harrington	–	–	S	
Workington	–	–		<i>To/from Workington S.S.</i> See Section 5.3 for specific rules applicable to trains to/from this location
Derwent Jn	–	–	X	Trains to/from Workington Docks only
Flimby	–	–	S	
Maryport	–	–		Single Platform on Down & Up Platform Line only
Aspatria	–	–	S	
Wigton	–	–		
Dalston Oil Depot G.F.				<i>To/from Dalston Oil Sidings – Timing point for trains to/from Dalston Oil Sidings</i>
Dalston (Cumbria)	–	–	S F	Timing point for trains from Dalston Oil Sidings
Currock Jn	–	–		<i>To/from Bog Jn – NW4025</i>
<i>Carlisle South Jn</i>				<i>To/from Carlisle – NW4001</i>

NW4041 DALTON JN TO PARK SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Dalton Jn	–	–		<i>To/from Ulverston – NW4033</i>
Park South Jn	–	–		<i>To/from Foxfield – NW4033</i>

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Crewe North Jn</i>	–			<i>To/from Crewe – NW1001</i>
Crewe Up Manchester Loop		–		Loop in Up direction only (for Up trains timed into Platforms 1 or 5 at Crewe station conflicting with Down train from Platform 1 or 5 on Up Manchester line)
Crewe Sydney Bridge Jn	FL	–		
<i>Sandbach South Jn</i>				<i>To/from Salop Goods Jn – NW1009</i>
Sandbach	–	FL IL		Platform detail must be shown
<i>Sandbach North Jn</i>				<i>To/from Middlewich – NW3029</i>
Holmes Chapel	–	–	S	

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Goostrey Jn</i>				
Goostrey	–	–	S	
<i>Chelford South Jn</i>				
Chelford Loop	–	–	S	Up & Down Passenger Loops
<i>Chelford North Jn</i>				
Chelford	–	–	S	
<i>Alderley Edge South Jn</i>				
Alderley Edge	–	–		For Up trains only, the following applies: Multiple unit trains terminating in the Down Platform at Alderley Edge <u>must</u> be shown Platform DP
<i>Alderley Edge North Jn</i>				
Wilmslow Reversing Siding	–		S	
<i>Wilmslow South Jn</i>				<i>To/from Heald Green South Jn – NW5003</i>
Wilmslow	–	–		Platform detail must be shown
<i>Wilmslow North Jn</i>				
Handforth	–	–	S	
<i>Cheadle Hulme South Jn</i>				
Cheadle Hulme	–	–		Platform detail must be shown <i>To/from Macclesfield – NW5009</i>
<i>Cheadle Hulme North Jn</i>				
Adswold Road Jn	FL SL	–		
Edgeley Jn No.1 SB	FL SL	FL SL		<i>To/from Hazel Grove – NW9001</i>
Edgeley Jn No.2 SB	FL SL	–	X	<i>To/from Cheadle Village Jn – NW3023</i>
<i>Edgeley Jn</i>				<i>For planning purposes this location is shown as Edgeley Jn No.2 SB</i>
Stockport	FL SL	FL SL		Platform detail must be shown
Stockport Carriage Sidings	–			See Section 5.3 for specific rules applicable to trains to/from this location
Stockport Viaduct	FL SL	–		<i>To/from Stockport Carriage Sidings only</i>
Heaton Norris Jn	FL SL	FL SL		<i>To/from Ash Bridge Jn – NW5011</i>
Heaton Chapel	SL	SL	S	Platforms are on Slow Lines only
Levenshulme	SL	SL	S	Platforms are on Slow Lines only
Slade Lane Jn	FL SL	FL SL		<i>To/from Heald Green – NW5003</i>
Longsight (South Jn)	–	FL SL		Conditional timing point for trains to/from Longsight TMD
Longsight TMD	–	–		
Longsight Down Goods Loop	SL GL	FL SL		Bi-directional Loop
Manchester International Depot	GL	GL	S	TIPLOC LNGSFLW
Longsight Up & Down Goods Loop	GL	FL		Bi-directional Loop
Longsight North Jn	FL SL GL	FL GL	X	Also known as Longsight Depot Jn Conditional for all trains to/from Up & Down Goods and Longsight Carriage Maintenance Depot
Ardwick Jn	FL SL EL	FL SL GL		<i>To/from Ashburys – NW5015</i>
Mayfield Goods Loop	SL	SL	S	Bi-directional Loop (Access only to/from Manchester Piccadilly Platforms 9 – 14)
<i>Manchester Piccadilly East Junction</i>				<i>To/from Manchester Oxford Road (via Manchester Piccadilly Platforms 13 and 14) – NW6001</i>
Manchester Piccadilly		FL SL EL		Platform detail must be shown

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Wilmslow	–	–		Platform detail must be shown <i>To/from Alderley Edge – NW5001</i>
<i>Styal Jn</i>				
Styal	–	–	S	
Heald Green South Jn	–	–		<i>To/from Heald Green West Jn – NW5005</i>
<i>Heald Green North Jn</i>				<i>To/from Heald Green West Jn – NW5007</i>
Heald Green	–	–		
Gatley	–	–	S	
East Didsbury	–	–	S	
Burnage	–	–	S	
Mauldeth Road	–	–	S	
Slade Lane Jn	FL SL	–		<i>To/from Ardwick Jn – NW5001</i>

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Heald Green South Jn	–	–		<i>To/from Wilmslow – NW5003</i>
Heald Green West Jn	–	–		<i>To/from Manchester Airport – NW5007</i>

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Manchester Airport	–			Platform detail must be shown
Heald Green West Jn	–	–		<i>To/from Heald Green South Jn – NW5005</i>
<i>Heald Green North Jn</i>				<i>To/from Heald Green – NW5003</i>

NW5008 NORTON BRIDGE TO STONE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Norton Bridge	EC	FL		<i>To/from Stafford – NW1001</i>
Searchlight Lane Jn	DNB SL			<i>To Madeley – NW1001</i>
Yarnfield Jn	–	UNB EC		<i>To/from Little Bridgeford Jn – NW1001</i>
Stone	–	–		
<i>Stone Jn</i>				<i>For timing purposes this location is shown as Stone. To/from Stoke Jn – NW5009</i>

NW5009 COLWICH JN TO CHEADLE HULME				
TIMING POINT	DOWN	UP	CODE	NOTES
Colwich	–			<i>To/from Rugeley North Jn – NW1001</i>
Stone	–	–		<i>To/from Norton Bridge – NW5008</i>
Barlaston	–	–	S	
Wedgwood	–	–	S	
Sideway	–		S	Recessed trains only

NW5009 COLWICH JN TO CHEADLE HULME				
TIMING POINT	DOWN	UP	CODE	NOTES
Stoke Jn	–	–		<i>To/from Foley Crossing SB – NW5012</i>
Stoke on Trent	–	–		Platform detail must be shown
Stoke North Jn	GL	–	X	
Newcastle Jn	GL	GL	X	
Grange Jn	–	DGL GL	X	
Longport	GL	–	S	
Bradwell Jn	–	GL	X	
Kidsgrove	–	–		<i>To/from Alsager – NW1005</i>
<i>Mow Cop Level Crossing</i>				
Congleton	–	–		
Macclesfield	–	–		Platform detail must be shown.
Prestbury	–	–	S	
Adlington (Cheshire)	–	–	S	
Poynton	–	–	S	
Bramhall	–	–	S	
Cheadle Hulme		–		<i>To/from Adswold Road Jn – NW5001</i> Platform detail must be shown

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Heaton Norris Jn	–	FL SL		Single line from 0 mile 62 chains to/from Denton Station Jn <i>To/from Stockport – NW5001</i>
Ash Bridge Jn	–	–		
Reddish South	–	–	S	
Denton Station Jn	–	–		
Denton	–	–	S	
Denton Jn	–	–		Single line from Denton Jn to/from Guide Bridge Station Jn <i>To/from Ashton Moss North Jn – NW7021</i>
Guide Bridge Signal GB872	–		S	TIPLOC GIDB872
<i>Guide Bridge Station Jn</i>				<i>To/from Guide Bridge – NW5015</i>

NW5012 FOLEY CROSSING (EXCLUSIVE) TO STOKE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Foley Crossing SB</i>				<i>To/from Longton - LN3505 Refer to East Midlands Timetable Planning Rules</i>
<i>NW&C/LNE Route Boundary</i>				<i>1 mile 40 chains</i>
Stoke Jn	–	–		<i>To/from Stoke-on-Trent – NW5009</i>

NW5013 DENTON JN TO ASHTON MOSS NORTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Denton Jn	–	–		<i>To/from Heaton Norris Jn – NW5011</i>
Ashton Moss North Jn	–	–		<i>To/from Baguley Fold Jn – NW7021</i>

NW5015 HADFIELD TO ARDWICK JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Hadfield	–			Single line from Hadfield to/from Dinting West Jn
<i>Dinting East Jn</i>				<i>To/from Dinting South Jn – NW5017</i>
Dinting	–	–		
<i>Dinting West Jn</i>				<i>To/from Dinting South Jn – NW5019</i>
Broadbottom	–	–	S	
Hattersley	–	–	S	
Godley	–	–	S	
Newton (for Hyde)	–	–	S	Conditional in the Down direction
Flowery Field	–	–	S	
Hyde Jn	–	–		<i>To/from Woodley – NW9011</i>
Guide Bridge Up & Down Loop	–	–	S	
<i>Guide Bridge East Jn</i>				<i>To/from Sidings</i>
<i>Guide Bridge West Jn</i>				<i>To/from Stalybridge – NW5021</i>
Guide Bridge	–	–		Platform detail must be shown.
<i>Guide Bridge Station Jn</i>				<i>To/from Denton Jn – NW5011</i>
Fairfield	–	–	S	
Gorton	–GL	–	S X	
<i>Gorton Jn</i>				
Ashburys Stone Terminal	–	–	F	Includes Through Sidings
<i>Ashburys East Jn</i>				<i>To/from Reddish North – NW9007</i>
Ashburys	–	–		Platform detail must be shown including UA (Up Arrival Siding) and DG (Down Goods)- <i>To/from Ashburys Stone Terminal</i>
<i>Ashburys West Jn</i>				<i>To/from Philips Park South Jn – NW7025</i> <i>To/from Ardwick T.M.D.</i>
Ardwick T.M.D.	–	–	S	
Ardwick	–	EL GL	S	GL applies to trains running via the Arrival & Departure Line to the Down Goods at Ashburys
Ardwick Jn	FL SL EL	–		<i>To/from Ardwick T.M.D.</i> <i>To/from Manchester Piccadilly – NW5001</i>

NW5017 DINTING SOUTH JN TO DINTING EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Dinting South Jn</i>				Single line from Dinting South Jn to/from Dinting East Jn <i>To/from Glossop – NW5019</i>
<i>Dinting East Jn</i>				<i>To/from Hadfield – NW5015</i>

NW5019 GLOSSOP TO DINTING WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Glossop	–			Single line from Glossop to/from Dinting West Jn
<i>Dinting South Jn</i>				<i>To/from Dinting East Jn – NW5017</i>
Dinting	–	–		
<i>Dinting West Jn</i>				<i>To/from Hyde Jn – NW5015</i>

NW5021 STALYBRIDGE TO GUIDE BRIDGE WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Stalybridge	–	–		Platform detail must be shown <i>To/from Greenfield – NW7021</i>
<i>Stalybridge Jn</i>				<i>To/from Ashton Moss North Jn – NW7021</i>
Stalybridge Atochem Siding	–		S	
Stalybridge Signal SE7035		–	S	Timing point for trains to Atochem Siding TIPLOC SBYDS11
<i>Guide Bridge West Jn</i>				<i>To/from Guide Bridge – NW5015</i>

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Manchester Piccadilly East Jn</i>	–			<i>To/from Ardwick Jn – NW5001</i>
Manchester Piccadilly (Platforms 13 and 14)	DOX UOX	FL SL EL		Platform detail must be shown
<i>Manchester Piccadilly West Jn</i>				
Manchester Oxford Road	DOX UOX	UOX DOX		Platform detail must be shown
Deansgate	DB UB	UOX DOX		Platform detail must be shown
<i>Castlefield Jn</i>				<i>To/from Trafford Park East Jn – NW6003</i>
Water Street Jn	DB DOC UB UOC	UB DB		<i>To/from Salford Central – NW6004</i>
Ordsall Lane Jn	– DB UB	–		<i>To/from Deal Street Jn – NW6005</i> <i>To/from Eccles – NW2015</i>
<i>Windsor Bridge South Jn</i>				<i>To/from Deal Street Jn – NW6005</i>
Salford Crescent	–	– UB DB		Platform detail must be shown including “SDG” and “UB”
<i>Windsor Bridge North Jn</i>				<i>To/from Walkden – NW6009</i>
Agecroft South Jn	–		F	<i>To/from Brindle Heath Waste Terminal and Pendleton Aggregates Terminal</i>
Brindle Heath Loop	–	–	F	
Brindle Heath Waste Terminal	–		F	
Pendleton Aggregates Terminal		–	F	
<i>Agecroft North Jn</i>				<i>To/from Brindle Heath Loop</i>
Clifton	–	–	S	
Kearsley	–	–	S	
Farnworth	–	–	S	
Moses Gate	–	–	S	
<i>Bolton East Jn</i>				
Bolton	–	–		Platform detail must be shown

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Bolton West Jn</i>				<i>To/from Bromley Cross – NW6011</i>
Lostock Jn	–	–		<i>To/from Crow Nest Jn – NW6013</i>
Lostock	–	–	S	
Horwich Parkway	–	–	S	
Blackrod	–	–	S	
Adlington (Lancashire)	–	–	S	
Chorley	–	–		
<i>Buckshaw Parkway Jn</i>				
Buckshaw Parkway	–	–	S	Turnback facility provided from Down platform
Euxton Jn	FL SL	–		<i>To/from Preston – NW1001</i>

NW6003 CASTLEFIELD JN TO ALLERTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Castlefield Jn</i>	–	–		<i>To/from Deansgate – NW6001</i>
Trafford Park East Jn	–	–		Show REV in platform detail for trains timed into/out of Trafford Park Reversing Siding
Manchester United Football Ground Halt	–	–		Conditional timing point for trains to/from Trafford Park FLT or Euroterminal and for trains stopping at the Football Ground Halt <i>To/from Trafford Park FLT</i> <i>To/from Trafford Park Euroterminal</i>
<i>Trafford Park West Jn</i>				<i>To/from Trafford Park Euroterminal</i>
Trafford Park FLT		–	F	
Trafford Park Euroterminal		–	F	
Trafford Park	–	–	S	
Humphrey Park	–	–	S	
Urmston	–	–	S	
Chassen Road	–	–	S	
Flixton	–	–	S	
Irlam	–	–		Conditional timing point for all stopping trains and non-stop services reversing at Glazebrook East Jn
Glazebrook East Jn	–	–		Passenger Loop in Down direction only <i>To/from Glazebrook M.S.C.</i>
Glazebrook	–	–	S	
Birchwood	–	–		
Padgate	–	–	S	
Warrington Central	–	–		
Warrington West	–	–	S	
Sankey (for Penketh)	–	–	S	
Widnes	–	–	S	
Hough Green	–	–		

NW6003 CASTLEFIELD JN TO ALLERTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Halewood	–	–	S	
Hunts Cross	DML UDE			Platform detail must be shown DC Electric services can use platforms 2 and 3 but only via the UDE
Hunts Cross West Jn	–	UML UDE*		<i>To/from Liverpool South Parkway (Merseyrail) – NW8001</i> * – DC Electric services <u>must</u> use UDE (Single)
<i>Allerton Jn</i>				<i>To/from Liverpool South Parkway – NW2001</i>

NW6004 WATER STREET JN TO SALFORD CENTRAL (ORDSALL CHORD LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Water Street Jn	DOC UOC	UB DB		<i>To/from Deansgate – NW6001</i>
<i>Irwell Street Jn</i>				<i>Down Ordsall Chord only</i>
Salford Central	DCM DOC UCM UOC	–		<i>To/from Deal Street Jn – NW6007</i>

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Manchester Victoria East Jn</i>				<i>To/from Miles Platting Jn – NW7001</i>
Manchester Victoria	FL SL	FL SL		Platform detail must be shown
<i>Manchester Victoria West Jn</i>				
Manchester Victoria Turnback Siding	–	–		Access to/from Manchester Victoria via SL only See Section 5.3 for specific rules applicable to trains to/from this location
Deal Street Jn	– UOC	FL SL		<i>To/from Ordsall Lane Jn – NW6007</i>
Salford Central	– DCM UCM	–		Platform detail must be shown
<i>Salford West Jn</i>				<i>To/from Salford Hope Street Sidings</i>
Salford Hope Street Sidings		–	F	
<i>Windsor Bridge South Jn</i>				<i>To/from Salford Crescent – NW6001</i>

NW6007 DEAL ST JN TO ORDSALL LANE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Deal Street Jn	- UOC	FL SL		<i>To/from Manchester Victoria – NW6005</i>
Salford Central	- DCM DOC UCM UOC	-		<i>To/from Water Street Jn on Up Ordsall Chord – NW6004</i>
<i>Irwell Street Jn</i>				<i>To/from Water Street Jn on Down Ordsall Chord – NW6004</i>
Ordsall Lane Jn	-	-		<i>To/from Eccles – NW2015 To/from Salford Crescent – NW6001</i>

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Windsor Bridge North Jn</i>				<i>To/from Salford Crescent – NW6001</i>
Swinton	-	-	S	
Moorside	-	-	S	
Walkden	-	-		
Atherton	-	-	S	
Hag Fold	-	-	S	
Daisy Hill	-	-	S	
Crow Nest Jn	-	-		<i>To/from Lostock Jn – NW6013</i>
Hindley	-	-	S	
Ince	-	-	S	
Wigan Station Jn	-	-	X	Trains to/from WCML only – NW1001
Wigan Wallgate	-	-		Platform detail must be shown
<i>Wigan Wallgate Jn</i>				<i>To/from Kirkby – NW6015</i>
Wigan Wallgate Down Car Sdg	-	-	S	
Gathurst	-	-	S	
Appley Bridge	-	-	S	
Parbold	-	-		
Hoscar	-	-	S	
Burscough Bridge	-	-		
New Lane	-	-	S	
Bescar Lane	-	-	S	
Meols Cop	-	-		
Southport		-		Platform detail must be shown. Non-electric services must <u>not</u> use Platforms 1 and 2 and should normally use Platforms 4, 5 and 6 only

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Bolton East Jn</i>				<i>To/from Salford Crescent – NW6001</i>
Bolton	–	–		Platform detail must be shown. No access to/from Platforms 2, 4 or 5
<i>Bolton West Jn</i>				Single line from Bolton West Jn to/from Astley Bridge Jn
<i>Astley Bridge Jn</i>				
Hall i' th' Wood	–	–	S	
Bromley Cross	–	–		Single line from 13 miles 75 chains to/from Darwen South Jn
Entwistle	–	–	S	
<i>Darwen South Jn</i>				
Darwen	–	–		Passing Loop
<i>Darwen North Jn</i>				Single line from Darwen North Jn to/from Blackburn Bolton Jn
<i>Blackburn Bolton Branch Jn</i>				
<i>Blackburn Bolton Jn</i>				<i>To/from Blackburn – NW7009</i>

NW6013 LOSTOCK JN TO CROW NEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Lostock Jn	–	–		<i>To/from Bolton – NW6001</i>
Westhoughton	–	–	S	
Crow Nest Jn	–	–		<i>To/from Wigan Wallgate – NW6009</i>

NW6015 WIGAN WALLGATE TO KIRKBY				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wigan Wallgate Jn</i>				<i>To/from Wigan Wallgate – NW6009</i>
Pemberton	–	–	S	
Orrell	–	–	S	
Upholland	–	–	S	
Rainford	–	–		Token exchange point for trains to/from Knowsley Freight Terminal or Kirkby
<i>Rainford Jn</i>				Single line from 24 miles 39 chains to/from Kirkby
Dale Lane Ground Frame	–	–	S	For trains to/from Knowsley Freight Terminal only
Knowsley Freight Terminal		–	F	
Kirkby (Merseyside)		–		No physical connection to line to Walton Jn

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Manchester Victoria West Jn</i>				<i>To/from Deal Street Jn – NW6005</i>
Manchester Victoria	FL SL	FL SL UFL		Platform detail must be shown
<i>Manchester Victoria East Jn</i>				
Miles Platting Jn	–	FL SL		<i>To/from Philips Park West Jn – NW7021</i>

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE				
TIMING POINT	DOWN	UP	CODE	NOTES
Brewery Jn	ML DPL	–		Conditional timing point for trains to/from Philips Park West Jn or planned to recess in either the Down or Up Passenger Loops
Thorpes Bridge Jn	–	– ML UPL		'ML' and 'UPL' only for trains using Brewery Jn as a timing point. <i>To/from GMC Sdg – NW7019 and to/from Newton Heath T.M.D.</i>
Newton Heath T.M.D.	–	–	S	
Moston	–	–	S	
Vitriol Works	–	–		
Mills Hill	–	–	S	
Castleton South Jn		–		Conditional timing point for trains from Castleton North Jn only <i>From Castleton North Jn – NW7005</i>
Castleton East Jn	– GL	–		<i>To/from Castleton North Jn – NW7005</i>
Castleton R.W.D.				See Section 5.3 for specific rules applicable to trains to/from this location
Castleton	–	–	S	Conditional timing point for Down trains from GL only
<i>Rochdale West Jn</i>				
Rochdale	–	–		Platform detail must be shown
Rochdale East Jn	–	–		
Rochdale Turnback Siding / Signal TH7304	–	–	S	For E.C.S. workings from/to Rochdale only
Smithy Bridge	–	–	S	
Littleborough	–	–		
Walsden	–	–	S	
Todmorden	–	–		
<i>Todmorden Viaduct Jn</i>				<i>To/from Stansfield Hall Jn – NW7006</i>
Hall Royd Jn	–	–		<i>To/from Copy Pit – NW7009</i>
<i>Route Boundary: NW&C/LNE</i>				<i>22 miles 62 chains</i>
Hebden Bridge	–	–		<i>To/from Milner Royd Jn – LN854. Refer to LNE Timetable Planning Rules</i>

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.				
TIMING POINT	DOWN	UP	CODE	NOTES
Castleton East Jn	–			Single line from Castleton East Jn to/from Hopwood Ground Frame <i>To/from Rochdale – NW7001</i>
Castleton North Jn	–	–		<i>To/from Castleton South Jn</i>
<i>Network Rail/East Lancashire Railway Boundary</i>				9 miles 4 chains
Hopwood Ground Frame		–		See Section 5.3 for specific rules applicable to trains to/from this location
Note: beyond Hopwood Ground Frame the line is under the control of the East Lancashire Railway				

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Todmorden	–	–		<i>To/from Littleborough – NW7001</i>
<i>Todmorden Viaduct Jn</i>				
Stansfield Hall Jn	–	–		<i>To/from Copy Pit – NW7009</i>

NW7007 FARINGTON CURVE JN TO ORMSKIRK				
TIMING POINT	DOWN	UP	CODE	NOTES
Farington Curve Jn	–	SL		Single line from Farington Curve Jn to/from Rufford <i>To/from Preston Ribble Jn – NW1001</i>
Croston	–	–	S	
Rufford	–	–		Single line from Rufford to/from Ormskirk Passing Loop. Show 't' for non-stop trains
Burscough Jn	–	–	S	
Ormskirk		–		No physical connection to line to Sandhills

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Farington Curve Jn	–	SL		<i>To/from Preston Ribble Jn – NW1001</i>
Lostock Hall	–	–	S	
Lostock Hall Jn	–	–		<i>To/from Farington Jn – NW7011</i>
Bamber Bridge	–	–	S	
Pleasington	–	–	S	
Cherry Tree	–	–	S	
Mill Hill	–	–	S	
Blackburn Taylor Street	KSS	–	X	<i>To/from King Street Siding</i>
Blackburn King Street Depot	–	–	S	TIPLOC BLKKBST
Blackburn Bolton Jn	–	– KSS	X	<i>To/from King Street Siding</i> <i>To/from Blackburn King Street Depot</i>
Blackburn	DEL UEL	–		Platform detail must be shown <i>To/from Darwen – NW6011</i>
Daisyfield Jn	–	UEL DEL*		<i>To/from Langho – NW7013</i> * DEL – For trains to Platform 1 at Blackburn only
Rishton	–	–	S	
Church & Oswaldtwistle	–	–	S	
Accrington	–	–		
Huncoat	–	–	S	
Hapton	–	–	S	
<i>Rose Grove West Jn</i>				<i>To/from Padiham Power Station Sidings – NW7015</i>
Rose Grove	–	–	S	Conditional timing point for all trains using the Down Goods Platform detail including DGL must be shown
Gannow Jn	–	–		End of Down Goods <i>To Chaffers Level Crossing – NW7017</i>
Burnley Manchester Road	–	–	S	

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Copy Pit	-	-		
Stansfield Hall Jn	-	-		To/from Todmorden – NW7006
Hall Royd Jn	-	-		To/from Hebden Bridge – NW7001

NW7011 FARINGTON JN TO LOSTOCK HALL JN (LOSTOCK HALL LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Farington Jn	-	FL SL		Single lead connection To/from Euxton Jn – NW1001
Lostock Hall Jn	-	-		To/from Blackburn – NW7009

NW7013 DAISYFIELD JN TO HELLIFIELD				
TIMING POINT	DOWN	UP	CODE	NOTES
Daisyfield Jn	-	-		To/from Blackburn – NW7009
Ramsgreave & Wilpshire	-	-	S	
Langho	-	-		Conditional for stopping trains in the Up direction and all trains in the Down direction
Whalley	-	-		Conditional for stopping trains in the Down direction and all trains in the Up direction
Clitheroe	-	-		Note: trains shunting between the Down arrival platform and Up departure platform must run via Horrocksford Jn to reverse
Horrocksford Jn	-	-		
Clitheroe Castle Cement		-	F	
Hellifield South Jn				
Hellifield SB				To/from Hellifield – NW9901

NW7015 PADIHAM POWER STATION SIDINGS TO ROSE GROVE WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Padiham Power Station Sidings				Line Out of Use
Rose Grove West Jn				

NW7017 GANNOW JN TO COLNE				
TIMING POINT	DOWN	UP	CODE	NOTES
Gannow Jn	–	–		Single line from Gannow Jn to/from Colne <i>To/from Accrington – NW7009</i>
Burnley Barracks	–	–	S	
Burnley Central	–	–	S	
Brierfield	–	–	S	
Nelson	–	–	S	
Chaffers Level Crossing	–	–		All trains to include a 'dot' stop for the operation of the level crossing
Colne		–		

NW7019 THORPES BRIDGE JN TO GMC SIDING (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Thorpes Bridge Jn	–			<i>To/from Miles Platting Jn – NW7001</i>
GMC Siding		–		

NW7021 MILES PLATTING JN TO MARSDEN				
TIMING POINT	DOWN	UP	CODE	NOTES
Miles Platting Jn	–	FL SL		<i>To/from Manchester Victoria – NW7001</i>
Philips Park West Jn	–	–		<i>To/from Brewery Jn – NW7001</i> <i>To/from Philips Park South Jn – NW7025</i>
Baguley Fold Jn	–	–		<i>To/from Philips Park South Jn – NW7027</i>
Ashton Moss North Jn	–	–		<i>To/from Denton Jn – NW5013</i>
Ashton-under-Lyne	–	–	S	
<i>Stalybridge Jn</i>				<i>To/from Guide Bridge West Jn – NW5021</i>
Stalybridge	–	–		Platform detail must be shown
<i>Stalybridge Tunnel Jn</i>				
Mossley	–	–	S	
Greenfield	–	–	S	
Diggle Jn	–	–		
Diggle Jn Down Passenger Loop	–		S	
<i>Route Boundary: NW&C/LNE</i>				<i>15 miles 11 chains</i>
Marsden	–	–		<i>To/from Huddersfield – LN860 Refer to LNE Timetable Planning Rules</i>

NW7023 PHILIPS PARK WEST JN TO BREWERY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Philips Park West Jn	–	–		<i>To/from Miles Platting Jn – NW7021</i> <i>To/from Phillips Park South Jn – NW7025</i>
Brewery Jn	– DPL	–		<i>To/from Thorpes Bridge Jn – NW7001</i>

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Philips Park West Jn	–	–		<i>To/from Miles Platting Jn – NW7021</i>
Philips Park South Jn	–	–		<i>To/from Baguley Fold Jn – NW7027</i>
<i>Ashburys West Jn</i>				<i>To/from Ashburys – NW5015</i>

NW7027 BAGULEY FOLD JN TO PHILLIPS PARK SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Baguley Fold Jn	–	–		<i>To/from Ashton Moss North Jn – NW7021</i>
Phillips Park South Jn	–	–		<i>To/from Ashburys West Jn – NW7025</i>

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT				
TIMING POINT	DOWN	UP	CODE	NOTES
Hunts Cross West Jn	–	– UDE*		<i>To/from Hunts Cross – NW6003</i> * – DC Electric services <u>must</u> use UDE (Single)
Liverpool South Parkway	–	–		Platform detail must be shown
Cressington	–	–	S	Platform detail must be shown
Aigburth	–	–	S	Platform detail must be shown
St. Michaels	–	–	S	Platform detail must be shown
Brunswick	–	–	S	Platform detail must be shown
<i>Start/End of Underground Section</i>				<i>57 chains from Liverpool Central</i>
Liverpool Central Reversing Siding	–		S	
<i>Liverpool Central South Jn</i>				<i>To/from Liverpool Central Reversing Siding</i>
Liverpool Central (Low Level)	–	–		Platform detail must be shown
<i>Liverpool Central North Jn</i>				
Paradise Jn	–	–	X	Access to/from Down line only (bi-directional from/to Liverpool Central) <i>To/from Stock Interchange Holding Line – NW8003</i>
Moorfields (Low Level)	–	–		Platform detail must be shown
<i>Leeds Street Portal – Start/end of Underground Section</i>				<i>28ch from Moorfields</i>
Sandhills Reversing Siding	–		S	Access to/from Sandhills station only
Sandhills	–	–		Platform detail must be shown
<i>Sandhills Jn</i>				<i>To/from Kirkdale – NW8005</i>
Bank Hall	–	–	S	Platform detail must be shown
Bootle Jn	–	–	X	<i>To/from Bootle Branch Jn – NW2027</i> <i>To/from Aintree – NW8007</i>
Bootle Oriel Road	–	–	S	Platform detail must be shown
Bootle New Strand	–	–	S	Platform detail must be shown
Seaforth & Litherland	–	–	S	Platform detail must be shown
Waterloo	–	–		Platform detail must be shown
Blundellsands & Crosby	–	–	S	Platform detail must be shown
Hall Road	–	–		Platform detail must be shown
Hightown	–	–	S	Platform detail must be shown
Formby	–	–		Platform detail must be shown
Freshfield	–	–	S	Platform detail must be shown

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT				
TIMING POINT	DOWN	UP	CODE	NOTES
Ainsdale	–	–	S	Platform detail must be shown
Hillside	–	–	S	Platform detail must be shown
Birkdale	–	–		Platform detail must be shown
Southport Sig. 112	–		S	
Southport C.H.S.	–	–	S	
Southport Wallside Sdg		–	S	
Southport		–		Platform detail must be shown. DC Electric services <u>must</u> use Platforms 1, 2 and 3

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Paradise Jn	–	–	X	Single line from Paradise Jn to/from Derby Square Jn <i>To/from Liverpool Central LL – NW8001</i>
<i>Derby Square Jn</i>				<i>To/from Stabling Siding</i>
James Street	–	–		Single line from James Street to/from Mann Island Jn <u>Must</u> be timed through Platform 2 if running to/from Paradise Jn
<i>Mann Island Jn</i>				<i>From Liverpool Central (Deep Level) – NW8011</i> <i>To Canning Street Jn – NW8011</i>

NW8005 SANDHILLS JN TO ORMSKIRK				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Sandhills Jn</i>				<i>To/from Sandhills – NW8001</i>
<i>Kirkdale South Jn</i>				<i>To/from Kirkdale Maintenance Depot</i>
Kirkdale C.S.	–	–	S	
Kirkdale	–	–		Platform detail must be shown
<i>Kirkdale North Jn</i>				<i>To/from Kirkdale Maintenance Depot</i>
Walton Jn	–	–		<i>To/from Kirkby – NW8009</i>
Walton (Merseyside)	–	–	S	Platform detail must be shown
Orrell Park	–	–	S	Platform detail must be shown
<i>Aintree Emergency Ground Frame</i>				<i>To/from Bootle Jn – NW8007</i>
Aintree	–	–	S	Platform detail must be shown
Old Roan	–	–	S	Platform detail must be shown
Maghull	–	–	S	Platform detail must be shown
Maghull North	–	–	S	Platform detail must be shown
Town Green	–	–	S	Platform detail must be shown
Aughton Park	–	–	S	Platform detail must be shown
Ormskirk		–		Must be timed into/out of Platform 1. No physical connection to line to Farington Curve Jn

NW8007 BOOTLE JN TO AINTREE EMERGENCY G. F.				
TIMING POINT	DOWN	UP	CODE	NOTES
Bootle Jn	–			Single line from Bootle Jn to/from Aintree Emergency Ground Frame <i>To/from Bootle Branch Jn – NW2027</i> <i>To/from Sandhills – NW8001</i>
Bootle Down & Up Goods	DUG	–		
Marsh Lane Jn	DUG	DUG		
<i>Aintree West Level Crossing</i>				<i>Stop Board in both directions</i>
Aintree Sefton Jn		DUG		
<i>Aintree Emergency Ground Frame</i>				<i>To/from Aintree – NW8005</i>
Note: Not currently used for timing purposes				

NW8009 WALTON JN TO KIRKBY				
TIMING POINT	DOWN	UP	CODE	NOTES
Walton Jn	–	–		<i>To/from Kirkdale – NW8005</i>
Rice Lane	–	–	S	Platform detail must be shown
Fazakerley	–	–		Platform detail must be shown
<i>Start/end of Single Line Section</i>				Single line from 30 miles 72 chains to/from Kirkby
Kirkby (Merseyside)		–		Must be timed into/out of Platform 1. No physical connection to line to Wigan Wallgate

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Mann Island Jn</i>				Single line from Mann Island Jn to James Street via Liverpool Central One way loop from James Street Platform 1 <i>To/from Canning Street Jn – NW8011</i>
James Street	–			Platform detail must be shown as follows: 1 for trains from Hamilton Square continuing around the Loop or for terminating trains from Hamilton Square if the Loop line is not available 2 for terminating trains from Hamilton Square or for trains continuing via Stock Interchange Line (<i>see NW8003</i>)
Moorfields (Deep Level)	–			Must be timed through Platform 3
Liverpool Lime Street (Deep Level)	–			Must be timed through Platform 1
Liverpool Central (Deep Level)	–			Must be timed through Platform 3

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)				
TIMING POINT	DOWN	UP	CODE	NOTES
James Street	–			Platform detail must be shown as follows: 1 for trains starting at James Street towards Hamilton Square after working a previous service from Hamilton Square terminating at James Street when the Loop line is not available 2 for trains from Stock Interchange Line (see NW8003) 3 for trains from Loop
<i>Mann Island Jn</i>				Start/end of Down/Up line separation
<i>Canning Street Jn</i>				To Down Chester Line via Platform 2 at Hamilton Square – NW8013
Hamilton Square	–	–		Platform detail must be shown as follows: 1 for trains towards James Street 2 for trains towards Birkenhead Central 3 for trains towards West Kirby
<i>Hamilton Square Jn</i>				From Up Chester Line – NW8013
Conway Park	–	–	S	Platform detail must be shown
<i>Mersey Tunnel (End/start of Underground Section)</i>				16 chains from Birkenhead Park
Birkenhead Park	–	–	S	Platform detail must be shown
Birkenhead North	–	–		Platform detail must be shown To/from Birkenhead North TMD via Passenger Loop
Birkenhead North TMD	–	–	S	
Bidston East Jn	–	–		To/from Birkenhead North TMD To/from New Brighton – NW8015
<i>Bidston West Jn</i>				To/from Stabling siding
Bidston	–	–		Platform detail must be shown
<i>Bidston Dee Jn</i>				To/from Dee Marsh Jn – Western & Wales Timetable Planning Rules - NW3007
Leasowe	–	–	S	Platform detail must be shown
Moreton (Merseyside)	–	–	S	Platform detail must be shown
Meols	–	–	S	Platform detail must be shown
Manor Road	–	–	S	Platform detail must be shown
Hoylake	–	–	S	Platform detail must be shown
West Kirby Siding No. 1		–	S	
West Kirby Siding No. 2		–	S	
West Kirby		–		Platform detail must be shown

NW8013 CANNING STREET JN TO HOOTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Canning Street Jn</i>				To/from Mann Island Jn – NW8011
Hamilton Square	–	–		Platform detail must be shown as follows: 1 for trains towards James Street 2 for trains towards Birkenhead Central 3 for trains towards West Kirby
<i>Mersey Tunnel (End/start of Underground Section)</i>				6 chains from Birkenhead Central
Birkenhead Central	–	–		Platform detail must be shown

NW8013 CANNING STREET JN TO HOOTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Birkenhead Central Signal 717	–		S	
Birkenhead Central C.S.	–		S	
Green Lane	–	–	S	
<i>Rock Ferry North Jn</i>				<i>To/from north facing bay platforms at Rock Ferry</i>
Rock Ferry	–	–		Platform detail must be shown
<i>Rock Ferry South Jn</i>				<i>To/from Canning Street – NW8017</i>
Bebington	–	–	S	Platform detail must be shown
Port Sunlight	–	–	S	Platform detail must be shown
Spital	–	–	S	Platform detail must be shown
Bromborough Rake	–	–	S	Platform detail must be shown
Bromborough	–	–	S	Platform detail must be shown
Eastham Rake	–	–	S	Platform detail must be shown
<i>Hooton North Jn</i>				
Hooton	–	–		Platform detail must be shown
<i>Hooton South Jn</i>				<i>To/from Chester North Jn – NW3011 To/from Ellesmere Port – NW3013</i>

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bidston East Jn	–	–		<i>To/from Birkenhead North – NW8011</i>
Wallasey Village	–	–	S	Platform detail must be shown
Wallasey Grove Road	–	–	S	Platform detail must be shown
New Brighton Siding No. 1		–	S	
New Brighton Siding No. 2		–	S	
New Brighton Wall Siding		–	S	
New Brighton		–		Platform detail must be shown

NW8017 CANNING STREET NORTH TO ROCK FERRY SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Network Rail Boundary</i>				<i>15 miles 40 chains.</i>
<i>Rock Ferry North Jn</i>				Single line from Rock Ferry North Jn to/from Rock Ferry South Jn
<i>Rock Ferry South Jn</i>				<i>To/from Hooton – NW8013</i>
Note: Not currently used for timing purposes				

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Dore West Jn	–	–		Single line from Dore West Jn to/from Dore South Jn <i>To/from Dore Station Jn – Refer to LNE Timetable Planning Rules - LN808 To/from Dore South Jn – Refer to LNE Timetable Planning Rules - LN807</i>
<i>Route Boundary: NW&C/LNE</i>				<i>154 miles 20 chains</i>

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Totley Tunnel East SB	–	–		
Grindleford	–	–		
Hathersage	–	–	S	
Bamford	–	–		Intermediate Block signals
Hope (Derbyshire)	–	–	S	
Earles Sidings SB	–	–		Also, Goods Loop in Down direction only <i>To/from Hope Cement Works</i>
Earles Sidings Signal ES31	–	–		Intermediate Block Signal
Edale Signal EE16	–	–		Intermediate Block Signal
Edale	–	–		
Chinley East Jn	–	–		<i>To/from Chinley South Jn – NW9003</i>
Chinley North Jn	–	–		<i>To/from Chinley South Jn – NW9005</i>
Chinley	–	–	S	
New Mills South Jn	–	–		<i>To/from New Mills Central – NW9007</i>
Hazel Grove High Level Jn	–	–		Single line from Hazel Grove High Level Jn to/from Hazel Grove East Jn Down Cheadle Loop for trains to/from Northenden Jn
<i>Hazel Grove East Jn</i>	–	–		<i>To/from Buxton – NW9021</i>
Hazel Grove	–	–		Platform detail must be shown
<i>Hazel Grove West Jn</i>	–	–		<i>To/from Up Siding and Down Siding</i>
Woodsmoor	–	–	S	
Davenport	–	–	S	
Edgeley Jn No.1	FL SL	–		<i>To/from Stockport – NW5001</i>

NW9003 CHINLEY EAST JN TO CHINLEY SOUTH JN (CHORD LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Chinley East Jn	–	–		Single line from Chinley East Jn to/from Chinley South Jn <i>To/from Edale – NW9001</i>
Chinley South Jn	–	–		<i>To/from Peak Forest Station – NW9005</i>

NW9005 CHINLEY NORTH JN TO BUXTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Chinley North Jn	–	–		Single line from Chinley North Jn to/from Chinley South Jn <i>To/from New Mills South Jn – NW9001</i>
Chinley South Jn	–	–		<i>To/from Chinley East Jn – NW9003</i>
Chinley Signal CY168	–			
Peak Forest Station	–	–		
Peak Forest Cemex Sidings	–	–	S	
Peak Forest Up Sidings	–	–	S	
Peak Forest Long Sidings	–	–	S	
Great Rocks Jn	–	–		Single line from Great Rocks Jn to/from Buxton SB <i>To/from Tunstead Sidings</i>
Tunstead Sidings	–	–	S	
Topley Pike	–	–		
Buxton SB	–	–		
Buxton Up Relief Sidings		–	S	<i>To/from Brigg's Sidings – NW9019</i>

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
New Mills South Jn	–	–		<i>To/from Chinley – NW9001</i>
New Mills Central	–	–		
Strines	–	–	S	
Marple	–	–	S	
Marple Wharf Jn	–	–		<i>To/from Rose Hill – NW9009</i>
Romiley	–	–		
<i>Romiley Jn</i>				<i>To/from Woodley – NW9011</i>
Bredbury	–	–	S	
Brinnington	–	–	S	
Reddish North	–	–		
Ryder Brow	–	–	S	
Belle Vue	–	–	S	
<i>Ashburys East Jn</i>				<i>To/from Ashburys – NW5015</i>

NW9009 MARPLE WHARF JN TO ROSE HILL				
TIMING POINT	DOWN	UP	CODE	NOTES
Marple Wharf Jn	–	–		<i>To/from Romiley – NW9007</i>
<i>Green Meadows Jn</i>				Single line from Green Meadows Jn to/from End of Line
Rose Hill		–		
<i>End of Line</i>				<i>6 chains from Rose Hill</i>

NW9011 ROMILEY JN TO HYDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Romiley Jn</i>				<i>To/from Romiley – NW9007</i>
<i>Woodley Jn</i>				<i>To/from Bredbury Sidings – NW9013</i>
Woodley	–	–		
Hyde Central	–	–	S	
Hyde North	–	–	S	
Hyde Jn	–	–		Single lead into jn <i>To/from Guide Bridge – NW5015</i>

NW9013 WOODLEY JN TO BREDBURY SIDINGS				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Woodley Jn</i>				Single line from Woodley Jn to/from Bredbury RTS/Tilcon <i>To/from Woodley – NW9011</i>
Bredbury Refuse Transfer Siding (RTS)			F	
Bredbury Tilcon			F	

NW9017 HAZEL GROVE HIGH LEVEL JN TO NORTHENDEN JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Hazel Grove High Level Jn	–			Single line from Hazel Grove High Level Jn to/from Northenden Jn <i>To/from New Mills South Jn – NW9001</i>
<i>Cheadle Jn</i>				
Northenden Jn		–		<i>To/from Deansgate Jn – NW3023</i>

NW9019 BUXTON TO BRIGG'S SIDINGS				
TIMING POINT	DOWN	UP	CODE	NOTES
Buxton SB	–	–		Single line from Buxton SB to/from Brigg's Sidings <i>To/from Buxton Up Relief Sidings– NW9021</i>
Brigg's Ground Frame	–	–	S	All trains must come to a stand to operate the Ground Frame.
Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry		–		<i>To/from Briggs Siding (Dowlow Quarry) and Hindlow Quarry</i>

NW9021 BUXTON TO HAZEL GROVE EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Buxton	–			
Buxton SB	–	–		Conditional for all trains via the Up Relief Sidings <i>To/from Buxton Up Relief Sidings – NW9005</i>

NW9021 BUXTON TO HAZEL GROVE EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Dove Holes	–	–	S	
Chapel-en-le-Frith	–	–		
Whaley Bridge	–	–	S	
Furness Vale	–	–		
New Mills Newtown	–	–	S	
Disley	–	–	S	
Middlewood	–	–	S	
<i>Hazel Grove East Jn</i>				<i>To/from Hazel Grove – NW9001</i>

NW9901 GARGRAVE TO CARLISLE SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Gargrave	–	–		<i>To/from Skipton – LN922 Refer to LNE Timetable Planning Rules</i>
<i>Route Boundary: LNE/NW&C</i>				<i>230 miles 0 chains</i>
<i>Hellifield SB</i>				<i>To/from Horrocksford Jn – NW7013</i>
Hellifield	–	–		
Long Preston	–	–	S	
Settle Jn	–	–		<i>To/from Carnforth Station Jn. – NW9903</i>
Settle	–	–	S	
Arcow Quarry	–	–	F	
Arcow Quarry Ground Frame	–	–	F	Conditional for trains to/from Arcow Quarry in Down direction
Helwith Bridge		–		
Horton-in-Ribblesdale	–	–		Conditional for stopping trains in the Up direction and all trains in Down direction
Ribblehead	–	–		Single line from 247 miles 40 chains to 248 miles 28 chains (Ribblehead Viaduct)
Ribblehead Quarry	–	–	F	
Blea Moor Up Goods Loop	–	–	S	
Blea Moor	–	–		
Dent	–	–	S	
Garsdale	–	–		
Ais Gill		–		
Mallerstang		–		
Kirkby Stephen	–	–		
Crosby Garrett		–		
Ormside		–		
Appleby	–	–		
New Biggin British Gypsum	–	–	F	
Kirkby Thore Signal KT55	–	–	S	<i>For trains to New Biggin British Gypsum</i>
Kirkby Thore SB	–	–		
Culgaith SB Level Crossing	–	–		
Langwathby	–	–	S	
Lazonby & Kirkoswald	–	–		
Armathwaite	–	–	S	
Low House Crossing SB Level Crossing	–	–		
Howe & Co's Siding SB	–	–		Also, Goods Loop in Down direction only

NW9901 GARGRAVE TO CARLISLE SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Petteril Bridge Jn	–	–		To/from Corby Gates SB – NW9909
London Road Jn	–	–		Single line from London Road Jn to/from Carlisle South Jn To/from Upperby Bridge Jn. – NW4023 To/from Bog Jn – NW9911
Carlisle South Jn				To/from Carlisle – NW4001

NW9903 SETTLE JN TO CARNFORTH STATION JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Settle Jn	–	–		To/from Hellifield – NW9901 Single lead jn to/from Gargrave line
Giggleswick	–	–	S	
Clapham (North Yorkshire)	–	–	S	
Bentham	–	–	S	
Wennington	–	–	S	
Carnforth Station Jn	–	–		To/from Carnforth – NW4033

NW9909 CORBY GATES TO PETTERIL BRIDGE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Corby Gates SB	–	–		To/from Brampton Fell SB – Refer to LNE Timetable Planning Rules – LN682
Wetheral	–	–	S	
Route Boundary: LNE/NW&C				58 miles 00 chains
Petteril Bridge Jn	–	–		To/from Carlisle South Jn – NW9901

NW9911 LONDON ROAD JN TO BOG JN (NEWCASTLE GOODS LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
London Road Jn	GL	–		To/from Petteril Bridge Jn – NW9901
Bog Jn	–	GL		To/from Currock Jn – NW4025 To/from Carlisle Rome Street – NW4021

2.2 Route Opening Hours

Subject to constraints imposed by Engineering Access Statement, all routes are open continuously, except as shown below. The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. For a complete listing of current signal box opening hours please refer to the “Compendium of Signal Box Opening Hours” which can be found on the Network Rail website - <http://www.networkrail.co.uk/asp/3741.aspx>. If there is doubt about a signalbox’s opening hours check with the appropriate Network Rail Operations Manager.

When the routes shown are required for services diverted under the Engineering Access Statement, opening hours will be increased as necessary on a temporary basis.

Signal boxes equipped to be switched-out during a route’s opening hours are shown within the routes concerned.

PLT denotes passage of last train.

MD136 HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES)			
ROUTE SECTION	SX	SO	SUN
Harlesden Jn to Willesden Carriage Shed North	Open continuously	Open continuously	Open continuously
The following signal box is equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Willesden Carriage Shed North	0600 – 1400 and 2000 – 0600	0600 – 1400 and 2000 – 0600	0600 – 1630 and 2000 – 0600

MD170 ACTON CANAL WHARF TO WILLESDEN JN			
ROUTE SECTION	SX	SO	SUN
Acton Canal Wharf to Willesden Jn	Open continuously	Open continuously	Closed 07:00 – 19:00

MD175 BRACKMILLS TO NORTHAMPTON SOUTH JN			
ROUTE SECTION	SX	SO	SUN
Brackmills to Northampton South Jn	0800-1530FX, 0730-1430FO	Closed	Closed

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)			
ROUTE SECTION	SX	SO	SUN
Aston North Jn to Lichfield City	Open continuously	Open continuously	Open continuously
Lichfield City to Alrewas	Open from 0600 Monday	0001 – 0600 1815 – 0015 (Sun)	0745 – 1345

MD355 LICHFIELD TRENT VALLEY JN TO LICHFIELD TRENT VALLEY (CHORD LINE)

ROUTE SECTION	SX	SO	SUN
Lichfield Trent Valley Jn to Lichfield Trent Valley	Open from 0600 Monday	0001 – 0600 1815 – 0015 (Sun)	0745 – 1345

MD725 AYLESBURY TO CLAYDON L&NE JN

ROUTE SECTION	SX	SO	SUN
Aylesbury to Aylesbury Vale Parkway	Open continuously	Open continuously	Open continuously
Aylesbury Vale Parkway to Claydon L&NE Jn (via Calvert)	Open continuously	Open until 0600	Open from 2200
The following signal boxes are equipped to be switched-out;			
	SX	SO	SUN
Claydon L&NE Jn	Open continuously	Open until 0600	Open from 2200

MD736 OXFORD NORTH JN TO DENBIGH HALL SOUTH JN

ROUTE SECTION	SX	SO	SUN
Oxford North Jn to Oxford Parkway	Open continuously	Open continuously	Open continuously
Oxford Parkway to Bicester Gavray Jn	Open continuously	Open continuously	Open continuously
Bicester Gavray Jn to Claydon L&NE Jn*	Open continuously	Open until 0600	Open from 2200
*Pilot working in place, request must be made to Local Operations Manager (Cherwell Valley and Chilterns) if non WTT train running on route. Also, request must be made if wish to run train when Claydon L&NE Junction SB is switched out (Saturday 0600 – Sunday 2200) This must be at least 48 hours before date of train, however a week more ideal to enable manning of Claydon LNE Jn SB			
Claydon L&NE Jn to Bletchley Swanbourne Siding (End Of Line)	Blocked (until further notice)	Blocked (until further notice)	Blocked (until further notice)
Bletchley Swanbourne Siding (End of Line) to Denbigh Hall South Jn	0530 – 1254	1530 – 1254 Sun	Closed
The following signal boxes are equipped to be switched-out;			
	SX	SO	SUN
Claydon L&NE Junction	Open continuously	Open until 0600	Open from 2200

NW2009 ARPLEY JN TO DITTON EAST JN

ROUTE SECTION	SX	SO	SUN
Arpley Jn to Ditton East Jn	Open continuously	Open until 2200	Open from 2200
The following signal box is equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Litton's Mill Level Crossing	0600 – 1800	0600 – 1800	Closed

NW3003 CHESTER EAST JN TO ACTON GRANGE JN			
ROUTE SECTION	SX	SO	SUN
Open continuously			
The following signal boxes are equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Frodsham Jn	0510 - 2359	0520 - 2359	0820 - 2359
Helsby Jn	Open continuously	Open continuously	Open continuously until 0030 and from 2200

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN			
For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007			
ROUTE SECTION	SX	SO	SUN
Neston to Bidston West Jn	Open continuously	Open continuously	Open continuously

NW3013 HOOTON SOUTH JN TO HELSBY JN			
ROUTE SECTION	SX	SO	SUN
Hooton South Jn to Ellesmere Port	Open continuously	Open continuously	Open continuously
Ellesmere Port to Helsby Jn	Open continuously	Open continuously	Open until 0030 and from 2200

NW3021 FRODSHAM JN TO HALTON JN			
ROUTE SECTION	SX	SO	SUN
Frodsham Jn to Halton Jn	0510 - 2359	0520 - 2359	0820 - 2359

NW4019 OXENHOLME TO WINDERMERE			
ROUTE SECTION	SX	SO	SUN
Oxenholme to Windermere	0520 – 2320	0520 – 2320	1030 – 2215

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL			
ROUTE SECTION	SX	SO	SUN
Controlled by Carlisle Yard operated by DB Cargo and open only when Yard is staffed			

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)			
ROUTE SECTION	SX	SO	SUN
Carnforth North Jn to Barrow-in-Furness	Open continuously	Open continuously	Open continuously
Barrow-in-Furness to Millom	0520 – 2350	0520 – 2350	0900 - 2030
Millom to Bootle	0600 – 2110	0600 – 2110	0950 - 1910
Bootle to Whitehaven	0600 – 2135	0600 – 2135	0915 - 1900
Whitehaven to Workington	0530 – 0010	0530 – 0010	0900 - 2245
Workington to Carlisle South Jn	0520 - 2359	0520 - 2359	0800 - 2215
The following signal boxes are equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Grange-over-Sands	0600 – 2024	Closed	Closed
Dalton Jn	0600 – 2024	Closed	Closed
Workington Main No.3	0700 – 2300	0700 – 1500	Closed

NW4041 DALTON JN TO PARK SOUTH JN			
ROUTE SECTION	SX	SO	SUN
Dalton Jn to Park South Jn	0600 – 2048	Closed	Closed

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT			
ROUTE SECTION	SX	SO	SUN
Wigan Wallgate to Southport (exc. Wallgate C.S.)	0540 – 0035	0540 – 0035	0820 – 2330

NW6015 WIGAN WALLGATE TO KIRKBY			
ROUTE SECTION	SX	SO	SUN
Wigan Wallgate to Kirkby (Rainford SB opening hours)	0530 – 2010	0530 – 2010	Closed

NW7007 FARINGTON CURVE JN TO ORMSKIRK			
ROUTE SECTION	SX	SO	SUN
Farington Curve Jn to Ormskirk	0540 – 0010	0540 – 0010	Closed

NW7009 FARINGTON CURVE JN TO HALL ROYD JN			
ROUTE SECTION	SX	SO	SUN
Farington Curve Jn to Gannow Jn	Open continuously	Open continuously	Open continuously
Gannow Jn to Hall Royd Jn	0510 - 0110	0510 - 0110	0825 - 0005

NW9021 BUXTON TO HAZEL GROVE EAST JN			
ROUTE SECTION	SX	SO	SUN
Buxton to Hazel Grove East Jn	0540-0110	0540-0110 Sunday	0800 – 2359
The following signal box is equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Chapel-en-le-Frith	0624-2048	0900-1612	Closed

NW9901 GARGRAVE TO CARLISLE SOUTH JN			
ROUTE SECTION	SX	SO	SUN
Open continuously			
The following signal box is equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Kirkby Thore	Open continuously from 0600 (Monday)	Open continuously	0001 – 0600

NW9903 SETTLE JN TO CARNFORTH STATION JN			
ROUTE SECTION	SX	SO	SUN
Settle Jn to Carnforth Station Jn	0530 – 2225	0530 – 2225	0910 – 2110

NW9909 CORBY GATES TO PETTERIL BRIDGE JN			
ROUTE SECTION	SX	SO	SUN
Corby Gates to Petteril Bridge Jn	Open when Corby Gates L.C. is open – <i>Refer to LNE Timetable Planning Rules</i>	Open when Corby Gates L.C. is open – <i>Refer to LNE Timetable Planning Rules</i>	Open when Corby Gates L.C. is open – <i>Refer to LNE Timetable Planning Rules</i>

3 Electrification

3.1 Electrification Limits

Limits of the 25 kV AC and 750V DC electrification systems are contained in Table A of the Sectional Appendix to the Working Timetables, issued by, Network Rail. Refer to Table A for the given location to identify the type of electrification that applies.

3.2 Electrification Supply Restrictions

Under normal conditions, the electrification power supplies will not place any restrictions on the use of approved electric traction. However, the Route Clearance sections of the Sectional Appendix to the Working Timetables, issued by, Network Rail do tabulate restrictions on the movement of electric trains. Refer to Table A and select Route Clearance.

Under maintenance conditions, certain sections of the electrified network may be blocked to electric traction. These restrictions are contained within the Network Rail Engineering Access Statement for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Engineering Access Statement amendment procedure.

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A, and select Route Clearance.

4.2 Passenger Stock Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. Refer to Table A, and select Route Clearance.

4.3 Freight Wagon Restrictions

See the applicable Route Clearance table for the given location in Sectional Appendix to the Working Timetables, issued by Network Rail. The Route Availability for a given location is in the 'Signalling and Remarks' column of Table A. Route Clearance Table D5 Route clearance of freight vehicles gives further guidance on freight wagon restrictions.

Trains conveying vehicles that have a heavy axle weight or other exceptional characteristics, or vehicles conveying containers or swap bodies require an RT3973 form.

Note: The Rule Book GERT8000 Section TW4 of defines a container as an intermodal transport unit constructed to a standard (usually specified by the ISO) suitable for conveyance by road, rail or sea.

Note: The Sectional Appendix does not cover the CTRL HS1. The CTRL has its own Working Manual.

4.4 Freight Train Load Limits

Trailing load limits for all traction types are contained in the Freight Loads Book published by Network Rail.

Note: It is important to understand the weight limitations that apply to trains especially over sections of heavily graded routes. Coupling strength information is also contained in the Freight Loads Book. Coupling strength is important in determining the trailing loads that trains can convey.

4.5 Freight Train Length Limits

Refer to the Freight Train Loads Book published by Network Rail for the length limits of freight trains.
Note: The Sectional Appendix quotes loop lengths in metres and feet. These are the absolute lengths of the loop from the signal at the outlet to the fouling point at the entrance to the loop.

4.6 Engineers' Trains Restrictions

Some On Track Machines (OTMs) do not reliably activate track circuits. These OTMs must use one of the following special reporting numbers 6Z09, 7Z09 or 8Z09*. Because these OTMs do not reliably activate track circuits it is not possible to apply the headways and junction margins as outlined in Timetable Planning Rules consistently and it is therefore not possible for Capacity Planning to provide timings for these movements.

* Source GE/RT 8000–OTM

5 Running Times, Margins and Allowances

Except where otherwise stated, the information in this section of the Timetable Planning Rules reflects the general rules used in developing the 1994/5 timetable (Several exceptions to the general rules were agreed for 1994/5 and exceptions may continue to be possible with the specific agreement of Network Rail in every case.)

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in Section 6.4 of the National TPRs.

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

SRTs are revised by Train Operators and Network Rail as part of the Revision of Timetable Planning Rules process outlined in Network Code Part D 2.2. Network Rail will, however, re-calculate SRTs for particular train/route combinations in the following circumstances:

- i) Where a Train Operator anticipates using a train/route combination for which no suitable SRTs exist;
- ii) Where Network Rail anticipates a change to route data, e.g. line speed changes;
- iii) Where there is evidence that the SRTs in current use do not adequately represent real train performance;
- iv) Where it is cost-effective to re-calculate all SRTs on a route at the same time as a re-calculation for a particular train type.

Network Rail will reflect the methodology and assumptions described in Section 6 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

SRT change proposals may be calculated in a number of ways including, but not limited to:

- a) Through actual timing of trains
- b) Use of On Train Monitoring Recorder (OTMR) systems
- c) Use of computer system actual values
- d) Use of computer simulation tools
- e) By any other agreed methodology

It is permissible to include percentage uplift in SRTs instead of applying engineering recovery allowances to be agreed by all affected parties.

In the event that the application of different methodologies produces conflicting proposals, a joint observation exercise should be undertaken to ascertain what happens in reality.

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are revised by Train Operators and Network Rail on an individual basis. These should be supplied by applying the methodology described in Section 6 of the National TPRs unless another methodology is deemed appropriate, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

5.1.4 Timing of Trains Conveying Passengers on Goods Lines

The sectional running timings quoted for trains consisting of passenger vehicles on Goods Lines reflect the speeds shown in the relevant Table 'A' of the appropriate Sectional Appendix. They do not constitute an authority to time trains conveying passengers on a Goods Lines. Nor do they reflect the permitted speeds at which a train conveying passengers can proceed. Network Rail will offer the sectional running times for trains conveying passengers on a Goods Line on a train-by-train basis. For those times please apply to Capacity Planning.

Operations Publications publish the authority to allow the planned operation of trains conveying passengers on Goods Lines. Before Operations Publications can grant authority they require confirmation that the track is fit for purpose and that there is a safe method of operation. Therefore, Capacity Planning must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. Capacity Planning must pass these responses to Operations Publications. Capacity Planning is responsible for advising Operations Publications of the requirement to operate a passenger train on a Goods Line at least 8 weeks before the day of operation.

5.2 Headways

The definition for Headways is listed in Section 6.5 of the National TPRs.

5.2.1 Headway Values

All times are in minutes. All routes are shown.

Where track circuit block (TCB) signalling applies, the standard headways for each route are shown, together with any exceptions.

AB indicates locations where absolute block signalling applies: here the headway is to be calculated from the transit time of the first of each pair of trains running between the consecutive block posts being considered. To this transit time shall be added 2 minutes to allow for the signaller's actions. Exceptions are shown as AB and appear together with the actual headway value to be used, which includes the allowance for signallers' actions. Where there is an intermediate block signal, the absolute block section concerned shall be between this signal and the next block post in advance.

Single lines and other forms of signalling are shown, together with any values applicable, where they occur.

"OTNS" or "OT" indicates One Train Working with No Train Staff; "OTS" or "OT(S)" indicates One train Working with Train Staff. "NST" indicates No Signaller token. In these cases only one train is allowed in the section at one time; a second train cannot be allowed to enter the section until the first train has left the section.

"ETB" indicates Electric Token Block and "TB" indicate Tokenless Block for single lines.

"RB" indicates Radio Signalling where "long section tokens" can be issued between certain block posts during times of low traffic volume.

Light engine movements are to be treated as passenger trains when applying headways where there is a passenger/freight differential.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Euston to Camden Jn (inclusive)	3	3	
Camden Jn (exclusive) to Hanslope Jn (inclusive)	3 Fast 4 Slow	3 Fast 4 Slow	
Hanslope Jn (exclusive) to Rugeley North Jn (inclusive) via Weedon and Rugby	3	3	

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)			
TIMING POINT	DOWN	UP	NOTES
Hanslope Jn to Rugby via Northampton	4	4	

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES			
TIMING POINT	DOWN	UP	NOTES
Camden Jn to Queen's Park Jn	4	4	
Queen's Park Jn to Stonebridge Park	3	3	
Stonebridge Park to Wembley Central DC	4	4	
Wembley Central DC to Harrow & Wealdstone DC	4½	4½	
Harrow and Wealdstone DC to Watford High Street	6	6	
Watford High Street to Watford Junction	4	4	

MD130 WATFORD JUNCTION TO ST ALBANS ABBEY			
TIMING POINT	DOWN	UP	NOTES
Watford Junction to St Albans Abbey		*	* Single line - One Train in Section (OTS)

MD136 HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES)			
TIMING POINT	DOWN	UP	NOTES
Harlesden Jn to Wembley Central	5	5	

MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)			
TIMING POINT	DOWN	UP	NOTES
Harlesden Jn to Princess Royal Distribution Centre (PRDC)	5	5	
Harlesden Jn to Wembley Central	5	5	

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Bletchley to Fenny Stratford	TCB		Planned as AB Single line from 0 miles 49 chains to 1 mile 42 chains
Fenny Stratford to Woburn Sands	TCB	TCB	Planned as AB
Woburn Sands to Ridgmont	TCB	TCB	Planned as AB
Ridgmont to Millbrook	TCB	TCB	Planned as AB
Millbrook to Bedford St. Johns	TCB	TCB	Planned as AB

MD145 CAMDEN ROAD WEST JN TO CAMDEN JN			
TIMING POINT	DOWN	UP	NOTES
Camden Road West Jn to Camden Jn	4½*	4½ *	* A first train must pass Camden Jn before a second train passes Camden Road Jn. A similar requirement applies in the up direction.

MD150 KENSAL GREEN JN TO WILLESDEN SUBURBAN JN			
TIMING POINT	DOWN	UP	NOTES
Kensal Green Jn to Willesden Junction Low Level	5	5	

MD155 KENSAL GREEN JN TO HARLESDEN JN (CITY LINES)			
TIMING POINT	DOWN	UP	NOTES
Kensal Green Jn to Harlesden Jn	5	5	

MD160 WILLESDEN HIGH LEVEL JN TO MITRE BRIDGE JN			
TIMING POINT	DOWN	UP	NOTES
Willesden High Level Jn to Mitre Bridge Jn	3	3	

MD166 NORTH POLE JN TO WEMBLEY			
TIMING POINT	DOWN	UP	NOTES
Mitre Bridge Jn to Willesden West London Jn	TCB	TCB	Planned as AB
Willesden West London Jn to Willesden No.7	5	5	
Willesden No.7 to Wembley Central	5	5	

MD167 MITRE BRIDGE JN TO ACTON WELLS JN (SOUTH WEST LINES)			
TIMING POINT	DOWN	UP	NOTES
Mitre Bridge Jn to Willesden West London Jn	TCB	TCB	Planned as AB
Willesden West London Jn to Willesden South West Sidings	TCB	TCB	Planned as AB
Mitre Bridge Jn to Willesden South West Sidings (via Reversible)	TCB	TCB	Planned as AB
Willesden South West Sidings to Acton Wells Jn	TCB	TCB	Planned as AB

MD170 ACTON CANAL WHARF TO WILLESDEN JN			
TIMING POINT	DOWN	UP	NOTES
Acton Canal Wharf to Willesden Jn	TCB	TCB	Planned as AB

MD175 BRACKMILLS TO NORTHAMPTON SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Brackmills to Northampton South Jn	10	10	

MD180 RUGBY TRENT VALLEY JN TO NEW BILTON			
TIMING POINT	DOWN	UP	NOTES
Rugby Trent Valley Jn to New Bilton		*	* Single line - One train in Section (OTS)

MD232 ABBEY JN TO HINCKLEY (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Abbey Jn to Hinckley (exclusive)	4	4	

MD233 NUNEATON MIDLAND YARD JN TO CANAL FARM JN			
TIMING POINT	DOWN	UP	NOTES
Nuneaton Midland Yard Jn to Canal Farm Jn	TCB *		* Single line signalled in down direction only. Planned as AB

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)			
TIMING POINT	DOWN	UP	NOTES
Rugby Trent Valley Jn to Birmingham International	3	3	
Birmingham International to Proof House Jn	3 Non-stop 4 Stopping	3 Non-stop 4 Stopping	The stopping headway should be applied to a service following a preceding service which stops at either a station or any other location for operational reasons
Proof House Jn to Birmingham New Street (COV Lines)	3	3	

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)			
TIMING POINT	DOWN	UP	NOTES
Proof House Jn to Birmingham New Street (DEL Lines)	3* 2+	3* 2\$	<p>* Where the first train is longer than 6 x 23 metre length overall + Where the first train is NOT longer than 6 x 23 metre length overall. This revised headway can be applied on two occasions in a clock face hour. \$ Where the first train is NOT longer than 6 x 23 metres length overall AND:</p> <ul style="list-style-type: none"> ▪ First train is to Landor Street Jn / St Andrews Jn, second train is to Aston or; ▪ First train is to Aston, second train is to Landor Street Jn / St Andrews Jn or; ▪ First train is to Landor Street Jn / second train is to St Andrews Jn <p>The third train must depart/pass Birmingham New Street at 4 minute headway.</p> <p>The 2 minute headway can be applied on two occasions in a clock face hour.</p>
Birmingham New Street to Galton Jn	3 #	3	# Down direction is increased to 4 minutes when locomotive hauled train in excess of 7 vehicles is preceding.
Galton Jn to Dudley Port	3 Non-stop 4 Stopping	3 Non-stop 4 Stopping	The stopping headway should be applied to a service following a preceding service which stops at either a station or any other location for operational reasons
Dudley Port to Wolverhampton	3 Non-stop 4 Stopping	3 Non-stop 4 Stopping	The stopping headway should be applied to a service following a preceding service which stops at either a station or any other location for operational reasons
Wolverhampton to Wolverhampton North Jn	3	3	
Wolverhampton North Jn to Penkridge	3	3	

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Birmingham New Street to Five Ways (inclusive)	3* 2+	3	* Where the first train is longer than 6 x 23 metre length overall + Where the first train is NOT longer than 6 x 23 metre length overall AND does not stop at Five Ways. The second train must stop at Five Ways. The third train must depart/pass Birmingham New Street at 4 minute headway. This revised headway can be applied on two occasions in a clock face hour.
Five Ways (exclusive) to Kings Norton	4#	4 \$	# Reduced to 3 minutes at Kings Norton if preceding train is a CrossCity service moving to Slow Line \$ See margins in Section 5.3 as reduced headway is possible at University Station in the Up direction'
Kings Norton to Barnt Green	3 Fast Lines 4 Slow Lines * 5 Goods #	3 Fast Lines 4 Slow Lines *	* Applies where Slow Lines exist # Applies on Down Gloucester Goods Longbridge to Cofton Jn
Barnt Green to Ashchurch	3*	3*	* 4 applies following freight

MD310 BARNT GREEN TO REDDITCH			
TIMING POINT	DOWN	UP	NOTES
Barnt Green to Alvechurch		*	* Single line - One Train in Section (OTS)
Alvechurch to Weights Lane Jn		*	* Passing point on Single line. Only one train in each direction can be planned on this section at the same time.
Weights Lane Jn to Redditch		*	* Single line - One Train in Section (OTS)

MD315 STECHFORD SOUTH JN TO ASTON SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Stechford to Aston	4	4	

MD320 PROOF HOUSE JN to BUSHBURY JN (VIA BESCOT)			
TIMING POINT	DOWN	UP	NOTES
Proof House Jn to Aston	3	3	
Aston to Perry Barr North Jn	4	4	
Perry Barr North Jn to Bescot Stadium	4	4	
Perry Barr North Jn to Bescot Yard	7	7	For consecutive moves
Bescot Yard to Darlaston Jn	7	7	
Bescot Stadium to Portobello Jn	4	4	
Portobello Jn to Bushbury Jn	4	4	

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)			
TIMING POINT	DOWN	UP	NOTES
Soho South to Perry Barr North Jn	5	5	

MD330 SOHO EAST JN TO SOHO NORTH JN			
TIMING POINT	DOWN	UP	NOTES
Soho East Jn to Soho North Jn	5	5	

MD335 PERRY BARR WEST JN TO PERRY BARR SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Perry Barr West Jn to Perry Barr	3	3	

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Aston (exclusive) to Alrewas	5	5	

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Bescot Yard to Pleck Jn	8	8	
Bescot Stadium to Pleck Jn	5	5	
Pleck Jn to Walsall	5 Fast 5 Slow	5 Fast 5 Slow	
Walsall to Ryecroft Jn	4	4	
Ryecroft Jn to Bloxwich	4*	4*	* 5 when following Class 4, 6, 7 or 8 trains.
Bloxwich to Hednesford	4*	4*	* 5 when following Class 4, 6, 7 or 8 trains.
Hednesford to Rugeley Power Station Jn	5\$	4*	\$ 6 when following Class 4, 6, 7 or 8 trains * 5 when following Class 4, 6, 7 or 8 trains
Rugeley Power Station Jn to Rugeley Trent Valley	Single Line		

MD350 ANGLESEA SIDINGS TO LICHFIELD CITY			
TIMING POINT	DOWN	UP	NOTES
Anglesea Sidings to Lichfield City Jn		*	* Single line - One Train in Section (OTS)

MD355 LICHFIELD TRENT VALLEY JN TO LICHFIELD TRENT VALLEY (CHORD LINE)			
TIMING POINT	DOWN	UP	NOTES
Lichfield Trent Valley Jn to Lichfield Trent Valley		*	* Single line - Plan as AB

MD360 WALSALL PLECK JN TO DARLASTON JN			
TIMING POINT	DOWN	UP	NOTES
Pleck Jn to Darlaston Jn	5	5	

MD365 PORTOBELLO JN TO WOLVERHAMPTON CRANE ST JN			
TIMING POINT	DOWN	UP	NOTES
Portobello Jn to Wolverhampton	5	5	

MD401 HEYFORD TO BORDESLEY JN			
TIMING POINT	DOWN	UP	NOTES
Heyford to Aynho Jn (exclusive)	4*	4*	* 5 applies if the first train is stopping at Heyford
Aynho Jn (inclusive) to Small Heath South Jn (inclusive)	3	3	
Small Heath South Jn (exclusive) to Bordesley Jn	4	4	

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Leamington Spa to Milverton Jn	4	4	
Milverton Jn to Kenilworth Loop	5	5	Single Line
Kenilworth Loop to Gibbet Hill Jn	5	5	Single Line
Gibbet Hill Jn to Coventry	3	3	

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Coventry to Chilvers Coton Jn	4	4	
Chilvers Coton Jn to Nuneaton	AB	AB	

MD415 HATTON STATION TO STRATFORD-UPON-AVON			
TIMING POINT	DOWN	UP	NOTES
Hatton Station to Hatton West Jn	AB	AB	Axle Counter Block but timed as AB
Hatton West Jn to Bearley Jn		*	* Single line - Axle Counter Block but timed as AB
Bearley Jn to Stratford upon Avon	AB*	AB*	*Train 1 arrives Stratford Upon Avon; Train 2 passes Bearley Jn simultaneously and vice-

MD415 HATTON STATION TO STRATFORD-UPON-AVON			
TIMING POINT	DOWN	UP	NOTES
			versa.

MD420 HATTON NORTH JN TO HATTON WEST JN			
TIMING POINT	DOWN	UP	NOTES
Hatton North Jn to Hatton West Jn		*	* Single line - TCB plan as AB

MD425 TYSELEY SOUTH JN TO BEARLEY JN			
TIMING POINT	DOWN	UP	NOTES
Tyseley to Whitlocks End	6		
Whitlocks End to Wood End	AB		TCB but timed as AB
Wood End to Henley in Arden	AB		TCB but timed as AB
Henley in Arden to Bearley Jn	AB		TCB but timed as AB
Bearley Jn to Henley in Arden		AB	TCB but timed as AB
Henley in Arden to Sig TB3478		AB	TCB but timed as AB
Signal TB3478 to Whitlocks End		AB	TCB but timed as AB
Whitlocks End to Tyseley		6	

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN			
TIMING POINT	DOWN	UP	NOTES
Droitwich Spa to Kidderminster	4	4#	# Headway is increased to 5 minutes when following a freight train
Kidderminster to Stourbridge Junction	4	4	

MD435 SMALL HEATH SOUTH TO STOURBRIDGE NORTH JN			
TIMING POINT	DOWN	UP	NOTES
Small Heath South Jn to Birmingham Snow Hill	3	3	
Birmingham Snow Hill to Stourbridge Junction	4	4	

MD440 GALTON JN TO SMETHWICK JN			
TIMING POINT	DOWN	UP	NOTES
Galton Jn to Smethwick Jn	5	5	

MD445 STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN			
TIMING POINT	DOWN	UP	NOTES
Stourbridge Junction to Stourbridge Town		*	* Single line - One Train in Section (OTS)

MD450 STOURBRIDGE NORTH JN TO ROUND OAK			
TIMING POINT	DOWN	UP	NOTES
Stourbridge North Jn to Kingswindsford	OTS	OTS	One train in section.

MD455 KINGSWINFORD JN SOUTH TO PENNETT (OUT OF USE)			
TIMING POINT	DOWN	UP	NOTES
Kingswindsford Jn South to Pensnett		*	* Single Line - One Train in Section (OTS)

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)			
TIMING POINT	DOWN	UP	NOTES
Kineton Jn to Kineton Sidings		*	* TCB planned as AB
Kineton Sidings to Kineton MOD		*	* Single line - one train in section (OTS). See section 5.3 regarding successive trains

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN			
TIMING POINT	DOWN	UP	NOTES
Tamworth to Landor Street Jn (exclusive)	4	4	
Landor Street Jn (inclusive) to Proof House Jn	3	3	

MD545 KINGSBURY JN TO WHITACRE JN			
TIMING POINT	DOWN	UP	NOTES
Kingsbury Jn to Whitacre Jn	5	5	

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN			
TIMING POINT	DOWN	UP	NOTES
Nuneaton to Water Orton	3*	3*	* Headway to be 4 minutes if following Class 6, 7 or 8 traffic

MD560 WATER ORTON WEST JN TO PARK LANE JN			
TIMING POINT	DOWN	UP	NOTES
Water Orton West to Park Lane Jn	3	3	Single Line

MD565 CASTLE BROMWICH JN TO RYECROFT JN			
TIMING POINT	DOWN	UP	NOTES
Castle Bromwich Jn to Park Lane Jn	4	3½	Single Line
Park Lane Jn to Ryecroft Jn	5	5	

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)			
TIMING POINT	DOWN	UP	NOTES
Landor Street Jn to St. Andrews Jn	4*	4 ^{\$}	* A train cannot pass Landor Street Jn until the preceding train has passed St Andrews Jn. \$ A train cannot pass St Andrews Jn until the preceding train has passed Landor Street Jn.
St. Andrews Jn to Bordesley Jn	3*	3 ^{\$}	* A train cannot pass St Andrews Jn until the preceding train has passed Bordesley Jn. \$ A train cannot pass Bordesley Jn until the preceding train has passed St Andrews Jn.
Bordesley Jn to Kings Norton	5	5	

MD575 ST ANDREWS JN TO GRAND JN			
TIMING POINT	DOWN	UP	NOTES
St Andrews Jn to Grand Jn	3	3	

MD580 LIFFORD EAST JN TO LIFFORD WEST JN			
TIMING POINT	DOWN	UP	NOTES
Lifford East Jn to Lifford West Jn	3	3	

MD701 MARYLEBONE TO AYNHO JN			
TIMING POINT	DOWN	UP	NOTES
Marylebone to Princes Risborough (inclusive)	3 (a) (b)	3 (c)	(a) Headway is reduced to 2 at Northolt Park Jn where the first train is routed via the Down Northolt Loop (SL) and the second train is routed via the Down Main (FL) (b) Headway is reduced to 2 at South Ruislip where the first train is passing on the Down Main and second train departs from the Down platform (c) Headway is 4 minutes where the first train has stopped at West Ruislip
Princes Risborough (exclusive) to Bicester North (inclusive)	4 \$	4	\$ Headway is increased to 5 minutes if first train stops at Haddenham & Thame Parkway
Bicester North (exclusive) to	5	5	

MD701 MARYLEBONE TO AYNHO JN			
TIMING POINT	DOWN	UP	NOTES
Aynho Jn (exclusive)			

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL			
TIMING POINT	DOWN	UP	NOTES
Neasden South Jn to Harrow-on-the-Hill	4	4	
Harrow-on-the-Hill to Mantles Wood	*	*	* LUL Controlled by Metropolitan Line

MD712 AMERSHAM TO AYLESBURY			
TIMING POINT	DOWN	UP	NOTES
Mantles Wood to Aylesbury	9	9	

MD715 NEASDEN SOUTH JN TO NEASDEN JN			
TIMING POINT	DOWN	UP	NOTES
Neasden South Jn to Neasden Jn	AB	AB	

MD720 PRINCES RISBOROUGH TO AYLESBURY			
TIMING POINT	DOWN	UP	NOTES
Princes Risborough to Little Kimble		*	* Single line - Time as AB for successive trains
Little Kimble to Aylesbury		*	* Single line - Time as AB for successive trains

MD725 AYLESBURY TO CLAYDON LNE JN			
TIMING POINT	DOWN	UP	NOTES
Aylesbury to Claydon LNE Jn		*	* Single line - One Train in Section (OTS) unless train is recessed at Aylesbury North Loop, Aylesbury Vale Parkway or Calvert. In the Down direction a train can depart Aylesbury 2 minutes after the preceding train has arrived at Aylesbury Vale Parkway

MD736 OXFORD NORTH JN TO DENBIGH HALL SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Oxford North Jn to Bicester Gavray Jn	4 \$	4 \$	\$ - 5 if following a freight service
Bicester Gavray Jn to Claydon LNE Jn	AB	AB	

MD736 OXFORD NORTH JN TO DENBIGH HALL SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Claydon LNE Jn to Bletchley Flyover Jn	AB	AB	Out of use
Bletchley Flyover Jn to Denbigh Hall South Jn	AB	AB	

MD740 BLETCHLEY FLYOVER JN TO FENNY STRATFORD (FLYOVER LINES)			
TIMING POINT	DOWN	UP	NOTES
Bletchley Flyover Jn to Fenny Stratford	AB	AB	

MD745 BICESTER SOUTH JN TO BICESTER GAVRAY JN			
TIMING POINT	DOWN	UP	NOTES
Bicester South Jn to Bicester Gavray Jn	AB	AB	TCB timed as AB

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Wolverhampton to Oxley Stafford Road Jn	3	3	
Oxley Stafford Road Jn to Shrewsbury	6	6	

MD805 OXLEY STAFFORD ROAD JN TO BUSHBURY OXLEY JN (OXLEY CHORD LINES)			
TIMING POINT	DOWN	UP	NOTES
Oxley Stafford Road Jn to Bushbury Jn	5	5	

MD810 MADELEY JN TO IRONBRIDGE			
TIMING POINT	DOWN	UP	NOTES
Madeley Jn to Ironbridge Power Station		*	* Single line only one train between Madeley Jn and Ironbridge PS at any given time.

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN			
TIMING POINT	DOWN	UP	NOTES
Rugeley North Jn to Crewe (inclusive)	3	3	No more than 13 trains per hour on FL between Stafford and Crewe
Crewe (exclusive) to Balshaw	4	4	* Where Goods Line exist

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN			
TIMING POINT	DOWN	UP	NOTES
Lane Jn (inclusive)	5 GL *	5 GL *	
Balshaw Lane Jn (exclusive) to Preston Fylde Jn (inclusive)	3 5 GL *	3 5 GL *	* Where Goods Line exist

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)			
TIMING POINT	DOWN	UP	NOTES
Penkridge to Stafford Trent Valley Jn	3	3	

NW1005 KIDSGROVE JN TO CREWE SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Kidsgrove to Barthomley Jn	6	6	
Barthomley Jn to North Stafford Jn	4	4	Single line
North Stafford Jn to Crewe South Jn	4	4	

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Nantwich to Gresty Lane	AB	AB	
Gresty Lane to Crewe South Jn	4	4	

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES)			
TIMING POINT	DOWN	UP	NOTES
Basford Hall Jn to Salop Goods Jn SB	AB	AB	4 minute headway applies
Salop Goods Jn SB to Sydney Bridge Jn	4	4	
Sydney Bridge Jn to Sandbach	3	3	

NW1011 GRESTDY LANE TO SALOP GOODS JN			
TIMING POINT	DOWN	UP	NOTES
Gresty Lane to Salop Goods Jn	AB	AB	4 minute headway applies

NW1013 CREWE SORTING SIDINGS NORTH TO GRESTDY LANE			
TIMING POINT	DOWN	UP	NOTES
Crewe SSN to Gresty Lane	AB	AB	4 minute headway applies

NW1015 SALOP GOODS JN TO CREWE NORTH JN (CHESTER INDEPENDENT LINES)

TIMING POINT	DOWN	UP	NOTES
Salop Goods Jn to Crewe North Jn		*	* Single line - TCB planned as AB <u>Note:</u> Line is signalled in Up direction only

NW1017 SALOP GOODS JN TO CREWE COAL YARD (LIVERPOOL INDEPENDENT LINES)

TIMING POINT	DOWN	UP	NOTES
Salop Goods Jn to Crewe Coal Yard	AB	AB	4 minute headway applies

NW1019 ACTON GRANGE JN TO WARRINGTON SOUTH JN (HELSEBY LINES)

TIMING POINT	DOWN	UP	NOTES
Acton Grange Jn to Warrington South Jn	4	4	

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

TIMING POINT	DOWN	UP	NOTES
Winwick Jn to Golborne Jn (via Earlestown)	4	4	Single lead at Golborne Jn

NW1023 HAYDOCK BRANCH JN TO KELBIT P. S.

TIMING POINT	DOWN	UP	NOTES
Haydock Branch Jn to Kelbit P. S.		*	* Single line – One Train in Section (OTS)

NW1025 BAMFURLONG SIDINGS JN TO INCE MOSS JN (INCE MOSS CHORD LINE)

TIMING POINT	DOWN	UP	NOTES
Bamfurlong Sidings Jn to Ince Moss Jn	4	4	Single lead at both ends of line

NW1027 PRESTON SOUTH JN TO STRAND ROAD

TIMING POINT	DOWN	UP	NOTES
Preston South Jn to Strand Road		*	* Single line

NW2001 WEAVER JN TO LIVERPOOL LIME STREET			
TIMING POINT	DOWN	UP	NOTES
Weaver Jn to Liverpool Lime Street	3	3	

NW2003 RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)			
TIMING POINT	DOWN	UP	NOTES
Runcorn SB to Network Rail/Ineos Chlor boundary		*	* Single line, timed as TCB Single lead at Runcorn SB. For Method of Working see Sectional Appendix Local Instructions

NW2005 SPEKE JN TO GARSTON JN			
TIMING POINT	DOWN	UP	NOTES
Speke Jn GF to Speke Jn		*	* Single line and Single lead at Speke Jn Ground Frame
Speke Jn to Garston Jn	AB	AB	

NW2007 ALLERTON EAST JN TO GARSTON JN			
TIMING POINT	DOWN	UP	NOTES
Liverpool South Parkway to Garston Jn	AB	AB	Single line between Allerton East Jn and Garston Jn

NW2009 ARPLEY JN TO DITTON EAST JN			
TIMING POINT	DOWN	UP	NOTES
Latchford Sidings/Arpley Jn to Ditton East Jn	AB	AB	

NW2011 WALTON OLD JN TO ARPLEY JN			
TIMING POINT	DOWN	UP	NOTES
Walton Old Jn to Arpley Jn	4	4	

NW2015 ORDSALL LANE JN TO EDGE HILL			
TIMING POINT	DOWN	UP	NOTES
Ordsall Lane Jn to Former Edge Hill SB	3	3	4 when following Class 4, 6, 7 or 8

NW2017 ECCLES TO WEASTE			
TIMING POINT	DOWN	UP	NOTES
Eccles to Weaste		*	* Single line - One Train in Section (OTS)

NW2019 PARKSIDE JN TO LOWTON JN (EAST CURVE LINES)			
TIMING POINT	DOWN	UP	NOTES
Parkside Jn to Lowton Jn	4	4	

NW2021 EARLESTOWN SOUTH JN TO EARLESTOWN WEST JN (LIVERPOOL CURVE)			
TIMING POINT	DOWN	UP	NOTES
Earlestown South Jn to Earlestown West Jn		*	* Single line – TCB timed as AB Single lead at both ends of line

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)			
TIMING POINT	DOWN	UP	NOTES
Springs Branch Jn to Huyton Jn	4	4	

NW2025 ST. HELENS STATION JN TO RAVENHEAD JN			
TIMING POINT	DOWN	UP	NOTES
St. Helens Station Jn to Ravenhead Jn		*	* Single line - One Train in Section (OTS)

NW2027 EDGE HILL BOOTLE BRANCH JN TO REGENT ROAD L. C.			
TIMING POINT	DOWN	UP	NOTES
Bootle Branch Jn to Regent Road Level Crossing	AB*	AB*	* Signalling is TCB, however the signal spacing requires that AB planning rules apply

NW2029 OLIVE MOUNT JN TO EDGE LANE JN			
TIMING POINT	DOWN	UP	NOTES
Olive Mount Jn to Edge Lane Jn		*	* Single line, TCB timed as AB Single lead at both ends of line

NW3001 CREWE NORTH JN TO HOLYHEAD			
Please refer to Western and Wales edition of the Timetable Planning Rules for NW3001 Saltney Jn to Holyhead			
TIMING POINT	DOWN	UP	NOTES
Crewe North Jn to Crewe Steel Works SB	5	5	
Crewe Steel Works SB to Beeston Castle and Tarporley SB	AB	AB	
Beeston Castle and Tarporley SB to Saltney Jn	4	4	

NW3003 CHESTER EAST JN TO ACTON GRANGE JN			
TIMING POINT	DOWN	UP	NOTES
Chester East Jn to Mickle Trafford SB	3	3	
Mickle Trafford SB to Helsby	AB	AB	Please see section 2.2 for Signal Box Opening Hours
Helsby to Frodsham Jn	AB	AB	
Frodsham Jn to Runcorn East	AB	AB	
Runcorn East to Acton Grange Jn	4	4	

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN			
TIMING POINT	DOWN	UP	NOTES
For planning purposes Gobowen to Wrexham North Jn (exclusive) are shown in Western & Wales Timetable Planning Rules – GW731			
Wrexham North Jn to Rossett Jn		*	* Single line, TCB timed as AB
Rossett Jn to Saltney Jn	5	5	

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN			
TIMING POINT	DOWN	UP	NOTES
For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007			
Dee Marsh Jn SB to Bidston	TCB*	TCB*	* TCB planned as AB

NW3009 CHESTER NORTH JN TO CHESTER SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Chester North Jn to Chester South Jn		*	* Single line, TCB timed as AB Single lead at both ends of the line

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Chester West Jn to Hooton South Jn	5	5	

NW3013 HOOTON SOUTH JN TO HELSBY JN			
TIMING POINT	DOWN	UP	NOTES
Hooton South Jn to Ellesmere Port	AB	AB	
Ellesmere Port to Helsby Jn	AB	AB	

NW3021 FRODSHAM JN TO HALTON JN			
TIMING POINT	DOWN	UP	NOTES
Frodsham Jn to Halton Jn		*	* Single line, TCB timed as AB.

NW3023 EDGELEY JN NO.2 TO MICKLE TRAFFORD			
TIMING POINT	DOWN	UP	NOTES
Edgeley Jn No.2 to Cheadle Village Jn	4	4	
Cheadle Village Jn to Sharston Jn		*	* Single line, TCB timed as AB
Sharston Jn to Deansgate Jn	4	4	
Deansgate Jn to Navigation Road		*	* Single line, TCB timed as AB
Navigation Road to Mobberley	4	4	
Mobberley to Plumley West SB	AB	AB	
Plumley West SB to Greenbank	4	4	
Greenbank to Mouldsworth	TCB*	TCB*	* For train planning purposes this section of line should be treated as being AB
Mouldsworth to Mickle Trafford		*	* Single line. Tokenless Block applies throughout. TCB timed as AB Single lead at Mickle Trafford Jn

NW3025 SKELTON JN TO PARTINGTON			
TIMING POINT	DOWN	UP	NOTES
Skelton Jn to Partington		*	* Single line - One Train in Section (OTS)

NW3027 TIMPERLEY TO ALTRINCHAM (METROLINK LINES)			
TIMING POINT	DOWN	UP	NOTES
Timperley to Signal DJ501	–		Under Metrolink Control
Signal DJ501 to Deansgate Jn			
Deansgate Jn to Navigation Road	–		Single Line
Navigation Road to Altrincham			

NW3029 SANDBACH NORTH JN TO NORTHWICH WEST JN			
TIMING POINT	DOWN	UP	NOTES
Sandbach North Jn to Northwich West Jn	Single Line		Single line applies except between: Sandbach North Jn and a point 51 chains north of Sandbach North Jn; and Middlewich loop. Single lead at Northwich West Jn

NW3031 NORTHWICH SOUTH JN TO NORTHWICH STATION JN			
TIMING POINT	DOWN	UP	NOTES
Northwich South Jn to Northwich Station Jn	Single Line		TCB

NW3033 HARTFORD EAST JN TO HARTFORD NORTH JN			
TIMING POINT	DOWN	UP	NOTES
Hartford East Jn to Hartford North Jn	Single Line		TCB Single lead at Hartford East Jn

NW3035 HARTFORD WEST JN TO HARTFORD NORTH JN			
TIMING POINT	DOWN	UP	NOTES
Hartford West Jn to Hartford North Jn	Single Line		TCB Single lead at Hartford West Jn

NW3037 HARTFORD C.L.C. JN TO HARTFORD JN			
TIMING POINT	DOWN	UP	NOTES
Hartford C.L.C. Jn to Hartford Jn	4	4	Single lead at both ends of line

NW4001 PRESTON RIBBLE JN TO COVE L. C.			
Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn			
TIMING POINT	DOWN	UP	NOTES
Preston Fylde Jn to Gretna Jn	4 \$ 5 GL *	4 5 GL *	No more than 12 trains per hour * Where Goods Line exists
\$ Please see section 5.3 Junction Margins and Station Planning Rules for exceptions at Lancaster Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.			

NW4003 PRESTON FYLDE JN TO DEEPALE JN			
TIMING POINT	DOWN	UP	NOTES
Preston Fylde Jn to Deepdale Jn	Single Line		One train In Section (OTS)

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH			
TIMING POINT	DOWN	UP	NOTES
Preston Fylde Jn to Blackpool North	3	3	

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH			
TIMING POINT	DOWN	UP	NOTES
Kirkham & Wesham to Kirkham West Jn	TCB*	TCB*	* For train planning purposes this section of line should be treated as being AB
Kirkham West Jn to Blackpool South	*		* Single line - One Train in Section (OTS)

NW4011 MORECAMBE SOUTH JN TO MORECAMBE			
TIMING POINT	DOWN	UP	NOTES
Morecambe South Jn to Bare Lane	*		* Single line, One train in Section (OT) Single lead at Morecambe South Jn.
Bare Lane to Morecambe	*		* Single line. OT applies throughout on Down and Up Morecambe. OT applies on Down and Up Heysham between Bare Lane and Morecambe. OT-applies between Morecambe Jn GF and Heysham.

NW4013 HEST BANK TO BARE LANE			
TIMING POINT	DOWN	UP	NOTES
Hest Bank to Bare Lane	*		* Single line, TCB timed as AB Single lead at Hest Bank

NW4017 MORECAMBE JN TO HEYSHAM PORT			
TIMING POINT	DOWN	UP	NOTES
Morecambe Jn to Heysham Port	*		* Single line. OT applies on Heysham Line between Bare Lane and Morecambe. OT applies between Morecambe Jn GF and Heysham. See section 5.3 for planning rules for trains to/from Heysham.

NW4019 OXENHOLME TO WINDERMERE			
TIMING POINT	DOWN	UP	NOTES
Oxenholme to Windermere	*		* Single line - One Train in Section (OTS) Single lead at Oxenholme

NW4021 UPPERBY JN TO ROME STREET JN			
TIMING POINT	DOWN	UP	NOTES
Upperby Jn to Rome Street Jn	4	4	

NW4023 UPPERBY JN TO LONDON ROAD JN			
TIMING POINT	DOWN	UP	NOTES
Upperby Jn to London Road Jn	Single Line		TCB Single lead at Upperby Jn. Access only to Down Newcastle line at London Road Jn

NW4025 CURROCK JN TO BOG JN			
TIMING POINT	DOWN	UP	NOTES
Currock Jn to Bog Jn	4	4	

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL			
TIMING POINT	DOWN	UP	NOTES
Brunthill Branch Jn and Brunthill		*	* Single line - One Train in Section (OTS)

NW4029 MOSSBAND JN TO BUSH-ON-ESK			
TIMING POINT	DOWN	UP	NOTES
Mossband Jn to Bush-on-Esk		*	* Single line - One Train in Section (OTS) Single lead at Mossband Jn. See Sectional Appendix for Local Instructions.

NW4031 GREтна JN TO GREтна GREEN (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Please refer to Line of Route SC031 (Scotland Timetable Planning Rules) for Gretna Jn to Gretna Green			

NW4033 CARNFORTH NORTH JN TO CARLISLE (VIA BARROW-IN-FURNESS)			
TIMING POINT	DOWN	UP	NOTES
Carnforth North Jn to Carnforth Station Jn	4	4	
Carnforth Station Jn to Arnside	AB	AB	
Arnside to Grange-over-Sands	AB	AB	
Grange-over-Sands to Ulverston	AB	AB	
Ulverston to Dalton Jn	AB	AB	
Dalton Jn to Barrow-in-Furness	AB	AB	
Barrow-in-Furness to Park South Jn	Single Line		Tokenless block applies Single lead at Park South Jn
Park South Jn to Askam	AB	AB	
Askam to Foxfield	AB	AB	
Foxfield to Millom	AB	AB	
Millom to Silecroft	AB	AB	
Silecroft to Bootle	AB	AB	
Bootle to Drigg	AB	AB	
Drigg to Sellafield	AB	AB	
Sellafield to St Bees	AB	AB	ETB Single Line Sellafield to St Bees with passing loop at St. Bees
St Bees to Whitehaven	AB	AB	ETB Single Line St Bees to Whitehaven with passing loop at St. Bees
Whitehaven to Parton	AB	AB	
Parton to Workington	AB	AB	Single Line Parton South Jn to Parton North Jn
Workington to Maryport	AB	AB	
Maryport to Wigton	AB	AB	
Wigton to Carlisle South Jn	4	4	

NW4041 DALTON JN TO PARK SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Dalton Jn to Park South Jn	AB	AB	

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY			
TIMING POINT	DOWN	UP	NOTES
Crewe to Ardwick Jn	3	3	See also section 5.3 – Junction Margins & Station Planning Rules for exceptions applicable at Slade Lane Jn
Ardwick Jn to Manchester Piccadilly	3 Fast 3 Slow 2 East	3 Fast 3 Slow * 2 East	* The headway can be reduced to 2½ minutes for 1 st move departs Platform 13 to Up Slow, followed by a departure from any of Platforms 3 to 12 to Up Slow

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)			
TIMING POINT	DOWN	UP	NOTES
Wilmslow to Slade Lane Jn	3	3	See also section 5.3 – Junction Margins & Station Planning Rules for exceptions applicable at Slade Lane Jn

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN			
TIMING POINT	DOWN	UP	NOTES
Heald Green South Jn to Heald Green West	3	3	

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN			
TIMING POINT	DOWN	UP	NOTES
Manchester Airport to Heald Green North Jn	3	3	

NW5008 NORTON BRIDGE TO STONE JN			
TIMING POINT	DOWN	UP	NOTES
Norton Bridge to Stone Jn	3	3	

NW5009 COLWICH JN TO CHEADLE HULME			
TIMING POINT	DOWN	UP	NOTES
Colwich to Stone	5	5	
Stone to Cheadle Hulme	3	3	No more than 13 trains per hour See also Section 5.2.2 General Capacity Constraints

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN			
TIMING POINT	DOWN	UP	NOTES
Heaton Norris Jn to Guide Bridge Station Jn	4	4	

NW5013 DENTON JN TO ASHTON MOSS NORTH JN			
TIMING POINT	DOWN	UP	NOTES
Denton Jn to Ashton Moss North Jn	AB	AB	

NW5015 HADFIELD TO ARDWICK JN			
TIMING POINT	DOWN	UP	NOTES
Hadfield to Dinting SB		*	* Single line - One Train in Section (OTS)
Dinting SB to Hyde Jn	AB	AB	
Hyde Jn to Guide Bridge	4	4	
Guide Bridge to Ashburys	3	3	
Ashburys to Ardwick Jn	2	2	

NW5017 DINTING SOUTH JN TO DINTING EAST JN			
TIMING POINT	DOWN	UP	NOTES
Dinting South Jn to Dinting East Jn		*	Single line - One Train in Section (OTS) within Dinting Station limits

NW5019 GLOSSOP TO DINTING WEST JN			
TIMING POINT	DOWN	UP	NOTES
Glossop to Dinting South Jn		*	* Single line - One Train in Section (OTS)
Dinting South Jn to Dinting West Jn		*	* Single line - One Train in Section (OTS) within Dinting Station limits

NW5021 STALYBRIDGE TO GUIDE BRIDGE WEST JN			
TIMING POINT	DOWN	UP	NOTES
Stalybridge to Guide Bridge West Jn	4	4	

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN			
TIMING POINT	DOWN	UP	NOTES
Manchester Piccadilly to Water Street Jn (inclusive)	2* 3 ^{\$}	2* 3 ^{\$}	* following a passenger service (includes Class 1, 2 and Class 3 or 5 ECS) and light engines. Where there are 2 successive movements following a passenger service at the minimum headway, the next train whether passenger or freight must follow at a headway of 3 \$ following Freight
Water Street Jn (exclusive) to Lostock Jn	3	3	
Lostock Jn to Chorley	4	4	
Chorley to Euxton Jn	4	4	

Exceptions for Pendleton/Brindle Heath		
First Movement	Second Movement	Margin
Down train arrives Brindle Heath Loop	Down train departs or passes Salford Crescent towards Bolton	Same time
Up train arrives or passes Agecroft South Jn from Brindle Heath Loop	Down train departs or passes Salford Crescent for Bolton	Same time
Up train arrives or passes Salford Crescent from Bolton	Up trains depart from Pendleton Aggregates Terminal/Brindle Heath Loop	Same time
Up train arrives at Pendleton Aggregate Terminal or Brindle Heath Loop (Propelling/reversal move)	Up train arrives or passes Salford Crescent from Bolton	6
Down passenger service from Salford Crescent towards Bolton	Down freight for Brindle Heath Loop	3

NW6003 CASTLEFIELD JN TO ALLERTON JN			
TIMING POINT	DOWN	UP	NOTES
Castlefield Jn to Trafford Park East Jn	3	3	
Trafford Park East Jn to Glazebrook East Jn	4	4	
Glazebrook East Jn to Birchwood	AB	AB	TCB but planned as AB
Birchwood to Warrington Central (inclusive)	AB	AB	TCB but planned as AB
Warrington Central (exclusive) to Hough Green	4 Non-stop * 6½ stopping	4 Non-stop * 6 stopping	* The non-stop headway also applies for trains stopping at Warrington Central and Widnes only. The stopping headway should be applied to a train following a preceding train which stops at either Warrington West or Sankey
Hough Green to Hunts Cross (inclusive)	AB	AB	TCB but planned as AB
Hunts Cross (exclusive) to Allerton Jn	3	3	

NW6004 WATER STREET JN TO SALFORD CENTRAL (ORDSALL CHORD LINES)			
TIMING POINT	DOWN	UP	NOTES
Water Street Jn to Salford Central	3	3	

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Manchester Victoria to Windsor Bridge South Jn	3 Fast 3 Slow*	3 Fast 3 Slow*	* Where Slow Line exists

NW6007 DEAL STREET JN TO ORDSALL LANE JN			
TIMING POINT	DOWN	UP	NOTES
Deal Street Jn to Ordsall Lane Jn	3	3	

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT			
TIMING POINT	DOWN	UP	NOTES
Windsor Bridge North Jn to Walkden	4	4	
Walkden to Crow Nest Jn	5 8#	5 8#	# if following a train that stops at Daisy Hill and Hag Fold
Crow Nest Jn to Wigan Station Jn	3	3	For non-stop trains only but no more than 2 x 3 minute moves in succession
Wigan Station Jn to Wigan Wallgate	4	4	
Wigan Wallgate to Parbold	AB	AB	
Parbold to Burscough Bridge	AB	AB	
Burscough Bridge to Meols Cop	AB	AB	
Meols Cop to Southport	5	5	

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN			
TIMING POINT	DOWN	UP	NOTES
Bolton East Jn to Bolton West Jn	4	4	
Bolton West Jn to Astley Bridge Jn	Single Line		TCB
Astley Bridge Jn to Bromley Cross	4	4	
Bromley Cross to Blackburn Bolton Jn	Single Line		TCB Single line except at Darwen passing loop

NW6013 LOSTOCK JN TO CROW NEST JN			
TIMING POINT	DOWN	UP	NOTES
Lostock Jn to Crow Nest Jn	6	6	

NW6015 WIGAN WALLGATE TO KIRKBY			
TIMING POINT	DOWN	UP	NOTES
Wigan Wallgate to Rainford	AB	AB	
Rainford to Kirkby		*	* Single line - One Train in Section (OTS)

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE			
TIMING POINT	DOWN	UP	NOTES
Manchester Victoria to Thorpes Bridge Jn	2½	2½	Down trains can be timed to depart Manchester Victoria 2 minutes apart but must be 2½ minutes apart at Miles Platting.
Thorpes Bridge Jn (exclusive) to Hebden Bridge	4	4	Exceptions at Littleborough: Down - 4½ applies when following any train that stops at Smithy Bridge and/or Littleborough. Up - 5½ applies when following any train that stops at Littleborough and/or Smithy Bridge Up - 6½ applies following freight

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.			
TIMING POINT	DOWN	UP	NOTES
Castleton East Jn to Hopwood GF		*	* Single line - One Train in Section (OTS)

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)			
TIMING POINT	DOWN	UP	NOTES
Todmorden to Stansfield Hall Jn		4	One train in section only

NW7007 FARINGTON CURVE JN TO ORMSKIRK			
TIMING POINT	DOWN	UP	NOTES
Farington Curve Jn to Midge Hall SB	Single Line		TCB
Midge Hall SB to Rufford SB	Single Line		ETB applies
Rufford SB to Ormskirk		*	* Single line - One Train in Section (OTS) Passing loop at Rufford station.

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)			
TIMING POINT	DOWN	UP	NOTES
Farington Curve Jn to Hall Royd Jn	4	4	

NW7011 FARINGTON JN TO LOSTOCK HALL JN (LOSTOCK HALL LINES)			
TIMING POINT	DOWN	UP	NOTES
Farington Jn to Lostock Hall Jn	4	4	Single lead at Farington Jn

NW7013 DAISYFIELD JN TO HELLIFIELD			
TIMING POINT	DOWN	UP	NOTES
Daisyfield Jn to Langho	AB		
Langho to Horrocksford Jn	AB		
Whalley to Daisyfield Jn		AB	
Horrocksford Jn to Whalley		AB	
Horrocksford Jn to Hellifield	AB	AB	

NW7017 GANNOW JN TO COLNE			
TIMING POINT	DOWN	UP	NOTES
Gannow Jn to Colne		*	Single line - One Train in Section (OTS) Single lead at Gannow Jn

NW7019 THORPES BRIDGE JN TO GMC SIDING			
TIMING POINT	DOWN	UP	NOTES
Thorpess Bridge Jn to GMC Siding	Single Line		See Sectional Appendix Local Instructions for method of working

NW7021 MILES PLATTING JN TO MARSDEN			
TIMING POINT	DOWN	UP	NOTES
Miles Platting Jn to Stalybridge (exclusive)	4	4£%	£ Headway of 2½ minutes applies at Ashton Moss North Jn where the second movement is from the Down Crowthorne (NW5013) % Headway of 3½ minutes applies when departing Stalybridge following a train which does not stop at Stalybridge or Ashton-under-Lyne. Headway of 4 minutes applies at Ashton Moss North Jn.
Stalybridge (inclusive) to Diggle Jn (exclusive)	3+	3½\$	+ Headway reduced to 2 when departing Stalybridge following a train which does not stop at Stalybridge or 2½ when following a train that has stopped at Stalybridge. Normal headway then applies at next mandatory timing point. \$ Headway reduced to 3 where a train not stopping at Stalybridge is following an arriving passenger train or an arriving/passing freight train, where in both cases the first movement is to a different platform.
Diggle Jn (inclusive) to Marsden	TCB*	TCB*	* Plan as AB

NW7023 PHILIPS PARK WEST JN TO BREWERY JN			
TIMING POINT	DOWN	UP	NOTES
Philips Park West Jn to Brewery Jn	*	*	* TCB plan as AB

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN			
TIMING POINT	DOWN	UP	NOTES
Philips Park West Jn to Ashburys West Jn	4	4	

NW7027 BAGULEY FOLD JN TO PHILIPS PARK SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Baguley Fold Jn to Philips Park South Jn	*	*	* TCB plan as AB

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT			
TIMING POINT	DOWN	UP	NOTES
Hunts Cross West Jn to Liverpool Central	5	5	
Liverpool Central to Sandhills Jn	2½*	2½*	* 1½ applies for ECS following a passenger service
Sandhills Jn to Southport	5	5	

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)			
TIMING POINT	DOWN	UP	NOTES
Paradise Jn to James Street	Single Line		Access only to/from Down line at Paradise Jn

NW8005 SANDHILLS JN TO ORMSKIRK			
TIMING POINT	DOWN	UP	NOTES
Sandhills Jn to Walton Jn	3½\$	3\$	\$ 2½ applies for ECS following a passenger service in Down direction and 2 in the Up direction
Walton Jn to Ormskirk	6	6	

NW8007 BOOTLE JN TO AINTREE EMERGENCY G. F.			
TIMING POINT	DOWN	UP	NOTES
Bootle Jn to Aintree Emergency Ground Frame	*		* Single line - One Train in Section (OTS)

NW8009 WALTON JN TO KIRKBY			
TIMING POINT	DOWN	UP	NOTES
Walton Jn to Kirkby	5	5	Single line between a point 5 chains east of Fazakerley L.C. and Kirkby station

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)			
TIMING POINT	DOWN	UP	NOTES
Mann Island Jn to Mann Island Jn (via Loop)	Single Line		TCB 2 minute headway applies
Mann Island Jn to Birkenhead North	2	2	
Birkenhead North to Bidston Dee Jn	3	3	
Bidston Dee Jn to West Kirby	5	5	

NW8013 CANNING STREET JN TO HOOTON SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Canning Street Jn/Hamilton Square to Rock Ferry	3	3	
Rock Ferry to Hooton South Jn	5	5	

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)			
TIMING POINT	DOWN	UP	NOTES
Bidston East Jn to New Brighton	5	5	Shunt moves via the New Brighton line to Birkenhead North Depot may be planned 3 minutes behind the previous New Brighton service

NW8017 CANNING STREET NORTH TO ROCK FERRY SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Canning Street North SB to Rock Ferry South Jn		*	* Single line - One Train in Section (OTS) Single line between Rock Ferry North Jn and Rock Ferry South Jn.

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)			
TIMING POINT	DOWN	UP	NOTES
Dore West Jn to Totley Tunnel East SB	4	4	
Totley East SB to Grindleford	AB	AB	
Grindleford to Bamford	AB	AB	
Bamford to Earles Sidings SB	AB	AB	
Earles Sidings SB to Earles Siding signal ES31	AB		
Edale Signal EE16 to Earles Sidings SB		AB	
Earles Siding signal ES31 to Edale	AB		
Edale to Edale signal EE16		AB	

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)			
TIMING POINT	DOWN	UP	NOTES
Edale to Chinley East Jn	AB	AB	In the Up Direction, any train following a freight train can pass Chinley East Jn 1 minute after the preceding freight passes Edale. Freight trains on the Up Main can pass Chinley East Jn 4 minutes after an Up Passenger train.
Chinley East Jn to Hazel Grove High Level Jn	4	4	
Hazel Grove High Level Jn to Hazel Grove	Single Line		TCB – plan as AB for successive moves
Hazel Grove to Edgeley Jn No.1	3	3	

NW9003 CHINLEY EAST JN TO CHINLEY SOUTH JN (CHORD LINE)			
TIMING POINT	DOWN	UP	NOTES
Chinley East Jn to Chinley South Jn	Single Line		TCB Single lead at Chinley East Jn

NW9005 CHINLEY NORTH JN TO BUXTON			
TIMING POINT	DOWN	UP	NOTES
Chinley North Jn to Chinley South Jn	Single Line		TCB – plan as AB for successive moves
Chinley South Jn to Chinley signal CY168	AB		
Chinley signal CY168 to Peak Forest Station	AB		
Peak Forest Station to Chinley South Jn		AB	
Peak Forest Station to Great Rocks Jn SB	AB	AB	
Great Rocks Jn SB to Buxton SB	Single Line		ETB applies – plan as AB for successive moves

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN			
TIMING POINT	DOWN	UP	NOTES
New Mills South Jn to New Mills Central SB	AB	AB	
New Mills Central SB to Marple Wharf Jn	4	4	
Marple Wharf Jn to Romiley	3	3	
Romiley to Ashburys East Jn	4	4	

NW9009 MARPLE WHARF JN TO ROSE HILL			
TIMING POINT	DOWN	UP	NOTES
Marple Wharf Jn to Rose Hill	Single Line		Single line from 10 miles 56 chains to end of line

NW9011 ROMILEY JN TO HYDE JN			
TIMING POINT	DOWN	UP	NOTES
Romiley Jn to Hyde Jn	4	4	Single lead at Hyde Jn

NW9013 WOODLEY JN TO BREDBURY SIDINGS			
TIMING POINT	DOWN	UP	NOTES
Woodley Jn to Bredbury Sidings		*	* Single line - One Train in Section (OTS)

NW9017 HAZEL GROVE HIGH LEVEL JN TO NORTHENDEN JN			
TIMING POINT	DOWN	UP	NOTES
Hazel Grove High Level Jn to Northenden Jn	Single Line		TCB timed as AB

NW9019 BUXTON TO BRIGG'S SIDINGS			
TIMING POINT	DOWN	UP	NOTES
Buxton SB to Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry	Single Line		NST. No access to/from Down Main line at Buxton SB. Please refer to Section 5.3 NW9019 Buxton – Briggs Sidings.

NW9021 BUXTON TO HAZEL GROVE EAST JN			
TIMING POINT	DOWN	UP	NOTES
Buxton to Chapel-en-le-Frith	AB	AB	When Chapel-en-le-Frith SB is closed, the section is Buxton to Furness Vale. See section 2.2 for Signal Box Opening Hours
Chapel-en-le-Frith to Furness Vale	AB	AB	
Furness Vale to Hazel Grove	AB	AB	

NW9901 GARGRAVE TO CARLISLE SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Gargrave to Hellifield	AB	AB	
Hellifield to Settle Jn	AB	AB	
Settle Jn to Horton-in-Ribblesdale	AB		See section 5.3 for planning restrictions at Arcow Quarry
Helwith Bridge to Settle Jn		AB	
Horton-in-Ribblesdale to Ribblesdale	AB		
Ribblesdale to Blea Moor	AB		Single line over Ribblesdale Viaduct
Blea Moor to Helwith Bridge		AB	Single line over Ribblesdale Viaduct
Blea Moor to Garsdale	AB	AB	
Garsdale to Kirkby Stephen	AB		
Ais Gill to Garsdale		AB	
Mallerstang to Ais Gill		AB	
Kirkby Stephen to Mallerstang		AB	
Kirkby Stephen to Appleby	AB		

NW9901 GARGRAVE TO CARLISLE SOUTH JN			
TIMING POINT	DOWN	UP	NOTES
Crosby Garrett to Kirkby Stephen		AB	
Ormside to Crosby Garrett		AB	
Appleby to Ormside		AB	
Appleby to Kirkby Thore	AB	AB	
Kirkby Thore to Culgaith	AB	AB	
Culgaith to Lazonby & Kirkoswald	AB	AB	
Lazonby & Kirkoswald to Low House Crossing SB	AB	AB	
Low House Crossing SB to Howe & Co Siding SB	AB	AB	
Howe & Co Siding SB to London Road Jn	4	4	
London Road Jn to Carlisle	Single Line		

NW9903 SETTLE JN TO CARNFORTH STATION JN			
TIMING POINT	DOWN	UP	NOTES
Settle Jn to Carnforth Station Jn	AB	AB	Single lead at Settle Jn

NW9909 CORBY GATES TO PETTERIL BRIDGE JN			
TIMING POINT	DOWN	UP	NOTES
Corby Gates to Petteril Bridge Jn	4	4	

NW9911 LONDON ROAD JN TO BOG JN (NEWCASTLE GOODS LINES)			
TIMING POINT	DOWN	UP	NOTES
London Road Jn to Bog Jn	4	4	

5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

Between Birmingham New Street and Soho South and v.v. the total number of trains is not to exceed 17 trains per hour. A reserve performance pathway is to apply after six successive moves on the minimum headway or after 20 minutes (whichever occurs first) to ensure a robust train plan.

Between Bushbury Jn and Stafford Trent Valley Jn and v.v., the total number of trains is not to exceed 10 trains per hour in each direction.

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

Between Birmingham New Street and Kings Norton and v.v., the total number of trains is not to exceed 17 trains per hour. A reserve performance pathway is to apply after six successive moves on the minimum headway or after 20 minutes whichever occurs first to ensure a robust train plan.

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)

Between Bushbury Jn and Stafford Trent Valley Jn and v.v., the total number of trains is not to exceed 10 trains per hour in each direction.

MD401 HEYFORD TO BORDESLEY JN

Between Leamington Spa and Tyseley and v.v. the total number of trains is not to exceed 12 trains per hour.

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please note that in connection with the Anglo–Scottish Maintenance Strategy the following applies:
A maximum of 4 trains per hour permitted between Oxenholme and Southwaite G.F. when Single Line Working over double sections is in operation. This is increased to 5 trains per hour when Single Line Working over single sections is in operation.

Refer to Engineering Access Statement for details of times of Single Line Working.

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

Network Rail will consider Bids to increase the number of platform occupations per hour at Manchester Airport based upon the robustness of the overall train plan.

NW5009 COLWICH JN TO CHEADLE HULME

Between Stone and Cheadle Hulme and vice versa the total number of trains is not to exceed 13 trains per hour.

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

Between Manchester Piccadilly and Manchester Oxford Road, there is a total capacity limit of 13 tph in each direction. Between Manchester Oxford Road and Deansgate this total capacity limit is raised to 15 tph with the additional 2 tph terminating at Manchester Oxford Road. This is to ensure a robust train plan.

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6, 6.7 and 6.8 of the National TPRs.

All times shown are in minutes. Where adjustments to sectional running times are shown, the value must be added to the normal SRTs shown in B Plan. Negative adjustments are specially identified.

Minimum station allowances are the minimum practical for the particular type of stock. These are shown with exceptions being listed by line of route where applicable.

Light engine movements are to be treated as passenger trains when applying margins or allowances where there is a passenger/freight differential.

STANDARD VALUES – MINIMUM		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Terminating trains arriving on half minutes in final timing link (except trains terminating at Liverpool Central and London Overground/LUL trains terminating anywhere on MD120, MD137 or MD166)	Station working	½
Connectional Allowance		
	5	
Attachment of Locomotives/Units		
Class/Type	Allowance	
Class 22x	7	
DMU	6, except: GWR Class 165/166 DMU, 5 TfW Class 158, 5	
EMU	5, except First TransPennine Express Class 350 EMU, 7	
Locomotive	10 15 if Class 57/3 attaching to Class 390	
Detachment of Locomotives/Units:		
Class/Type	Allowance	
Class 22x	7 (Avanti Trains/CrossCountry)	
DMU/EMU	5, except: GWR Class 165/166 DMU, 4 (3 if a second driver is present in the rear unit) TfW Class 158, 6	
Class 350 EMU (First TransPennine Express)	7	
Locomotive	10 including detaching Class 57/3 from Class 390	

STANDARD VALUES – MINIMUM		
Dwell Time		
Dwell	Allowance	
Standard	½	
Class 170 and Class185 DMUs	45 seconds. To be shown as alternative ½ and 1 minute dwells	
Class 22x DMU	1½	
Class 350 EMU	45 seconds. To be shown as alternative ½ and 1 minute dwells	
Class 390	2	
LH	1	
HST	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrival	Conflicting departure	1
Departure	Conflicting arrival	3
All other conflicting movements, except: Where second move is a crossing move		3 2
Minimum Locomotive Change Allowance	12	
Minimum Locomotive Run-round Allowance	15 Passenger 20 Freight	
Minimum Turnround	10, except for the following	
LH/HST	15	
DMU/EMU	4 But no more than 3 successive 4 minutes turnrounds followed by an additional 10 minutes (10 minutes applies to diagrams and not stations)	
Transpennine Express Services	12 Class 68 and Mk.5A coaches 8 Class 397 9 Class 802	
Avanti Trains Services	30 At Manchester Piccadilly, reduced to 27 minutes for a maximum of two turnrounds in each hour. 25 At Liverpool Lime Street 20 At all locations for train entering passenger service after an ECS move or an ECS move following a train leaving passenger service. Class 220/221 – 17 minutes at Blackpool North, Liverpool Lime Street and Manchester Piccadilly.	
Minimum platform standing allowance before passenger train departure of CrossCountry HST / 22x after arriving ECS from depot (train preparation reasons):		
2 x Class 22x	20	
HST	20	
Terminating CrossCountry trains prior to ECS move to Depot – Safety Check Unit (SCU): –		
1 x Class 22x	8 SCU and depart in same direction as arrival	
1 x Class 22x	10 SCU and depart in opposite direction to arrival	
2 x Class 22x	15 SCU and depart in same direction as arrival	
2 x Class 22x	20 SCU and depart in opposite direction to arrival	
Platform Reoccupation		
Standard (same direction)	3	
Standard (opposite direction)	Refer to standard junction margin or location specific rules	

STANDARD VALUES – MINIMUM

Reoccupation of Single Lines

3 minutes. Where two trains A and B cross when A is the first train to arrive, its arrival must be a minimum of 2½ minute before the arrival of train B. Train A can depart 1 minute after the arrival of Train B.

Reversal

DMU / EMU	4, except:
Class 377	5 (for 7-9 car), 6 (10 or 12 car)
Class 378	6, except when forming an ECS
Class 22x	5 CrossCountry Trains only 6 Avanti Trains Only
2x Class 22x	6 CrossCountry Trains only 7 Avanti Trains only
Class 390	15 minutes at all locations. Applies to both 9-car and 11-car units
HST including New Measurement Train	7
DVT	8 Only applies to services operating in DVT mode.
Train Crew Change Allowance	2 minutes, except: <ul style="list-style-type: none"> • 1 minute for Merseyrail DC services • 3 minutes for Avanti Trains

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)		
Euston		
Attachment of Units:		
Class 350 EMU		9
Conflicting Moves		
All conflicting moves in the station throat must have a minimum of 3 minutes clearance.		
Connectional Allowance		
		15
Detachment of Units:		
Class 350 EMU		9
Minimum Turnround Time – Trains entering or leaving passenger service		
Standard		20 (except London Overground)
Class 319 (West Midlands Trains)		5 for 4 cars, 6 for 8 cars 8 for 12 cars (entering service), 9 for 12 cars (leaving service)
Class 350 (West Midlands Trains)		6 for 4 cars, 7 for 8 cars, 9 for 12 cars
Minimum Turnround Time – Trains changing direction at end of journey		
EMU up to 4 car		5
EMU 6 to 8 car		6
EMU 9 to 12 car		8
Class 91, 7 Mk4s and DVT		25
Class 22x (except services originating at Birmingham New Street or Rugby)		30
Class 221 and Class 390		20 for services originating at Birmingham New Street or Rugby 25 for services originating from Liverpool Lime Street, Manchester Piccadilly, North Wales Coast and Chester 35 for service originating from Glasgow Central or Edinburgh (reduced to 30 if via West Midlands and had minimum 10 minute dwell at Wolverhampton)
Platform End Conflicts		
First Movement	Second Movement	Margin
Arrive	Depart (except London Overground)	2
Arrive	London Overground service departs	1
Depart	Arrive	3
Depart (if HST or locomotive-hauled)	Arrive	5
Locomotive hauled vacating	Inward locomotive to be released	3
Train Watering Points		
		Platforms 1 and 15

Camden Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger or ECS from Camden Road West Jn to the Down Slow which has not stopped at Camden Jn	Differential Junction speed	1 (to be applied at next mandatory timing point)
Movement Up	Reason	Value
Passenger or ECS to Camden Road	Differential Junction speed	1
Dwell Time		
Change of electric power mode to/from non-DC platforms at Euston	1	

Kilburn Up and Down Goods Loop		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Slow to Loop approaching Kilburn Up and Down Goods Loop	Approach Control	1

Willesden TMD		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
London Overground ECS from the Up Slow	Arrival is possible into either TMD Loop or Arrival Road	4

Willesden West London Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Mitre Bridge Jn to Down Fast or Down Slow	Differential Junction speed and signal restriction	1 Before & 1 after
Down Fast or Down Slow to Relief Lines, South West Sidings or Acton Lane Reception approaching West London Jn	Approach Control	1 for Passenger and ECS, 2 for freight
London Overground ECS from Camden Jn towards Willesden TMD	Slow crossover	1
London Overground from Willesden TMD towards the Down Slow	Departure is possible from either TMD Loop or Departure Road	3
Movement Up	Reason	Value
Up Fast and South West Sidings to Up Slow after West London Jn	Differential Junction speed	1
Up Fast or Up Slow to Mitre Bridge Jn approaching West London Jn	Differential Junction speed	1
Train crossing from Relief Lines, South West Sidings or Acton Lane Reception onto the Up Fast towards Camden Jn	Acceleration Allowance	1½ for Passenger, 2 ½ for freight approaching next timing point
London Overground moves from Willesden TMD onto the Up Slow	Acceleration after slow crossover	1 approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Train crossing from Relief Lines, South West Sidings or Acton Lane Reception towards Camden Jn	Pass on Down Fast	4 ½
Pass on Up or Down Fast	Train crossing from Relief Lines, South West Sidings or Acton Lane Reception towards Camden Jn	2
Train crossing from Up Fast towards Mitre Bridge Jn	Train from Mitre Bridge Jn to Down Fast	5*
* 4 minutes when preceding fouling move is a 5 car EMU or other train of equivalent length		

Harlesden Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down Fast or Slow to Railnet Reception, Up and Down Goods Lines, Brent Sidings and Carriage Line	Pass Willesden West London Jn on the Up Slow having not stopped at Wembley Central	4 ½
Down Fast or Slow to Railnet Reception, Up and Down Goods Lines, Brent Sidings and Carriage Line	Pass Willesden West London Jn on the Up Slow from a stand at Wembley Central	4
Pass on the Up Slow at Willesden West London Jn	Down Slow to Railnet Reception, Up and Down Goods Lines, Brent Sidings and Carriage Line	½

Wembley Central		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Wembley-Reception and Departure Lines 1-7, Carriage Line or Up and Down Relief to Down Slow	Differential Junction speed	1 approaching next timing point
Movement Up	Reason	Value
Train to Wembley-Reception and Departure Lines 1-7, Carriage Line or Up and Down Relief from Up Slow	Differential Junction speed	1
Junction Margins		
First Movement	Second Movement	Margin
Train from Up and Down Relief to Down Slow	Train passes Wembley Central towards Willesden West London Jn on the Up Slow	4
Train from Up and Down Relief to Down Slow	Train departs Wembley Central towards Willesden West London Jn on the Up Slow	2
Train from Wembley Reception and Departure Lines 1-7, Wembley DBC Fan A & B, Carriage Line to Down Slow	Train departs/passes Wembley Central towards Willesden West London Jn on the Up Slow	4 ½
Dwell Time		
Class 350 EMU	1	

North Wembley Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Down Fast (North Wembley Jn and Harrow and Wealdstone)	Differential Junction speed	1 Passenger 2 Freight
Movement Up	Reason	Value
Up Fast and Up Slow (Harrow and Wealdstone and North Wembley Jn)	Differential Junction speed	1 Passenger 2 Freight

Harrow and Wealdstone	
Dwell Time	
Class 350 EMU	1

Bushey	
Dwell Time	
Class 350 EMU	1

Watford South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Slow (approaching Watford South Jn)	Differential Junction speed	1

Watford Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Platform 10 & 11	Approach Control	1 ½
Dwell Time		
Class 390	1 ½	
All other EMU	1	
LH/HST	1	
Minimum Turnround Time – Trains changing direction at end of journey		
EMU up to 4 car, except: Class 377 4 or 5 car	5 4	
EMU 6 to 8 car, except: Class 377 8 car	6 5	
EMU 9 to 12 car	9	

Watford Junction	
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)	
West Midlands Trains entering service	2
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)

Watford North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Down Fast (After Watford North Jn)	Differential Junction speed	1
Movement Up	Reason	Value
Up Fast to Up Slow (Tring and Watford North Jn)	Differential Junction speed	1

Kings Langley	
Dwell Time	
Class 350 EMU	1 Peak. Trains timetabled to arrive at London Euston between 07.00 and 09.59 SX or timetabled to depart London Euston between 16.00 and 18.59 SX

Apsley	
Dwell Time	
Class 350 EMU	1 Peak. Trains timetabled to arrive at London Euston between 07.00 and 09.59 SX or timetabled to depart London Euston between 16.00 and 18.59 SX

Hemel Hempstead	
Connectional Allowance	5 10 if a bus service
Dwell Time	
Class 350 EMU	1

Bourne End Jn (Herts)		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU and Class 4
Down Fast to Down Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU and Class 4
Movement Up	Reason	Value
Up Fast to Up Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Up Slow to Up Fast	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Down direction and Up direction adjustments do not apply to Class 6 or 7 trains		

Berkhamsted	
Connectional Allowance	5 10 if a bus service
Dwell Time	
Class 350 EMU	1

Tring		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains terminating in Platform 4	Approach control signalling	1
Dwell Time		
Class 350 EMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
EMU up to 4 car	5	
EMU 6 to 8 car	6	
EMU 9 to 12 car	8	

Tring	
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)	
West Midlands Trains entering service	2
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)

Tring North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Class 390 crossing Down Slow to Down Fast	Differential Junction speed	1 approaching Tring
Movement Up	Reason	Value
Class 390 crossing Up Fast to Up Slow	Differential Junction speed	1 at next timing point after Tring

Ledburn Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Down Slow to Down Fast	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Movement Up	Reason	Value
Up Fast to Up Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Up Slow to Up Fast	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Down direction and Up direction adjustments do not apply to Class 6 or 7 trains		

Leighton Buzzard	
Dwell Time	
Class 350 EMU	1

Bletchley		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Bletchley Relief No.1 via Platform 4	Differential Junction speed	2
Down Slow to Platform 5 and/or Bletchley Relief No.2	Differential Junction speed	1
Attachment of Units:		
Class 350 EMU	9	
Detachment of Units:		
Class 350 EMU	9	
Dwell Time		
Standard	1½	
Freight train stopping to collect radio from shunter	2	
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU up to 4 car	5	
EMU 6 to 8 car	6	
EMU 9 to 12 car	8	
Simultaneous Moves Not Permitted		
First Movement	Second Movement	Margin
Train arrives in Up direction into platform 5	Train from the Up Slow to platform 6 or Bletchley RMC Terminal	4
Train from the Up Slow to platform 6 or Bletchley RMC Terminal	Train arrives in Up direction into platform 5	4
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
West Midlands Trains entering service	2	
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)	

Denbigh Hall South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Carriage Sidings (Denbigh Hall South and Milton Keynes)	Differential Junction speed	2½
Movement Up	Reason	Value
Up Slow to Carriage Sidings (Milton Keynes to Denbigh Hall South)	Differential Junction speed	2½

Denbigh Hall North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Down Fast (Bletchley to Denbigh Hall North Jn)	Differential Junction speed	1
Movement Up	Reason	Value
Up Fast to Up Slow (Denbigh Hall North Jn to Bletchley)	Differential Junction speed	2

Milton Keynes Central		
Attachment of Units:		
Class 350 EMU	9	
Connectional Allowance		
	5 10 if a bus service	
Dwell Time		
Class 319/Class 350 EMU	1	
Class 390	1½ for pick up or set down only	
Detachment of Units:		
Class 350 EMU	9	
Junction Margins		
First Movement	Second Movement	Margin
Non-stop Down train passes Milton Keynes Central towards Hanslope Jn	Down train recessed in Platforms 2 or 5 departs towards Hanslope Jn	2 \$
Non-stop Up train passes Milton Keynes Central towards Bletchley	Up train recessed in Platforms 2, 2a, 3 or 5 departs towards Bletchley	2 \$
\$ The normal headway applies at the next mandatory timing point – see section 5.2		
Minimum Turnround Time – Trains changing direction at end of journey		
EMU up to 4 car, except:	5	
Class 377 4 or 5 car	4	
EMU 6 to 8 car, except:	6	
Class 377 8 car	5	
EMU 9 to 12 car	8	
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
West Midlands Trains entering service	2	
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)	

Wolverton	
Dwell Time	
Class 350 EMU	1

Hanslope Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Class 390 crossing Down Fast to Down Northampton	Differential Junction speed	1 at next timing point after Hanslope Jn
Movement Up	Reason	Value
Class 390 crossing Up Northampton to Up Fast	Differential Junction speed	1

Rugby		
Attachment of units	9	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All non-stop Class 22X and 390 trains from Down Northampton	Differential Line and Junction speeds	1½
Movement Up	Reason	Value
All non-stop trains crossing Up Fast to Up Northampton	Approach Control	1
All non-stop Up trains using Platform 1 to the Up Northampton	Differential Line and Junction speeds	2 approaching Rugby and 1 approaching Hillmorton Jn
All non-stop Class 22X and 390 trains to Up Northampton	Differential Line and Junction speeds	1½
Non-stop trains joining Up Fast from Up Coventry (excluding freight trains)	Differential speed	½ approaching Rugby
Detachment of units	9	
Dwell Time		
Class 22X EMU	1½	
EMU (except Class 390)	1	
Class 390	1½ for pick up or set down only	
LH / HST	2	

Rugby		
Junction Margins		
First Movement	Second Movement	Margin
Non-stop Down train passes Rugby on Down Fast	Down train departs from platforms 1 or 2 towards Rugby Trent Valley Jn via a conflicting route	2
Non-stop Up train passes platform 4 towards Hillmorton Jn	Up train departs from platform 5 towards Hillmorton Jn	2
Non-stop Up train passes platform 6 towards Hillmorton Jn	Up train departs from Up Goods Loop or Up & Down Through towards Hillmorton Jn	2
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	8	

Rugby Trent Valley Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Avanti West Coast trains from a stand at Rugby routed towards Coventry	Not passing Trent Valley Jn at line speed	½
All Avanti West Coast trains from a stand at Rugby Platform 2 crossing to the DTVF	Not passing Trent Valley Jn at line speed	½

Attleborough South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Trent Valley to Down Slow (Approaching Attleborough Jn)	Differential Junction speed	1 *
* applies to trains timed over 75 mph		

Nuneaton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Platform 1 or 2 (if stopping)	Slow speed crossover at Nuneaton South Jn, Approach Control	1
Down Fast to Platform 1 or 2 (non-stop trains)	Slow speed crossover at Nuneaton South Jn, Approach Control	2
Depart platforms 1 or 2 to Down Fast	Acceleration after passing Nuneaton North Junction	1 approaching Amington Jn
Pass platforms 1 or 2 to Down Fast	Acceleration after passing Nuneaton North Junction	2 approaching Amington Jn
Depart platform 5 to Down Fast or Down Slow	Acceleration after passing Nuneaton North Junction	1 approach Amington Jn
Pass platform 5 to Down Fast or Down Slow	Acceleration after passing Nuneaton North Junction	2 approach Amington Jn

Nuneaton		
Movement Up		
Up Fast to Platform 5 (if stopping)	Slow speed crossover at Nuneaton North Jn, approach control	1
Up Fast to Platform 5 (non-stop trains)	Slow speed crossover at Nuneaton North Jn, approach control	2
Depart platform 5 to Up Fast	Slow speed crossover at Nuneaton South Jn	1 approach Rugby Trent Valley Jn *
Pass platform 5 to Up Fast	Slow speed crossover at Nuneaton South Jn	2 approach Rugby Trent Valley Jn *
* - allowance to be inserted at High Oaks Jn or Newbold Jn if crossing there prior to Rugby Trent Valley Jn		
Dwell Time		
Class 22x/390	1½	
All other DMU/EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn via Platform 7	5
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn stopping at Platform 6	Parallel*
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn passing Platform 6	1*
Train to Hinckley passing or departing from platform 7	Train from Hinckley to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	4
Train to Hinckley passing or departing from platform 6	Train from Hinckley to platform 6	4
* These moves are parallel at Midland Yard Jn		
Platform End Conflicts		
Non stop Down train preceding an arrival from Abbey Jn must have 3 minutes clear Non stop Down train following an arrival from Abbey Jn must have 3 minutes clear Non stop Up train preceding an arrival from Coventry/ Abbey Jn must have 2 minutes clear Non stop Up train following an arrival from Coventry/ Abbey Jn must have 4 minutes clear Stopping Down train preceding an arrival from Coventry must have 3 minutes clear Stopping Down train preceding an arrival from Abbey Jn must have 2 minutes clear Stopping Down train following an arrival from Coventry must have 4 minutes clear Stopping Down train following an arrival from Abbey Jn must have 3 minutes clear Stopping Up train preceding an arrival from Coventry/ Abbey Jn must have 2 minutes clear Stopping Up train following an arrival from Coventry/ Abbey Jn must have 3 minutes clear Conflicting move departures/arrivals to/from same origin/destination must have 5 minutes clear		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Canal Farm Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down freight depart Nuneaton on Down Slow	Down train depart or pass from North Chord	3
Non-freight movements depart or pass Nuneaton on Down Slow	Down train depart or pass from North Chord	2½
Down train passes from North Chord	Down train departs Nuneaton on Down Slow	2
Down train departs from North Chord	Down train passes Nuneaton on Down Slow	3½
Down train departs from North Chord	Down train departs Nuneaton on Down Slow	3

Amington Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Slow (Nuneaton and Amington Jn)	Approach Control	1
Movement Up	Reason	Value
Up Slow to Up Fast	Acceleration from slow speed turnout	1 after Amington

Tamworth Low Level		
Dwell Time		
Class 350 EMU	1	
Class 390	1½	

Lichfield Trent Valley Low Level		
Dwell Time		
Class 350 EMU	1	
Class 390	1½	

Lichfield North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Down trains crossing Down Slow to Down Fast (Lichfield North Jn and Rugeley North Jn)	Acceleration	½
Movement Up	Reason	Value
Up trains crossing Up Fast to Up Slow or routed towards the Lichfield Trent Valley Chord	Approach Control	1

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)
Hanslope Jn
See entry under route MD101 Euston to Armitage Jn (exclusive)

Northampton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Arrive/pass platform 1	Approach control on signal RY1015	1
Movement Up	Reason	Value
Up Northampton Fast to platforms 3, 4 or 5	Approach control on signal RY1036	1
Up and Down Slow to platforms 4 or 5	Approach control on signal RY1038	1
Attachment/Detachment	9 for Class 350	
Dwell Time		
All, except:	1	
Class 22x/390	1½	
Junction Margins and Platform Reoccupation		
First Movement	Second Movement	Margin
Depart platforms 1, 4 or 5 to the Up & Down Slow	Arrive UML, platforms 2, 3 or Riverside Sidings from Up Northampton Fast, Down Goods Loop, Kings Heath Traincare Depot	Parallel
Arrive UML, platform 1, 4 or 5 from Up Northampton Fast, or Up and Down Slow	Arrive platform 2, 3 or Riverside Siding from Down Goods Loop or Kings Heath Traincare Depot	Parallel
Depart platforms 1, 4 or 5 to the Down Northampton Fast, Down Goods Loop or Kings Heath Traincare Depot	Arrive Northampton via Up Northampton Fast	4½
Depart platforms 2, 3 or Riverside Sidings to the Up & Down Slow	Arrive Northampton via Up Northampton Fast	6
Depart platforms 2, 3 or Riverside Sidings towards Long Buckby via Down Northampton Fast	Arrive platform 2, 3 or Riverside Siding via Up Northampton Fast, Up and Down Slow or Up Reception	5
Depart platforms 2, 3 or Riverside Sidings towards Long Buckby via Down Northampton Fast	Arrive platforms 2, 3 or Riverside Sidings from Down Goods Loop or Kings Heath Traincare Depot	6
Down train arrives platforms 2 or 3	Down train departs from Riverside Sidings or platforms 2 or 3	1
Down train departs from platforms 2, 3 or Riverside Sidings	Down train arrives in either platforms 2 or 3	4
Down train departs towards Long Buckby via Down Northampton Fast	Conflicting down train departs to Up and Down Slow, Down Goods Loop or Kings Heath Traincare Depot	3
Freight train passes Northampton in the Down direction	Any train passes or departing Northampton to Long Buckby	5
Up train departs from platforms 2 or 3	Down train arrives platforms 2 or 3	5
Freight train passes or departs Northampton in the Up direction	Any train passes or departing Northampton in the Up direction	5

Northampton		
Minimum Turnround Time – Trains changing direction at end of journey		
EMU	8	
Platform Reoccupation (opposing direction)		
First Movement	Second Movement	Margin
Up train departs or passes platform 1 or UML	Down train arrives platform 1	4
Train departs platform 1 in the Up direction	Train passes or departs Northampton North Jn from Kings Heath Traincare Depot into platform 1	2
Train departs platforms 2 or 3 in the Up direction	Train passes or departs Northampton North Jn from Kings Heath Traincare Depot to platforms 2 or 3	2
Planning Restriction		
The maximum standage at signal RY1022 (UML) to avoid fouling the route from Long Buckby direction into platform 1 is 286 metres/44 SLUs. The maximum standage at RY1022 (UML) to avoid fouling Northampton North Jn is 512 metres/80 SLUs however this will foul the route from the Up Northampton Fast to platform 1 via 1409 points. Any train longer than this to be timed to stand at Northampton North Jn at either RY1036 (Up Northampton Fast) or RY1038 (Up & Down Slow).		
The UML is inaccessible directly from Kings Heath Traincare Depot, the Down Goods Loop or the Up Reception.		
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
London Northwestern trains entering service	2	
London Northwestern trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)	

Northampton Riverside Sidings	
Berthing Capacity	Carriages
Siding A	16 maximum (4 x 4 car units)
Siding B	16 maximum (4 x 4 car units)

Northampton North Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass or depart Northampton towards Long Buckby via Down Northampton Fast	Pass or depart Northampton North Jn towards Northampton via a conflicting route	3
Planning Restriction		
No pathing time or other allowance can be added between Northampton North Jn and Northampton in either direction as there are no intermediate signals.		

Northampton Kings Heath Traincare Depot	
Arrival/Departure Margins	Margin
Minimum interval between an arrival and a departure or a departure and an arrival	15
Minimum interval between consecutive departures	7
Minimum interval between consecutive arrivals	20

Northampton Down Goods Loop		
Junction Margins		
First Movement	Second Movement	Margin
Pass or depart Northampton towards Long Buckby	Depart Down Goods Loop towards Long Buckby	5

Daventry North Jn		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Entering Daventry Freight Terminal from Hillmorton Jn	Slow speed turnout and approach control	2
Movement Down	Reason	Value
Exiting Daventry Freight Terminal towards Hillmorton Jn	Acceleration and not at linespeed at Daventry North Jn	2 applies at next timing point
Junction Margins		
First Movement	Second Movement	Margin
Train departing Daventry Freight Terminal passes Daventry North Jn towards Hillmorton Jn	Train from Hillmorton Jn towards Long Buckby	4
Up departure from DIRFT passing Daventry South Jn	Any train passing Daventry North Jn in the Up direction	6
Train passing Daventry North Jn towards Long Buckby	Train departing Daventry Freight Terminal towards Hillmorton Jn	2
Train entering Daventry Freight Terminal at Daventry South Jn	Passing Daventry North Jn towards Long Buckby	4

Rugby
See entry under route MD101 Euston to Armitage Jn (exclusive)

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES		
Queen's Park		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down trains departing from Kilburn High Road Platform 1	Slow Speed Crossover	½

Queen's Park Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down LUL train from Queen's Park Platform 3 or LUL North Car Shed	Down DC line trains from Queen's Park Platform 4	3 ½ \$
Down DC line trains from Queen's Park Platform 4	Down LUL train from Queen's Park Platform 3 or LUL North Car Shed	2 ½ \$
\$ The normal headway applies at the next timing point – see section 5.2		

Willesden Junction Low Level		
Dwell Time	1 Morning Up and evening Down peak	
Junction Margins		
First Movement	Second Movement	Margin
Down train from Kensal Green Jn	Up train pass towards Kensal Green	2
Up train depart/pass towards Kensal Green	Down train from Kensal Green Jn	3
Platform Reoccupation	2½ Same direction/Through Lines 4 Platform 2 (Bay Platform)	
Signalling constraint Due to signalling overlaps, no Up train can depart from Harlesden whilst an Up train is departing the Low Level Bay toward Queen's Park or the New Lines		
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
Standard	1	

Stonebridge Park		
Junction Margins		
First movement	Second movement	Margin
Depart Stonebridge Park towards Stonebridge Park Depot Reception Roads (Lines 21 and 22)	Arrive Stonebridge Park from Wembley Central	3
Arrive Stonebridge Park from Wembley Central	Depart Stonebridge Park towards Stonebridge Park Depot Reception Roads (Lines 21 and 22)	½
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
Standard	1½	

Wembley Central DC	
Dwell Time	1 Morning Up peak

Harrow and Wealdstone DC		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up trains departing from Platform 1	Acceleration after crossover	½
Dwell Time	1 Morning Up and evening Down peak	
Platform reoccupation margins		
First movement	Second movement	Margin
Depart Platform 1 to turnback siding	Arrive Platform 1 from Kenton	3½ *
Depart Platform 1 towards Hatch End	Arrive Platform 1 from Kenton	4
* To facilitate the current level of service this can be reduced to 3 minutes by agreement with the Operational Planning Programme Manager, on the understanding that this may result in the driver of the following train receiving a restricted aspect at WS51 signal.		
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
Standard	1 1½ applies for London Underground trains leaving traffic	

Watford Junction DC		
Platform end conflicts (platforms 1 – 4)		
First movement	Second movement	Margin
Arrive	Depart	1
Depart	Arrive	3

MD130 WATFORD JUNCTION TO ST ALBANS ABBEY	
Watford Junction	
See entry under route MD101 Euston to Armitage Jn (exclusive)	

St Albans Abbey	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	5

MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)	
Railnet Reception	
Planning Restriction	
Trains to/from HLG or REV line codes must travel via 'track code' numbers 1 or HLG	
Trains to/from PRDC must travel via 'track code' numbers 1-4	
Trains to/from Willesden OTM Sidings must travel via 'track code' number 4	

Wembley Reception & Departure Lines 1-7	
Planning Restriction	
Reception Line No 1 must not be used for stabling trains. It needs to be kept free for run round movements and for access to the loco sidings from the North.	

MD140 BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)	
Bletchley	
See entry under route MD101 Euston to Armitage Jn (exclusive)	

Forders Sidings	
Run-round Allowance	30 minutes

MD232 ABBEY JN TO HINCKLEY (EXCLUSIVE)	
Nuneaton	
See entry under route MD101 Euston to Armitage Jn (exclusive)	

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)	
Rugby Trent Valley Jn	
See entry under route MD101 Euston to Armitage Jn (exclusive)	

Coventry	
Dwell Time	
Class 390	1½ for pick up or set down.
DMU/EMU	1
Junction Margins – London End	

Coventry		
First Movement	Second Movement	Margin
Up Freight passing towards Gibbet Hill Jn	Down train from Rugby Trent Valley Jn arrives platforms 3 or 4	5
Up passenger departing or passing towards Gibbet Hill Jn	Down train from Rugby Trent Valley Jn arrives platforms 3 or 4	4
Down train from Rugby Trent Valley Jn arrives platforms 3 or 4	Up train departing or passing towards Gibbet Hill Jn	1
Junction Margins – Birmingham End		
First Movement	Second Movement	Margin
Up train from Berkswell arrives platform 4	Down train to Berkswell departs platform 3	1
Down Freight passing towards Coundon Road	Up train from Berkswell arrives platforms 1 or 2	4
Up train from Berkswell arrives platforms 1 or 2	Down Freight passing towards Coundon Road	2
Down passenger departing or passing towards Coundon Road	Up train from Berkswell arrives platforms 1 or 2	3
Up train from Berkswell arrives platforms 1 or 2	Down passenger departing or passing towards Coundon Road	1
Other Platform End Conflicts (except where shown above)		
Trains may arrive 2 minutes before or 3 minutes after a departure.		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	10	
All West Midlands Trains services	5	

Birmingham International		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Coventry passing platforms 1, 2, 4 and 5	Differential junction speed	½
Movement Up	Reason	Value
Train from Stechford to platform 3	Approach Control	1
Non-stop passenger train from Stechford routed via platforms 1, 2 or 5	Flashing yellow aspects/Speed differential	½
Dwell Time		
Class 22x	1½	
Class 390	1½ for pick up or set down	
EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Up or Down arrival into any platform	Conflicting departure from any platform	1
Down train departs towards Stechford	Up train arrives/passes via a conflicting route	4
Down train departs platform 3	Up train arrives/passes platform 3	3 *
Up train arrives platforms 1 or 2	Down train arrives platforms 1 or 2	Simultaneous
Up train arrives platform 1 or 2	Down train arrives platform 3	Simultaneous

Birmingham International	
* approach control allowance (see Adjustments to Sectional Running Times) applies to the second movement	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	10
Trains from Coventry, Birmingham and Wolverhampton	5

Stechford		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains routed towards Aston	Differential Junction Speed	1
Movement Up	Reason	Value
Trains from Aston routed towards Birmingham International	Differential Junction Speed	1 applied approaching the next timing point
Junction Margins		
First Movement	Second Movement	Margin
Freight train routed towards Aston	Passenger train towards Birmingham International	4

Grand Jn		
Junction Margins		
First Movement	Second Movement	Margin
Train from Proof House Jn on Up Stour towards St Andrews Jn	Train from Stechford direction	2½
Train from Stechford Direction	Train from Proof House Jn on Up Stour n towards St Andrews Jn	1
Train from St Andrews Jn via Up and Down Camp Hill towards Proof House Jn via Stour lines	Train from Proof House Jn direction towards St Andrews Jn via Stour or Derby lines	2

Proof House Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		2½ before or 1 after

Birmingham New Street		
Attachment/Detachment		
Standard value unless requested from train operator and agreed with Capacity Planning.		
Connectional Allowance	12	
Dwell Time		
Standard including 22x/390	3 Except: 2 CrossCity services from Four Oaks direction towards Longbridge	
HST/Locomotive Hauled Coaching Stock	3	
EMU formations to/from Soho LMD		
Soho EMUD can only accept trains that consist of no more than 2 Class 350 or 2 Class 323 Units.		
Platforming Maximum Length Trains:		
Two trains of maximum length must not be planned to share the same platform face simultaneously. Maximum length is Class 390, 15 Mk.2/13 Mk.3 vehicles and one locomotive or other type of stock of similar length.		
Platform 5B can only accommodate either a light locomotive or a single Class 153 unit between the platform end and NS202 signal if the train arrives from either the Soho South Jn direction or Selly Oak direction.		
Platform Reoccupation		
Platform	Margin	
Same direction	3	
Opposite direction	See table for platform end margin	
Platform 4C (Bay)	3	
Planning Restriction		
Class 172 DMUs are prohibited from using platforms 9 and 11 due to signal sighting issues		
Platform End Margin		
Trains may arrive 1 minute before a departure or 3 minutes after a departure. Exceptions, see below table:		
First Movement	Second Movement	Margin
Train arrives at A or B end of platform from any route	Train arrives at the same platform but at opposite end	4
Trains departing from A end of platform towards Five Ways or Soho Road	Any conflicting arrival	4
Trains departing from B end of platform towards Proof House Jn	Any Conflicting arrival	4
Train consist of 7 or more vehicles departing any platform	Any conflicting arrival	4
Train consist of 4 or more vehicles departing via DEL line platforms from 7,8,9 & 10	Train arriving via DEL line platforms 7,8 & 9	4
Train consist of 3 or fewer vehicles departing via DEL line platforms from 7,8,9 & 10	Train arriving via DEL line platforms 7,8 & 9	3
Train consist of 4 or more vehicles departing via DEL line platforms from 11 &12	Train arriving via DEL line	4
Train consist of 3 or fewer vehicles departing via DEL line platforms from 11 &12	Train arriving via DEL line	3
Train arrives in platform 10 via WL from Proof House Jn	Train departs platform 9 towards Proof House Jn via DEL lines	4

Birmingham New Street		
Train departs platform 1 towards Soho South Jn	Arrival into any platform from Up Stour	5
Train departs towards Proof House Jn	Train arrives into platforms 1, 2 or 3 from Proof House Jn via F route	5
Train departs platforms 5, 6, 7 or 8 towards Selly Oak direction	Arrival into platforms 5 to 12 from the Selly Oak direction	5
Train departing towards Soho South Jn from all platforms except platform 1	Trains arriving onto platforms 10, 11 & 12 from Soho South Jn	4
Station Working Requirements		
Access to Platforms		
All Platforms	Up and Down Stour to/from Soho South Jn	
Platforms 1 to 10	Up and Down Stour to/from Proof House Jn	
Platforms 5 to 12	Up and Down Main to/from Selly Oak	
Platforms 7 to 12	Up and Down Derby to/from Proof House Jn	

Soho South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains routed towards Soho East Jn	Approach Control and slow speed junction	1
Movement Up	Reason	Value
Trains from Soho East Jn towards Birmingham New Street	Slow speed junction	1 to be applied at next timing point after Soho South Jn

Soho LMD
Soho LMD can only accept trains that consist of no more than 2 x Class 350 or 2 x Class 323 Units.

Soho Curve North Jn		
Junction Margins		
First Movement	Second Movement	Margin
Freight from Soho East Jn crossing to Down Stour at Soho North Jn	Any train passing Soho South Jn from Birmingham New Street towards Galton Jn	3½
Freight from Soho East Jn crossing to Down Stour at Soho North Jn	Any conflicting Up train passing Galton Jn	2

Galton Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains towards Smethwick Jn	Junction differential	½
Movement Up	Reason	Value
Trains from Smethwick Jn	Slow speed junction	½ all passenger rolling stock to be applied approaching Soho South Jn
Train departing Smethwick Galton Bridge not calling at Smethwick Rolfe Street	Not at linespeed by Galton Jn	½ approaching next timing point
Junction Margins		
Due to the restrictive length of the chord and overlap issues at Galton Jn, trains towards Soho Jns from Smethwick Jn must not be planned to be held at Galton Jn itself. Use of suitable adjustment values must be used to hold the train at Smethwick Jn on route MD435 before crossing Galton Jn towards the Soho Jns.		

Smethwick Galton Bridge Low Level	
Connectional Allowance	7
Dwell Time	
Class 158	1

Sandwell & Dudley	
Dwell Time	
Class 390	1½

Watery Lane Loops		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Direction trains entering Loop	Junction differential	1 to be applied approaching Dudley Port

Watery Lane Loops		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Direction trains leaving Loop	Junction differential	1 to be applied at next timing point after Dudley Port

Monmore Green		
Junction Margins		
First Movement	Second Movement	Margin
Up train passes or departs Wolverhampton towards Dudley Port	Freight train to/from Wolverhampton Steel Terminal crosses Monmore Green	5
Down freight to Wolverhampton Steel Terminal crosses Monmore Green	Up train passes or departs Wolverhampton towards Dudley Port	1½

Wolverhampton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Dudley Port to Platforms 2, 3 and 4 via BW388A/BW388B points	Approach Control	1
Attachment/Detachment	10	
Connectional Allowance	7	
Dwell Time		
Class 22X	1½	
Class 390	3 minutes for terminating services continuing as an ECS	
DMU/EMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU	10, except:	
Wolverhampton to Walsall services	5	
Class 153 (single unit)	3	
Class 390	30	
Platform End Conflicts		
First movement	Second movement	Margin
Down train arrives in platform 1	Up train departs from platform 5	1
Down arrival from Portobello Jn direction into platforms 1, 2 or 5	Up train departs from platforms 3 or 4 towards Dudley Port	1
Down train departs from platform 2	Down train arrives in platform 1	3
Down train departs from platform 6	Down train arrives in platform 1	3

Wolverhampton		
Up train departs from platform 4 towards Dudley Port	Down arrival from Portobello Jn direction into platforms 1, 2 or 5	4
Up train departs from platform 5	Down train arrives in platform 1	4
Up train departs from platforms 2, 3 or 4	Down train arrives in platforms 2, 3 or 4	3
Platform Reoccupation		
Bay Platforms	4	
Through Lines	3 for same direction moves 4 for opposite direction moves	
Platform Restriction		
Services formed of an 11 car Class 390 will block the route in the Down direction into platform 2. An arrival in the Down direction may be planned into platform 2 provided there is no simultaneous arrival in the Up direction into platform 3		
There is no route in the Up direction from platforms 1 or 5 towards Portobello Jn		
Platform 6 is not signalled for passenger arrivals		

Bushbury Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains that have passed from Portobello Jn on the Down Grand Junction towards Penkridge not via Down Bushbury Goods Loop (applies at next timing point after Bushbury Jn)		
Light engine(s)	Differential Junction Speed	½
Class 6 up to 400t (inclusive)	Differential Junction Speed	½
Class 6 600t (inclusive) to 1200t (inclusive)	Differential Junction Speed	1
Class 6 1400t (inclusive) to 1800t (inclusive)	Differential Junction Speed	1½
Class 6 over 2000t	Differential Junction Speed	2
Class 4 up to 400t	Differential Junction Speed	½
Class 4 600t	Differential Junction Speed	1
Class 4 800t (inclusive) to 1000t (inclusive)	Differential Junction Speed	1½
Class 4 over 1200t	Differential Junction Speed	2
Class 22x (CrossCountry)	Differential Junction Speed	1
All other timing loads	Differential Junction Speed	2
Movement Up	Reason	Value
Trains that are routed towards Portobello Jn on the Up Grand Junction	Differential Junction Speed and Approach Control	2 \$
\$ 1½ applies for CrossCountry 22x		

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)		
Birmingham New Street		
See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)		

Five Ways		
Dwell Time	1	

University		
Dwell Time	1	
Platform reoccupation margins		
First movement	Second movement	Margin
Depart platform 2 towards Selly Oak	Arrive platform 2 from Five Ways	3
Depart platform 1 towards Five Ways	Arrive platform 1 from Selly Oak	2½ *
* The 1 minute station dwell time combined with a 2½ minute platform reoccupation in the Up direction adds up to ½ less than the 4 minute headway. This is acceptable provided the full headway is applied at the next applicable timing point.		

Selly Oak		
Dwell Time	1	

Kings Norton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop trains routed from Lifford East Jn on the Down Camp Hill	Differential Junction speed	1 1½ (HST) Applies at next timing point after Kings Norton
Movement Up	Reason	Value
Non-stop trains routed towards Lifford East Jn on the Up Camp Hill	Approach Control and Differential Junction speed	1 (22x) 1½ all other traction
Dwell Time	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive or pass Platform 4 from Selly Oak	Pass from Up Fast or Up Slow towards Lifford East Jn	3
Pass towards Lifford East Jn	Arrive or pass Platform 4 from Selly Oak	2½
Pass on Down Fast	Pass from Up Fast or Up Slow towards Lifford East Jn	2
Pass from Up Fast or Up Slow towards Lifford East Jn	Pass on Down Fast	2½ Passenger 3½ Freight
Pass on Down Fast	Pass or depart from Down Slow to Down Fast	2½
Pass or depart from Down Slow to Down Fast	Pass on Down Fast	3½
Pass Platform 1 from Up Fast	Arrive Platform 1 from Up Slow	3
Pass or depart from Up Fast or Up Slow towards Lifford East Jn	Arrive or pass Platform 1 via 615A/615B points towards Bournville	2½
Arrive or pass Platform 1 from Up Fast	Pass or depart from Up Slow towards Lifford East Jn	1½

Kings Norton West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Slow to Down Fast	Pass Kings Norton on Down Fast	2½
Pass Kings Norton on Down Fast	Pass or depart from Kings Norton West Jn	2½
Longbridge		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop trains crossing from the Down Slow to Down Fast	Junction differential	1 Applies at next timing point after Longbridge
Movement Up	Reason	Value
Non-stop trains crossing from the Up Fast to up Slow	Junction differential	1
Dwell Time	1	
Junction Margins		
First Movement	Second Movement	Margin
Non-stop train passes Longbridge on Down Gloucester Fast	Train departs Longbridge platform 2 to the Down Gloucester Fast	2
Depart platform 2 to reversing siding	Any conflicting movement, except as below:	3
Depart platform 2 to reversing siding	Train from Up Gloucester Fast to arrive platform 1	4
Up train passes or arrives at Longbridge	Depart platform 2 to reversing siding	1
Down train passes Longbridge on Down Gloucester Fast	Depart platform 2 to reversing siding	1
Station working		
To allow EMU shunt moves to take place robustly, trains must not be given a shunt stop at Longbridge when arriving from Barnt Green on the SL. Services are to be allocated pathing time between the two locations or a timed stop at Longbridge Signal 23.		
Turnround Allowance	10 Must have a minimum of 6 minutes after a timed arrival into the turnback siding, subject to an overall minimum of 10 minutes. All crossing movements must be timed.	

Cofton Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass or depart Barnt Green towards Bromsgrove	Depart from Cofton Down Goods	1
Pass or arrive Barnt Green towards Redditch	Depart from Cofton Down Goods	2
Planning Restriction		
Two trains can be planned to stand at Cofton Jn on the Down Goods provided the second train is less than 458m in length		

Barnt Green		
Junction Margins		
First Movement	Second Movement	Margin
Down Main passing towards Bromsgrove	Depart Barnt Green to the Up Main from Redditch branch	2
Non-stop train passes Barnt Green platform 1 on Up Gloucester Fast	Train departs Barnt Green platform 3 (Redditch branch) to the Up Gloucester Fast	2
Depart Barnt Green to the Up Main from Redditch branch	Down Main passing towards Bromsgrove	3
Dwell Time		
DMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Bromsgrove			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Non-stop train to the Down Bromsgrove Loop via Platform 4	Flashing Yellows	All Timing Loads	½
Non-stop train to the Down Bromsgrove Loop via Platform 3	Slow speed junction	All Timing Loads	½
Movement Up			
Movement Up	Reason	Timing Load	Value
Non-stop train via Platform 1	Approach control, speed differential	All Timing Loads	1½
Non-stop train from Droitwich Spa to Barnt Green			
Allowance to be shown approaching Bromsgrove	Slow speed junction at Stoke Works Jn	22x/HST	1
		170/172	½
Allowance to be shown approaching Barnt Green	Slow speed junction at Stoke Works Jn	170/22x/HST	½
Train from Droitwich Spa stopping at Bromsgrove			
Allowance to be shown approaching Bromsgrove	Slow speed junction at Stoke Works Jn	170/172	1

Bromsgrove			
Train from Abbotswood Jn to Bromsgrove (via Up Gloucester), stopping or non-stopping at Bromsgrove			
Allowance to be shown approaching Bromsgrove	Minus allowance as the SRTs are for the slower route	15x	-1
Allowance to be shown approaching Barnt Green for trains not stopping ONLY	Minus allowance as the SRTs are for the slower route	15x	-1/2
Assisting Locomotive in Rear, Working between Bromsgrove and Blackwell – Lickey Incline			
<ul style="list-style-type: none"> The Lickey Incline is a 1 in 37 gradient over a two mile section of line between Bromsgrove and Blackwell on the Birmingham to Gloucester Line An assisting locomotive in rear is required over this section of line for certain freight trains (see below) Assistance in Rear is authorised from BA7612 Signal Up Bromsgrove Loop or BA3614 Signal Up Gloucester An allowance of 7 minutes should be included for attachment of the assisting locomotive at signals BA7612 or BA3614 The assisting locomotive is normally detached at Blackwell. The locomotive will then either return to Bromsgrove to continue banking operations or will run to another location as required by the Operator. All assisting engine movements associated with the assistance of trains up the Lickey Incline run with headcode 0B00 Freight trains towards Barnt Green on the Lickey Incline need assisting above the following trailing weights: Class 37 – 420 tonnes; Class 47 – 360 tonnes; Class 56 – 725 tonnes; Class 57 – 380 tonnes; Class 60 – 1065 tonnes; Class 66 – 775 tonnes; Class 66/6 – 1020 tonnes; Class 67 – 215 tonnes 			
Dwell Time			
DMU	1		
Junction Margins			
First Movement	Second Movement	Value	
Down train arrives Platform 3	Down train passes Platform 4 on the Down Gloucester	3½	
Down train passes Platform 4 on the Down Gloucester	Down train departs from Platform 3 to the Down Gloucester	2	
Up train passes Platform 2 to the Up Gloucester	Up train departs Platforms 1 or 3 to the Up Gloucester	2	
Freight which has had an assisting locomotive in rear between Bromsgrove and Blackwell, arrives or passes Barnt Green	Train departs or passes Bromsgrove on Up Gloucester	Simultaneous	
Minimum Turnround Time – Trains changing direction at end of journey			
West Midlands Trains	5		
Permissive Working			
Attaching is authorised as shown below:			
Location	Direction	Restrictions	
Platform 1	Permitted in Up direction only	For attaching banking locomotive ONLY	
Platform 2	Permitted in Up direction only	For attaching banking locomotive ONLY	

Bromsgrove		
Platform Reoccupation		
First Movement	Second Movement	Value
Train departs Platform 3 to Up Gloucester	Train arrives Platform 3 from the Down Gloucester	4
Train departs Platform 2 to Up Gloucester	Train arrives Platform 2 from the Down Gloucester	4½
Station Working		
Only the lines serving Platforms 1, 2 and 3 are electrified. Electric traction cannot access Platform 4.		

Stoke Works Jn			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Non-stop train from Bromsgrove to Droitwich Spa	Approach control and slow speed junction	170/172/22x/HST	½
Stopping train from Bromsgrove to Droitwich Spa	Approach control and slow speed junction	170	1

Worcestershire Parkway	
Dwell Time	
All	1

Abbotswood Jn			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
From the Down Gloucester to Down Abbotswood Goods Loop	Approach Control	All traffic	½
From Up Abbotswood Curve (from Norton Jn) towards Ashchurch *	Accelerating from 30mph crossover	22x	1
		HST/170	1½
		LH	2
		Freight	3
From a stop at Worcestershire Parkway towards Ashchurch *	Not passing Abbotswood Jn at line speed	170	1½
From Stoke Works Jn towards Ashchurch via Down Gloucester * (not from Norton Jn)	Minus allowance as the SRTs are for the slower route from Norton Jn	142 to 158	-1
* Allowance applies approaching the next timing point			
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Movement Up	Reason	Timing Load	Value
Up Gloucester to Down Abbotswood Curve (towards Norton Jn)	Flashing Yellows for 30mph junction	170/22x/HST	½
		LH	2
		Freight	1

Abbotswood Jn		
Junction Margins		
First Movement	Second Movement	Value
Train from the Up Abbotswood Curve (from Norton Jn) to the Down Gloucester	Train passing on the Up Gloucester	3

MD310 BARNT GREEN TO REDDITCH		
Barnt Green		
See entry under route MD306 Birmingham New Street to Ashchurch (exclusive)		

Redditch		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard		5

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)		
Proof House Jn		
See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)		

Aston		
Junction Margins		
First Movement	Second Movement	Margin
Train passes or departs Aston towards Four Oaks	Train passes Aston from Stechford towards Perry Barr North Jn	3
Train passes Aston from Stechford towards Perry Barr North Jn	Train departs Aston towards Proof House Jn	2
Train passes Aston from Stechford towards Perry Barr North Jn	Train passes Aston towards Proof House Jn	3
Train passes Aston from Stechford towards Perry Barr North Jn	Train arrives or passes Aston from Proof House Jn towards Four Oaks	3
Train departs or passes Aston towards Proof House Jn	Train arrives or passes Aston from Stechford towards Perry Barr North Jn	3½
Train passes Aston from Perry Barr North Jn towards Stechford	Train departs Aston towards Four Oaks	2
Train passes or arrives Aston from Perry Barr North Jn towards Proof House Jn	Train departs Aston towards Four Oaks	1

Perry Barr		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass Perry Barr towards Perry Barr West Jn	Junction differential	1

Perry Barr		
Movement Up	Reason	Value
Pass Perry Barr from Perry Barr West Jn	Junction differential	1 Applies at next timing point after Perry Barr
Dwell Time	1 Peak (Up trains to Birmingham New Street 0700 – 0830 SX and Down trains from Birmingham New Street 1600 – 1800 SX)	
Junction Margins		
First Movement	Second Movement	Margin
Depart/Pass towards Bescot Stadium	Arrive/Pass from Perry Barr West Jn towards Aston	4

Perry Barr North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains that have travelled from Perry Barr West Jn	Junction differential	1 Applies at next timing point after Perry Barr North Jn
Movement Up	Reason	Value
Trains routed towards Perry Barr West Jn	Junction differential	1
Restriction		
<p>There is limited standage between Perry Barr North Jn and Perry Barry West Jn on the Up Soho line. Consequently, it is not possible to stand a train in excess of 34 SLUs/218 metres in length at NS279 signal, Perry Barr West Jn. This means that before a train in excess of 34 SLUs in length can depart Perry Barr North Jn towards Soho, the route must be available through to Soho East Jn. If the route is not available, a train from the Bescot direction in excess of 34 SLUs will stand at NS272 at Perry Barr North Jn on the Up Grand line. Therefore, when timing a train in excess of 34 SLUs in length from Bescot or beyond through Perry Barr North and West Jns towards Soho you must be aware of movements through Perry West Jn and plan accordingly so as to avoid problems at Perry Barr North Jn.</p>		

Bescot Down Yard		
Junction Margins		
First Movement	Second Movement	Margin
A train departing towards Perry Barr North Jn	An arrival from Perry Barr North Jn	8
A train departing towards Darlaston Jn	An arrival from Pleck Jn	10
A train departing towards Pleck Jn	An arrival from Darlaston Jn	8
A train departing towards Darlaston Jn	An arrival from Darlaston Jn	14
A train departing towards Pleck Jn	An arrival from Pleck Jn	16

Bescot Stadium		
Junction Margins		
First Movement	Second Movement	Margin
Train depart/pass Bescot Stadium in Down direction	Train depart Bescot Up Goods Loop via Bescot Middle Jn towards Bescot Stadium	2½

Portobello Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains routed towards Wolverhampton	Differential Junction speed	½ passenger or ECS 1 all other timing loads
Movement Up	Reason	Value
Trains that have passed from Wolverhampton on Up Heath Town towards Darlaston Jn		
Class 6 up to 800t (inclusive)	Acceleration from lower speed route	½
Class 6 1000t (inclusive) to 1200t (inclusive)	Acceleration from lower speed route	1
Class 6 above 1400t (inclusive)	Acceleration from lower speed route	1½
Class 4 up to 800t	Acceleration from lower speed route	½
Class 4 1000t (inclusive) to 1200t (inclusive)	Acceleration from lower speed route	1
Class 4 above 1400t (inclusive)	Acceleration from lower speed route	1½
All other timing loads	Acceleration from lower speed route	½

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)		
Soho East Jn		
Junction Margins		
First Movement	Second Movement	Margin
Up Trains to Soho North Jn	Down Trains from Soho South Jn	3

Perry Barr West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down Soho to Perry Barr South Jn	Up Soho from Perry Barr North Jn	4
Restriction		
<p>There is limited standage between Perry Barr North and Perry Barr West Jns on the Up Soho line. Consequently, it is not possible to stand a train in excess of 34 SLUs/218 metres in length at NS279 signal, Perry Barr West Jn. This means that before a train in excess of 34 SLUs in length can depart Perry Barr North Jn towards Soho, the route must be available through to Soho East Jn.</p> <p>If the route is not available, a train from the Bescot direction in excess of 34 SLUs will stand at NS272 at Perry Barr North Jn on the Up Grand line. Therefore, when timing a train in excess of 34 SLUs in length from Bescot or beyond through Perry Barr North and West Jns towards Soho you must be aware of movements through Perry Barr West Jn and plan accordingly so as to avoid problems at Perry Barr North Jn</p>		

Perry Barr North Jn
See entry under route MD320 Proof House Jn to Bushbury Jn (via Bescot)

MD330 SOHO EAST JN TO SOHO NORTH JN
Soho East Jn
See entry under route MD325 Soho South Jn to Perry Barr North Jn (Soho Lines)

Soho North Jn
See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)	
Erdington	
Dwell Time	1

Sutton Coldfield	
Dwell Time	1

Four Oaks		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train terminating in platforms 2 or 3	Approach control	1
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Butlers Lane	
Dwell Time	1

Blake Street		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train terminating in Up platform	Approach control	1
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Lichfield City		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train terminating or passing Up platform towards the Carriage Siding	Approach control	1
Dwell Time		
Standard	1, except:	
CrossCountry services (HST & 22x)	1½	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Lichfield Trent Valley High Level	
Detachment Allowance	2 EMU inclusive of turnround time and no shunt involved.
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	5

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)		
Pleck Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Bescot to DS (Approaching Pleck Jn)	Approach Control	1
Movement Up	Reason	Value
Slow or Fast line to Dudley Run Round Line	Signalled to very slow speed at Pleck Jn	2
Train to Bescot Down Sidings via Bescot Jn	Approach Control	1

Walsall		
Dwell Time	1	
Junction Margins		
First Movement	Second Movement	Margin
Down train towards Ryecroft Jn from Fast line/Platform 3	Up train using Slow line/Platform 2	3½
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Planning Restriction		
Class 390 are prohibited from using the Down Walsall Fast through Platform 3		

Mid Cannock Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Bloxwich towards Cannock FLT	Approach control approaching Mid Cannock Jn	1
Movement Up	Reason	Value
Train from Cannock FLT towards Bloxwich	15mph departure speed and Running Brake Test	3 Approaching Bloxwich
Junction Margins		
First Movement	Second Movement	Value
Train to Cannock FLT from Bloxwich	Pass from Hednesford/Cannock	8
Planning Rules		
All trains to/from Cannock FLT must have a minimum 1 minute stop at Mid Cannock Junction for operational and terminal acceptance reasons.		
No allowances to be shown between Cannock FLT and Mid Cannock Junction		

Cannock	
Dwell Time	1 Peak (Up trains to Birmingham New Street 0700 – 0830 SX and Down trains from Birmingham New Street 1600 – 1800 SX)

Hednesford		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train terminating in Up platform	Approach control and slow speed crossover	1
Dwell Time		
	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Rugeley Town		
Dwell Time		
	1	

Rugeley Trent Valley		
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn		

MD370 UP DUDLEY SIDINGS TO WALSALL PLECK JN		
Up Dudley Sidings		
The Up Dudley Siding is signed with a 75SLU / 1575ft / 480m marker board. However, there is a further 180m between the marker board and the Check Hand Points board.		

MD401 HEYFORD TO BORDESLEY JN		
Heyford		
Dwell Time		
165/166	½	
All except 165/166	45 Seconds	

Aynho Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train running bi-directionally on Up Chiltern line	Differential Junction speed and approach control	1
Movement Up	Reason	Value
Train running bi-directionally on Down Chiltern line	Differential Junction speed and approach control	1
Train to Up Goods Loop	Differential junction speed and approach control	1½

Kings Sutton	
Dwell Time	
165/166	½
All except 165/166	45 Seconds

Banbury Depot Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All movements to Platform 1	Slow speed crossover	½
All movements to Platform 3	Approach control/slow speed crossovers	1
All movements to Platform 4	Approach control/slow speed crossovers	½
Junction Margins		
First Movement	Second Movement	Margin
Depart/Pass Banbury Depot Reception Road to Up Cherwell Valley	Pass on Down Cherwell Valley	4
Pass on Down Cherwell Valley	Depart/Pass Banbury Depot Reception Road to Up Cherwell Valley	2
Planning Restriction		
No pathing time to be added between Banbury Depot Jn and Banbury in the Down Direction or between Banbury and Banbury Depot Jn in the Up Direction as there are no intermediate signals between these locations.		

Banbury		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All movements to any platform where the platform is already occupied	Permissive working allowance	½
Movement Up	Reason	Value
Up Cherwell Valley to Platform 4	Junction differential and approach control	½
Down Cherwell Valley to platforms 3 or 4	Junction differential and approach control	½
Pass platform 1 to Depot Reception	Junction differential and approach control	½
All movements to any platform where the platform is already occupied	Permissive working allowance	½
Dwell Time		
All DMU (except Class 22x)	1 increased to 2 if booked traincrew relief	
HST	1	
LH	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 or 2 to the Up Cherwell Valley	Arrive Platform 1 or 2 from the Down Cherwell Valley	3½
Depart Platform 3 to the Up Cherwell Valley	Arrive Platform 3 from the Down Cherwell Valley	3½
Depart Platform 1 or 2 to the Up Cherwell Valley	Arrive Platform 3 from the Down Cherwell Valley	4

Banbury		
Depart Platform 4 to the Up Cherwell Valley	Arrive Platform 4 from the Down Cherwell Valley	4
Depart Platform 1 in the Up direction	Arrive Platform 1 from the Banbury Depot Reception Road	3
Depart Platform 1 to the Banbury Depot Reception Road	Arrive Platform 1 from the Down Cherwell Valley	4
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 1	Attaching/Detaching and Platform Sharing in both directions*	
Platform 2	Prohibited except in contingency	
Platform 3	Prohibited except in contingency	
Platform 4	Prohibited except in contingency	
Up Banbury Loop	Permitted for freight only (see Planning Restriction – Up Banbury Loop below)	
* Platform 1 comprises two axle counter sections, OLGG at the north end and OLG F at the south end.		
Permissive working requires one of the two axle counter sections to be clear. The useable platform length of section OLG G is 133 metres and the useable platform length of section OLG F is 138 metres.		
A margin of 4 minutes should be planned between the arrival of the first movement and the second movement. Similarly, a 4 minute margin applies between all subsequent movements.		
Platform Reoccupation		
Down direction	3	
Up direction	2	
Planning Restriction – Up Banbury Loop		
Two trains can use the Up Banbury Loop simultaneously - the first train to arrive must draw forward to signal OL7120. For planning purposes this is shown as Banbury Platform 4. The maximum standage at this signal is 815 metres or 127 SLUs to the overlap of signal OL7134 (this excludes locomotive(s) and stand-back allowance). The maximum standage at signal OL7134 (clear of Reservoir Jn) is 823 metres or 128 SLUs (this excludes locomotive(s) and stand-back allowance).		
Minimum Turnround Time – Trains changing direction at end of journey		
DMU	5	

Down Banbury Loop/Down Banbury Goods Loop		
Permissive Working		
Permitted in the Down Banbury Loop		
Permitted for freight only in both directions in the Down Banbury Goods Loop (see Planning Restriction below)		
Planning Restriction		
The maximum standage at signal OL7129 on the Down Banbury Loop (clear of Banbury South Jn) is 815 meters/127 SLUs or (clear of signal OL9128) 582 metres/91 SLUs (this excludes locomotive(s) and stand-back allowance). For planning purposes this is shown as Banbury Platform 1. If a train is required to stop at the Down Banbury Loop for crew change purposes this must be done in Platform 1 and consideration must be given to whether the rear of the train fouls Banbury Depot Jn. Once a crew stop has been completed, the train can pull forward to OL7129 to be clear of Banbury Depot Jn.		

Down Banbury Loop/Down Banbury Goods Loop

Run-round Maneuvers

After a freight train has arrived in the Down Banbury Goods loop from the Fenny Compton direction, its locomotive(s) will run round its train via Signal OL7129. This can happen even if platform 1 at Banbury is occupied but note that once a movement has been signaled towards OL7129 from the south or towards OL9128 from the north, a time-out of 2 minutes will be necessary before another movement can take place once either axle counter section between the two signals has been occupied.

For Trains to/from ~~Reservoir Tarmac Sidings~~ Banbury Aggregate Sidings

Please refer to rules shown under Reservoir Neck and ~~Reservoir Tarmac Sidings~~ Banbury Aggregate Sidings

Reservoir Neck

Planning Note

All trains to show 2 minute OP stop in the neck for moves to/from Reservoir Engineers or ~~Tarmac Sidings~~ Banbury Aggregate Sidings

Trains to Banbury ~~Aggregate Sidings~~ ~~Reservoir Tarmac Sidings~~ less than ~~325m/1066ft~~ 320m/50SLU can propel into the Sidings from the Banbury Reservoir Neck without fouling the route to/from the Down Banbury Goods Loop. Trains over ~~325m/1066ft~~ 320m/50SLU will be split on the Down Banbury Goods Loop. Please see rules for ~~Reservoir Tarmac Sidings~~ Banbury Aggregate Sidings for timings regarding splitting trains on the Down Banbury Goods Loop.

~~Reservoir Tarmac Sidings~~ Banbury Aggregate Sidings

Planning Note

Only one freight service can be accommodated at ~~Reservoir Tarmac~~ Banbury Aggregate Sidings at any one time.

Arriving Trains:

~~Trains over 325m/1066ft splitting on the Down Banbury Goods Loop require a 60 minute OP stop from arriving on the Down Banbury Goods Loop to departing towards Reservoir Neck/Tarmac Sidings. This includes the time taken for the loco to runround the train and the train to be split.~~

Arriving from Fenny Compton Direction:

Trains over 320m/1050ft/50SLU splitting on the Down Banbury Goods Loop require a 60 minute OP stop from arriving on the Down Banbury Goods Loop to departing towards Reservoir Neck/Aggregate Sidings. This includes the time taken for the loco to run-round the train and the train to be split.

Arriving from Banbury Direction:

Trains over 320m/1050ft/50SLU splitting on the Down Banbury Goods Loop require a 30 minute OP stop from arriving on the Down Banbury Goods Loop to departing towards Reservoir Neck/Aggregate Sidings. This time is required for the train to be split.

Departing Trains

~~Trains in excess of 320m/1050ft on departure from Reservoir Tarmac require a 35 minute OP stop on the Down Banbury Goods Loop to couple the train together and brake test before departure~~

Departing towards Fenny Compton Direction:

Trains in excess of 320m/50SLU on departure from Banbury Aggregate Sidings require a 35 minute OP stop on the Down Banbury Goods Loop to couple the train together and brake test before departure

Reservoir Tarmac Sidings – Banbury Aggregate Sidings

Departing to Banbury Direction:

Trains in excess of 320m/50SLU on departure from Banbury Aggregate Sidings require 65 minute OP stop on the Down Banbury Goods Loop. This includes the time taken for the loco to run-round the train, the train to be coupled together and brake test before departure

Reservoir Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop trains from Banbury Down Goods Loop	Speed differential/acceleration allowance	1 after
Movement Up	Reason	Value
Up Cherwell Valley to Up Banbury Loop or Down Banbury Goods Loop	Junction differential (flashing yellows)	½
Up Cherwell Valley to Down Cherwell Valley	Junction differential and approach control	1
Planning Note		
All trains using the Banbury Down Goods Loop at Reservoir Jn must show their stop at planning location Banbury Down Goods Loop and not Reservoir Jn. This is for planning purposes so trains in both directions can all be shown at the same location.		

Fenny Compton		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Non-stop towards Kineton Sidings	Approach control and deceleration	2
Junction Margins		
First Movement	Second Movement	Margin
Down Main to Down Main	Down Goods Loop to Up Main	2
Down Goods Loop to Up Main	Down Main to Down Main	5
Up freight to UGL	Up main	5
Restriction		
Up trains from Kineton Sidings to stop OP “dot stop” at Fenny Compton due to approach control on Signal OL7150		

Leamington Spa		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
All trains from platform 2 or the Down Main	Slow speed crossover	½ applies at next timing point
Arrival into platform 4 from either Milverton Jn or Hatton	Approach control	1
Non-stop trains from Milverton Jn towards Fenny Compton	Acceleration from slow speed crossover	1 for freight; ½ for passenger including light engines applies at next timing point
Movement Down		
Movement Down	Reason	Value
Train departing towards Hatton from platforms 1,3 or 4	Slow speed crossover	½ applies at next timing point
Train departing towards Milverton Jn from platform 1	Slow speed crossover	½ applies at next timing point
Non-stop trains on Down Cherwell Valley towards Milverton Jn	Approach control on signal LN37	1 for freight; ½ for passenger including light engines
Connectional Allowance	5	
Detachment Allowance	5	
Dwell Time		
Class 22x	1½	
DMU	1	
HST	1½	
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves (see below for exceptions)		3
Train passes from Milverton Jn towards Fenny Compton	Train departs platform 4 towards Hatton	1
Train arrives or passes Platform 3 or Up Main from Hatton	Train departs from any platform, depot siding or Down Main towards Milverton Jn	1
Platform Reoccupation		
Platform 1		
First Movement	Second Movement	Margin
Train departs towards Milverton Jn	ECS arrives from either LN126 or LN128 signals	4
Platform 4		
Reoccupation Margin	4, except as below	
Train departs towards Milverton Jn	Train arrives from Milverton Jn	6

Leamington Spa	
Station Working	
1. Platform 1 (Down Bay) used for departures only. Not signalled for loaded passenger train arrivals;	
2. It is not possible to signal a train to arrive into Platform 1 with a train signalled to arrive into Platform 2 or vice versa;	
3. It is not possible to signal a train to depart from Platform 1 with a train signalled to arrive into Platform 2;	
4. It is not possible to signal train into Platform 2 with a train signalled to depart from Platform 1;	
Turnround Allowance	5 DMU without shunt 12 DMU with shunt (reduced to 8 if shunting via signal LN113)

Warwick		
Dwell Time		
LH		1
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train departing platform 2 towards Hatton	Slow speed crossover and running brake test	½

Hatton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop train via DPL from DM	Approach control, slow speed connection from DM to DPL and slow speed through station	2 Before Hatton
Stopping service via DPL from DM	Approach control, slow speed connection from DM to DPL	1½ Before Hatton
Train from DGL to main line towards Dorridge	Not passing at linespeed	DMU 1 After
Movement Up	Reason	Value
Non-stop train via DPL to UM	Slow speed through station and connections to UM	1½ After Hatton
Stopping service via DPL to UM	Slow speed through connections to UM	½ After Hatton
Passing Hatton via platform 3 and non-stop to Leamington Spa or stopping at Warwick	Not passing Hatton at linespeed. To be applied after Hatton	2
Departing Hatton via platform 3 and stopping at Warwick	Not passing Hatton at linespeed. To be applied after Hatton	1
Passing Hatton via platform 3 and stopping at Warwick Parkway	Not passing Hatton at linespeed. To be applied after Hatton	1½
Departing Hatton via platform 3 and stopping at Warwick Parkway	Not passing Hatton at linespeed. To be applied after Hatton	½
Junction Margins		
First Movement	Second Movement	Value
Train arriving into platform 3 (branch platform)	Train passing on Down Dorridge line	2

Hatton North Jn		
Junction Margins		
First Movement	Second Movement	Value
Departing/passing Hatton towards Dorridge	Passing Hatton North Jn from Hatton West Jn towards Dorridge	3
Passing Hatton towards Dorridge	Passing Hatton North Jn towards Hatton West Jn	3
Stopping train departs Hatton towards Dorridge	Passing Hatton North Jn towards Hatton West Jn	3½
Passing Hatton North Jn from Hatton West Jn towards Dorridge	Passing Hatton North Jn towards Hatton West Jn	Standard single line reoccupation value applies
Passing Hatton North Jn towards Hatton West Jn	Passing Hatton towards Dorridge	3
Passing Hatton North Jn towards Hatton West Jn	Stopping train departs Hatton towards Dorridge	2
Passing Hatton North Jn towards Hatton West Jn	Passing Hatton from direction of Dorridge	3
Passing Hatton North Jn towards Hatton West Jn	Stopping train arrives Hatton from direction of Dorridge	3½

Dorridge		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train into platform 3	Approach control	1½
Train into Up and Down Goods	Flashing Yellow Aspects	½
Movement Up	Reason	Value
Up Passenger Loop to Dorridge start to pass (Applies approaching next timing point)	Not at linespeed by Dorridge	2 DMU 1
Train from platform 3	Slow speed crossover	½ Approaching next timing point
Train from Up and Down Goods	Slow speed crossover	½ Approaching next timing point
Train to platform 3	Speed differential	1
Junction Margins		
First Movement	Second Movement	Margin
Up non-stop	Train departing Dorridge UPL	2
Station working		
Up services shown to shunt at Dorridge must be shown to do so in the Up Passenger Loop.		

Dorridge	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	5
Shunting to a different platform	10

Bentley Heath Crossing		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Platform 3 or Up and Down Goods to Down Main	Not at linespeed at Bentley Heath Crossing	1½ Approaching next timing point
Class 168 or Chiltern Class 68 departing Dorridge Platform 2	Not at linespeed at Bentley Heath Crossing	1 Approaching next timing point
Movement Up	Reason	Value
Up train to Platform 3 or Up and Down Goods or Up Dorridge Passenger Loop having stopped at Widney Manor	Approach Control	½
Up train to Platform 3 or Up and Down Goods or Up Dorridge Passenger loop (not stopped at Widney Manor)	Approach Control	1
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives at Dorridge Up & Down Goods Loop	Down train departs Dorridge	1
Up train arrives at Dorridge Up & Down Goods Loop	Down train passes Dorridge	1½

Solihull	
Dwell Time	
Class 22x	1½
DMU	1

Tyseley		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger train moving to slow line prior to Tyseley station	Approach control	1
Movement Up		
Movement Up	Reason	Value
Passenger train moving from slow line after Tyseley station	Slow speed crossover	1 After
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3 Before/ 1 After
The interlocking prevents the setting of a route on the US into Tyseley station with routes set for a train from the DM to DS.		

Small Heath South Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Bordesley to Up Slow/Tyseley depot	Junction differential	1
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3 Before/ 1 After

Bordesley Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Tyseley (Tyseley to St Andrews Jn)	Junction differential	½ After
Movement Up		
Movement Up	Reason	Value
To Tyseley (St Andrews Jn to Tyseley)	Junction differential	½ Before
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3 before/ 3 after

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN		
Milverton Jn		
Reoccupation of single lines		
First Movement	Second Movement	Value
Up train passes from Kenilworth Loop	Down train passes towards Kenilworth Loop	4
Up train passes from Kenilworth Loop	Down train departs towards Kenilworth Loop	2

Kenilworth Loop		
Reoccupation of single lines		
First Movement	Second Movement	Value
Train from Gibbet Hill Jn arrives in the Up and Down Loop	Passenger train passes from Milverton Jn	2½
Train from Gibbet Hill Jn arrives in the Up and Down Loop	Freight train passes from Milverton Jn	3½
Train passes from Milverton Jn	Train departs from the Up & Down Loop towards Milverton Jn	1
Train from Milverton Jn arrives in the Up and Down Loop	Passenger train passes from Gibbet Hill Jn	2½
Train from Milverton Jn arrives in the Up and Down Loop	Freight train passes from Gibbet Hill Jn	3½
Train passes from Gibbet Hill Jn	Train departs from Up & Down Loop towards Gibbet Hill Jn	1

Gibbet Hill Jn		
Reoccupation of single lines		
First Movement	Second Movement	Value
Down train passes from Kenilworth Loop	Up train passes towards Kenilworth Loop	4
Down train passes from Kenilworth Loop	Up train departs towards Kenilworth Loop	2

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN		
Three Spires Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Coventry or North Yard to Prologis Sidings	Slow speed turnout onto Branch	1 Before
Movement Up	Reason	Value
Prologis Sidings to Coventry or Coventry North Yard	Slow speed turnout from the Branch	1 After
Trains for Bedworth Murco Sidings to stop at Bedworth GF for 10 minutes to allow Ground Frame release.		

Coventry Arena		
Planning Restriction – Down direction		
No pathing time is to be shown between Three Spires Jn and Coventry Arena as there are no intermediate signals Any pathing time is to be shown approaching Three Spires Jn		

MD415 HATTON STATION TO STRATFORD UPON AVON		
Hatton West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Passing Hatton West Jn towards Hatton or Bearley Jn	Passing Hatton North Jn towards Hatton West Jn	2

Bearley Jn		
Junction Margins		
First Movement	Second Movement	Margin
From Whitlocks End direction to Stratford	From Stratford to Hatton direction	3 a)* 4 b)*
From Stratford to Hatton	From Whitlocks End to Stratford	3
From Hatton direction to Stratford	From Stratford to Hatton direction	3 a)* 4 b)*
a) Stopping at Wilmcote b) Not stopping at Wilmcote * A train towards Hatton can wait at Bearley Jn at signal HS3488 for the single line from Hatton to clear if required. A stop must be shown at Bearley Jn in the schedule and the single line cannot be re-occupied until 2 minutes after the preceding train from the single line has passed Bearley Jn.		

Stratford Upon Avon		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
LH	25*	
LH shunting to a different platform	40	
* Does not apply to Chiltern Railways fixed formation loco hauled sets with DVT, use Standard Turnround		

MD425 TYSELEY SOUTH JN TO BEARLEY JN		
Whitlocks End		
Dwell Time	1	
Platform End Conflicts		
The margin between a train leaving Platform 2 at Whitlocks End towards Shirley and the next train towards Stratford must be 4 minutes		

MD425 TYSELEY SOUTH JN TO BEARLEY JN	
Whitlocks End	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	5

Henley In Arden	
Dwell Time	1

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN		
Kidderminster		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Kidderminster Turnback not stopping at Kidderminster	Differential Speed	1 After Kidderminster
Movement Up	Reason	Value
Trains timed to arrive on Platform 2 at Kidderminster whilst a train is departing or moving from the turnback siding to Platform 1	Arriving into Kidderminster on a red aspect	2 before Kidderminster
Trains timed to arrive on Platform 2 at Kidderminster whilst a train is departing Platform 1 towards Hartlebury	Arriving into Kidderminster on a red aspect	2 before Kidderminster
Dwell Time		
DMU		1
Minimum Turnround Time – Trains changing direction at end of journey		
Standard		5
Shunting to a different platform		10
Junction Margins		
First Movement	Second Movement	Margin
Train to the Down Goods Loop or Severn Valley Railway	Train from Hartlebury	5
Train to the Down Goods Loop or Severn Valley Railway	Train from Turnback siding	3
Train from the Down Goods Loop or Severn Valley Railway passing Kidderminster	Train from Hartlebury	5
Train departing Platform 1 towards Hartlebury	Train from Hartlebury	5
Train departing/moving from Turnback Siding	Train arriving into Platform 2	Parallel*
Train departing/moving from Turnback Siding	Train passing Platform 2	5
Train arrived Platform 1 from Turnback Siding	Departure from Platform 2	2
Train departing Platform 1 towards Hartlebury	Train arriving into Platform 2	Parallel*
* See adjustments to sectional running times		

Stourbridge Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Stourbridge Down Goods Loop	Approach Control	1
Movement Up	Reason	Value
Train terminating in Platform 2	Approach Control	1/2
Assisting Locomotive in Rear, Working of Old Hill bank		
Freight trains towards Rowley Regis up Old Hill Bank need assisting above the following trailing weights.		
Class 37 – 585 tonnes		
Class 47 – 505 tonnes		
Class 56 – 835 tonnes		
Class 57 – 530 tonnes		
Class 60 – 1425 tonnes		
Class 66 – 1045 tonnes		
Class 66/6 – 1370 tonnes		
Class 67 – 420 tonnes / 12 vehicles		
Attachment of Banking Locomotive. 7 minutes. The Tiploc sequence for banking of trains is BLAKEDN – STRBDGJ P/P – STRBJGL S/S (7min OP) and STRBJGL – ROWLEYR S/S (5 min OP)		
Connectional Allowance	2	
Dwell Time		
DMU	1	
Platform End Margins		
First Movement	Second Movement	Margin
Train towards Rowley Regis, Down Goods Loop or Down Sidings from Platform 3	Arrival into Platform 2 from Kidderminster	4
Train towards Rowley Regis from Platform 3	Arrival into Platform 3 from Rowley Regis	4
Arrival into Platform 2 from Kidderminster	Departure from Platform 3 towards Rowley Regis	2
Departure from Platform 3 towards Rowley Regis	Departure from Platform 2 towards Rowley Regis	4
Train towards Rowley Regis from Platform 2	Arrival into Platform 2 from Rowley Regis	3
Junction Margins		
First Movement	Second Movement	Margin
Passenger train passing or departing Stourbridge Junction towards Kidderminster	Freight train from Round Oak/Brierley Hill	3
Freight train passing Stourbridge Junction towards Kidderminster	Freight train from Round Oak/Brierley Hill	4
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunting to a different platform	10	

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN
Small Heath South Jn
See entry under route MD401 Heyford to Bordesley Jn

Birmingham Moor Street		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
UDG to Down (Birmingham Moor Street and Birmingham Snow Hill)		1
Trains using bay platforms 3 and 4 non-permissively	Approach control and slower speed in platforms	½
Trains using bay platforms 3 and 4 permissively	Approach control and slower speed in platforms	1
Movement Up	Reason	Value
Up to UDG (Birmingham Snow Hill and Birmingham Moor Street)		1
Dwell Time		
DMU/LH	1	
Platform End Margins		
City End		
First Movement	Second Movement	Margin
Departure from Platform 2 towards Birmingham Snow Hill	Arrival from Birmingham Snow Hill into Platform 2	6
Departure from Platform 2 towards Birmingham Snow Hill	Arrival from Birmingham Snow Hill into Platform 1	No conflict
Departure from Platform 1 towards Birmingham Snow Hill	Arrival from Birmingham Snow Hill into Platform 2	6
Departure from Platform 1 towards Birmingham Snow Hill	Arrival from Snow Birmingham Hill into Platform 1	6
Arrival into Platform 2 from Birmingham Snow Hill	Departure from Platform 1 towards Birmingham Snow Hill	2
Arrival into Platform 1 from Birmingham Snow Hill	Departure from Platform 2 towards Birmingham Snow Hill	No conflict
Country End		
First Movement	Second Movement	Margin
Departure from Platform 1 towards Small Heath South Jn (UM)	Arrival from Small Heath South Jn (DM or U&DG) into Platform 1	4
Departure from Platform 1 towards Small Heath South Jn (U&DG)	Arrival from Small Heath South Jn (DM) into Platform 1	5
Departure from Platform 1 towards Small Heath South Jn (UM)	Arrival from Small Heath South Jn (DM or U&DG) into Platform 1	4
Departure from Platform 1 towards Small Heath South Jn (U&DG)	Arrival from Small Heath South Jn (DM) into Platform 2	4
Departure from Platform 1 towards Small Heath South Jn (UM)	Arrival from Small Heath South Jn (DM or U&DG) into Platform 2	No conflict
Departure from Platform 1 towards Small Heath South Jn (UM)	Arrival from Small Heath South Jn (DM or U&DG) into Platform 1	4

Birmingham Moor Street		
Departure from Platform 1 towards Small Heath South Jn (U&DG)	Arrival from Small Heath South Jn (DM) into Platform 2	5
Arrival into Platform 2 from Small Heath South Jn (DM or U&DG)	Departure from Platform 1 towards Small Heath South Jn (UM)	No conflict
Arrival into Platform 1 from Small Heath South Jn (DM or U&DG)	Departure from Platform 2 towards Small Heath South Jn (UM)	2
Arrival into Platform 1 from Small Heath South Jn (DM or U&DG)	Departure from Platform 2 towards Small Heath South Jn (U&DG)	2
Restriction There are no signals between Birmingham Moor Street and Birmingham Snow Hill therefore no pathing time to be used between these locations		

Birmingham Snow Hill		
Dwell Time		
DMU	1	
LH	2	
Platform End Margins and Platform Reoccupation		
First Movement	Second Movement	Margin
Departure from Platform 1 towards Birmingham Moor Street	Arrival from Birmingham Moor Street into Platform1, Platform 2 or Platform 3	5
Departure from Platform 2 towards Birmingham Moor Street via 690 pts – points at platform end	Arrival from Birmingham Moor Street into Platform 1	No conflict
Departure from Platform 2 towards Birmingham Moor Street via 690 pts – points at platform end	Arrival from Birmingham Moor Street into Platform 2 or Platform 3	5
Departure from Platform 2 towards Birmingham Moor Street via 690 pts – points at platform end	Arrival from Jewellery Quarter into Platform 3	4
Departure from Platform 2 towards Birmingham Moor Street via 681 pts – points inside Snow Hill Tunnel	Arrival from Jewellery Quarter into Platform 3	No conflict
Departure from Platform 2 towards Birmingham Moor Street via 681 pts – points inside Snow Hill Tunnel	Arrival from Birmingham Moor Street into Platform1, Platform 2 or Platform 3	5
Departure from Platform 2 towards Jewellery Quarter	Arrival into Platform 2 from Jewellery Quarter	5
Arrival into Platform 3 from Jewellery Quarter	Departure from Platform 2 towards Birmingham Moor Street via 690 pts – points at platform end	3
Departure from Platform 3 towards Birmingham Moor Street	Arrival into Platform 3 from Birmingham Moor Street	5
Departure from Platform 3 towards Jewellery Quarter	Arrival into Platforms 2 or 3 from Jewellery Quarter	5
Arrival into Platform 3 from Birmingham Moor Street	Departure from Platform 1 or Platform 2 towards Birmingham Moor Street	2
Platform Reoccupation	6 Same	
Restriction There are no signals between Birmingham Moor Street and Birmingham Snow Hill therefore no pathing time to be used between these locations		

Birmingham Snow Hill		
Simultaneous Movements Not Permitted		
First Movement	Second Movement	Margin
Departure from Platform 1 towards Birmingham Moor Street	Departure from Platform 1 towards Jewellery Quarter	2
Departure from Platform 1 towards Jewellery Quarter	Departure from Platform 1 towards Birmingham Moor Street	2
Station Workings The maximum time that stock can remain in the platforms between workings is 15 minutes		
Turnround Allowance	5 Platform 1 if first train is to reversing siding 10 Platform 1	

Smethwick Galton Bridge High Level	
Connectional Allowance	7
Dwell Time	
DMU	1

Smethwick Jn		
Junction Margins		
Up Trains towards Galton Jn The following should be read in conjunction with the rules at Galton Jn		
First Movement	Second Movement	Margin
Up train routed towards Galton Jn	Down train from Smethwick Galton Bridge towards Rowley Regis	4
Down train from Smethwick Galton Bridge towards Rowley Regis	Up train routed towards Galton Jn	2
Down Trains from Galton Jn There is limited standage between Galton Jn and Smethwick Jn. Therefore, do not plan trains that are longer than 25 SLUs/160 metres to stop at Smethwick Jn. Do not use any pathing time or other allowances between Galton Jn and Smethwick Jn because of the risk that the train will come to a stand at Smethwick Jn and still be foul of Galton Jn.		

Rowley Regis		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Rowley Regis Down Goods Loop to Rowley Regis station (start to pass)	Not at linespeed passing Rowley Regis station	½

Cradley Heath	
Dwell Time	
DMU	1 Applies to Chiltern Railways trains towards Birmingham between 0630 and 0830

MD440 GALTON JN TO SMETHWICK JN	
Galton Jn	
See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)	

Smethwick Jn	
See entry under route MD435 Small Heath South Jn to Stourbridge North Jn	

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)		
Kineton Sidings 1 and 2 (Fenny Compton Exchange Sidings)		
Dwell time		
Towards Kineton MOD	5 OP stop for signaller's actions, and driver to withdraw the token	
From Kineton MOD	10 OP stop for driver to confirm to signaller that the train is complete with tail lamp, and that the token has been replaced	
Junction Margins		
First Movement	Second Movement	Margin
Down arrive Kineton Sidings	Up depart Kineton Sidings	1
Up arrive Kineton Sidings	Down depart Kineton Sidings	15
Length restriction		
72 SLU/461m between OL5157/5159 stop boards and OL1184/1186 signals on Kineton Sidings 1 and 2		
93 SLU/600m at OL5157/5159 stop boards clear of 155 points		
Successive trains to and from Kineton MOD		
30 minutes to be allowed between arrival at Kineton MOD and departure from Kineton Sidings, similarly between arrival at Kineton Sidings and departure from Kineton MOD, to allow for the token to be taken by road transport from one location to the other and signaller's actions		

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN	
Tamworth High Level	
Dwell Time	
Class 22x	1½
DMU	1

Wilnecote	
Dwell Time	
Class 170	1

Kingsbury Branch Jn
Planning Rules
Incoming trains from Tamworth direction to show 2 minute OP stop to pick up radio and prepare to propel towards Kingsbury Shunt Frame
Departing trains from Kingsbury Shunt Frame towards Tamworth to show 1 minute OP stop to prepare to change direction

Kingsbury Shunting Frame
Planning Rules
Incoming trains to show 3 minute OP stop for acceptance purposes
Departing Intermodal trains from Birch Coppice to show 2 minute OP stop
Only one train is permitted in the section between Kingsbury Shunting Frame and the terminals at any one time.

Kingsbury Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass towards Whitacre Jn having not stopped at Wilnecote	Junction speed differential	1 except 22x and HST 2 for 22x and HST \$
Movement Up	Reason	Value*
Depart from Water Orton	Not at linespeed by Kingsbury Jn	1/2
Pass from Whitacre Jn	Junction speed differential	1 except 22x 2 for 22x
\$ Can be reduced to 1 1/2 if departing from Tamworth		
* Approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Train from Tamworth	Train departing Kingsbury Shunt Frame towards Kingsbury Jn or Tamworth	1
Passenger train from Water Orton or Whitacre Jn	Train departing Kingsbury Shunt Frame towards Tamworth	2
Freight train from Water Orton or Whitacre Jn	Train departing Kingsbury Shunt Frame towards Tamworth	3

Kingsbury Jn		
Train from Tamworth that has propelled at Kingsbury Branch Jn and arrived at Kingsbury Shunt Frame	Train from Tamworth	3
Train towards Tamworth that has propelled from Kingsbury Shunt Frame and arrived at Kingsbury Branch Jn	Train from Tamworth	3
Train towards Tamworth that has propelled from Kingsbury Shunt Frame and arrived at Kingsbury Branch Jn	Train from Water Orton or Whitacre Jn direction	4
Train from Whitacre Jn	All trains except Class 6 from Tamworth towards Water Orton	3
Train from Whitacre Jn	Class 6 from Tamworth towards Water Orton	4
All trains except Class 6 from Water Orton	Train from Whitacre Jn direction	2
Class 6 from Water Orton	Train from Whitacre Jn direction	3
Train from Tamworth towards Water Orton	Train from Whitacre Jn direction	2

Water Orton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All non-stop Down trains from Kingsbury Jn (via Down Derby) crossing to Park Lane Jn or UDS at Water Orton West Jn	Junction differential	1
All non-stop Down trains from Coleshill Parkway towards Castle Bromwich Jn on the ML	Junction differential	1 approaching next timing point
Movement Up	Reason	Value
All non-stop trains from Castle Bromwich Jn on the ML towards Coleshill Parkway	Junction differential	1 for passenger and ECS ½ for freight
All stopping trains towards Coleshill Parkway	Junction differential	½
All non-stop trains from Park Lane Jn or UDS towards Kingsbury Jn (via Up Derby)	Acceleration Allowance from lower speed route	1 approaching next timing point
Dwell time		
Class 170		½
Platform Reoccupation		
	4 Same 4 Opposite	

Water Orton West Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4 before/ 3 after
Planning Restriction		
No allowance should be inserted between Water Orton West Jn and Water Orton into any trains because there are no intermediate signals in either direction.		

Castle Bromwich Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		5 before/ 3 after
Reoccupation of Single Lines	5 From MD501 to Walsall Line at Castle Bromwich West Jn	

Bromford Bridge		
Reoccupation of Single Lines	5 From/to Jaguar Sidings	

Washwood Heath Up Sidings		
Time between-arrivals and departures		30
Incoming trains from Washwood Heath East Jn to show 1 minute OP stop to collect a radio for acceptance purposes		

Washwood Heath West Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		5 before/ 3 after

Landor Street Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4 before/ 3 after

Proof House Jn
See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN		
Abbey Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Train from Whitacre Jn to Nuneaton stopping at platform 6 whilst a parallel move is taking place at Nuneaton onto the Nuneaton North Chord	Encountering adverse aspects approaching Abbey Jn and Nuneaton platform 6	1
Planning Rule/Junction Margin		
A train routed on the Up Arley from Nuneaton Platform 7 to Abbey Jn and crossing to the Down Arley must have a margin of 4 minutes before the next train from the direction of Water Orton/Whitacre Jn.		

Whitacre Jn		
Junction Margins		
First Movement	Second Movement	Margin
Train arriving at Daw Mill Colliery	Train passing Whitacre Jn towards Nuneaton	2
Passenger train passing Whitacre Jn towards Nuneaton	Train departing Daw Mill Colliery towards Nuneaton	5
Freight train passing Whitacre Jn towards Nuneaton	Train departing Daw Mill Colliery towards Nuneaton	6
Freight train that has departed Hams Hall passing Whitacre Jn towards Nuneaton	Train departing Daw Mill Colliery towards Nuneaton	8
Train passing Whitacre Jn towards Water Orton	Train departing Daw Mill Colliery towards Whitacre Jn	1

Coleshill Parkway		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Exit from Hams Hall reception lines towards Water Orton	Slow speed crossover at Coleshill Parkway (20mph)	Freight 2
Movement Up	Reason	Value
Entry to Hams Hall reception lines from Water Orton direction	Approach control	Freight 2

Water Orton East Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4 before/ 3 after

Water Orton
See entry under route MD501 Tamworth (inclusive) to Birmingham Proof House Junction

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)
Landor Street Jn
See entry under route MD501 Tamworth (inclusive) to Birmingham Proof House Jn

St Andrews Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Class 22x from Proof House Jn on the Stour Lines crossing at Grand Jn to the Up and Down Camp Hill	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3 before/ 3 after
Planning Rule		
A train cannot pass Landor Street Jn (and stand at SY88 signal) when headed toward St Andrews Jn, if a train is occupying the Up Camphill Curve – due to St Andrews Jn being in the overlap of SY88 signal.		

Bordesley Jn
See entry under route MD401 Heyford to Bordesley Jn

Lifford East Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Classes 15x/170/22x and HST from Down Camp Hill to Down Lifford Curve (pass to pass)	Junction differential	1 Before

Lifford East Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Classes 15x/170/22x and HST from Up Lifford Curve to Up Camp Hill (pass to pass)	Junction differential	1 After
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4 before/ 3 after
Planning Constraint when routed to Lifford West Jn via Lifford Curve MD580		
Due to the signalling constraints, a train routed along the Down Lifford Curve cannot be brought to a stand at Lifford West Jn SY45 signal and must therefore be held on the Down Camp Hill at Lifford East Jn.		

Kings Norton
See entry under route MD306 Birmingham New Street to Ashchurch (exclusive)

MD701 MARYLEBONE TO AYNHO JN		
London Marylebone		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Into an occupied platform	Approach Control	1
Train having reversed at Neasden South Jn	Not at linespeed at Neasden South Jn	½
Attachment/ Detachment	8 Inclusive of turnround time and no shunt involved 15 Inclusive of turnround time and shunt involved	
Connectional Allowance	10	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Platform End Conflicts		
Trains may arrive 1 minute before or 3 minutes after a departure It is not possible to permissively work a platform if a train of 7 cars or more is already present within.		
Platform Reoccupation		
3 minutes between a departing train and an arrival		

Neasden South Jn		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Train routed towards Neasden Jn via Neasden Curve	Approach control	1 except Freight
Junction Margins		
First Movement	Second Movement	Margin
A Down Metropolitan Line train	An Up Wycombe Line train	2
An Up Wycombe Line train	A Down Metropolitan Line train	2½
An Up Wycombe Line train	An Up Metropolitan Line train	3
An Up Metropolitan Line train	An Up Wycombe Line train	3
A Down or Up Wycombe Line train	A train from Neasden Jn arriving at Neasden T.C.	3
A Down or Up Wycombe Line train	The departure from Neasden T.C. of a train for Neasden Jn	1
A train departing from Neasden T.C. towards Neasden Jn	A Down or Up Wycombe Line train.	3

Great Central Way Jn
Reoccupation of Single Line 5 minutes to/from Wembley LMD

Wembley Stadium		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Neasden Jn (Neasden Curve) towards Wembley Stadium	Not at linespeed at Neasden South Jn	1 except freight
Passing Wembley Stadium and using Wembley Stadium turnback siding	Approach control	1
Movement Up	Reason	Value
Trains from Wembley Stadium turnback siding not stopping at Wembley Stadium	Not at linespeed at Wembley Stadium	1 After
Dwell Time		
LH	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	10	

Northolt Park Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train diverging to SL	Differential Junction speed and approach control	½*
* Not applicable to trains that have stopped at Northolt Park		
Trains departing Wembley LMD that have not stopped before Northolt Park Jn	Not passing Wembley Stadium at linespeed	1
Junction Margins		
First Movement	Second Movement	Margin
Down to Slow line	Down to Fast line	2

South Ruislip		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Class 168 having stopped at Northolt Park and using ML between Northolt Park Jn and South Ruislip	Not at linespeed at Northolt Park Jn	½
Movement Up	Reason	Value
Passenger trains towards Greenford Branch (NOT required from West Ruislip platform 4)	Not at linespeed at South Ruislip	1
Passing South Ruislip from LUL reversing siding	Not at linespeed at South Ruislip	Class 165/8 1 After
Junction Margins		
First Movement	Second Movement	Margin
Train towards Northolt/Greenford via Down	Down Fast	3
Train towards Northolt/Greenford via Down	Down Slow stopping at South Ruislip	3
Train from Northolt Refuse siding	Down Fast	4
Train from Northolt Refuse siding	Down Slow stopping at South Ruislip	4

West Ruislip		
Connectional Allowance	3	
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train coming from the Greenford Branch or SL between Northolt Park Jn and South Ruislip and not stopping at South Ruislip	Not at linespeed passing South Ruislip	½
Train crossing over to the up platform at West Ruislip	Approach control	1
Passing West Ruislip to LUL reversing siding	Approach control	1 Class 165 and 168
Departing Up platform towards Gerrards Cross	Slow speed crossover	1 After

West Ruislip		
Movement Up	Reason	Value
Train overtaking another train in the Up platform via Down platform at Gerrards Cross	Not at linespeed passing Gerrards Cross	1½ Class 168 1 Class 165
Train towards Greenford branch or Northolt Waste Sidings (NOT required from West Ruislip platform 4)	Approach control	½ Passenger 1 Freight
Junction Margins		
First Movement	Second Movement	Margin
Down train arrives in Up platform 4	Up train passes on the Up Main	3
Up train passes on the Up Main	Down train arrives Up platform 4	3*
* 2½ if second train has stopped at South Ruislip		
Down train arrives or passes from South Ruislip	Up train onto Down Main towards Northolt or Greenford	2½

Gerrards Cross		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train to turnback siding not stopping at Gerrards Cross	Approach control	1
Movement Up	Reason	Value
Train overtaking another train in the Up platform via Down platform	Approach control	1
Train overtaking another train in the Up platform via Down platform at High Wycombe or departing platform 1 or 2	Not at line speed passing High Wycombe	½
Connectional Allowance	1	
Platform Reoccupation		
For movements in same or opposite direction	3	
Minimum Turnround Time – Trains changing direction at end of journey		
Down platform	5	
Shunting via Turnback Siding	11	
Station Working		
A minimum of 3½ minutes to be allowed between the arrival of a Down terminating train requiring to gain access to the Turnback Siding and the passage of an Up train. A dwell of 1 minute is required before moving into the turnback siding		

High Wycombe		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Trains to platform 1 at High Wycombe	Slow turnout and approach to buffer stops	1
Movement Up	Reason	Value
Train overtaking another train in the Up platform via Down platform or stopping at platform 2	Approach control	1
Connectional Allowance	1	
Dwell Time	DMU 1	
Junction Margins		
First Movement	Second Movement	Margin
Up train out of Bay platform 1	Down train	3
Up train departing platform 2	Down train	3
Down train departing platform 2	Up train arriving/passing platform 2	3
Down train arriving platform 1	Down train passing platform 2	2
Down train arriving platform 1	Down train arriving platform 2	2½
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Platform Reoccupation		
Through Lines: –	3	
Bay	3	

Princes Risborough		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
DM to Up & Down Aylesbury and Through Line (Approaching Princes Risborough)	Differential Junction speed	2 Freight 1½ DMU
Passing Princes Risborough to Thame Sidings	Approach control	1
Movement Up	Reason	Value
Up & Down Aylesbury to UM (After Princes Risborough)	Differential Junction speed	2 Freight 1 DMU
For non-stop trains DM to UM (After Princes Risborough)	Differential Junction speed	½
Trains stopping at Princes Risborough which are being overtaken or reversing to Aylesbury	Approaching a red signal at Princes Risborough	1 Passenger
Train terminating in platform 1 (bay platform)	Slow turnout speed and approach to buffer stop	½
Connectional Allowance	2	

Princes Risborough		
Adjustments to Sectional Running Times		
Junction Margins		
First Movement	Second Movement	Margin
Down train to Aylesbury branch	Up non-stop	3½
Up train from Aylesbury branch	Up non-stop	3½
Up train departing Platform 2 or train from Aylesbury branch	Down train to Platform 2 or Aylesbury branch	4
Up non-stop	Down train to Platform 2 or Aylesbury branch	3½
Up non-stop	Up train from Platform 2 or Aylesbury branch	2
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	3	
Platform Reoccupation		
	4 Opposite	
Station Working		
9 minutes is to be allowed for a shunt from the down direction to the up direction platforms. Shunting from the down platform to the up platform and vice-versa locks the bi-directional signalling to Bicester North and reverse. A train is unable to leave Aylesbury towards Princes Risborough if shunting to/from the bay platform to either of the down or up platforms.		

Haddenham and Thame Parkway		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Departing platform 2 at Princes Risborough	Slow speed crossover north of Princes Risborough	½
Movement Up	Reason	Value
Departing Bicester Turnback siding and not stopping at Bicester North	Not passing Bicester North at linespeed	1
Train that has come from Bicester Village direction and passed Bicester South Jn	Not passing Bicester South Jn at linespeed	1
Train that has come from Bicester Village direction and stopped or been pathed approaching Bicester South Jn	Departing Bicester South Jn from standing start.	2

Bicester South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train heading towards Bicester Village	Reducing speed for Bicester Chord	1
Junction Margins		
First Movement	Second Movement	Margin
Train passing Bicester South Jn towards Bicester North	Train passing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	3
Train passing Bicester South Jn from Bicester	Train passing Bicester South Jn towards	2½

Bicester South Jn		
Gavray Jn (Bicester Chord)		
Bicester North		
Train passing Bicester South Jn towards Bicester North	Train departing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	1½ \$
\$ - Note required adjustment to sectional running time of two minutes at Haddenham and Thame Parkway (coming from standing start at Bicester South Jn)		

Bicester North		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down train to Up platform	Junction differential and approach control	1
Movement Up	Reason	Value
Train running bi-directionally on Down Chiltern Line	Differential Junction speed at Aynho Jn	1
Connectional Allowance	3	
Dwell Time		
DMU/LH	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunt from Down to Up platform	10	
Junction Margins		
First Movement	Second Movement	Margin
Up train non-stop	Train from Turnback siding	1
Up train non-stop	Down train into Up platform	3½
Up train departing Bicester North	Down train into Up platform	4
Down train into Up platform	Down train	3
Down train into Turnback sidings	Up fast	4

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL		
Neasden South Jn		
See entry under route MD701 Marylebone to Aynho Jn		

Harrow on the Hill		
Connectional Allowance	3	

Amersham		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train using platform 2 at Amersham	Slow speed crossovers	1 before ½ after
Minimum Turnround Time – Trains changing direction at end of journey		
Trains from Marylebone	5	
Trains from Aylesbury	9	
Platform Reoccupation		
Through Lines: –	3 Same 3 Opposite	

MD712 AMERSHAM TO AYLESBURY		
Great Missenden		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train terminating at Great Missenden	Cautionary aspects on approach	1
Movement Up		
Train departing P2	Slow speed crossover and running brake test	1 After

Aylesbury		
Dwell Time		
All	1	
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Approaching an occupied platform	Slower speed approach	½
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Platform End Conflicts		
A minimum of one minute to be allowed between a Down train arriving at Platform 3 and an Up train departing from Platform 2		
A minimum of three minutes to be allowed between an Up train departing and a Down train arriving in circumstances where a fouling movement would occur All movements from the carriage sidings to Aylesbury station must be regarded as creating a fouling movement		

Aylesbury

Reoccupation of Single Lines

To/from Princes Risborough

A minimum of 1 minute to be allowed between a Down train arriving off the single line from Princes Risborough and an Up train departing onto the single line towards Princes Risborough

To/from Aylesbury Vale Parkway or Claydon LNE Jn

A minimum of 1 minute to be allowed between an Up train arriving off the single line from Claydon LNE Jn and a Down train departing onto the single line towards Claydon LNE Jn.

MD715 NEASDEN SOUTH JN TO NEASDEN JN

Neasden South Jn

See entry under route MD701 Marylebone to Aynho Jn

Neasden Jn

Reoccupation of Single Lines

A minimum of 3 minutes to be allowed between a train arriving or passing off the single line from Neasden South and another train departing or passing onto the single line towards Neasden South

MD720 PRINCES RISBOROUGH TO AYLESBURY

Princes Risborough

Reoccupation of Single Lines

Access to the single line towards Aylesbury is governed by the minimum platform reoccupation margin at Princes Risborough

Aylesbury

See entry under route MD712 Amersham to Aylesbury

MD725 AYLESBURY TO CLAYDON LNE JN

Aylesbury

See entry under route MD712 Amersham to Aylesbury

Aylesbury North Loop

Permissive working is allowed in the Loop

Passenger trains must not be planned into Aylesbury North Loop.

A Freight train is not dependant on being in the Loop to release or replace a token. It is permissible to stop on the passenger line to undertake token duties

Aylesbury North Loop	
Aylesbury North Loop & Calvert Token Working Activities	
From stop at Aylesbury North Loop for departing train (to Calvert or Aylesbury) to release or replace token to token machine	3
From stop at Calvert South or North Ground Frame to inside terminal and Ground Frame closed	5
From closure of Calvert South Ground Frame to replacement of token in terminal token machine or from release of token to opening Calvert South Ground Frame.	10
From closure of Calvert North Ground Frame to replacement of token in terminal token machine or from release of token to opening Calvert North Ground Frame	5
From setting of Calvert South or North GF for departing train to return of token to driver of train	6

Aylesbury Vale Parkway	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	5
Station Working	
It is permissible for a train to split in the platform, however there is no facility for a train to join in the platform. Trains can pass Aylesbury Vale Parkway to or from Calvert/Claydon LNE Jn whilst a train is in the platform.	

Claydon LNE JN	
See entry under route MD736 Oxford North Jn to Denbigh Hall South Jn	

MD736 OXFORD NORTH JN TO DENBIGH HALL SOUTH JN		
Oxford Parkway		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
For services stopping or terminating in platform 2	Approach control	½
Bicester Depot West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down train towards Bicester Depot Reception Lines	Up train departs or passes Bicester Village towards Oxford Parkway	2

Bicester Depot Reception Lines		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
For services stopping or terminating in the Reception Lines/Depot	Entering Reception Line on Ground Position Light Signal	½

Bicester Village		
Junction Margins		
First Movement	Second Movement	Margin
Down train arrives or passes from Claydon LNE Jn	Up train routed towards Bicester Gavray Jn	1

Claydon LNE Jn
<p>Reoccupation of Single Lines A minimum of 1 minute to be allowed between a train arriving off the single from either Bicester Village or Bletchley Flyover and another train departing onto the single line towards either Bicester Village or Bletchley Flyover. A minimum of 3 minutes to be allowed between a train arriving off the single line from either Bicester Village or Bletchley Flyover and another train passing onto the single line towards either Bicester Village or Bletchley Flyover</p>

Bletchley Swanbourne Siding	
Run Round Allowance	30 minutes

Denbigh Hall South Jn
See entry under route MD101 Euston to Armitage Jn (exclusive)

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)		
Codsall		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Cosford when using Bushbury to Oxley Stafford Road Jn chord	Slow speed junction	<p>Class 6 S04 ½ S06, S08 and TR-40 1 S10, S12, TR-55 and TR-70 1½ S14 and TR-85 2 S16, S18 and TR-100 2½ S20 and TR-115 and above 3</p> <p>Class 4 S04 1½ S06, S08, S10, S12, S14 and TR-40 2 S16, TR-55 and above 2½</p>
Dwell Time		
DMU		1

Shifnal	
Dwell Time	
DMU	1

Madeley Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Cosford to Madeley to Wellington pass to pass	SRTs are based on trains to Ironbridge Branch	-2 Freight Before
Movement Up	Reason	Value
Wellington to Madeley to Cosford pass to pass	SRTs are based on trains off Ironbridge Branch	-2 Freight After

Telford Central	
Dwell Time	
DMU	1

Wellington		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
To Donnington Freight Terminal	Slow speed turnout at Donnington Jn	1 Freight
Movement Up	Reason	Value
From Donnington Freight Terminal	Slow speed turn out at Donnington Jn	1 Freight
Dwell Time		
DMU	1, except: ½ Off-peak all station services to Shrewsbury	
Platform end conflicts		
A minimum of 6 minutes to be allowed between a train departing the Bay and an arrival on the Down.		

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN		
Rugeley Trent Valley		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from the Up Slow and Up Fast crossing to the Up & Down Cannock	Approach Control	1
Up trains from Stone joining the Up Slow or Up Fast at Colwich Jn	Differential Junction speed	½ Class 390 1 All except Class 390

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN	
Rugeley Trent Valley	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	5

Colwich Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down train towards Stone	Approach Control	½ Class 390 1 All except Class 390

Stafford Trent Valley Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow or Down Penkridge to Platform 6	Approach Control	1 approach Stafford TVJ
Movement Up	Reason	Value
Stafford Goods Loop or platform 6 to Up Slow or Up Penkridge	Acceleration	½ approach Stafford TVJ

Stafford South Jn		
Junction Margins		
First movement	Second movement	Value
Train crosses Down Slow to Down Fast at Stafford South Jn	Train crosses Up Fast to Up Slow at Stafford South Jn	2½
Train crosses Down Slow to Down Fast at Stafford South Jn	Pass / depart Stafford platform 4 towards Colwich or Penkridge	1
Pass Stafford Trent Valley Jn from platform 4	Train crosses Down Slow to Down Fast at Stafford South Jn	2

Stafford		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Stone via East Chord at Norton Bridge to Platform 1	Differential Junction Speed	½
Up Slow to Platform 6 (approaching Stafford)	Approach Control	½
Up Slow to Stafford Goods Loop (approaching Stafford)	Approach Control	1
Pass on Up Fast and cross to Up Slow at Stafford South Jn.	Differential Junction speed	1
Pass platform 4 and cross to Up Fast at Stafford South Jn	Differential Junction speed	1

Stafford		
Detachment Allowance	5	
Dwell Time		
Class 22x	1½	
Class 390	1½	
DMU/EMU	1	
Platform End Margins and Junction Margins (south end)		
First movement	Second movement	Value
Depart platform 1 or 3 towards Up Slow or Up Penkridge	Pass Stafford on Down Fast	3
Pass on Up Fast towards Colwich	Depart platform 1 to any conflicting route	2
Depart platform 3 to Up Fast	Pass Stafford on Down Fast	3½
Pass platform 4 towards Penkridge	Depart platform 1 towards Penkridge	2½
Pass Stafford platform 4 towards Whitehouse Jn via the Up Slow	Pass Stafford platform 4 towards Penkridge	2½
Pass or depart from Stafford platform 4 towards Penkridge	Pass Stafford platform 4 towards Whitehouse Jn via the Up Slow	2½
Pass on Down Fast	Depart platform 1 to Up Slow or Up Penkridge	2
Pass on Down Fast	Depart platform 3 in either the Down or Up direction	2
Platform End Margins and Junction Margins (north end)		
First movement	Second movement	Value
Depart/pass platform 5 and crossing to Down Fast at Doxey Jn	Arrive/pass platform 5 but not crossing at Doxey Jn	2½
Depart/pass platform 5 but not crossing at Doxey Jn	Arrive/pass platform 5 and crossing to Down Fast at Doxey Jn	2
Arrive Stafford Goods Loop from Up Slow	Depart platform 5 or 6	1
Depart platform 5 or 6	Arrive Stafford Goods Loop from Up Slow	3
Arrive / pass platform 4	Depart platform 5 or 6 or Stafford Goods Loop if crossing Down Fast at Doxey Jn	2
Pass on Down Fast or Pass on Up Fast	Down depart platform 1	2
Down depart platform 1	Pass on Up Fast	3½
Platform Reoccupation		
Same Direction	2	
Opposite Direction	4	

Stafford Doxey Jn		
Junction Margins		
First movement	Second movement	Value
Down Slow to Down Fast at Stafford Doxey Jn	Arrive / pass platform 4 at Stafford	4½
Up Fast to Up Slow at Stafford Doxey Jn	Down depart platform 1 or 3 at Stafford	2
Up Fast to Up Slow at Stafford Doxey Jn	Pass Stafford on Down Fast	3
Pass Stafford on Down Fast	Up Fast to Up Slow at Stafford Doxey Jn	1
Down depart platform 1 or 3 at Stafford	Up Fast to Up Slow at Stafford Doxey Jn	2

Norton Bridge		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast at Stafford towards Yarnfield Jn via East Chord	Slower speed junction and approach control	2 Class 390 2 Class 22x 1½ Class 350 3 for Freight trains
Down Fast from Doxey Jn towards Yarnfield Jn via East Chord	Slower speed junction and approach control	1½ Class 390 1½ Class 22x 1 Class 350 3 for Freight trains
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Stone via East Chord at Norton Bridge Jn	Differential junction speed	½ approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Train towards Yarnfield Jn via East Chord	Train towards Stafford on Up Fast	3
Train towards Stafford from Yarnfield Jn via East Chord	Train towards Yarnfield Jn via East Chord	3

Basford Hall Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down trains running to Crewe Independent Lines	Approach control	2
Down trains crossing "FL" to "SL"	Approach control	2
Movement Up	Reason	Value
Up trains running from Crewe Independent Lines	Acceleration	3 approaching next timing point
Up trains crossing "SL" to "FL"	Approach control	1

Crewe		
Adjustments to Sectional Running Times: To/from Manchester and Chester lines		
Movement Down	Reason	Value
All non-stop "FL" and "SL" trains running between Basford Hall Jn and Sydney Bridge Jn or Crewe Steel Works (and vice-versa)	Reduced speed required for trains to/from Manchester and Chester lines	1½
Adjustments to Sectional Running Times		
Down trains towards Coal Yard	Reason	Value
All non-stop trains Fast Line to Fast Line at Crewe (via Platforms 6, 11, 12 and UDL)	Slow speed through station area	1** & 1 after Crewe

Crewe		
All non-stop trains Fast Line to Slow Line at Crewe (via DFL)	Approach control	1**
All non-stop trains Fast Line to Slow Line at Crewe (via any platform or UDL)	Slow speed through station area	2**
All non-stop trains 'weaving' Slow Line to Slow Line at Crewe (via Platforms 11, 12 or UDL)	Slow speed through station area	2**
All non-stop trains 'weaving' Slow Line to Fast Line at Crewe (via any route)	Slow speed through station area	1 after Crewe
All non-stop trains from Gresty Lane to Fast Line (via any route)	Slow speed through station area	1 after Crewe
All non-stop trains from Crewe CS towards Crewe Coal Yard via Down Fast or Down Slow	Accelerating through station when clear of Carriage Sidings	1½ after Crewe
** Time to be added approaching Crewe		
Up trains approaching from Coal Yard		
Up trains approaching from Coal Yard	Reason	Value
All non-stop trains Fast Line to Fast Line at Crewe (via Platforms 1 and 5)	Slow speed through station area	1** & 1½ after Crewe
All non-stop trains Fast Line to Slow Line at Crewe (via UFL or DFL)	Approach control	1**
All non-stop trains 'weaving' Fast Line to Slow Line at Crewe (via any platform or UDL)	Slow speed through station area	2**
All non-stop trains 'weaving' Slow Line to Slow Line at Crewe (via any route except Platforms 11, 12 or UDL)	Slow speed through station area	2**
All non-stop trains 'weaving' Slow Line to Slow Line at Crewe (via Platforms 11, 12 or UDL)	Slow speed through station area	3**
All non-stop trains from Fast Line or Slow Line towards Gresty Lane (via Platforms 6, 11, 12 or UDL)	Approach control and slow speed through station area	2**
All non-stop trains from Fast Line towards Gresty Lane (via UFL or DFL)	Approach control	1**
All non-stop trains from 'weaving' Slow Line towards Gresty Lane (via Platform 5, UFL or DFL)	Approach control	1**
All non-stop trains from 'weaving' Slow Line towards Gresty Lane (via any route except Platform 5, UFL or DFL)	Approach control and slow speed through station area	2**
All non-stop trains on Fast Line or Slow Lines towards Alsager (via Platform 5, UFL or DFL)	Approach control and slow speed through station area	1**
All non-stop trains on Fast Line or Slow Lines towards Alsager (via Platform 1)	Approach control and slow speed through station area	2**
All stopping trains arriving from the Up Fast to platforms 6, 10, 11 and 12 or UDL	Approach control	1**
All trains arriving into Platform 1	Approach control	1**
** Time to be added approaching Crewe		
Connectional Allowance	10	
Dwell Time		
Class 22x (Avanti Trains)	3	
Class 22x (CrossCountry)	2	
DMU/EMU	2	
LH/HST	3	
	2 for trains of 4 or fewer coaches	

Crewe		
Junction Margins		
First Movement	Second Movement	Margin
Train departure from Platform 1 or 5 towards Crewe Sydney Bridge	Train arrival from Crewe Sydney Bridge into Platforms 5 or 6 or passing on "UFL" or "DFL"	6 ^{\$}
Train departure from Platform 1 or 5 towards Crewe Sydney Bridge	Train arrival from Crewe Sydney Bridge into Platform 1	6 ^{\$}
Train departure from Platform 6 towards Crewe Sydney Bridge	Train arrival from Crewe Sydney Bridge into Platform 6	6
Any train movement crossing "UFL" or "DFL"	Any train passing on "UFL" or "DFL"	4
Train departure to Nantwich/Crewe South Yard	Train arrival from Nantwich/Crewe South Yard for conflicting moves	5
Depart platform 6 to Up Fast	Pass non-stop on Down Fast	4
Train departure to Crewe Steelworks	Train arrival from Crewe Steelworks for conflicting moves	5
\$ Can be reduced to 3 minutes if train is routed via Up Manchester Loop.		
Platform End Conflicts		
Departing a platform after conflicting arrival on other platform 1½		
Platform Reoccupation		
Multiple Unit or Light Locomotive following Multiple Unit or Light locomotive 3		
Locomotive hauled or HST following Multiple Unit or Light locomotive 3½		
Multiple Unit or Light locomotive following Locomotive hauled or HST 3½		
Locomotive hauled or HST following locomotive hauled or HST 4		
Splitting and Coupling of Units: Permitted in all platforms		
Train Watering Points		Platforms 10, 11 and 12.

Crewe D.H.S.					
Moves applicable to Electric and Diesel Traction					
For departures or arrivals via Platforms 11 and 12 or via the Up & Down Loop:					
	ARR	DEP		ARR	DEP
Crewe D.H.S. dep.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe ^{\$}	XXRM02	XXRM06	Crewe Signal 551	XXRM02	XXRM06
		"_"			"_"
Crewe Signal 551	XXRM08	XXRM12	Crewe ^{\$}	XXRM08	XXRM12
Crewe*		XX/14	Crewe D.H.S. arr	XX.14	
* A platform or running line must be specified in the platform column.					
\$ "MT" must be specified in the platform column.					

Crewe D.H.S.					
For all other northbound departures and arrivals:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe ^{\$}	XXRM02	XXRM06	Crewe Signal 533 or PLP	XXRM02	XXRM06
		"_"			"_"
Crewe Signal 533 or PLP	XXRM08	XXRM12	Crewe ^{\$}	XXRM08	XXRM12
		"_"			"_"
Crewe*		XX/14	Crewe D.H.S.	XX.14	
* A platform or running line must be specified in the platform column. \$ "MT" must be specified in the platform column.					
For southbound departures and arrivals via Basford Hall Jn:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe Basford Hall Jn		XX/XX
		"_"			"FL" "SL"
Crewe*	XXRM02	XXRM06	Crewe*	XXRMXX	XXRMXX
		"FL" "SL"			"_"
Crewe Basford Hall Jn		XX/XX	Crewe D.H.S.		XX.XX
* "MT" must be specified in the platform column.					
For southbound departures and arrivals via Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe Gresty Lane		XX/XX
		"_"			"_"
Crewe*	XXRM02	XXRM06	Crewe*	XXRMXX	XXRMXX
		"_"			"_"
Crewe Gresty Lane		XX/XX	Crewe D.H.S.	XX.XX	
* "MT" must be specified in the platform column.					
Moves applicable to Diesel Traction only					
For departures or arrivals via Nantwich and Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Nantwich		XX/XX
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane		XX/XX
		"GL"			"_"
Crewe Gresty Lane		XX/05	Crewe D.H.S	XX.XX	
		"_"			
Nantwich		XX/XX			

Crewe D.H.S.					
For departures and arrivals from Sorting Sidings North/Middle via Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S		XX.00	Sorting Sidings North/ Middle		XX.00
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane	XXRM08	XXRM12
		"GL"			"_"
Crewe Gresty Lane	XXRM05	XXRM09	Crewe D.H.S.	XX.16	
		"_"			
Sorting Sidings North/ Middle	XX.17				
For northbound departures and arrivals via Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane	XXRMXX	XXRMXX
		"GL"			"_"
Crewe Gresty Lane	XXRM05	XXRM09	Crewe D.H.S.		XX.XX
		"_"			
Crewe*		XX/XX			

* A platform or running line must be specified in the platform column.

Crewe Coal Yard		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Down trains from Crewe crossing "SL" to "FL"	Reduced speed required at turn-out	1½ Passenger** 4 Freight**
All Down trains from the Independent Lines to "FL" timed to 75 mph and above	Reduced speed required at turn-out	1½ Passenger ** 5 Freight**
All Down trains from the Independent Lines to "FL" timed below 75mph	Reduced speed required at turn-out	1 Passenger ** 3 Freight**
All Down trains from the Independent Lines to "SL" timed to 75 mph and above	Reduced speed required at turn-out	2 Passenger ** 4½ Freight**
All Down trains from the Independent Lines to "SL" timed below 75mph	Reduced speed required at turn-out	1 Passenger ** 2 Freight**
** Apply between Crewe Coal Yard and Winsford as appropriate		
Movement Up	Reason	Value
All Up trains to Crewe crossing "FL" to "SL"	Reduced speed required at turn-out	2 Passenger * 2 Freight*
All Up trains to the Independent Lines crossing from the "FL"	Reduced speed required at turn-out	2 Passenger * 2 Freight*
All Up trains to the Independent Lines crossing from the "SL"	Reduced speed required at turn-out	2 Passenger * 2 Freight*
* Apply between Winsford and Crewe Coal Yard as appropriate		

Winsford		
Junction Margins		
First Movement	Second Movement	Margin
Down train pass from Fast Line	Down train pass from Slow Line	2½
Down train pass from Fast Line	Down train arrive from Slow Line	3
Platform Reoccupation Time 4		

Hartford	
Platform Reoccupation Time 4	

Hartford Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down trains passing from CLC line to Down Slow	Acceleration	1 After Hartford Jn.
Movement Up	Reason	Value
Up trains crossing Up Fast to CLC line	Approach control	2 Before Hartford Jn.
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Fast to Up Main	Depart from Up Slow to Up Main	2

Acton Bridge		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All trains crossing FL to SL	Reduced speed required	1
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Fast to Down Main	Depart Down Slow to Down Main	2
Platform Reoccupation Time 4		

Acton Grange Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Acton Grange Jn All trains crossing from 'Down Main' to 'Down Helsby'	Approach control and slow speed over junction	2 Before Acton Grange Jn
Departing Acton Grange Jn All trains crossing from 'Down Main' to 'Down Helsby'	Acceleration away from junction	1 After Acton Grange Jn

Acton Grange Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Acton Grange Jn All trains crossing from 'Down Helsby' to 'Down Main'	Acceleration away from junction	1 Before Warrington Bank Quay
Movement Up	Reason	Value
Approaching Acton Grange Jn All trains crossing from 'Up Helsby' to 'Up Main'	Approach control and slow speed over junction	1 Before Acton Grange Jn
Departing Acton Grange Jn All trains crossing from 'Up Helsby' to 'Up Main'	Acceleration away from junction	2 After Acton Grange Jn

Warrington Bank Quay		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Non-stop trains via Up Slow or Up Goods to Up Main direct to Acton Grange Jn	Movement over and acceleration from 15mph crossover	1 approaching next timing point
Dwell Time		
EMU/DMU	1	
LH/HST	2	
Junction Margins		
First Movement	Second Movement	Margin
Down Freight train pass from Arpley	Pass Up Fast or Down Fast	5
Platform Reoccupation Time	3½	
Splitting and Coupling of Units: Permitted in all platforms		

Warrington R.M.T.					
For northbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Warrington R.M.T.		XX.00	Winwick Jn		XX/00 ^{\$}
		"USL"			"SL"
Winwick Jn		XX/05*	Warrington R.M.T.	XX.05	
If via Golborne Jn/Springs Branch Jn.		"FL" ^{\$}			
If via Earlestown		"-"			
* for Class 325 and trains up to E315 only. Trains E385 and over to be XX/06. \$ for W.C.M.L. trains only, add ½ between Winwick Jn and Golborne Jn/Springs Branch Jn as appropriate.					
For southbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Warrington R.M.T.		XX.00	Warrington Bank Quay*		XX/00 or XX.00
		"-"			"FL" "USL"
Dallam Jn		XX/02	Dallam Jn		XX/02
		"FL" "SL"			"-"
Warrington Bank Quay		XX/04*	Warrington R.M.T.	XX.05	
* Add {1} between Acton Grange Jn and Warrington Bank Quay.					
Junction Margins					
First Movement		Second Movement			Margin
Train on Down Fast Line crossing at Dallam Jn to Up Slow Line and then running into the R.M.T.		Train on Up Slow Line			3
Restriction					
WTT services using the bay platforms at Warrington R.M.T. should not be planned to use diesel traction.					

Winwick Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains on Down Fast from Dallam Bridge joining Down Earlestown	Approach control	½ Before Winwick Jn.
All trains on Down Slow from Warrington Bank Quay joining Down Main	Approach control	½ Before Winwick Jn.
Movement Up	Reason	Value
All trains joining Up Fast from Up Earlestown	Acceleration from slower speed junction	½ After Winwick Jn.

Golborne Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains formed of Classes 185, 220, 221, 390, HST joining Down Slow from Down Lowton	Acceleration from Slow Speed Junction	½ After Golborne Jn
Trains from Winwick Jn. joining Down Slow from Down Main (multiple units and HST)	Approach Control	½
Trains from Winwick Jn. joining Down Slow from Down Main (LH coaching stock)	Approach Control	1
Trains from Winwick Jn. joining Down Slow from Down Main (freight timed at 75mph)	Approach Control	½
All MU and HST trains joining Down Main from Down Lowton	Acceleration from Slow Speed Junction	1 after Golborne Jn.
All LH trains joining Down Main from Down Lowton	Acceleration from Slow Speed Junction	1½ after Golborne Jn.
All freight trains joining Down Main from Down Lowton with trailing load of less than 1200t	Acceleration from Slow Speed Junction	2 after Golborne Jn.
All freight trains joining Down Main from Down Lowton with trailing load of 1200t or greater	Acceleration from Slow Speed Junction	3 after Golborne Jn
Movement Up	Reason	Value
All trains to Winwick Jn joining Up Main from Up Slow	Acceleration from Slower Speed Junction	1 after Golborne Jn.
All trains timed as Class 14x and 15x joining Up Lowton from Up Main	Approach Control	½
All trains (except classes 14x and 15x) joining Up Lowton from Up Main	Approach Control	1½

Springs Branch		
Trains for either Springs Branch Stabling Sidings or Wigan Diesel Depot T.C. will arrive/depart via the two headshunts at Springs Branch. The following rules describe the margins between successive arrivals or departures to/from the Stabling Sidings or Diesel Depot and should be read in conjunction with the timing information shown below for these locations.		
Margins between successive arrivals		
First Movement	Second Movement	Margin
Arrive Springs Branch for either Springs Branch Stabling sidings or Wigan Diesel Depot	Following movement arrives Springs Branch for either Springs Branch Stabling sidings or Wigan Diesel Depot	5*
* A margin of 10 minutes is required after the second of a pair of trains have arrived before the next arrival can be accepted at Springs Branch		
A train can depart Springs Branch towards either Springs Branch Stabling Sidings or Wigan Diesel Depot a minimum of 2 minutes after a second arrival.		
Margins between successive departures		
First Movement	Second Movement	Margin
Depart from Springs Branch having arrived from either Springs Branch Stabling sidings or Wigan Diesel Depot	Following movement departs Springs Branch having arrived from either Springs Branch Stabling sidings or Wigan Diesel Depot	5*

Springs Branch
Trains for either Springs Branch Stabling Sidings or Wigan Diesel Depot T.C. will arrive/depart via the two headshunts at Springs Branch. The following rules describe the margins between successive arrivals or departures to/from the Stabling Sidings or Diesel Depot and should be read in conjunction with the timing information shown below for these locations.
* A margin of 10 minutes is required after the second of a pair of trains have departed before the next departure can be timed at Springs Branch

Wigan Springs Branch Stabling Sidings					
For southbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Springs Branch Stabling Sidings		XX.00	Bamfurlong Jn.		XX/00
		"_"			"GL"
Springs Branch		XX/05	Springs Branch	XXOP03*	XXOP13*
		"GL"			"_"
Bamfurlong Jn		XX/07	Springs Branch Stabling Sidings		XX.18
		"SL" "FL"			
For northbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Springs Branch Stabling Sidings		XX.00	Wigan South Jn		XX/00
		"_"			"GL"
Springs Branch	XXRM05	XXRM09	Springs Branch Jn		XX/02
		"GL"			"GL"
Springs Branch Jn		XX/11	Springs Branch	XXRM03	XXRM07
		"GL"			"_"
Wigan South Jn		XX/13	Springs Branch Stabling Sidings	XX.12	
* Shunt from Down Goods Line to Up Goods Line.					

Wigan Diesel Depot T.C.					
For southbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Wigan Diesel Depot		XX.00	Bamfurlong Jn.		XX/00
		"_"			"GL"
Springs Branch		XX/05	Springs Branch	XXOP03*	XXOP13*
		"GL"			"_"
Bamfurlong Jn		XX/07	Wigan Diesel Depot		XX.18
		"SL" "FL"			

Wigan Diesel Depot T.C.					
For northbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Wigan Diesel Depot		XX.00	Wigan South Jn		XX/00
		"-"			"GL"
Springs Branch	XXRM05	XXRM09	Springs Branch Jn		XX/02
		"GL"			"GL"
Springs Branch Jn		XX/11	Springs Branch	XXRM03	XXRM07
		"GL"			"-"
Wigan South Jn		XX/13	Wigan Diesel Depot	XX.12	

* Shunt from Down Goods Line to Up Goods Line.

Springs Branch Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Up and Down Slow	Pass Down Slow from St. Helens	5
Pass from Up and Down Slow	Pass Down Slow from Golborne direction - Passenger	3
Pass from Up and Down Slow	Pass Down Slow from Golborne direction – Freight	4
Pass from Down Slow to Down Main	Pass from Up and Down Slow	3

Wigan North Western		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Down trains (except Classes 221 and 390) booked to stop at Wigan North Western	Due to the close proximity of the timing points when trains are reducing speed between Springs Branch Jn and Wigan South Jn the pass to pass time is extended.	½ at Wigan South Jn
Trains not longer than 5 x 23 metres length overall departing or passing Platforms 1 or 6 towards Balshaw Lane Jn	Acceleration to line speed from 10mph crossover	1
Trains longer than 5 x 23 meters length overall departing or passing Platforms 1 or 6 towards Balshaw Lane Jn	Acceleration to line speed from 10mph crossover	2
Movement Up	Reason	Value
All Up trains passing Platforms 1 or 6	Approach control and slow speed crossover	3
All Up trains stopping at Platforms 1 or 6	Approach control and slow speed crossover	2
Dwell Time		
EMU/DMU	1	
LH/HST	2	

Wigan North Western		
Junction Margins		
First Movement	Second Movement	Margin
Stopping train departing from Wigan Wallgate towards Crow Nest Jn	Train departing from Wigan North Western towards Crow Nest Jn (NW6009)	4
Train departure from Platform 1 towards Balshaw Lane	Train passing on Up Main Line	5 *
Train passing on Up Main Line	Train departure from Platform 1 towards Balshaw Lane Jn	2
Train arrival into Platform 1 from Balshaw Lane Jn	Train passing on Up Main Line	5 *
Train arrival into Platform 6 from Balshaw Lane Jn	Train passing on Up Main Line	5 *
* 4 minutes if stopping		
Platform Reoccupation Time	3½	

Balshaw Lane Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All trains timed with a maximum speed above 75mph joining Up Main from Up Slow. Adjustment to be shown after Balshaw Lane Jn. Any of the adjustments shown for Wigan North Western to be added to this where appropriate.	Acceleration to Up Main line speed	½

Euxton Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains joining the Down Slow from the Down Bolton	Approach control and 30mph crossovers	½ applies approaching Euxton Jn
	Acceleration from 30mph crossovers to line speed	1 applies after Euxton Jn ½ applies after Euxton Jn if stopping at Leyland
All trains joining the Down Fast from the Down Bolton	Acceleration from 50mph crossovers to line speed	½ applies after Euxton Jn
All trains crossing from the Down Fast to the Down Slow	Approach control and 30mph crossovers	1 applies approaching Euxton Jn
	Acceleration from 30mph crossovers to line speed	1 applies after Euxton Jn

Euxton Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Movement Up	Reason	Value
All trains crossing from the Up Fast to Up Bolton that have not stopped at Leyland	Deceleration from line speed for 60mph crossovers	½ applies approaching Euxton Jn
All trains crossing from the Up Slow to Up Bolton or crossing to the Up Fast	Flashing yellow aspects and 30mph crossovers	½ applies approaching Euxton Jn *
* Assumes no conflicting move on the Down Fast. If there is a conflicting move on the Down Fast, refer to junction margins below.		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3

Farington Curve Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Movement Up	Reason	Value
All trains from the Up East Lancs or the Down and Up Ormskirk joining the Down Slow	Acceleration after slow speed crossovers	½ after Farington Curve Jn *
Trains to the Down Goods Loop at Skew Bridge Jn	Approach control	1
* This adjustment does not apply if the train is routed to the Down Goods Loop at Preston Ribble Jn; however, check this location for other adjustments that apply.		
Movement Up	Reason	Value
All trains that have travelled on Up Slow from Preston and are joining Down East Lancs or Down and Up Ormskirk	Approach control	½ approaching Farington Curve Jn
All trains that have crossed at Preston Ribble Jn except those joining Down East Lancs or Down and Up Ormskirk	Approach control	½ approaching Farington Curve Jn

Preston Ribble Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Movement Up	Reason	Value
Trains on the Down Fast crossing to any through platform other than platforms 3 or 4 at Preston or routed to the Down Goods or Up & Down Goods	Approach control	1
Trains crossing from the Down Slow to Down Fast, Up Fast, Up Slow or Down Goods	Approach control	1

Preston Ribble Jn		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives in platform 3 at Preston	Train from Down Fast routed to platforms 2, 4 or 5 at Preston	4*
* Does not apply if second movement is crossed to Up Slow at Ribble Jn but note {1} then applies for approach control (see Adjustments to Sectional Running Times)		

Preston		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains terminating in Bay Platforms 3c/4c	Approach control	½ approaching Preston
Trains routed to the Up and Down Goods Loop	Slow crossover	½ approaching Preston
Connectional Allowance	8	
Dwell Time		
All	2, except:	
Class 22x	3	
Class 390	3	
Platform Reoccupation Time	4 except in the following instances: 3 minutes for same direction movements by multiple units following other multiple units 6 minutes for trains occupying platforms 3 or 4 and approaching from opposite directions	
Junction Margins		
First Movement	Second Movement	Margin
Train departure towards Lancaster	Conflicting train arrival from Lancaster into any Platform or Goods line	4
Train departure from Platforms 1 and 2 to Up Slow Line	Subsequent train departure from Platforms 1 and 2 to Up Slow Line	4
Splitting and Coupling of Units Permitted	In all platforms. The second unit may enter the same platform after 3 minutes if both units are using the same approach route, after 2 minutes if using different approach routes (e.g. Fast and Slow).	
Other Restrictions		
Trains consisting of 13 or more Mk3 vehicles* must use Platform 4 in the Down direction and Platform 3 in the Up direction. * Or the equivalent length of train consisting of Mk1 and 2 vehicles.		
A train in the Up direction cannot arrive in Platform 6 at the same time as a train is departing in the Up direction from Platforms 4 or 5. Except when the departing train departs via the Down Fast Line to Ribble Jn.		
Between the hours of 0001 and 0900 Sunday, trains are to be retimed with minimum dwell time at Preston station. E.C.S. trains are to be stabled away from running lines (in line with Engineering Access Statement requirements)		

Preston Fylde Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains on the Up Main crossing to any through platform other than platform 4 at Preston or routed to the Up Goods or Up Through	Approach control on signal PN152	1
Movement Down	Reason	Value
Trains from the Up and Down Goods	Slow crossover/acceleration to line speed	½
Planning Restriction		
No allowance should be inserted between Preston Fylde Junction and Preston into any trains because there are no intermediate signals in the Up direction.		

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)	
Penkridge	
Dwell Time	
Class 350 EMU	1

Stafford Trent Valley Jn
Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES)	
Basford Hall Jn	
Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn	

NW1019 ACTON GRANGE JN TO WARRINGTON SOUTH JN (HELSEBY LINES)	
Acton Grange Jn	
Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn	

M.S.C. Sidings		
Junction Margins		
First Movement	Second Movement	Margin
Departure	Departure	5
Arrival	Arrival	5
Departure	Arrival	10
Arrival	Departure	10
Operating Restriction		
A maximum of 3 trains at once can be accommodated and successively run-round within the MSC Sidings.		
Run-round Allowance		
20 minutes for MGR trains to/from Fiddlers Ferry which arrive/depart with the same locomotive.		

Walton Old Jn		
Junction Margins		
First Movement	Second Movement	Margin
Departure	Departure	5
Arrival	Arrival	5
Departure	Arrival	10
Arrival	Departure	10

Arpley Sidings		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from the North	Arrive from the North	20 *
Arrive from the South	Arrive from the South	20 *
Arrive from the North	Arrive from the South	20 *
Arrive from the South	Arrive from the North	20 *
Depart to the North via the Bank	Depart to the North via the Bank	10 *
* Certain services may require a longer interval before a following arrival/departure due to their length. DB Cargo will maintain a list of these services, ensuring that the bids are compliant and advise NWR accordingly.		
Depart to the North via the Bank	Arrive from the North via the Bank	10
Arrive from the North via the Bank	Depart to the North via the Bank	5
Arrive from the South	Depart to the South	5
Depart to the South	Arrive from the South	10
Arrive from Arpley Jn.	Depart to Arpley Jn.	5
Depart to Arpley Jn.	Arrive from Arpley Jn.	10
Depart to Arpley Jn.	Depart to Arpley Jn.	25 #
Arrive from Arpley Jn.	Arrive from Arpley Jn.	25 #
# Reduced 10 minutes if one move is LD.		

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)
Winwick Jn
Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Earlestown		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Passenger trains joining Up Earlestown from Down & Up Liverpool Curve (Platform 3).	Slow speed crossover	½* after Earlestown
* This adjustment becomes 1 for passenger trains formed of 6 cars or more and all freight trains.		
Passenger trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3). Start to Pass and Pass to Pass only.	Slow speed junction	1 after Earlestown
Passenger trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3). Pass to Stop and Start to Stop only.	Slow speed junction	½ after Earlestown
Freight trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3).	Slow speed junction	1½ after Earlestown
Passenger trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss. Pass to Pass and Pass to Stop only.	Approach control and slow speed crossover	2 on approach to Earlestown
Passenger trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss. Start to Pass and Start to Stop only.	Approach control and slow speed crossover	1# on approach to Earlestown
Freight trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss.	Approach control and slow speed crossover	1½ on approach to Earlestown
# This adjustment becomes 1½ for trains formed of 6 cars or more.		
Trains from Newton-le-Willows routed to Winwick Jn.	Approach control	½ on approach to Earlestown
Trains from Winwick Jn routed to Newton-le-Willows that do not stop at Earlestown.	Acceleration from slow speed junction	½ after Earlestown
Connectional Allowance	8	
Junction Margins		
First Movement	Second Movement	Margin
Train arriving platform 3 from St. Helens Junction	Train arriving Platform 2 from Newton-le-Willows	2½
Train departing platform 2 for St. Helens Junction	Train arriving platform 3 from St. Helens Junction	4
Train arriving Platform 4 from Winwick Jn	Train departing Platform 3 towards Winwick Jn	2
Pass Earlestown on Down Chat Moss	Pass to Up Chat Moss from Earlestown South Jn	2½
Pass Earlestown on Up Chat Moss	Pass to Up Chat Moss from Earlestown South Jn	2½

Newton-le-Willows	
Dwell Time	
All	1*
* Only applies to stopping trains to/from Liverpool	

Golborne Jn
Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

NW2001 WEAVER JN TO LIVERPOOL LIME STREET		
Halton Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All trains towards Frodsham Jn that have not stopped at Runcorn	Differential Junction Speed/Flashing Yellow Aspects	½

Runcorn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains from Frodsham Jn that are not stopping at Runcorn	Differential Junction Speed	½ 1 applies to all trains timed at 75mph and above
Down trains to Folly Lane	Approach control	2 Approaching Runcorn
Dwell Time		
LH/HST	1	
Class 350	1	
Class 390	1½	

Ditton East Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Classes 22x/HST/390 crossing from Down Ditton to Down Ditton Slow	Approach control and slow speed junction	1 approaching Ditton East Jn
Classes 142/150/158/170 crossing from Down Ditton to Down Ditton Slow	Approach control and slow speed junction	½ appr Ditton East Jn.

Ditton East Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Passenger trains crossing from Up Ditton Slow to UP Ditton	Approach control Acceleration to line speed from slow speed junction	1 approaching Ditton East Jn 1 after Ditton East Jn
Freight trains crossing from Up Ditton Slow to UP Ditton	Approach control Acceleration to line speed from slow speed junction	1 approaching Ditton East Jn 2 after Ditton. East Jn
Junction Margins		
First Movement	Second Movement	Margin
Passenger train from Up Slow to Up Fast line	Passenger train passes on Down Fast	3½
Freight train from Up Slow to Up Fast line	Passenger train passes on Down Fast	3
Passenger train passes on Down Fast	Passenger train from Up Slow to Up Fast line	4 *
* Margin can be reduced to 2 mins if Second train incurs 2 mins Pathing or additional 2 mins Adjustment to SRT		
Passenger train passes on Down Fast	Freight train from Up Slow to Up Fast line	3 *
* Margin can be reduced to 2 mins if Second train incurs 2 mins Pathing or additional 2 mins Adjustment to SRT		

Speke Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Class 4 Freight trains joining Up Slow from Up and Down Goods line.	Slow speed crossover	2 after Speke Jn
Class 6 & 7 Freight trains joining Up Slow from Up and Down Goods line.	Slow speed crossover	1 after Speke Jn
Junction Margins		
First Movement	Second Movement	Margin
Up service crossing US to UF at Speke Jn.	Down Fast service passes Ditton towards Speke Jn	1

Liverpool South Parkway		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All non-stop trains from Hunts Cross crossing to the Down Fast	Slow speed junction at Liverpool South Parkway	½
All non-stop trains from Ditton East Jn crossing Down Fast to Down Slow	Approach control and slow speed junction	½ 1 (after)
Movement Up	Reason	Value
All non-stop trains from the Up Fast crossing towards Hunts Cross.	Approach control and slow speed junction	½
All non-stop trains towards Ditton East Jn crossing from Up Slow to Up Fast	Approach control and slow speed junction	½ 1 (after)
All non-stop trains towards Garston Jn crossing	Approach control and slow speed junction	1½

Liverpool South Parkway		
to the Up Slow via platform 4		
Connectional Allowance	7	
Dwell Time	1 (Class 350)	

Former Edge Hill SB		
Junction Margins		
First Movement	Second Movement	Margin
Passenger train passes from Down Chat Moss to Down Fast	Passenger train passes from Liverpool Lime Street on Up Main	5
Passenger train passes from Lime Street on Up Main	Passenger train passes from Down Chat Moss to Down Fast	3
Passenger train passes on Up/Down	Freight passes from Wapping Sidings	3
Passenger train passes on Up/Down	Freight passes to Wapping Sidings	3
Freight passes from Wapping Sidings	Passenger train passes on Up/Down	5*
Freight passes to Wapping Sidings	Passenger train passes on Up/Down	5*
Freight passes from Wapping Sidings	Freight passes to Wapping Sidings	5
* Where the second movement is a Down passenger train with a minimum of 1 minute pathing time approaching Former Edge Hill SB., the Junction Margin may be reduced to 4 minutes.		

Edge Hill Wapping Sidings		
Junction Margins		
First Movement	Second Movement	Margin
First train arrives in sidings	Second train arrives in sidings	15 *
First train departs from sidings	Second train departs from sidings	20 *
* To allow sufficient time for locomotive to perform run-round movement.		
Run-round Allowance (DOO)	30 minutes for DB Cargo trains	

Crown Street Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains departing from platforms 1 to 6 at Liverpool Lime Street that are routed to the Fast Line	Speed Differential	½
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements		3

Liverpool Lime Street		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains arriving at a platform already occupied by another train	Approach control	½
Connectional Allowance		10
Permissive Working		
Permissive working for platform sharing, attaching and detaching is permitted in all platforms.		
Planning Restriction		
No pathing time to be added between Crown Street Jn and Liverpool Lime Street in the Down direction for trains that are planned to cross Down Fast to Up Slow to platform 1 as there is insufficient standage at signal LL5063 to avoid fouling the Up Fast.		
Platform End Margins (where a conflicting move occurs within the station throat)		
First Movement	Second Movement	Margin
Arrival	Departure	1, except:
Train arrives platform 2 from Down Slow	Train departs platform 1 to Up Slow	Simultaneous
Departure	Arrival	4, except:
Train departs platform 1 to Down Slow or Down Fast	Train arrives platform 1 form Up Slow or Up Fast	6

NW2009 ARPLEY JN TO DITTON EAST JN	
Latchford Sidings	
Operating Restriction	
A maximum of two trains can be accommodated simultaneously.	
Run-round Allowance	30 minutes for DB Cargo /FLHH trains. Any other services require the attendance of ground staff and 20 minutes should be allowed except when a second non-D.O.O. service successively occupies the second loop, when 35 minutes should be allowed.

NW2015 ORDSALL LANE JN TO EDGE HILL	
Ordsall Lane Jn	
See entry under route NW6001 – Manchester Piccadilly East Jn to Euxton Jn	

Eccles			
Trains to or from the Weaste Branch			
For trains arriving from Ordsall Lane Jn direction			
Ordsall Lane Jn pass	XX/XX	Weaste dep	XX.XX
	"_"		"_"
Eccles (Up Goods Loop) arr	XXOP*XX	Eccles (Up Goods Loop) arr	XXOP*XX
Eccles (Up Goods Loop) dep	XXOPXX	Eccles (Up Goods Loop) dep	XXOPXX
	"_"		"_"
Weaste arr	XX.XX	Ordsall Lane Jn pass	XX/XX
* Locomotive runs round via Up Main			
For trains arriving from Astley direction:			
Astley pass	XX/XX		
	"_"		
Eccles (Up Goods Loop) pass	XX/XX		
	"_"		
Weaste arr	XX.XX		

Parkside Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains to Golborne Jn from Parkside Jn	Approach control for slow speed junction	1½ (applies approaching Parkside Jn)
Movement Up	Reason	Value
Trains from Golborne Jn routed to Parkside Jn	Acceleration from slow speed junction	1 (applies at next timing point after Parkside Jn)
Junction Margins		
First Movement	Second Movement	Margin
Up train from Newton-le-Willows	Down train towards Golborne Jn	2½
Down train towards Golborne Jn	Up train from Newton-le-Willows	3
Up train to Astley from Newton-le-Willows	Up train from Golborne Jn	2
Planning restrictions		
No pathing time is to be inserted in the Up Direction between Newton-le-Willows and Parkside Jn as there is no signal between these locations.		

Newton-le-Willows
See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

Earlestown
See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

Huyton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Chat Moss to Down Chat Moss Slow not stopping at Huyton	Slower speed junction	½ Passenger and light engines 1 Freight
Junction Margins		
First Movement	Second Movement	Margin
Train from the Up Chat Moss Fast towards Rainhill	Train from St Helens Central to the Down Chat Moss Slow	2½
Train from the Up Chat Moss Slow towards Rainhill	Train from St Helens Central to the Down Chat Moss Slow	3
Train from St Helens Central to the Down Chat Moss Slow arrives at or passes Huyton	Train from Up Chat Moss Fast or Up Chat Moss Slow departs towards Rainhill	1
Train passes Platform 3 on the Up Chat Moss Fast to the Up Chat Moss	Train departs Platform 4 on the Up Chat Moss Slow to the Up Chat Moss	2
Planning restrictions		
No pathing time is to be added between Huyton and Roby on either the Down Chat Moss Fast or Down Chat Moss Slow unless the route into Roby is clear as there are no intermediate signals between these locations.		
No pathing time is to be added between Roby and Huyton on either the Up Chat Moss Fast or Up Chat Moss Slow unless the route into Huyton is clear as there are no intermediate signals between these locations		

Roby			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Down Chat Moss Slow to Down Chat Moss not stopping at Roby (applies at next timing point after Roby) No adjustment applies to any traffic timed at 45mph or less	Acceleration from slower speed junction	All Passenger and light engines	½
		Freight Timing Loads to 1000t	½
		Freight Timing Loads 1200-1400T	1
		Freight Timing Loads above 1600T	1½
Junction Margins			
First Movement	Second Movement	Margin	
Down Chat Moss Fast towards Edge Hill	Down Chat Moss Slow towards Edge Hill	2	

Olive Mount Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Freight train passing to Olive Mount Chord	Approach control	1 approaching Olive Mount Jn
Movement Up	Reason	Value
Up Freight train passing from Olive Mount Chord	Acceleration to line speed	1 after Olive Mount Jn
Up Passenger train stopping at Wavertree Technology Park, then non-stop to Huyton	Acceleration to line speed	½ after Olive Mount Jn
Junction Margins		
First Movement	Second Movement	Margin
Down Freight train pass to Olive Mount Chord	Up train pass non-stop towards Huyton	4
Down Freight train pass to Olive Mount Chord	Up stopping train pass from Wavertree Technology Park	2
Up train pass	Down Freight train pass to Olive Mount Chord	4
Up Freight train pass from Olive Mount Chord	Down Freight train pass to Olive Mount Chord	5
Up train pass towards Huyton	Up Freight train pass from Olive Mount Chord	3

Down/Up Waterloo Sidings (Tuebrook)	
Run-round Allowance	25 minutes
Run-round Allowance (DOO)	35 minutes for DB Cargo trains

NW2021 EARLESTOWN SOUTH JN TO EARLESTOWN WEST JN (LIVERPOOL CURVE)
Earlestown
See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)
Springs Branch Jn
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

St. Helens Central	
Dwell Time	
DMU (All)	1
Minimum Turnround Time – Trains changing direction at end of journey	
DMU/EMU – shunting to a different platform	7

NW2027 EDGE HILL BOOTLE BRANCH JN TO REGENT ROAD L. C.		
Edge Lane Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

NW3001 CREWE NORTH JN TO HOLYHEAD		
Please refer to Western and Wales edition of the Timetable Planning Rules for NW3001 Saltney Jn to Holyhead		
Chester		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains arriving at Platform 3B via Down & Up Main.	Approach control	2
Up trains arriving at Platform 2	Approach control	1
Dwell Time		
All	2, except:	
LH/HST	3 *	
* 2 mins for trains formed of 4 coaches or less		
Minimum Turnround Time – Trains changing direction during a journey		
DVT	5 when operating in DVT mode and where new traincrew are involved.	
Other Restrictions		
Only Platform 7 is DC electrified. Electric services should normally plan to use Platform 7B. Platform 7A will normally only be used when engineering work applies. The maximum permitted station dwell time of 5 minutes for Merseyrail DC services does <u>not</u> apply. Steam Hauled services must <u>not</u> use Platform 7. TfW loco-hauled services to Manchester, calling at Helsby, must only use platforms 1 or 4		

NW3001 CREWE NORTH JN TO HOLYHEAD

Please refer to Western and Wales edition of the Timetable Planning Rules for NW3001 Saltney Jn to Holyhead

Chester

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching and Detaching only
Platform 4	Attaching and Detaching only
Platform 5	Attaching/Detaching and Platform Sharing
Platform 6	Attaching/Detaching and Platform Sharing
Platform 7	Attaching and Detaching only
Down and Up Main	Permissive for freight including light engines

Train Watering Points	On Platform 1
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Chester DMU Depot

Under normal circumstances trains arrive at DMU Depot at the station end of the depot, and depart from the Birkenhead end of the depot

Departures and arrivals at the station end of the depot to or from locations west of Chester. Note: It is not usual to plan departures from this end of the depot

Chester DMU Depot dep	XX†00	As required then	
Chester Signal 106 arr	XX*05	Chester Signal 97 or Station arr	XXRM00
Chester Signal 106 dep	XX*05	Chester Signal 97 or Station dep	XXRM04
Chester Signal 97 or Station arr	XXRM07	DMU Depot arr	XX†06
Chester Signal 97 or Station dep	XXRM12		
then as required			

Departures and arrivals at the station end of the depot to or from Chester Station excluding Platform 7. Note: It is not usual to plan departures from this end of the depot

Chester DMU Depot dep	XX†00	Chester dep	00†00
Chester Signal 106 arr	XX*05	Chester East Jn arr	XXRM01
Chester Signal 106 dep	XX*05	Chester East Jn dep	XXRM05
Chester pass	XX/07	Chester pass	XX/06
Chester East Jn arr	XXRM08	Chester DMU Depot arr	XX†11
Chester East Jn dep	XXRM12		
Chester arr	XX†13		

Departures and arrivals at the station end of the depot to or from Chester Station Platform 7. Note: It is not usual to plan departures from this end of the depot

Chester DMU Depot dep	XX†00	Chester Platform 7 dep	00†00
Chester Signal 106 arr	XX*05	Chester DMU Depot dep	XX†05
Chester Signal 106 dep	XX*05		
Chester Platform 7 arr	XX†07		

Chester DMU Depot			
Departures and arrivals at the station end of the depot to or from locations east of Chester. <u>Note: It is not usual to plan departures from this end of the depot</u>			
Chester DMU Depot dep	XX†00	As required then	
Chester Signal 106 arr	XX*05	Chester pass	XX/00
Chester Signal 106 dep	XX*05	Chester DMU Depot dep	XX†05
Chester pass then as required	XX/07		
Departures and arrivals at the Birkenhead end of the depot to or from Chester Station Platforms 1, 5 and 6. <u>Note: It is not usual to plan arrivals at this end of the depot</u>			
Chester DMU Depot dep	XX†00	Chester Platform 1, 5 or 6 dep	00†00
Chester North Jn. arr	XXRM03	Chester East Jn arr	XXRM01
Chester North Jn. dep	XXRM07	Chester East Jn dep	XXRM05
Chester pass	XX/10	Chester pass	XX/06
Chester East Jn arr	XXRM11	Chester DMU Depot arr	XX†11
Chester East Jn dep	XXRM15		
Chester Platform 1, 5 or 6 arr	XX†16		
Departures and arrivals at the Birkenhead end of the depot to or from Chester Station Platform 2, 3, 4 and 7 <u>Note: It is not usual to plan arrivals at this end of the depot</u>			
Chester DMU Depot dep	00†00	Chester Platform 2, 3 4 or 7 dep	00†00
Chester North Jn. arr	XXRM03	Chester North Jn. arr	XXRM03
Chester North Jn. dep	XXRM07	Chester North Jn. dep	XXRM07
Chester Platform 2, 3, 4 and 7 arr	XX†10	Chester DMU Depot arr	XX†10
Departures and arrivals at the Birkenhead end of the depot to or from locations west of Chester. <u>Note: It is not usual to plan arrivals at this end of the depot</u>			
Chester DMU Depot dep	00†00	As required then	
Chester North Jn. arr	XXRM03	Chester South Jn pass	XX/00
Chester North Jn. dep	XXRM07	Chester North Jn. arr	XXRM05
Chester South Jn pass then as required	XX/09	Chester North Jn. dep	XXRM09
		Chester DMU Depot arr	XX†12
Departures and arrivals at the Birkenhead end of the depot to or from locations east of Chester. <u>Note: It is not usual to plan arrivals at this end of the depot</u>			
Chester DMU Depot dep	00†00	As required then	
Chester North Jn. arr	XXRM03	Chester pass	XX/00
Chester North Jn. dep	XXRM07	Chester North Jn. arr	XXRM03
Chester pass then as required	XX/10	Chester North Jn. dep	XXRM07
		Chester DMU Depot arr	XX†10

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

Frodsham Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains to Halton Jn via the Frodsham Single	Approach Control for lower speed diverging route	1

Junction Margins

First Movement	Second Movement	Margin
Up train from Halton Jn to Frodsham	Down train from Frodsham towards Runcorn East	3
Down train from Frodsham towards Runcorn East	Up train from Halton Jn to Frodsham	3

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007

Bidston

Junction Margins

First Movement	Second Movement	Margin
Train movement over Down West Kirby line	Conflicting train movement from Down Wrexham line	2½

Minimum Turnround Time – Trains changing direction at end of journey

Class 150/153 Only	3
DMU/EMU – shunting to a different platform (services to/from West Kirby only)	7

NW3013 HOOTON SOUTH JN TO HELSBY JN

Ellesmere Port

Junction Margins

First Movement	Second Movement	Margin
Depart Up Platform towards Helsby.	Arrive Down platform from Hooton	5
Arrive Down platform from Hooton	Depart Up Platform towards Helsby.	5
Depart Down Platform towards Hooton	Arrive Up platform from Helsby	5
Arrive Up platform from Helsby	Depart Down Platform towards Hooton	5

Other Restrictions

The maximum permitted station dwell time of 5 minutes for Merseyrail DC services does not apply.

NW3021 FRODSHAM JN TO HALTON JN

Frodsham Jn

See entry under route NW3003 Chester East Jn to Acton Grange Jn

Halton Jn

See entry under route NW2001 Weaver Jn to Liverpool Lime Street

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD

Edgeley Jn No.2

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Deansgate Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All Down trains running towards Navigation Road	Approach Control	1 approaching Deansgate Jn

Altrincham

Dwell Time

All	1
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Northwich

Dwell Time

All	1
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Mickle Trafford Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains to the 'Northwich' line	Approach Control	1½

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.

Oxheys

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Preston	4
Up train pass to Preston	Depart Up Goods Loop	2

Oubeck

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Garstang & Catterall	4
Up train pass to Garstang & Catterall	Depart Up Goods Loop	2
Arrive Down Goods Loop	Down train pass to Lancaster	4
Down train pass to Lancaster	Depart Down Goods Loop	2

Lancaster South Jn

Planning Restrictions

The maximum length train that can be held at signal PN223 at Lancaster South Jn to avoid fouling the Up Main to platform 4 at Lancaster is 775m.

The maximum length train that can be held at signal PN223 at Lancaster South Jn to be clear of platform 5 is 467m

Lancaster

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Main to platforms 4 and 5	Approach control and slow speed turnout	1½
Movement Up	Reason	Value
Arrive platforms 1, 2 and 5 from Carnforth North Jn	Approach Control at Lancaster	1

Connectional Allowance 6

Dwell Time

Standard (excluding Class 22x/390)	1, except:
LH	2

Lancaster		
Junction Margins		
First Movement	Second Movement	Margin
Train arriving from Down Main Line into Platform 3	Train arriving into platforms 1 or 2	4
Train arriving from Down Main Line into Platform 3	Train departing from platforms 1 or 2	3
Train arriving into or departing from Platforms 1 or 2	Train arrival into Platform 3	3
Down passenger/light engine departs/passes or freight passes Lancaster towards Carnforth North Jn	Down train departs Lancaster towards Bare Lane	2
Train arrival from Up Main Line into Platforms 4 or 5	Train passing on Up Main Line (non-stop)	4
Up train depart or pass	Following Down direction movement into platform 5	4½
All other conflicting moves		4
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU shunting between arrival platform and a different departure platform		11
Permissive Working		
Attaching/detaching and platform sharing is authorised as shown below:		
Location	Direction	Restrictions
Platforms 1 and 2	Bay platforms	Attaching/detaching and platform sharing
Platform 3	Down direction	Attaching and detaching only
Platform 4	Up direction	Attaching and detaching only
Platform 5	Both directions	Attaching and detaching only
Platform Reoccupation		
	3½	

Morecambe South Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains routed towards Bare Lane	Approach Control	½ approaching Morecambe South Jn
Between Morecambe South Jn and Lancaster. All trains from Morecambe to Lancaster Platforms 1, 2 and 5	Slow speed junction and Approach Control at Lancaster	1 approach Lancaster
Between Morecambe South Jn and Lancaster. All trains from Morecambe to Lancaster Platform 4	Slow speed junction	½ approach Lancaster
Junction Margins		
First Movement	Second Movement	Margin
Pass from Morecambe	Down train depart Lancaster	1

Carnforth North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Between Morecambe South Jn and Carnforth North Jn. All trains to the Carnforth platform 1, platform 2 or Down Furness Goods	Low speed junction at Carnforth North Jn	1 for Classes 14x and 15x 1½ for Class 175 and 185
Movement Up	Reason	Value
Between Carnforth North Jn and Morecambe South Jn. All trains from the Carnforth platform 1 or 2	Low speed junction at Carnforth North Jn	1 for Classes 14x and 150 1½ for Classes 153, 158, 175 and 185 units
All trains routed to Carnforth Up Passenger Loop	Approach control	2

Oxenholme Lake District		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down train routed via the Down Main towards Oxenholme Platform 3	Approach control	1
Up train routed to the Up Goods Loop	Approach control	1
Departing Platform 3 to Up Main	Acceleration to main line speed	½
Dwell Time		
All (except Class 22x/390)	1*	
* - 2 minutes if from Windermere branch		
Junction Margins		
First Movement	Second Movement	Margin
Train departs Oxenholme in Down direction	Train departs from signal CE45 on Down Windermere to Down Main	2½
Train passes Oxenholme in Down direction	Train departs from signal CE45 on Down Windermere to Down Main	1½
Train departs CE45 on Down Windermere to Down Main	Train passes Oxenholme in Down direction	4
Train passes CE45 on Down Windermere to Down Main	Train passes Oxenholme in Down direction	4
Up train pass platform 1	Up train depart platform 3	2 \$
Up train depart platform 1	Up train depart platform 3	3 \$
Train from platform 3 to Up Main Line	Train movement over Down or Up Main Lines	5
Train departs from platforms 1 or 3 to the Up Main	Train departs from the Up Goods Loop to the Up Main	3
Train departs from platform 3 to the Up Main	Train departs from signal CE45 on the Down Windermere to the Down Main	2
Up train arrives Up Goods Loop	Up train departs or passes Oxenholme	4
\$ A 4 minute headway applies at the next mandatory timing point		
Platform Reoccupation Margin	3½, except as below:	

Oxenholme Lake District		
First Movement	Second Movement	Margin
Train departs or passes platform 3 to the Up Main	Train departs from signal CE45 on the Down Windermere to platform 3	2

Grayrigg Loops		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Oxenholme	4
Up train pass to Oxenholme	Depart Up Goods Loop	2
Arrive Down Goods Loop	Down train pass to Tebay	4
Down train pass to Tebay	Depart Down Goods Loop	2

Tebay		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Shap	4
Up train pass to Shap	Depart Up Goods Loop	2

Shap Summit T. W. Wards			
For arrivals from Carlisle:		For arrivals from Tebay:	
Penrith/Eden Valley/Harrison's Sdgs See Note below	As required	There are no special instructions. However, train planners should note trains in excess of 33 SLUs cannot run round in the Down Sidings at Shap Summit. The nearest location suitable for run round movements is Harrison's Sidings.	
Shap Summit arr	XXOP00**		
Shap Summit dep	XXOP04		
** train propels in to Sidings			
Shap Summit T. W. Wards arr	XX.09		
Note: Sectional running time to include an allowance for stopping at CE136 signal to pick up trainman before drawing forward in rear of CE127 signal at Shap Summit.		For Departures towards Carlisle: There are no special instructions. However, train planners should note that trains in excess of 33 SLUs cannot run round in the Down Sidings at Shap Summit. The nearest location suitable for run round movements is Tebay 'Up and Down' Goods Loop	

Shap Summit – FORMERLY SHAP

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Tebay	4
Up train pass to Tebay	Depart Up Goods Loop	2
Arrive Down Goods Loop	Down train pass to Clifton & Lowther	4
Down train pass to Clifton & Lowther	Depart Down Goods Loop	2

Hardendale Quarry

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Siding	Up train pass to Shap Summit	4
Down Train pass to Clifton & Lowther	Depart Down Siding	2
Depart Down Siding	Down train pass to Clifton & Lowther	4
Train to propel into Down Siding	Up train pass to Shap Summit	4
Down Train to propel into Down Siding	Down train pass to Clifton & Lowther	4

Shap Harrison's

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Goods Loop	Down train pass to Clifton & Lowther	4
Down train pass to Clifton & Lowther	Depart Down Goods Loop	2
Arrive Up Goods Loop	Up train pass to Shap Summit	4
Up train pass to Shap Summit	Depart Up Goods Loop	2
Depart Down Goods Loop	Arrive Up Goods Loop from Shap Harrison's	4

Eden Valley Up Goods Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Clifton & Lowther	4
Up train pass to Clifton & Lowther	Depart Up Goods Loop	2

Penrith

Adjustments to Sectional Running Times

Movement	Reason	Value
All Down trains running "SL" from Penrith South Jn to Platform 3 at Penrith station (allowance to be included between Tebay and Penrith South Jn)	Approach control	2

Dwell Time

All	1, except:
LH/HST	2
Class 221/390	1½

Penrith	
Platform Reoccupation Time	3½

Plumpton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Shap	4
Up train pass to Penrith	Depart Up Goods Loop	2

Carlisle		
Connectional Allowance	8	
Dwell Time		
All	2	
Junction Margins		
First Movement	Second Movement	Margin
Train departure from Platforms 7 or 8	Conflicting Up train arrival into any Platform	4
Southbound train departure from Platform 1	Conflicting Down train arrival into any Platform	5
Train departure towards Petteril Bridge Jn from any platform	Train arrival from Petteril Bridge Jn into any platform	5
Other Restrictions		
Trains must not be stabled on through platform lines during certain times overnight Saturday/Sunday - refer to Engineering Access Statement for more details.		
Wherever possible, up direction trains conveying FFA, FGA, FSA, FTA and KFA type wagons must be planned through platform 4 at Carlisle station. However, if it is necessary for such trains to be planned through platform 3, or over 'B' or 'C' 'up and down' goods lines at Carlisle Station, the trains must be planned over the down main line from Caldew Jn.		
Locomotive changes and run round moves for freight trains should not be planned in Carlisle Station		
Pathing time must not be inserted between Carlisle and London Road Jn and vice versa for capacity and signalling reasons.		
Platform Reoccupation Time	3½	
Splitting and Coupling of Units: Permitted in all platforms. 20 minutes is required for attaching or detaching LH vehicles		

Caldew Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down train pass to Down Goods	Pass from Up Goods	6
Pass from Up Goods	Down train pass to Down Goods	4

Mossband Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains to Up Goods that have travelled from Cove Signal MC862 (excluding Class 66 timing loads)	Approach control on CE509	2

Gretna Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger trains routed towards Annan	Flashing yellow aspects	1
Freight trains routed towards Annan *	Flashing yellow aspects	1 Class 4 ½ Class 6
* Does not apply to Class 7 or 8 trains		
Movement Up	Reason	Value
Applies to the following Timing Loads for trains that have travelled from Annan which are not routed to the Up Goods.		
Class 6 up to 800t (inclusive)	Acceleration	½ after Gretna Jn
Class 6 800t (exclusive) to 1200t (inclusive)	Acceleration	1 after Gretna Jn
Class 6 1200t (exclusive) to 1800t (inclusive)	Acceleration	1½ after Gretna Jn
Class 6 over 2000t	Acceleration	2 after Gretna Jn
Class 4 up to 400t	Acceleration	½ after Gretna Jn
Class 4 600t	Acceleration	1 after Gretna Jn
Class 4 800t (inclusive) to 1200t (inclusive)	Acceleration	1½ after Gretna Jn
Class 4 over 1400t	Acceleration	2 after Gretna Jn
All diesel passenger timing loads	Acceleration	1 after Gretna Jn
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

Preston Fylde Jn

See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Kirkham & Wesham

Adjustments to Sectional Running Times

Movement	Reason	Value
Non-stop train routed via platform 1	Flashing Yellows/Speed Differential	½

Dwell Time

LH/HST	1
DMU/EMU	1, except:
All trains to/from Blackpool South	½
Class 390	1½

Junction Margins

First Movement	Second Movement	Margin
Up train from Blackpool South passes or arrives platform 3	Down train departs platform 2	1
Up train from Blackpool South passes or arrives platform 3	Down train passes platform 2	3
Down train departs or passes platform 2	Up train from Blackpool South passes or arrives platform 3	4

Poulton-Le-Fylde

Dwell Time

Class 158	1
Class 390	1½

Devonshire Road Jn

Junction Margins

First Movement	Second Movement	Margin
All conflicting movements		2½

Blackpool North

Adjustments to Sectional Running Times

Movement	Reason	Value
Approaching any occupied platform	Approach control	½

Minimum Tunround Time – Trains changing direction at end of journey

Class 91, 7 Mk.4s and DVT	25
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Blackpool North		
Platform End Margins (see also Devonshire Road Jn)		
First Movement	Second Movement	Margin
Train arrives any platform	Train departs from any platform	1
Depart platform 3 or 4 via Down Main	Arrive platforms 3 or 4	3
Depart platforms 3 to 6	Arrive platform 5 or 6	4
Permissive Working		
Attaching/detaching and Platform Sharing is authorised as shown below:		
Platforms 1 to 6	Attaching/detaching and platform sharing	

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH	
Moss Side	
Dwell Time	
All – Up direction only	1

St. Annes-on-the-Sea	
Dwell Time	
All – Down direction only	1

NW4011 MORECAMBE SOUTH JN TO MORECAMBE	
Bare Lane	
<p>The route from Bare Lane Jn to Morecambe is operated as two independent single lines – the Down and Up Morecambe (Platform 1) and the Down and Up Heysham (Platform 2). Trains to/from Heysham MUST use the Down and Up Heysham.</p> <p>In order to access the Down and Up Heysham line towards Heysham Port, all trains must stop at Morecambe Jn Ground Frame and obtain release of the key to operate the Ground Frame from the signaller at Preston PSB. A minimum of 4 minutes should be allowed for the operation of the Ground Frame in both directions. Once the Ground Frame has been released, no other train can be allowed to proceed towards Morecambe on the Down and Up Heysham from Bare Lane until Ground Frame operated points have been returned to normal and the train that has proceeded to Heysham Port has returned to Bare Lane and cleared the single line.</p>	

NW4017 MORECAMBE JN TO HEYSHAM PORT	
Morecambe Jn Ground Frame	
<p>A minimum of 4 minutes should be allowed for the operation of the Ground Frame in both directions. Locomotive hauled trains that run-round at Morecambe operate the Ground Frame during the run-round.</p>	

NW4019 OXENHOLME TO WINDERMERE

Oxenholme

See entry under route NW4001 – Preston Ribble Jn to Cove L.C.

Kendal

Dwell Time

DMU	1
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NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

Carnforth

Dwell Time

LH/HST	1
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Class 158/Class 185	1
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Junction Margins

First Movement	Second Movement	Margin
Train from 'Barrow' Direction	Train towards 'Skipton' or 'Bottom Yard'	1
Train crossing towards 'Skipton' or 'Bottom Yard'	Train from 'Barrow' Direction	4

Grange-over-Sands

Dwell Time

LH/HST	1
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Class 158/Class 185	1
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Ulverston

Dwell Time

LH/HST	1
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Class 158/Class 185	1
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Salthouse Jn

N.B. Barrow-in-Furness SB releases Salthouse Jn Ground Frame. However, it cannot be released if Dalton Jn SB is closed.

When the Ground Frame is released the Up and/or Down lines (as detailed below) are considered blocked between Barrow-in-Furness and Dalton Jn inclusive.

Salthouse Jn			
For arrivals from Barrow-in-Furness:			
Barrow dep	XX.00 #		
	"_"		
Salthouse Jn Ground Frame arr	XX OP RM PR 05		
Salthouse Jn Ground Frame dep	XX OP RM PR 15 *		
	"_"		
Barrow Ramsden Dock/Barrow Docks (ABP) arr	XX PR 25		
# Cannot depart until 2 minutes after preceding train on the Up Main has passed Dalton Jn * Up and Down lines must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Barrow-in-Furness or Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.			
For departures to Barrow-in-Furness:			
Barrow Ramsden Dock/Barrow Docks (ABP) dep	XX PR 00		
	"_"		
Salthouse Jn Ground Frame arr	XX PR OP RM 10 #		
Salthouse Jn Ground Frame dep	XX PR OP RM 20 *		
	"_"		
Barrow arr	XX.24		
* Down line only must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.			
For arrivals from Dalton Jn:			
Dalton Jn pass	XX/XX #		
	"_"		
Salthouse Jn Ground Frame arr	XX OP 06 *		
Salthouse Jn Ground Frame dep	XX OP 16 *		
	"_"		
Barrow Ramsden Dock/Barrow Docks (ABP) arr	XX.26		
# Cannot depart until 2 minutes after preceding train on the Down Main has passed Barrow-in-Furness * Down line only must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.			
For departures to Dalton Jn:			
Barrow Ramsden Dock/Barrow Docks (ABP) dep	XX.00		
	"_"		
Salthouse Jn Ground Frame arr	XX OP 10 *		
Salthouse Jn Ground Frame dep	XX OP 20 *		
	"_"		
Dalton Jn pass	XX/27		
Up and Down lines must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Barrow-in-Furness or Dalton Jn cannot enter the section until 2 minutes after departure from Salthouse Jn Ground Frame.			

Barrow-in-Furness		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains departing from Platform 1 towards Roose/Dalton Jn	Slow speed crossover East of station	½ departing Barrow
Dwell Time		
LH/HST	2	
DMU	2	
Splitting and Coupling of Units: Permitted in all platforms		

Kirkby-in-Furness	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Foxfield	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Green Road	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Millom	
Platform Reoccupation Time (After terminating service on Down Main)	The next Down train cannot depart Foxfield until the terminating train has shunted to the Up Main and is then clear of the Down Main. The minimum allowance for this is 8 minutes after the terminating train's arrival. However, the terminating train cannot reoccupy the Up Main until 3 minutes after the departure of any proceeding Up train from Millom.

Silecroft	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Bootle (Cumbria)	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Drigg	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Seascale	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Sellafield		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains terminating at Sellafield	Approach control for crossing into Down & Up Loop	½ Approaching Sellafield

Braystones	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Nethertown	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

St. Bees		
Junction Margins		
First Movement	Second Movement	Margin
First train arrives	Second train arrives	2
Either train can then depart		1
The remaining train can then depart		1

Corkickle	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Whitehaven		
Dwell Time		
LH/HST	2	
DMU	2	
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives platform 1	Down train departs platform 2	1
Up train arrives platform 2	Down train departs platform 1	1
Down train departs	Up train arrives	5
Operating Stop: All trains must stop for Token Working purposes.		
Splitting of Units: Permitted in Down platform only .		

Parton		
Dwell Time		
LH/HST	1	
DMU	0 for request stop or otherwise standard value applies	
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives at Parton	Down train departs Parton	1

Harrington	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Workington		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains from Maryport routed to Workington Yard	Approach Control and Slow speed crossover	5 between Maryport and Workington
Dwell Time		
LH/HST	2	
DMU	2 if changing train crew	

Workington			
Junction Margins			
First Movement	Second Movement		Margin
Arrive Workington Docks	Depart/pass Workington on Down Main		10
For northbound departures/arrivals			
Workington *	XX.00	As required to	
	“_“	Workington	XX/00
Workington Main No. 2 SB arr.	XXRM02		“_“
dep.	XXRM06	Workington Main No. 2 SB arr.	XXRM01
	“_“	dep.	XXRM05
Workington	XX/07	Workington *	XX.07
then forward as required			
For southbound departures/arrivals			
For all trains			
		When Maryport SB is open	
Workington * dep.	XX.00	As required to:	
	“_“	Parton North Jn	XX/00
Parton North Jn	XX/08		“_“
then forward as required		Workington Main No. 2 SB arr.	XXRM07 \$
		dep.	XXRM16 \$
		Workington * arr.	XX.19
		When Maryport SB is closed	
		Parton North Jn	XX/00
			“_“
		Workington ? arr.	XXRM07
		dep.	XXRM11
			“_“
		Workington Main No. 2 SB arr.	XXRM13 \$
		dep.	XXRM22 \$
			“_“
		Workington * arr.	XX.24
<p>2- The actual location must be specified in the platform column by using one of the following codes: CS – Carriage Siding SD1 – No. 1 Middle Siding SD2 – No. 2 Middle Siding 2- No. 1 Platform 2- No. 2 Platform \$ - allowance of 9 minutes includes 2 reversals. ? - Show 'REC' in platform column.</p>			
Train Watering Points	Fixed watering point available.		

Flimby	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Aspatria	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Dalston (Cumbria)	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Dalston Oil Terminal			
For arrivals from Carlisle		For departures towards Carlisle	
Currock Jn pass	XX.00	Dalston Oil Terminal dep	XX.00
	"_"	Dalston Oil Terminal G.F. arr	XXOP02 [#]
Dalston Oil Terminal G.F. arr	XXOPXX*	Dalston Oil Terminal G.F. dep.	XXOP02
Dalston Oil Terminal G.F. dep.	XXOP04	Dalston arr (Locomotive RR via No. 1 GF) ‡	XXOP05‡
Dalston Oil Terminal arr	XX.07	Dalston dep.	XXRM20
* Stops and sets back in to terminal			"_"
# Stops and sets back to Up Main		Currock Jn pass	

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

Sandbach

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Non-stop from Down Wilmslow passing platform 3	Approach Control and Slow speed junction	2 **
From Down Wilmslow stopping in platform 3	Approach Control and Slow speed junction	1 **
Down Manchester Independent to platform 2	Approach Control and Slow speed junction	1 **
Pass platform 3 towards Wilmslow	Acceleration from Slower speed junction	1 #

Movement Up	Reason	Value
Up Wilmslow to Up Manchester Independent, passing platform 1	Approach Control Slow speed junction	1 ** 1 #
Up Wilmslow to Up Manchester Independent, passing platform 3	Approach Control	1 **
Up Wilmslow to platform 2	Approach Control	1 **
Pass platform 2 to Up Wilmslow	Slow speed junction	2 #
Up Wilmslow to Up Manchester Independent, passing platform 2	Slow speed junction	1 #
Pass from Middlewich to Up Wilmslow via platform 3	Slow speed junction	2 #

** Approaching Sandbach
After Sandbach

Junction Margins

First Movement	Second Movement	Margin
Platform 3 to/from Wilmslow	Arrive Platform 2 from Crewe	2½

Alderley Edge

Adjustments to Sectional Running Times

Movement	Reason	Value
All Up trains terminating in the Down Platform	Approach Control	½

Platform Reoccupation Time	
Assumes that trains shunt to Refuge Sidings 1" minute after arrival.	Between arrival of a train from the Manchester direction terminating in the Down Platform and the next Down service: 5 Between arrival of a train from the Manchester direction terminating in the Up Platform and the next Up service: 4

Wilmslow		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Between Alderley Edge and Wilmslow for Class 22x, HST and Class 390 trains crossing from Down Main to Down Styal	Approach Control	½
Between Wilmslow and Alderley Edge for Class 22x, HST and Class 390 passing trains crossing from Up Styal to Up Main	Acceleration to main line speed	½
Dwell Time		
LH/HST	1	
Class 350	1	
Class 22x/Class 390	1½	
Junction Margins		
First Movement	Second Movement	Margin
Pass/Depart Platform 2 to Up Main	Pass Platform 3 (passenger)	4 *
Pass/Depart Platform 2 to Up Main	Arrive platform 3 (stopping Alderley Edge)	3½
Pass/Depart Platform 2 to Up Main	Arrive Platform 3 (non-stop Alderley Edge)	4½ *
Pass/Depart Platform 2 to Up Main	Pass Platform 3 (freight)	5½ *
Arrive/Pass platform 3 from Down Main	Depart Platform 2 to Up Main	1
Arrive/Pass platform 3 from Down Main	Pass Platform 2 to Up Main	2½ \$
Depart platform 2 to reversing siding	Arrive platform 1 from Down Main	4½ *
Depart platform 2 to reversing siding	Pass platform 1 from Down Main	5½ *
Depart platform 2 to reversing siding	Pass Platform 1 from Down Main (Freight)	6½ #
Arrive/Pass platform 1 from Down Main	Depart platform 2 to reversing siding	1
<p>*Margins can be reduced to 3½ minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow for non-stop trains.</p> <p># Margin can be reduced to 4½ minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow for non-stop trains.</p> <p>\$ Margin can be reduced to 2 minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow.</p>		
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU shunting between arrival platform and a different departure platform		9
Trains shunting between platforms should be timed via Wilmslow Reversing Siding if the train is within length		
Platform Reoccupation Time	3	

Cheadle Hulme		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All Up trains not calling at Cheadle Hulme routed via Up Stoke	Slowing for 45 mph turnout	½ approaching Cheadle Hulme

Cheadle Hulme		
Junction Margins		
First Movement	Second Movement	Margin
All trains Up Main to Up Wilmslow	All trains Down Stoke to Down Main	3
All trains Down Stoke to Down Main	All trains Up Main to Up Wilmslow	3½ *
All trains Down Stoke to Down Main	All trains Up Main to Up Stoke	No conflict except *
Train departs or passes Cheadle Hume from Down Stoke to Down Main	Freight passes Cheadle Hume on the Up Wilmslow	4
* A train can be routed from the Down Stoke through Platform 3 at Cheadle Hulme, at the same time as a train from the Down Wilmslow is routed through Platform 1 owing to a swinging overlap with double –red signal protection on the Up Main; in these circumstances, this margin is increased to 4 minutes.		
Platform Reoccupation Time Down Macclesfield arrival into Platform 3 only	2½ After train on Up Crewe passes clear of the junction. This only applies to trains which stop at Cheadle Hulme	

Adswood Road Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains Cheadle Hulme (pass) to Adswood Road (pass) then Slow Line to Edgeley South Jn	Slowing for 60mph turnout	½
Trains (ex Down Stoke) Cheadle Hulme (pass) to Adswood Road (pass) then Fast Line to Edgeley South Jn	Accelerating off 45mph turnout	½
Only one of the above to apply		

Edgeley Jn No.1		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains from Down Hope Valley to Down Slow	Approach Control Signalling	½ Approaching Stockport
Junction Margins		
First Movement	Second Movement	Margin
Pass from Hope Valley	Pass Up fast or Up Slow stopping at Stockport	2 *
Pass from Hope Valley	Pass Up fast or Up Slow non-stop at Stockport	2½ *
Pass from Hope Valley to Down Slow	Pass Down Fast from Cheadle Hulme	3 *
Pass Up Fast or Up Slow	Pass from Hope Valley	2½ *
Pass Down Fast from Cheadle Hulme	Pass from Hope Valley to Down Slow	2½ *
* Add ½ minute to all margins for freight trains		

Edgeley Jn No.2		
Junction Margins		
First Movement	Second Movement	Margin

Pass to Northenden Jn (Passenger)	Arrive Stockport from Down Fast or Down Slow	4
Pass to Northenden Jn (Freight)	Arrive Stockport from Down Fast or Down Slow	4½
Arrive Stockport	Pass to Northenden Jn	2 *
Shunt move depart Up Fast Line	Up train depart Stockport to Up Fast Line	2

* Reduced to 1 if the second train has at least (1) approaching Edgeley Jn No. 2

Stockport		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains arriving into Platform 3A	Approach Control Signalling	1 Approaching Stockport
Trains departing from Platform 3A	Slow exit from platform	½ departing Stockport
Dwell Time		
All	1, except:	
LH/HST	1½	
Class 22x/Class 390	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive /Depart Platform 3A	Arrive Platform 3 from Edgeley Jn No.1	3
Arrive /Depart Platform 3 from Edgeley Jn No.1	Arrive Platform 3A	3
Arrive Platform 3 from Edgeley Jn No.1	Depart Platform 3A	1
Depart Platform 2 to Up Slow	Pass Platform 1 in the Up direction	4
Depart Platform 1 to Up Fast	Pass Platform 1 in the Up direction	4
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 0	Prohibited	
Platform 1	Attaching and Detaching only	
Platform 2	Attaching and Detaching only	
Platform 3	Attaching and Detaching only	
Platform 3a	Attaching/Detaching and Platform Sharing	
Platform 4	Attaching and Detaching only	
Planning Note		
An 11-car Pendolino (or train of an equivalent length) which has arrived in Platform 1 via the Up Fast will foul the track circuit in rear preventing a route being set into Platform 2 from the Up Fast. The following service must be held at Heaton Norris Jn until the train in Platform 1 has departed.		
Platform Reoccupation Time	2½	
Train Watering Points	Fixed watering point available	

Stockport Carriage Sidings			
For northbound departures and arrivals:			
Stockport Carriage Sidings dep	XX.00	Heaton Norris Jn	XX/00
	"_"		"FL" "SL"
Stockport Viaduct arr.	XX*05	Stockport	XX/01½ \$
dep.	XX*05		"FL" "SL"
	"FL" "SL"	Edgeley South Jn arr.	XXRM03
Heaton Norris Jn	XX/06½	dep.	XXRM07
if via Slade Lane Jn	"FL" "SL"		"FL" "SL"
if via Denton Jn	"_"	Stockport	XX/08½ \$
		Stockport Viaduct arr.	XXRM09 \$
		dep.	XXRM13
		Stockport Carriage Sidings arr	XX.18
* - a stop must be shown of zero minutes duration (show 'A' in activities column).			
\$ - add ½ minute in each instance if train stopping at Stockport.			
For southbound departures and arrivals:			
Stockport Carriage Sidings	XX.00	Stockport	XX.00 \$
	"_"		"FL" "SL"
Stockport Viaduct arr.	XXRM05	Stockport Viaduct arr.	XXRM01
dep.	XXRM09	dep.	XXRM05
	"FL" "SL"		"_"
Stockport	XX/10	Stockport Carriage Sidings	XX.10
	"FL" "SL"		
\$ - XX/00½ if train not stopping at Stockport.			

Heaton Norris Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains from Stockport on the Down Fast routed towards Ash Bridge Jn	Slow speed over Junction	½ approaching Heaton Norris Jn
Pass from Ash Bridge Jn	Acceleration from slow speed junction	1 Freight ½ Passenger after Heaton Norris Jn
Junction Margins		
First Movement	Second Movement	Margin
Pass up slow/fast	Pass down fast to Guide Bridge	2*
Pass up slow/fast	Pass down slow to Guide Bridge	3*
Pass up slow/fast	Pass up branch to up fast	4
Pass up branch to up fast	Pass up slow (stop Heaton Chapel)	3
Pass up branch to up fast	Pass up slow (non-stop)	4
Pass up branch to up fast	Pass up slow (freight)	5
Pass down fast	Freight pass down slow to branch	3
Pass down fast to Guide Bridge	Pass up slow (stop Heaton Chapel)	2*
Pass down fast to Guide Bridge	Pass up slow (non-stop)	3*
Pass down fast to Guide Bridge	Pass up slow/up fast (freight)	4*

Heaton Norris Jn		
Pass down fast to Guide Bridge	Pass up fast (passenger)	2½*
Pass down slow to Guide Bridge	Pass up slow (stop Heaton Chapel)	3
Pass down slow to Guide Bridge	Pass up slow (non-stop)	4
Pass down slow to Guide Bridge	Pass up slow/up fast (freight)	5
Pass down slow to Guide Bridge	Pass up fast (passenger)	3
Pass down slow to Guide Bridge	Pass down fast	3
* Plus ½ minute if first move is freight.		

Slade Lane Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Up trains crossing from Up Fast to Up Slow or Up Styal	Approach control	½ approaching Slade Lane Jn
Up trains crossing from Up Slow to Up Fast	Acceleration from slower speed junction	½ after Slade Lane Jn
Down Styal to Down Slow or Down Fast	Joining main line at low speed and not reaching line speed before decelerating for Ardwick Jn	½ after Slade Lane Jn
Down Fast to Down Slow	Approach control	½ approaching Slade Lane Jn
Down Fast to Down Slow	Joining slow line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn
Down Slow to Down Fast	Approach control	½ approaching Slade Lane Jn
Down Slow to Down Fast	Joining fast line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn*
Down trains which have stopped at Levenshulme or have a minimum of (1) approaching Slade Lane Jn	Not at line speed	½ after Slade Lane Jn*
* Only one {½} to be used between Slade Lane Jn and Ardwick Jn		
Junction Margins		
Movement	Margin	
Conflicting movements, same or opposite direction	2½	
Exceptions:		
First Movement	Second Movement	Margin
From Up Fast or Up Slow	Conflicting movement to Down Fast or Down Slow	3 \$
From Down Styal to Down Fast	From Up Fast to Up Styal or from Up Slow to any route	4

Slade Lane Jn		
For all margins where the first movement is freight the margin is increased by ½ minute.		
\$ If the second movement stops at Levenshulme or has a minimum of 1 minute pathing time approaching Slade Lane Jn, the Junction Margin is reduced to 2 minutes.		
Converging/Diverging Margins:		
First Movement	Second Movement	Margin
From Up Fast to Up Slow	From Up Fast to Up Fast or Up Styal	2½
From Up Fast to Up Fast	From Up Slow to Up Fast	2½
For all margins where the first movement is freight the margin is increased by ½ minute.		

Longsight CMD: access from Longsight South Jn	
Planning notes and restrictions	
<ul style="list-style-type: none"> Trains exiting Longsight CMD at Longsight South Jn must have a dot-stop of zero minutes duration (show 'A' in activities column) Trains entering Longsight CMD at Longsight South Jn must be travelling on either the Down Fast or Down Styal approaching Slade Lane Jn. 	

Longsight Down Goods		
Junction Margins		
First Movement	Second Movement	Margin
Train arriving in Down Goods from Ardwick Jn	Train on Down Slow Line cannot pass Slade Lane Jn until the first movement has arrived in the Down Goods	As stated under second movement

Longsight North Jn	
Planning note	
Trains exiting Longsight CMD at Longsight North Jn must have a dot-stop of zero minutes duration (show 'A' in activities column). The Up & Down Goods line is the preferred route between Longsight North Jn and Ardwick Jn for trains to/from Longsight CMD.	

Ardwick T.M.D.	
Please refer to NW5015 about margins between train movements to and from Ardwick T.M.D. These apply irrespective of which depot entrance (Ardwick or Ashburys) the first and second move use	

Ardwick Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down trains which have stopped at Levenshulme	Not reaching line speed after departing station	½
Down trains to Manchester Piccadilly platforms 13 and 14 formed of light locomotives, DMU, EMU, 22x and NMT	To compensate for shorter distance between Ardwick Jn and Manchester Piccadilly 13/14 platforms compared to that between Ardwick Jn and Manchester Piccadilly Platforms 1 to 12.	-1
Movement Up		
Movement Up	Reason	Value
All Up locomotive hauled trains except ECS trains for Longsight	Length of train leaving low speed area	½
All ECS trains for Ardwick T.M.D.	Slow speed approach to Depot	½
All ECS trains for Longsight CMD via Up East or Up Fast	Slow speed approach to Longsight	1
All ECS trains for Longsight CMD via Up Slow	Slow speed approach to Longsight	½
Up trains starting from Manchester Piccadilly Platforms 13 and 14 to the Up Slow line to Slade lane Jn., formed of light locomotives, DMU, EMU, 22x and NMT DOES NOT APPLY TO MOVEMENTS TO LONGSIGHT C.S.	To compensate for shorter distance between Manchester Piccadilly 13/14 platforms and Ardwick Jn compared to that between Manchester Piccadilly Platforms 1 to 12 and Ardwick Jn	-1
Up trains starting from Manchester Piccadilly Platforms 13 and 14 on the Up Slow line crossing to the Up Fast or Up East lines at Ardwick Jn formed of light locomotives, DMU, EMU, 22x and NMT DOES NOT APPLY TO MOVEMENTS TO LONGSIGHT C.S.	To compensate for shorter distance between Manchester Piccadilly 13/14 platforms and Ardwick Junction compared to that between Manchester Piccadilly Platforms 1 to 12 and Ardwick Jn	-½
Junction Margins		
First Movement	Second Movement	Margin
Passenger	Passenger	3
Freight	Passenger	4
Passenger	Freight	4
Freight	Freight	5
Up Passenger	Down Passenger calling Ardwick	2
Passenger	Down Passenger	2*
	* 2 nd train must have a minimum of (1½) pathing time approaching Ardwick Jn	
Train to Ardwick TMD	Up train pass Ardwick Jn.	4½
Up train pass Ardwick Jn.	Pass from Ardwick TMD	4½

Mayfield Loop		
Junction margins		
First Movement	Second Movement	Margin
Depart Manchester Piccadilly platform 14 towards Manchester Oxford Road	Depart Mayfield Loop to Manchester Piccadilly platform 14	1
Arrive into Mayfield Loop from platforms 9 to 14	Pass Ardwick Jn on Down Slow	1

Mayfield Loop
Restrictions:
<ul style="list-style-type: none"> • 5-car maximum • Permissive working not available

Manchester Piccadilly		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains arriving in Platforms 11 & 12, if already occupied	Approach control	½
Connectional Allowance		10
Dwell Time (applies for services on Platforms 13 and 14 only)		
All, except:	2	
Class 323	1	
Platform end conflicts (platforms 1 to 14)		
First Movement	Second Movement	Margin
Down Train Arrive platforms 1 – 12 Departure	Up train depart platform 13 or 14 Arrival	Same Time 4
Up train departing from Platforms 8 to 12 to Up Fast or Up East	Arrival from Down Fast	4½
Arrive into /pass platform 14 from Down Fast *	Arrive into platform 13 from Oxford Road	2
Arrive into platform 13 from Oxford Road	Arrive into/pass platform 14 from Down Fast	2
Arrive into platform 14 from Oxford Road	Arrive platform 13 from Down Fast	Simultaneous permitted
* train must be less than 10-car if stopping		
Platform Reoccupation		2 for platforms 13 and 14
Permissive working restrictions		
<ul style="list-style-type: none"> • Platforms 1 – 4: the total number of vehicles at the buffers must be no more than 115m • Platform 9 and 10: the total number of vehicles at the buffers must be no more than 115m • Platforms 11 and 12: the second train must be no longer than 41m • Permissive working is for contingency use only in Platform 13 and Platform 14 		
Planning Restrictions		
Avanti Trains services must only use platforms 5, 6, 7 and 8 in the terminus part of the station		
Change of train crew in platforms 13 and 14 is only permitted when Manchester Oxford Road station is not open.		
Trains reversing in platform 13 from Manchester Oxford Road must show platform 13B		

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)
Wilmslow
See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Heald Green South Jn

No allowance should be inserted approaching Heald Green South into Up trains from Heald Green North or Up trains from Heald Green West because there are no intermediate signals.

Heald Green

Adjustments to Sectional Running Times

Movement	Reason	Value
Up trains not calling at Heald Green routed towards Manchester Airport	Reduction of speed over junction	½ approach Heald Green
Down trains not calling at Heald Green from Manchester Airport	Acceleration to main line speed from junction	½ After Heald Green

Junction margin

First Movement	Second Movement	Margin
Pass Heald Green from Styal	Depart Heald Green to Manchester Airport	2

Slade Lane Jn

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN

Heald Green South Jn

See entry under route NW5003 Wilmslow to Slade Lane Jn (Styal Lines)

Heald Green West Jn

See entry under route NW5007 Manchester Airport to Heald Green North Jn

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

Manchester Airport

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains arriving at Manchester Airport on top of another train	Approach control	½

Other Restrictions

Permissive working in each platform is only possible if:

1. The train occupying the 'A' end is no more than 4 cars
2. The second train arriving into the 'B' end is no more than 4 cars

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN		
Manchester Airport		
Platform end Conflicting Moves		
First Movement	Second Movement	Margin
Train departing	Train arriving	4
Minimum Turnround Time – Loaded to Loaded trains +		
Standard		7
Transpennine Express Services		17\$
+ Does not apply to through services that call at Manchester Airport \$ Does not apply between 21:30 and 05:30 (inclusive) Mondays to Saturdays and 21:30 Saturday to 13:00 Sunday. The Minimum Turnround as stated at the beginning of section 5.3 applies, subject to the minimum being at least 7 minutes.		

Heald Green West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Train movement from Heald Green direction over Up Airport line	Train movement from Down Airport line to Up Chord	3

NW5008 NORTON BRIDGE TO STONE JN		
Norton Bridge		
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn		

Yarnfield Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains to Norton Bridge via East Chord	Differential Junction Speed and approach control	½
Movement Down		
Movement Down	Reason	Value
Trains from East Chord at Yarnfield Jn (show after Yarnfield Jn)	Differential Junction Speed	½ Passenger 2 Freight
Junction Margins		
First Movement	Second Movement	Margin
Train towards Stone from Norton Bridge via East Chord	Train towards Norton Bridge via East Chord	3

Stone
See entry under route NW5009 Colwich Jn to Cheadle Hulme

NW5009 COLWICH JN TO CHEADLE HULME
Colwich Jn
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Stone		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down from Norton Bridge (After Stone)	Differential Junction Speed	1 Class 390 & 221T
Movement Up	Reason	Value
Up to Norton Bridge (Approaching Stone)	Differential Junction Speed	1 Class 390 & 221T
Dwell time		
Class 350	1	

Stoke on Trent	
Dwell Time	
15x/170/350	1
LH/HST	1½

Stoke on Trent		
Junction Margins		
First movement	Second movement	Margin
Arrive into platform 3	Depart platform 2 towards Kidsgrove	1
Depart platform 2 towards Kidsgrove	Arrive into platform 3	3
Depart platform 3	Arrive platform 2 from Stoke Jn	2½
Arrive platform 2 from Stoke Jn	Depart platform 3	2
Arrive platform 3	Arrive platform 2 from Stoke Jn	2½
Arrive platform 2 from Stoke Jn	Arrive platform 3	3
Arrive from Kidsgrove direction into platforms 2 or 3	Arrive from Kidsgrove direction into platform 1	2
Minimum Turnround Time – Trains changing direction at end of journey		
Any train with power operated doors with an inward journey of less than 30 minutes and no shunt		6
Any train with power operated doors with an inward journey of less than 30 minutes including shunt or inward journey of between 30 and 60 minutes		10
Any train with power operated doors with an inward journey of more than 60 minutes		15
Minimum Turnround Time – Trains changing direction during a journey		
Any train with power operated doors not completing any station duties		3
Platform Reoccupation		
Through Lines: –	2½ Same	
Bays	5 Opposite applies to southbound departures and arrivals from the south	
	3	
Run-round Allowance		
Trains from the ‘South’ of Stoke on Trent:		
Trains up to 24 SLUs/154 metres in length can run-round in the Up & Down Through Siding. Minimum time required 20 minutes		
Trains longer than 24 SLUs/154 metres can run-round on the Up Goods with the locomotive having to run-round via Kidsgrove. In planning these run-rounds it will be necessary to take account of other traffic on the route between Stoke and Kidsgrove and return in determining the length of time required for the run-round		
Trains from the ‘North’ of Stoke on Trent:		
Trains up to 73 SLUs/467 metres in length can run-round on the Up Goods. The train stands on the Up Goods inside SOT439 signal. The locomotive runs round via the station (reverse) then to the Down Goods behind SOT 540 GPL signal at Cliffe Vale Jn (reverse) then to the train on the Up Goods. Minimum time required 25 minutes.		

Kidsgrove			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Pass from Down Main to Down Crewe Branch	Differential Junction Speed	DMU/EMU	1
		22x/390/ Freight	2
Movement Up	Reason	Timing Load	Value*
Pass from Up Crewe Branch to Up Main	Differential Junction Speed	DMU/EMU/ 22x	1
		390/Freight	2
* applies at next timing point after Kidsgrove			
Dwell Time			
DMU/EMU	1		

Kidsgrove		
Junction Margins		
First Movement	Second Movement	Margin
Up train from Crewe		3 Before/ 3 After

Macclesfield		
Adjustments to Sectional Running Times		
Movement Down/Up	Reason	Value
All trains terminating at/starting from the Up & Down Platform (Platform 3)	Approach Control	½
Dwell Time		
EMU	1	
Class 390/LH/HST	1½	
Platform Reoccupation Time		
	3	

Cheadle Hulme
See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5015 HADFIELD TO ARDWICK JN		
Hadfield		
Minimum Turnround Time – Trains changing direction at end of journey		
Class 319 and 323 EMUs		3

Dinting		
Connectional Allowance		
	3	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements.		3

Newton (for Hyde)
Operating Instruction
All down trains must stop for ½ minute to activate plunger.

Hyde Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to or from Hyde North	Pass to or from Hyde North	2½
Pass from Flowery Field	Pass to Hyde North	2½
Pass to Hyde North	Pass from Flowery Field	1½
Pass Up or Down	Freight depart Up and Down Loop	2
Freight Pass to Up and Down Loop	Pass up or Down	3

Guide Bridge		
Junction Margins		
First Movement	Second Movement	Margin
Arrive / Pass from Stalybridge	Depart to Hyde Jn	1
Arrive / Pass from Stalybridge	Pass to Hyde Jn (Passenger)	2½
Arrive / Pass from Stalybridge	Pass to Hyde Jn (Freight)	4 *
Pass / Depart to Hyde Jn	Arrive / Pass from Stalybridge	4 *
Depart / Pass to Ashburys	Arrive / Pass from Stockport	4 *
Pass from Stockport	Arrive / Pass from Stalybridge	4 *
Down Train Pass	Depart from Down/Up Loop	1
Up Train Pass	Depart from Down/Up Loop	2
Pass / Depart to Hyde Jn	Arrive / Pass from Stockport	1½

* Margins reduced by 1 minute if the second train has a minimum of 1 minute pathing time approaching Guide Bridge.

Ashburys		
Adjustments to Sectional Running Times		
Movement Down/Up	Reason	Value
All trains for Ardwick T.M.D./Phillips Park South Jn	Approach control	½
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Guide Bridge	Pass to Reddish	2½
Arrive/Pass from Guide Bridge	Depart to Reddish	1
Pass to Reddish	Arrive/Pass from Guide Bridge	3½ *
Depart to Reddish	Arrive/Pass from Guide Bridge	4 *
Arrive/Pass from Ardwick Jn	Pass Down main to Ardwick Depot	3 #
Arrive/Pass from Ardwick Jn	Depart Down main to Ardwick Depot	1
Arrive/Pass from Ardwick Jn	Arrive Down platform from Ardwick Depot	2 #
Pass Down main to Ardwick Depot	Arrive/Pass from Ardwick Jn	3
Arrive Down platform from Ardwick Depot	Arrive/Pass from Ardwick Jnr	2½
Pass to/from Phillips Park South Jn	Arrive/Pass Up/Down Main	3 #
Arrive/Pass Up/Down Main	Pass to/from Phillips Park South Jn	3

* Margins reduced to 3 minutes if the second train has a minimum of 1 minute pathing time approaching Ashburys or has stopped at Gorton.
Margins are increased by 1 minute if the first movement is a freight train

Ashburys
Planning Note – trains reversing at Ashburys
Trains which have arrived via Philips Park South Jn can reverse in Ashburys platforms 1 or 2 and on the Down Goods. The maximum standage available in platforms 1 and 2 is 121 metres and the maximum standage available on the Down Goods is 217 metres. These standages exclude any operator specific signal standback allowances.

Ardwick T.M.D.												
Arrival and departure margins. These apply irrespective of which depot entrance (Ardwick or Ashburys) the first and second move use												
<table border="1"> <thead> <tr> <th>First Movement</th> <th>Second Movement</th> <th>Margin</th> </tr> </thead> <tbody> <tr> <td>Depart Ardwick T.M.D.</td> <td>Depart Ardwick T.M.D.</td> <td>10</td> </tr> <tr> <td>Arrive Ardwick T.M.D.</td> <td>Arrive Ardwick T.M.D.</td> <td>15</td> </tr> <tr> <td>Depart Ardwick T.M.D.</td> <td>Arrive Ardwick T.M.D.</td> <td>15</td> </tr> </tbody> </table>	First Movement	Second Movement	Margin	Depart Ardwick T.M.D.	Depart Ardwick T.M.D.	10	Arrive Ardwick T.M.D.	Arrive Ardwick T.M.D.	15	Depart Ardwick T.M.D.	Arrive Ardwick T.M.D.	15
First Movement	Second Movement	Margin										
Depart Ardwick T.M.D.	Depart Ardwick T.M.D.	10										
Arrive Ardwick T.M.D.	Arrive Ardwick T.M.D.	15										
Depart Ardwick T.M.D.	Arrive Ardwick T.M.D.	15										

Ardwick Jn
See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5019 GLOSSOP TO DINTING WEST JN	
Glossop	
Minimum Turnround Time – Trains changing direction at end of journey	
Class 319 and 323 EMUs	3

Dinting
See entry under route NW5015 Hadfield to Ardwick Jn

NW5021 STALYBRIDGE TO GUIDE BRIDGE WEST JN
Stalybridge
See entry under route NW7021 – Miles Platting Jn to Marsden

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN
Manchester Piccadilly (Platforms 13 and 14)
See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Manchester Oxford Road		
Dwell Time		
LH/Class 22x/Class 390	2	
All other	1½ Off-Peak (2 applies if booked a crew change) 2 Peak (Trains towards Manchester Piccadilly 0745 to 0900 SX and from Manchester Piccadilly 1620 to 1800 SX)	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Deansgate	Arrive/pass from Deansgate (conflicting move)	3
Freight pass from Deansgate	Depart to Deansgate (conflicting move)	2
Depart any through platform	Depart same through platform in opposite direction	simultaneous
Arrive into any through platform	Arrive into same through platform from opposite direction	3
Arrive into platform 2 from Manchester Piccadilly	Arrive into platform 1 from Deansgate	2
Arrive into platform 1 from Manchester Piccadilly	Arrive into platform 2 from Deansgate	2
Arrive into platform 2 from Deansgate	Arrive into platform 1 from Manchester Piccadilly	3
Arrive into platform 3 or 4 from Manchester Piccadilly	Arrive into platform 3, 4 or 5 from Deansgate	2½
Arrive into any platform 3, 4 or 5 from Deansgate	Arrive into platform 3 or 4 from Manchester Piccadilly	2½
Other notes and restrictions		
<ul style="list-style-type: none"> Avoid using platform 1 for passenger trains if possible because there is no lift access for passengers Platforms 2, 3 and 4 should not be used to terminate turnback services except by special arrangement. A train from Deansgate cannot pass via platform 4 if a 6-car train is occupying platform 3 Permissive working is only possible in platform 5 if the second train less than 41m 		
Platform reoccupation	2 for platforms 1, 2, 3 and 4	
Splitting and Coupling of Units: Permitted in all platforms. If detaching 2x class 185 in platform 2 trains cannot pass in platform 1 If detaching 2x class 185 in platform 4 trains cannot pass in platform 3		

Deansgate		
Dwell Time		
	1 Peak (Trains towards Manchester Oxford Road 0745 to 0900 SX and from Manchester Oxford Road 1620 to 1800 SX)	
Junction Margins		
First Movement	Second Movement	Margin
Down passenger train passes towards Water Street Jn	Up train arrives at or passes Deansgate from Trafford Park East Jn	3
Down freight train passes Water Street Jn	Up train arrives at or passes Deansgate from Trafford Park East Jn	3
Up passenger train or light engine from Trafford Park East Jn arrives at or passes Deansgate	Down train departs or passes Deansgate towards Water Street Jn	1
Up freight passes Manchester Oxford Road	Down train departs or passes Deansgate towards Water Street Jn	1

Deansgate	
Planning Restrictions	
No pathing time or other allowance to be shown between Deansgate and Manchester Oxford Road in the Up direction as there is no intermediate signal between these locations.	
Platform reoccupation	2

Water Street Jn		
Junction Margins – When first train is NOT longer than 8 x 23 meters length overall		
First Movement	Second Movement	Margin
Between any conflicting move		2
Junction Margins – When first train is longer than 8 x 23 meters length overall		
Down train passes	Following Down train passes Deansgate	2
Down train passes Ordsall Lane Jn	Following Down train passes Water Street Jn	2
Up train passes from Ordsall Chord	Down train passes Salford Central towards Ordsall Lane Jn or Water Street Jn	3
Up train passes Water Street Jn from Ordsall Lane Jn	Next train pass Ordsall Lane Jn in either direction	3*
*Can be reduced to 2 minutes if the second train has a minimum of 1 minute pathing allowance approaching Ordsall Lane Jn or has called at Deansgate or Salford Crescent		
Train Length Restrictions		
Trains with pathing or other allowances approaching Water Street Jn, or those with pathing stops at Water Street Jn, will foul the junction in rear if they are longer than the lengths specified below. Therefore, any subsequent train cannot pass the junction in rear until the first train has passed or departed Water Street Jn.		
Signal	Standage	
MC537 (Down Bolton) approaching Water Street Jn	214 metres (clear of Castlefield Jn)	
MC532 (Up Bolton) approaching Water Street Jn	206 metres (clear of Ordsall Lane Jn)	

Ordsall Lane Jn		
Junction Margins		
First Movement	Second Movement	Margin
Passenger	Passenger	3 *
Freight	Passenger	3½ *
Passenger	Freight	3½ *
Freight	Freight	4½ *
*Margins can be reduced by 1 minute if the second train has a minimum of 1 minute pathing allowance approaching Ordsall Lane Jn or has called at Deansgate or Salford Crescent.		

Salford Crescent		
Dwell Time		
DMU/EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 2 from Manchester Victoria	Depart Platform 1 to Oxford Road	½
Depart Platform 1 to Oxford Road	Arrive Platform 2 from Manchester Victoria	3½ *
Depart Platform 2 to Bolton	Arrive Platform 1 from Atherton	4 *
Depart Platform 1 to Bolton	Arrive Platform 1 from Atherton	4 *
Arrive Platform 1 from Atherton	Depart Platform 2 to Bolton	1
Arrive Platform 1 from Atherton	Pass towards Bolton	3
Arrive Platform 2 from Manchester Victoria	Pass towards Oxford Road	3
Arrive Up Bolton line from Manchester Victoria or Manchester Piccadilly	Depart Platform 1 to Manchester Victoria or Manchester Piccadilly	1
* Margins reduced to 3 minutes if the second train has a minimum of 1 minute pathing time approaching Salford Crescent.		
Other Restrictions		
Between 0030 and 0800 Sundays, only one platform line is available		
Platform Reoccupation Margin		
Same direction		2½

Bolton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains to platform 1 and 3	Approach control	1
All trains to platform 2	Approach control/entering Bay platform	1½
Dwell Time		
DMU/EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Up departure from platform 5	Down train arrives at Bolton from any route	5
Up departure from platform 4	Down train arrives at Bolton into any platform (except platform 5)	4½
Splitting and Coupling of Units: Permitted in all platforms. Coupling of units in through platforms is only permitted by special agreement		

Lostock Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Chorley	Pass from Hindley	3
Pass from Hindley	Pass to Chorley (non-stop at Lostock)	3
Pass from Hindley	Pass to Chorley (stopping at Lostock)	2

Adlington	
Dwell Time	
DMU/EMU	1

Euxton Jn
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

NW6003 CASTLEFIELD JN TO ALLERTON JN

Trafford Park East Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Down trains for the Football Ground Halt	Approach controlled signalling for crossover	½
Down Freight Trains to Trafford Park Reception Lines	Approach controlled signalling for crossover	1
Up Freight Trains from Trafford Park Reception Lines	Slower speed over junction	2 between Trafford Park East Jn and Castlefield Jn

Junction Margins

First Movement	Second Movement	Margin
Depart Reversing Siding to Up CLC	Pass Down CLC	4 *
Pass Down CLC	Depart Reversing Siding to Up CLC	1
Down Freight over 53 SLU pass to Trafford Park FLT	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	9 \$
Down Freight over 53 SLU pass to Trafford Park FLT	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	8 \$
Down Freight pass to Trafford Park Euroterminal	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	7
Down Freight pass to Trafford Park Euroterminal	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	6
Down Freight over 53 SLU pass to Trafford Park Euroterminal or FLT	Depart Reversing Siding to Up CLC	3
Pass up CLC	Down Freight pass to Trafford Park Euroterminal or FLT	2
Down passenger to Football Ground Halt	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	3½
Down passenger to Football Ground Halt	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	3

*Margins can be reduced by 1 minute if the second train has a minimum of 1 minute pathing allowance approaching Trafford Park East Jn.

\$ If train is under 53 SLU to Trafford Park FLT the margins can be reduced by 2.

Manchester United Football Ground Halt

Planning Note

If a train is occupying the Football Ground Halt (clear of signal MP745), a train to the Euroterminal or departing from the Euroterminal or FLT can be routed via Trafford Park West Jn to avoid conflict. The junction margins for Trafford Park East Jn should be applied to these moves

Trafford Park FLT

Planning Restriction

AC electric locomotive hauled services to the Freightliner Terminal require a 10 minute OP stop for the AC locomotive to be detached and a diesel locomotive attached to haul the train into the terminal. During the OP stop trains over 53 SLU in length will stand foul of Trafford Park East Jn.

A margin of 25 minutes to be allowed between arrival of a class 4 or 6 train at Trafford Park FLT and a subsequent departure. This may be reduced on a train by train basis with agreement from Freightliner

Irlam

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains terminating at Irlam	Approach controlled signalling	½ App Irlam

Warrington Central

Adjustments to Sectional Running Times

Movement	Reason	Value
Down train terminating in Platform 1	Approach Control	1

Dwell Time

DMU	1
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Minimum Turnround Time – Trains changing direction at end of journey

DMU/EMU to/from Liverpool Lime Street shunting between arrival platform and a different departure platform	7
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Hunts Cross

Other Restrictions

Terminating electric trains must not use Platform 1 and should normally use Platform 3. Permissive working only applies in Platform 3

Hunts Cross West Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains approaching from the Up Southport routed via the UDE (Single)	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to/from Southport Lines	Pass to/from Hunts Cross Chord	3
Pass to/from Hunts Cross Chord	Pass from Southport Lines	2
Pass to/from Hunts Cross Chord	Pass to Southport Lines	2½
Pass from UDE Single Line	Pass to UDE Single Line	1½

NW6004 WATER STREET JN TO SALFORD CENTRAL (ORDSALL CHORD LINES)
Water Street Jn
See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Salford Central
See entry under route NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN
Manchester Victoria
See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge.

Manchester Victoria Turnback Siding			
For eastbound departures:		For westbound arrivals:	
Manchester Victoria Turnback Siding dep.	XX.00	Manchester Victoria * dep.	XX.00
	"_"		"_"
Manchester Victoria * arr.	XX.02	Manchester Victoria Turnback Siding arr.	XX.02
* - Platforms 3 or 4 only.			

Salford Central		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Down Salford Fast Line	Depart to Up Salford Slow Line	1
Train arrive/pass from Down Ordsall Chord	Depart towards Ordsall Lane Jn	1
Other Restrictions		
No allowances to be inserted between Salford Central and Deal Street Jn as there is no signal section between these locations.		

Hope Street Peakstone Sidings			
For eastbound departures:		For westbound arrivals:	
Hope Street Peakstone Sidings	XX.00	Deal Street Jn	XX/00
Salford Central	/	Salford Central	/
Deal Street Jn	/	Hope Street Peakstone Sidings	XX.XX

NW6007 Deal Street Jn to Ordsall Lane Jn	
Salford Central	
See entry under route NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn	

Ordsall Lane Jn	
See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn	

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT		
Crow Nest Jn		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession, after the 2nd movement a 3 rd margin is required)		2

Wigan Wallgate			
Adjustments to Sectional Running Times			
Movement		Reason	Value
Down trains routed from the Up Main to the Down Southport		Approach Control	2 after Wigan Wallgate
Dwell Time			
DMU/EMU		2*	
* - 1 minute for trains formed of Class 14x going to Kirkby			
Junction Margins			
First Movement		Second Movement	Margin
Stopping train departing from Wigan North Western towards Crow Nest Jn		Train departing from Wigan Wallgate towards Crow Nest Jn (NW6009).	4
Minimum Turnround Time – Trains changing direction at end of journey			
DMU/EMU shunting between arrival platform and a different departure platform			11
Platform Reoccupation			
First Movement		Second Movement	Margin
Platform 2			3
Splitting and Coupling of Units: Permitted in all platforms			
Shunting ECS from Wigan Wallgate from Platform 1 or Bay into Up Sidings			
Via Up Liverpool Line		Via Down Carriage Sidings	
Wigan Wallgate Platform 1 or Bay dep	XX.00	Wigan Wallgate Platform 1 or Bay dep	XX.00
Wigan SB (Sig. WW106) arr	XX.01½	Wigan DCS (Sig. WW208) arr	XX.02
Wigan SB (Sig. WW106) dep	XX.04½	Wigan DCS (Sig. WW208) dep	XX.05
Wigan Wallgate Platform 2 arr	XX.06	Wigan Wallgate Platform 2 arr	XX.07
Wigan Wallgate Platform 2 dep	XX.10	Wigan Wallgate Platform 2 dep	XX.11
Wigan Up Sidings arr	XX.14 *	Wigan Up Sidings arr	XX.15 *
* SRT includes Driver Setting Route into Depot			

Southport	
Other Restrictions	
Only Platforms 1, 2 and 3 are DC electrified. Platforms 1 and 2 can only be accessed from the electric network.	
Platform 3 can be accessed from both the electric network and the Wigan lines. Platforms 4, 5 and 6 can only be accessed from the Wigan lines. Permissive working applies in all platforms	

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

Bolton

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Darwen

Junction Margins

First Movement	Second Movement	Margin
Up train arrives at Darwen	Down train departs Darwen	Simultaneous
Up train departs from Darwen	Down train arrives at Darwen	-1

NW6013 LOSTOCK JN TO CROW NEST JN

Lostock Jn

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Crow Nest Jn

See entry under route NW6009 Windsor Bridge North Jn to Southport

NW6015 WIGAN WALLGATE TO KIRKBY

Rainford

Token Working Requirements

The line between Rainford and Kirkby is single. A token is required for all trains travelling on the single line and this is exchanged at Rainford Jn Signal Box. The passenger SRTs include an allowance for the token exchange. Freight trains to or from Knowsley Freight Terminal are required to show a stop of 2 minutes in either direction at Rainford for token working, shown as a TW activity code (note the actual token exchange takes place at the Signal Box).

Dale Lane Ground Frame

Arrivals

A 10 minute OP stop to be shown at Dale Lane Ground Frame for all trains arriving at Knowsley Freight Terminal.

Departures

A train from Knowsley Freight Terminal cannot arrive at Dale Lane Ground Frame until 2 minutes after a preceding service from Kirkby has departed/passed Rainford (clear of the overlap of RJ3 signal). A 15 minute OP stop to be shown at Dale Lane Ground Frame for operation of the Ground Frame and token activities.

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE		
Manchester Victoria		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains from Miles Platting Jn to Manchester Victoria on Up Rochdale Slow into platforms 1, 2, 4, 5 and 6	Approach control	½
Trains from Miles Platting Jn to Manchester Victoria on Up Rochdale Fast into platforms 1, 2, 3, 4 and 6	Approach control	½
Trains from Manchester Victoria to Miles Platting Jn on Down Rochdale Fast from platforms 1, 2, 3, 4 and 5	Slower speed crossovers	½ approaching the next timing point
Trains arriving in Platforms 1 & 2, if already occupied *	Approach control	½
* See section on Permissive Working below		
Dwell Time		
DMU/EMU	2	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Miles Platting	Arrive/Pass from Miles Platting	4
Arrive from Miles Platting	Depart to Miles Platting	1
Depart to Miles Platting	Freight Pass from Miles Platting	4½
Freight Pass from Miles Platting	Depart to Miles Platting	1
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU shunting between arrival platform and a different departure platform		11
Permissive Working		
Attaching/detaching and platform sharing is authorised as shown below:		
Platform 1	Attaching/Detaching and Platform Sharing *	
Platform 2	Attaching/Detaching and Platform Sharing *	
Platform 3	Attaching/Detaching and Platform Sharing in both directions	
Platform 4	Attaching/Detaching and Platform Sharing in both directions	
Platform 5	Attaching/Detaching and Platform Sharing in both directions +	
Platform 6	Attaching/Detaching and Platform Sharing in both directions +	
* Platforms 1 and 2 – if train occupying either platform at buffer stops is longer than 60 metres in length this will occupy both track circuits for that platform and prevents any other train entering the same platform. If the train occupying either platform at buffer stops is less than 60 metres in length a second train may enter the same platform permissively provided it is no longer than 47 metres in length.		
+ Does not apply for locomotive hauled trains		
Planning Restriction		
'C' Stops in Freight Trains are not allowed to take place at Manchester Victoria.		

Miles Platting Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains joining Down Rochdale from Down Rochdale Slow	Approach Control	½ Approaching Miles Platting Jn
Trains joining Up Rochdale Slow from Up Rochdale	Approach Control	½ Approaching Miles Platting Jn
Junction Margins		
First Movement	Second Movement	Margin
Pass from Down Slow to Ashton/Rochdale	Pass from Rochdale	2
Pass from Rochdale to Up Fast	Pass from Down Slow to Ashton/Rochdale	3
Pass from Rochdale to Up Slow	Pass from Down Slow to Ashton/Rochdale	3½
Freight Pass from Down Slow to Ashton/Rochdale	Pass from Rochdale	3
Pass from Rochdale to Up Slow	Freight Pass/Depart Manchester Victoria	Same Time
Freight pass from Rochdale	Pass to Ashton/Rochdale	3½

Thorpes Bridge Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains joining Down Oldham from Down Rochdale	Approach Control	½ Approaching Thorpes Bridge Jn
Trains joining Up Rochdale from Up Oldham	Acceleration from slower speed junction	½ After Thorpes Bridge Jn
Junction Margins		
First Movement	Second Movement	Margin
Pass from Rochdale	Pass to Dean Lane	3
Pass to Dean Lane	Pass from Rochdale (stopping)	3
Pass to Dean Lane	Pass from Rochdale (Non-Stop)	3½
Pass to Dean Lane	Pass from Rochdale (Freight)	4
Pass to Dean Lane /from Rochdale	Pass from Newton Heath Depot	3
Pass to/from Rochdale	Depart DPL to Dean Lane /Newton Heath	1
Pass towards Rochdale	Depart DPL towards Rochdale	2½

Castleton South Jn		
Junction Margins		
First Movement	Second Movement	Margin
Up freight from Castleton Nth Jn. passes Castleton Sth Jn.	Down non-stop train passes Vitriol Works	Same time
Up freight from Castleton Nth Jn. passes Castleton Sth Jn.	Down stopping train departs Mills Hill	Same time
Down train passes Castleton East Jn.	Up Freight from Castleton Nth Jn. departs Castleton South Jn.	1

Castleton "Depot Area"		
Adjustments to Sectional Running Times		
Movement	Reason	Value
When propelling between Castleton and Castleton North Jn.	Reduced speed	6
When propelling between Castleton North Jn. and Hopwood GF.	Reduced speed	7

Castleton East Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down train arrives at Rochdale # # Applies only to trains which dwell at Rochdale for 4 mins or more. If dwell less than 4 mins., shunt at Castleton can take place 2 mins after train passes Rochdale East Jn.	Shunting move from Castleton East or Castleton DGL to Castleton station on Down Main occupying section beyond Sig.37	3

Rochdale		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains terminating in the platform 2 (Bay Platform) at Rochdale from Hall Royd Jn	Approach control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass Platform 3 to Castleton	Depart Platform 4 to Castleton	3
Depart Platform 4 to Castleton	Arrive Platform 4 from Castleton	4

Todmorden		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Pass Todmorden from Stansfield Hall Jn	Acceleration from Todmorden West Curve	1 *
Pass Todmorden to Stansfield Hall Jn	Approach Control	1½
Stop at Todmorden, then routed to Stansfield Hall Jn	Approach Control	1
* Insert value at Littleborough.		
Junction Margins		
First Movement	Second Movement	Margin
Down train passes Todmorden towards Hall Royd Jn	Up train passes or arrives at Todmorden from Stansfield Hall Jn	2½
Up train passes or arrives at Todmorden from Stansfield Hall Jn	Down train towards Hall Royd Jn or Stansfield Hall Jn arrives at Todmorden	3
Up train passes or arrives at Todmorden from Stansfield Hall Jn	Down train passes Todmorden towards Stansfield Hall Jn	3

Hall Royd Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Up trains routed towards Stansfield Hall Jn	Approach Control	½

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)
Todmorden Viaduct Jn to Stansfield Hall Jn
Maximum length of train which can stand on the Todmorden West Curve: Down – 150m, Up – 150m

Stansfield Hall Jn
See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs lines)

NW7007 FARINGTON CURVE JN TO ORMSKIRK
Farington Curve Jn
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Rufford		
Minimum dwell time		
Down trains only		1
Minimum dwell time is essential for signaller actions		

Ormskirk		
See entry under route NW8005 Sandhills Jn Ormskirk		

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)		
Farington Curve Jn		
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn		

Lostock Hall Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Departing Lostock Hall Jn – All passing trains from Farington Jn	Acceleration to line speed	1
Approaching Lostock Hall Jn – All trains to Farington Jn	Approach control	1

Blackburn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All Down trains routed to Platforms 1 or 3	Approach Control on signal PN451	½
All freight trains from Lostock Hall Jn routed to the Up and Down Goods	Approach Control on signal PN451	2
All passenger trains from Daisyfield Jn routed to Platform 2 or from the Clitheroe line routed to Platform 4	Slow speed junction	½
All freight trains from Daisyfield Jn routed to the Up and Down Goods	Approach Control on signal PN429	2
Dwell Time		
DMU		1

Daisyfield Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Approaching Daisyfield Jn - All Up trains routed to Platforms 1 and 2 at Blackburn.	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Pass from Up Hellifield line	Pass from Blackburn on Down line	4
Pass on Up or Down East Lancs line	Pass from Up Hellifield line	3

Accrington	
Dwell Time	
Class 158	1

Gannow Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Approaching Gannow Jn - All Down trains (except those that have called at Rose Grove) joining the Up & Down Colne	Approach Control	½
After Gannow Jn - All Up trains coming off the Up and Down Colne	Acceleration to main line speed from slow speed junction	½

Burnley Manchester Road	
Dwell Time	
DMU	1

Stansfield Hall Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down train passing from Todmorden	Acceleration from Todmorden West Curve	{½} After Stansfield Hall Jn
Up train passing towards Todmorden	Approach Control	{1} Approaching Stansfield Hall Jn
Simultaneous Moves Not permitted		
A Down train from Hall Royd Jn planned to stand or show pathing time approaching Stansfield Hall Jn must have a margin of 3 minutes before or after any conflicting move over the Todmorden West Curve. This is due to the overlap of PN339 signal extending across Stansfield Hall Jn.		

NW7013 DAISYFIELD JN TO HELLIFIELD

Daisyfield Jn

See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs Line)

Clitheroe

Turnround Allowance

12 minutes for multiple unit service shunting between arrival platform and a different departure platform (shunt via Horrocksford Jn)

Hellifield

See entry under route NW9901 Gargrave to Carlisle South Jn

NW7017 GANNOW JN TO COLNE

Gannow Jn

See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs lines)

Chaffers Crossing

Dwell Time

All traction

Dot stop to be shown for level crossing duties

NW7019 THORPES BRIDGE JN TO GMC SIDING (INCLUSIVE)

Thorpes Bridge Jn

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

NW7021 MILES PLATTING JN TO MARSDEN

Miles Platting Jn

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

Philips Park West Jn		
Adjustments to Sectional Running Time		
Movement	Reason	Value
Down train pass from Brewery Jn	Acceleration	1
Up train towards Brewery Jn	Approach control and deceleration	1
Junction Margins		
First Movement	Second Movement	Margin
Pass from Miles Platting towards Baguley Fold Jn	Depart from Up Brewery towards Baguley Fold Jn	1 minute after the first train passes Baguley Fold Jn
Pass to Brewery Jn	Pass from Miles Platting	3 where 1 st train is up to 40 SLUs 3½ >40 SLU up to 60 SLU 4 over 60 SLU

Baguley Fold Jn		
Adjustments to Sectional Running Time		
Movement	Reason	Value
Down train from Philips Park South Jn	Acceleration	½ passenger 1 freight up to 800t/TR40 1½ freight 1000t/TR55 and above
Up train to Philips Park South Jn	Approach control and deceleration	1 passenger 1½ freight
Up train towards Brewery Jn	Approach control and deceleration	½

Ashton Moss North Jn		
Adjustments to Sectional Running Time		
Movement	Reason	Value
Any train routed non-stop from Down Ashton to Up Crowthorne	Flashing yellow aspects	½
Pass from Down Crowthorne to Up Ashton	Acceleration	½ passenger ½ freight up to 1800t/TR100 1 freight 2000t/TR115 and above
Junction Margins		
First Movement	Second Movement	Margin
Freight passes from Down Ashton to Up Crowthorne	Passenger service from Stalybridge that has stopped at Ashton-under-Lyne	4
Freight passes from Down Ashton to Up Crowthorne	Passenger service from Stalybridge that has not stopped at Ashton-under-Lyne	4
Passenger service passes from Stalybridge	Freight passes from Down Ashton to Up Crowthorne	3½

Stalybridge		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Non-stop train from Huddersfield direction towards Ashton via Platforms 1	Approach control signals released from red	½
Train from Guide Bridge direction to Platform 1 or 2	Approach control signal released from red	1
Train from Guide Bridge direction passing Stalybridge via UDM or Platform 3	Slower speed through platform and crossover	½
Dwell Time		
All trains	1	
Junction Margins		
First Movement	Second Movement	Margin
Train arrives or passes from Guide Bridge or Ashton	Conflicting departure towards Guide Bridge or Ashton	1
Train arrives or passes platform 4 from Guide Bridge	Train passes towards Ashton via platforms 1 or 3	2
Train arrives platform 4 from Ashton	Train arrives platform 3 from Guide Bridge	Parallel *
Train arrives platform 4 from Guide Bridge or Ashton	Train passes platform 3 from Guide Bridge or Ashton	4
Train passes platform 4 from Guide Bridge or Ashton	Train arrives or passes platform 3 from Guide Bridge or Ashton	3
Train arrives platform 3 from Guide Bridge or Ashton	Train arrives or passes platform 4 from Guide Bridge or Ashton	4
Train passes platform 3 from Guide Bridge or Ashton	Train arrives or passes platform 4 from Guide Bridge or Ashton	3
All other conflicting moves		3
* Must not be an arrival from Diggle Jn direction into platform 1 within three minutes before or after the platform 3 arrival/pass		
Platform Reoccupation		
Minimum reoccupation margin in platform 4 is 2½ between stopping services or a stopping service after a non-stop train has passed		
Simultaneous Moves Not Permitted		
First Movement	Second Movement	Margin
Arrive Platform 1 from the Huddersfield direction	Arrive or pass Platform 3 from Guide Bridge	3#
Arrive or pass Platform 3 from Guide Bridge	Arrive Platform 1 from the Huddersfield direction	3#
# Only applies if there is an arrival or pass via platform 4 from the Guide Bridge direction		
Station Working		
It is possible to recess a freight up to 60 SLU on the Up and Down Middle Line (Platform 3)		

Diggle Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All Down trains running via the Down Passenger Loop (allowance to be incorporated into the schedule between Greenfield and Diggle Jn).	Approach Control	2

NW7025 PHILLIPS PARK WEST JN TO ASHBURYS WEST JN
Operating Restriction
Due to weight restrictions on certain bridges, a light locomotive or locomotive-hauled train must not be planned to pass any other train/vehicle between Philips Park South Jn and Ashburys West Jn. Multiple Unit trains may, however, be allowed to pass one another without restriction.

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT
Hunts Cross West Jn
See entry under route NW6003 Castlefield Jn to Allerton Jn

Liverpool Central (Low Level)		
Connectional Allowance	10	
Platform End Conflicts		
First Movement	Second Movement	Margin
Between all movements (limited to six in each direction per hour)		2½*
Other Restrictions		
Both platforms are bi-directional and services to Kirkby, Ormskirk, Southport and Hunts Cross may depart from any platform. Services from Hunts Cross may only depart towards Sandhills from Platform 2. Permissive working does not apply.		

Paradise Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down train towards James Street pass Paradise Jn	Down train depart/pass Liverpool Central towards Moorfields	2
Down train from Liverpool Central arrive/pass Moorfields	Down train depart/pass Liverpool Central towards James Street	Same time
Down train from Liverpool Central arrive/pass Moorfields	Up train depart/pass Paradise Jn towards Liverpool Central	Same time

Moorfields (Low Level)	
Connectional Allowance	10

Sandhills		
Dwell Time		
Southport to Hunts Cross and Hunts Cross to Southport services (crew change).	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession).		2
Platform End Conflicts		
Down train depart/pass Sandhills towards Kirkdale	Up train arrive/pass Sandhills from Bank Hall	2½
Up train arrive/pass Sandhills from Bank Hall	Down train depart/pass Sandhills towards Kirkdale	2

Bootle Jn		
Junction Margins		
First Movement	Second Movement	Margin
Up train pass/depart Bootle Oriel Road	Down train ex Bootle Branch pass/depart Bootle Jn	4
Down train ex Bootle Branch pass/depart Bootle Jn	Up train pass/depart Bootle Oriel Road	2½

Bootle New Strand	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	8

Seaforth & Litherland	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport only	8

Hall Road	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport only	7

Formby	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	7

Freshfield	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 via 2093 points (north of Formby) for services from/to Southport only	8

Ainsdale	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	9

Hillside	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport only	7

Southport	
See entry under route NW6009 Windsor Bridge North Jn to Southport	

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)	
Paradise Jn	
See entry under route NW8001 Hunts Cross West Jn to Southport	

James Street	
See entry under route NW8011 Mann Island Jn to West Kirby (via Loop)	

NW8005 SANDHILLS JN TO ORMSKIRK

Kirkdale

Dwell Time

EMU	1\$
\$ includes an allowance for traincrew change	

Junction Margins

First Movement	Second Movement	Margin
Arrival of train at Kirkdale C.S. from Walton Jn	Depart/pass Kirkdale to Walton Jn	1½
Arrival of train at Kirkdale C.S. from Walton Jn	Arrive/pass Kirkdale from Walton Jn	1½
Departure of train from Kirkdale C.S. to Sandhills	Arrive/pass Kirkdale from Sandhills	4
Departure of train from Kirkdale C.S. to Sandhills	Depart/pass Kirkdale to Sandhills	Same time as first train arrive/pass Sandhills

Walton Jn

Junction Margins

First Movement	Second Movement	Margin
Down Ormskirk to Down Kirkby	Up Ormskirk to Up Ormskirk	2½
Up Ormskirk to Up Ormskirk	Down Ormskirk to Down Kirkby	2

Aintree

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	7
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Maghull

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 1 and departure platform 2 for services from/to Ormskirk only	7
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Town Green

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 1 and departure platform 2 for services from/to Ormskirk only	7
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Ormskirk	
Other Restrictions	
Permissive working applies to the platform which can be accessed from Sandhills Jn	
Platform/Single Line reoccupation	4

NW8009 WALTON JN TO KIRKBY	
Walton Jn	
See entry under route NW8005 – Sandhills Jn to Ormskirk	

Fazakerley		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrive/pass Fazakerley	Down train depart/pass Fazakerley	Same time

Kirkby (Merseyside)	
Other Restrictions	
Permissive working applies to the platform which can be accessed from Walton Jn	

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)	
James Street	
Other Restrictions	
Terminating trains from Hamilton Square <u>must</u> use Platform 2. Permissive working does <u>not</u> apply. Platform 1 shall be available for terminating services (meaning services that will not continue around the Loop line) only if the Loop line is not available to trains	

Moorfields (Deep Level)	
Connectional Allowance	10

Liverpool Lime Street (Deep Level)	
Connectional Allowance	10

Liverpool Central (Deep Level)	
Connectional Allowance	10

Hamilton Square	
Other Restrictions	
Platform 1 is for Liverpool bound services only. Platform 2 is normally used for departures towards Birkenhead Central. Platform 3 is normally only used for departures towards Birkenhead North	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform and a different departure platform for services to/from Birkenhead North direction only	7

Birkenhead North	
Other Restrictions	
The maximum permitted station dwell time of 5 minutes does not apply to services using the Platform loop.	
Splitting and Coupling of Units: In Platform Loop and Up West Kirby platform during periods of severe disruption only. Note: Coupling of units is not permitted in any platform.	
Train Watering Points	Fixed watering point available
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform and a different departure platform for services to/from Liverpool only	9
EMU shunting between arrival platform and a different departure platform for services to/from West Kirby/New Brighton only	7

Bidston East Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains approaching on the Down West Kirby routed to New Brighton.	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession, after the 2nd movement a 3 minute margin is required)		2

Bidston
See entry under route NW3007 Wrexham Central to Bidston West Jn

Bidston Dee Jn
See entry under route NW3007 Wrexham Central to Bidston West Jn

Hoylake	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform and a different departure platform for services to/from West Kirby only	7

West Kirby	
Other Restrictions	
Permissive working applies in both platforms	

NW8013 CANNING STREET JN TO HOOTON SOUTH JN	
Hamilton Square	
See entry under route NW8011 - Mann Island Jn to West Kirby (via Loop)	

Birkenhead Central	
Dwell Time	
All	1\$
\$ includes an allowance for traincrew change	
Train Watering Points	
	Fixed watering point available
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform and a different departure platform for services to/from Liverpool Central only	7

Rock Ferry		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains terminating in Platforms 3 & 4	Approach Control	2
Trains departing from Platforms 3 & 4	Slower line Speed	1

Hooton	
Other Restrictions	
Both through lines and the bay platform are DC electrified. The through platforms are bi-directional. Permissive working does not apply. The maximum permitted station dwell time of 5 minutes does not apply.	

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)

Bidston East Jn

See entry under route NW8011 Mann Island Jn to West Kirby (via Loop)

New Brighton

Other Restrictions

Permissive working applies in both platforms

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)

Dore West Jn

For Junction Margins and Adjustments to Sectional Running Times – See London North Eastern Route LN808

Earles Sidings S.B.

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains departing Earles Sidings	Acceleration from slow speed	1 after Earles Sidings SB

Junction Margins

First Movement	Second Movement	Margin
Down train arrive Earles Sidings	Down train Departs/Pass Bamford	2
Freight train departs from Up Main to Down Goods Loop/Earles Sidings	Passenger train passes on Down Main	5
Freight train departs Down Goods Loop/Earles Sidings towards Dore (Up)	Passenger train passes on Down Main	4½
Freight train departs Down Goods Loop/Earles Sidings towards Dore (Up)	Down Freight Train arrives Down Goods Loop/Earles Sidings.	5
LD runs from Up Main to Down Goods Loop/Earles Sidings	Passenger train passes on Down Main	2½
Freight train propels from Up Main to Down Goods Loop/Earles Sidings	Passenger train passes on Up Main	5
LD runs from Up Main to Down Goods Loop/Earles Sidings	Passenger train passes on Up Main	2½
Passenger train passes on Down Main	Depart/Pass from Up Main to Down Goods Loop/Earles Sidings	2

Chinley East Jn		
Adjustments to Sectional Running Times		
Movement (Down)	Reason	Value
Trains routed towards Chinley South Jn	Approach control	1
	Acceleration from slow speed	Approaching Chinley East Jn. 1 After Chinley East Jn

Chinley North Jn		
Adjustments to Sectional Running Times		
Movement (Down)	Reason	Value
Trains from Chinley South Jn	Acceleration from slow speed	½ After Chinley North Jn
Movement (Up)	Reason	Value
Trains routed towards Chinley South Jn	Approach control	½
	Acceleration from slow speed	Approaching Chinley North Jn ½ After Chinley North Jn

New Mills South Jn		
Adjustments to Sectional Running Times		
Movement (Down)	Reason	Value
All trains formed of Class 170, 185, 220, 221, HST on Down Main from Chinley North Jn joining Down Romiley	Approach control	½
		Approaching New Mills South Jn
Movement (Up)	Reason	Value
Trains joining Up Main from Up Romiley at New Mills South Jn	Acceleration away from 15mph junction.	1½ After New Mills South Jn
Junction Margins		
First Movement	Second Movement	Margin
Pass from Hazel Grove Freight	Pass to Romiley	3½
Pass from Hazel Grove Passenger	Pass to Romiley	3
Pass to Romiley Passenger	Pass to Chinley	2½
Pass to Romiley Freight	Pass to Chinley	3

Hazel Grove High Level Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to New Mills Passenger	Pass from New Mills	3
Pass to New Mills Freight	Pass from New Mills	4
Pass to Stockport Passenger	Pass from Northenden	3½
Pass to Stockport Freight	Pass from Northenden	4½
Margins can be reduced by ½ minute if the second train has a minimum of 1 minute pathing allowance approaching Hazel Grove High Level Jn		

Hazel Grove		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Up Trains routed via Platform 2	Slower speed over Junction	½ Approaching Hazel Grove
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Down train passes from Hazel Grove High Level Jn	Up train passes to Hazel Grove High Level Jn	2½
Pass from Hope Valley passenger	Depart to Buxton	1
Pass from Hope Valley freight	Depart to Buxton	1½
Pass to Buxton	Pass from Hope Valley	4
Pass from Hope Valley passenger	Pass to Buxton	1½
Pass from Hope Valley freight	Pass to Buxton	2
Platform Reoccupation		
Assumes that trains shunt to Up or Down Sidings 4 minutes after arrival.	Between arrival of a train from the Manchester direction terminating in the Down Platform and the next Down service 6½ Between arrival of a train from the Manchester direction terminating in the Up Platform and the next Up service 6	

NW9005 CHINLEY NORTH JN TO BUXTON		
Chinley South Jn		
Adjustments to Sectional Running Times		
Movement (Up)	Reason	Value
Trains routed towards Chinley East Jn	Approach control Acceleration from slow speed	1 approaching Chinley South Jn 1 After Chinley South Jn
Trains routed towards Chinley North Jn	Approach control* Acceleration from slow speed*	1 approaching Chinley South Jn ½ After Chinley South Jn
* These allowances must be used in any train with pathing allowance approaching Chinley North Jn from Chinley South Jn		

Peak Forest Up Sidings			
For Light Engine moves to and from Peak Forest Up Sidings to Great Rocks			
For westbound departures:		For eastbound arrivals:	
Peak Forest Up Sidings dep.	XX.00	Great Rocks dep	XX.XX
Peak Forest Station arr	XXRM03	Peak Forest Station arr	XXRM00
Peak Forest Station dep	XXRM06	Peak Forest Station dep	XXRM03
Great Rocks arr	XX.XX	Peak Forest Up Sidings arr.	XX.06
For trains to Peak Forest Up Sidings from Great Rocks			
For eastbound arrivals:		For eastbound departures:	
Great Rocks dep		Peak Forest Up Sidings dep	XX.00
Peak Forest Station arr	XXRM00 #	Peak Forest Station pass	XX/02 \$
Peak Forest Station dep	XXRM02	Chinley South Jn. pass	XX/XX
Peak Forest Up Sidings arr	XX.10		
# Includes collection of radio. Train draws forward beyond Signal 19 and driver communication with shunter prior to reversal. Reversal commences when departing Peak Forest Ground Signal 45. \$ - an additional 2 minutes for a C stop should be added to this time if required by the operator			

Peak Forest Station			
Junction Margins			
First Movement		Second Movement	
Freight from Long Sidings depart Peak Forest Station		Freight passes from Chinley South Jn to Great Rocks.	
			Margin
			4
For Light Engine moves to Peak Forest Cemex Sidings			
Chinley South Jn pass	XX/XX		
Peak Forest Station arr	XXOP00		
Peak Forest Station dep	XX02		
Peak Forest 28 Signal arr	XXRM03		
Peak Forest 28 Signal dep	XX RM PR06		
<i>Clear 34 points pass</i>	XX/07 #		
Peak Forest Cemex Siding arr	XX 09		
For trains to/from Peak Forest Cemex Sidings			
Chinley South Jn.	XX/XX	Peak Forest Cemex Sidings dep	XX.00
Peak Forest Station arr	XX/OP00	Peak Forest South Long Sidings arr	XXRR10
Peak Forest Station dep	XX.02 *	Peak Forest South Long Sidings dep	XXRR30
Peak Forest 28 Signal arr	XX.05	Peak Forest Station pass	XX /35 \$
Peak Forest 28 Signal dep	XX RM PR06 *	Chinley South Jn.	XX/XX
<i>Clear 34 points pass</i>	XX/12 #		
Peak Forest Cemex Sidings arr	XX.PR19		
Time between Cemex arrivals			50
* Includes collection of radio. Train draws forward clear of 28 Signal and communication with shunter prior to reversal. Reversal commences when departing 28 Signal.			
# When clear of 34 points, and after a further 2 mins for signaller's duties, a train can pass on the Down Goods at Signal CY168.			
\$ - an additional 2 minutes for a C stop should be added to this time if required by the operator			
For Light Engine moves to and from Great Rocks to Peak Forest Cemex Sidings			
For westbound departures:		For eastbound arrivals:	
Peak Forest Cemex Sidings dep	XX 00	Great Rocks dep	
Peak Forest 28 Signal arr	XXRM02	Peak Forest Station arr	XXRM00
Peak Forest 28 Signal dep	XXRM05	Peak Forest Station dep	XXRM03
Peak Forest Station arr	XXRM06	Peak Forest 28 Signal arr	XXRM04
Peak Forest Station dep	XX.09	Peak Forest 28 Signal dep	XXRM07
Great Rocks arr		<i>Clear 34 points pass</i>	XX/08
		Peak Forest Cemex Sidings arr	XX.09

Great Rocks Jn		
Junction Margins		
First Movement	Second Movement	Margin
Train from Tunstead pass Great Rocks Jn	Train on Down Goods depart Great Rocks Jn to Buxton SB	2
Train on Down Goods depart Great Rocks Jn to Buxton SB	Train depart from Tunstead Sidings	2

Tunstead Sidings
Operating Restriction
Once a train has departed Buxton URS towards Great Rocks Jn, no other train can arrive or depart Tunstead Sidings. A train should not be planned to arrive or depart during this journey time.
Owing to the adverse gradients at Peak Forest, a departure of a train from Tunstead should be planned to have a clear road through to Chinley South Jn.

Buxton SB
See entry under route NW9021 Buxton to Hazel Grove East Jn

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN
Strines
Dwell Time
Standard allowances apply but may be a request stop.

Marple	
Minimum Turnround Time – Trains changing direction at end of journey	
Shunting between arrival platform and a different departure platform	8

Romiley		
Junction Margins		
First Movement	Second Movement	Margin
Pass / Depart to Hyde	Arrive / Pass from Bredbury	3½ Passenger *
Pass / Depart to Hyde	Arrive / Pass from Bredbury	4½ Freight *
Arrive / Pass from Bredbury	Depart to Hyde	1
Arrive / Pass from Bredbury	Pass to Hyde (Passenger)	3
Arrive / Pass from Bredbury	Pass to Hyde (Freight)	4 *
* Margins can be reduced by 1 minute if the second train has a minimum of 1½ minute pathing time approaching Romiley.		

NW9019 BUXTON TO BRIGG'S SIDINGS

Buxton SB

See entry under route NW9021 Buxton to Hazel Grove East Jn

Brigg's Ground Frame

Junction Margins

First Movement	Second Movement	Margin
Freight arrives at Dowlow / Hindlow Quarry	Freight departs from Dowlow / Hindlow Quarry	2

For departures towards Brigg's Sidings (Dowlow Quarry) only

Buxton Up Relief Sidings dep XX.XX

Buxton SB arr XX.XX *

Buxton SB dep XX.XX *

Brigg's Ground Frame arr XX.00 \$

Brigg's Ground Frame dep XX.02 \$

Brigg's Sidings (Dowlow Quarry) arr XX.06

For arrivals from Brigg's Sidings (Dowlow Quarry) only

Brigg's Sidings (Dowlow Quarry) dep XX.00

Brigg's Ground Frame arr XX.05 £

Brigg's Ground Frame dep XX.09 £

Buxton SB arr XX.XX *

Buxton SB dep XX.XX *

Buxton Up Relief Sidings arr XX.XX

* - a stop must be shown of one minute duration for a token exchange with the signaller.

\$ - a stop must be shown of two minute duration for a shunter to meet the driver, walk and operate Brigg's Ground Frame to arrive a train.

£ - a stop must be shown of four minute duration for a shunter to operate Brigg's Ground Frame and hand the token to the driver to depart a train.

For departures towards Brigg's Sidings (Hindlow Quarry)

Buxton Up Relief Sidings dep XX.XX

Buxton SB arr XX.XX *

Buxton SB dep XX.XX *

Brigg's Ground Frame arr XX.00 \$

Brigg's Ground Frame dep XX.02 \$

Hindlow Quarry arr XX.24 #

For arrivals from Brigg's Sidings (Hindlow Quarry)

Hindlow Quarry dep XX.00

Brigg's Ground Frame arr XX.02 £

Brigg's Ground Frame dep XX.06 £

Buxton SB arr XX.XX *

Buxton SB dep XX.XX *

Buxton Up Relief Sidings arr XX.XX

* - a stop must be shown of one minute duration for a token exchange with the signaller.

\$ - a stop must be shown of two minute duration for a shunter to meet the driver, walk and operate Brigg's Ground Frame to arrive a train.

£ - a stop must be shown of four minute duration for a shunter to operate Brigg's Ground Frame and hand the token to the driver to depart a train.

Brigg's Ground Frame		
Operating Instruction		
# - The arriving service into Hindlow Quarry must retain the token until it has completed its run round move and propelled the service into the Quarry clear of the hand points. This will allow a train to depart Briggs Siding (Dowlow Quarry).		
Only one service can be scheduled into Hindlow Quarry at any one time.		

NW9021 BUXTON TO HAZEL GROVE EAST JN		
Buxton SB		
Junction Margins		
First Movement	Second Movement	Margin
Freight pass from Up Relief Siding to Dowlow/Hindlow	Passenger arrives Buxton	5
Freight pass from Dowlow/Hindlow to Up Relief Siding	Passenger arrives Buxton	5
Passenger arrives Buxton	Freight pass from Dowlow/Hindlow to Up Relief Siding	3
Passenger arrives Buxton	Freight pass from up Relief siding to Dowlow/Hindlow	3

Buxton Up Relief Sidings		
Operating Instruction		
A second train can enter the Up Relief Sidings 3 minutes after the first train has completed its run round move. The second train cannot commence its run round move until 2 minutes after the first train has departed.		

NW9901 GARGRAVE TO CARLISLE SOUTH JN		
Hellifield		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Non-stop trains approaching Hellifield on Up Main routed via Up Branch	Approach to 15mph crossover	2
Dwell Time		
LH/HST		2
All other		1

Long Preston		
Dwell Time		
LH/HST		2
All other		1 Sundays Only

Settle Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Approaching Settle Jn trains on Down Main having joined from Down Branch at Hellifield. This applies only to trains that are non-stop through Hellifield.	Acceleration away from 15mph junction	1
Trains joining Up Main line from Giggleswick. Adjustment after Settle Jn.	Acceleration away from 15mph junction	1
Trains joining line to Giggleswick from Down Main line. Adjustment approaching Settle Jn	Deceleration to 15mph junction	½
Junction Margins		
Train movement crossing to Up Main line from Giggleswick Train cannot depart from Hellifield on Down Main line until 2 minutes after first movement has cleared Settle Jn		

Settle	
Dwell Time	
LH/HST	2
All other	1 Except 09.30 - 12.00 towards Horton-in-Ribblesdale and 15.30 - 18.30 towards Settle Jn when 2 applies

Arcow Quarry
Planning Restriction
In the Down direction, Arcow Quarry Ground Frame (GF) does not split up the section Settle Jn to Horton-in-Ribblesdale; therefore: When a train for Arcow Quarry arrives at Arcow Quarry GF, the minimum interval to be allowed before the next Down train passes Settle Jn is 12 minutes. This is to allow sufficient time for the train at the GF to clear the mainline and for the GF to be given back to the signaller at Settle Jn. Once a train has departed/passed Horton-in-Ribblesdale, the next train can depart/pass Arcow Quarry GF 2 minutes later.

Horton-in-Ribblesdale	
Dwell Time	
LH/HST	2
All other	1 Sundays Only

Ribblehead		
Dwell Time		
LH/HST	2	
All other	1	
Junction Margins		
First Movement	Second Movement	Margin
Pass from Carlisle	Arrive/Pass Ribblehead to Blea Moor	4

Ribblehead Quarry		
Planning Restriction		
A train entering or leaving the quarry occupies the block section between Ribblehead and Blea Moor. A minimum of two minutes should be allowed after an arrival of a train at the quarry before the next train can pass either Ribblehead or Blea Moor.		

Blea Moor		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Carlisle	Freight/LH train pass from Carlisle	6
Pass to Carlisle	DMU (Cl.14x, 15x, 185) pass from Carlisle	5
Pass to Carlisle	Depart UGL	2

Dent		
Dwell Time		
LH/HST	2	
All other	1 Sundays Only	

Garsdale		
Dwell Time		
LH/HST	2	
All other	1	

Kirkby Stephen		
Dwell Time		
LH/HST	2	
All other	1 Sundays Only	
Minimum Turnround Time – Trains changing direction at end of journey		
Shunting between arrival platform and a different departure platform		10

Appleby	
Dwell Time	
LH/HST	2
Slam	2
All other	1 (2 applies 1030 to 1300 Down direction and 1430 to 1830 Up direction)

Kirkby Thore British Gypsum			
For southbound arrivals		For northbound departures	
Culgaith SB Level Crossing pass		Kirkby Thore British Gypsum dep	XX.00
Kirkby Thore SB arr	XXOP00	Culgaith SB Level Crossing pass	XX/XX
Kirkby Thore SB dep	XXOP01		
Kirkby Thore GPS KT 55 arr	XXOP03		
Kirkby Thore GPS KT 55 dep	XXOP07		
Kirkby Thore British Gypsum arr	XX.15		

Langwathby	
Dwell Time	
LH/HST	2
All other	1

Lazonby & Kirkoswald	
Dwell Time	
LH/HST	2
All other	1 Sundays Only

Armathwaite	
Dwell Time	
LH/HST	2
All other	1

Petteril Bridge Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Up trains towards Settle	Approach control	½

London Road Jn
Planning Note
Down trains exceeding 400 feet (19SLUs) from the Down Newcastle line, standing at CE404 signal will stand foul of Petteril Bridge Jn and prevent trains accessing the Settle and Carlisle line. Therefore junction margins must be applied at Petteril Bridge Jn based on the trains departure time from CE404 signal.

NW9903 SETTLE JN TO CARNFORTH STATION JN
Giggleswick
Dwell Time
DMU 45 seconds

Clapham
Dwell Time
DMU 45 seconds

Bentham
Dwell Time
DMU 45 seconds

Wennington
Dwell Time
DMU 45 seconds

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting. Trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director.

STATION	PLATFORM	LENGTH	NOTES
Accrington	Down	100	
Accrington	Up	100	
Acocks Green	Down	152	
Acocks Green	Up	153	
Acton Bridge	Down	131	
Acton Bridge	Up Fast	145	
Acton Bridge	Up Slow	185	
Adderley Park	Down	96	
Adderley Park	Up	97	
Adlington (Cheshire)	Down	169	
Adlington (Cheshire)	Up	169	
Adlington (Lancashire)	Down	124	
Adlington (Lancashire)	Up	127	
Aigburth	1	128	Down line
Aigburth	2	128	Up line
Ainsdale	1	124	Up line
Ainsdale	2	123	Down line
Aintree	1	162	Up line
Aintree	2	118	Down line. Additional 45m OOU
Albrighton	Down	92	
Albrighton	Up	138	
Alderley Edge	Down	172	Bi-directional
Alderley Edge	Up	128	
Alsager	Down	91	
Alsager	Up	91	
Altrincham	3	168	Up line
Altrincham	4	142	Down line
Alvechurch	1	149	
Alvechurch	2	150	
Ansdell & Fairhaven	Single	50	
Appleby	Down	166	
Appleby	Up	165	
Appley Bridge	Down	94	
Appley Bridge	Up	95	
Apsley	1	204	Down Fast
Apsley	2	204	Up Fast
Apsley	3	246	Down Slow
Apsley	4	246	Up Slow
Ardwick	Down	153	
Ardwick	Up	153	
Armathwaite	Down	92	
Armathwaite	Up	94	
Arnside	Down	112	Additional 79m OOU
Arnside	Up	106	Additional 18.5m OOU
Ashburys	Down	164	

STATION	PLATFORM	LENGTH	NOTES
Ashburys	Up	134	
Ashley	Down	83	
Ashley	Up	113	
Ashton-under-Lyne	Down	106	
Ashton-under-Lyne	Up	106	
Askam	Down	52	Additional 52.7m OOU
Askam	Up	61	Additional 52m OOU
Aspatria	Down	35	Additional 137.8m unlined
Aspatria	Up	36	Additional 111.3m unlined
Aspley Guise	Down	51	
Aspley Guise	Up	72	
Aston	1	148	
Aston	2	145	
Atherstone	Down Slow	139	
Atherstone	Up Slow	122	
Atherton (Greater Manchester)	Down	99	Additional 15m beyond signal
Atherton (Greater Manchester)	Up	119	
Aughton Park	1	130	Up line
Aughton Park	2	129	Down line
Aylesbury	1	197	
Aylesbury	2 (Up) 2 (Down)	175 192	Ramp to ME395 signal
Aylesbury	3	187	
Aylesbury Vale Parkway	Bay	168	
Bache	1	138	Down line
Bache	2	138	Up line
Bamber Bridge	Down	80	Altered by CNE 15/94
Bamber Bridge	Up	75	Altered by CNE 15/94
Bamford (Derbyshire)	Down	101	Additional 7.6m beyond signal
Bamford (Derbyshire)	Up	103	Additional 26m not lined out
Banbury	1	270	
Banbury	2	300	
Banbury	3	300	
Banbury	4	133	
Bank Hall	1	151	Down line
Bank Hall	2	151	Bi-directional
Bare Lane	2	83	Down & Up Heysham line
Bare Lane	1	101	Down & Up Morecambe line
Barlaston	Down	98	
Barlaston	Up	127	
Barnt Green	1	184	
Barnt Green	2	186	
Barnt Green	3	151	
Barnt Green	4	187	
Barrow-in-Furness	1	185	Down line. Additional 28.7m beyond
Barrow-in-Furness	2	167	Up line. Additional 31.3m beyond
Barrow-in-Furness	3	154	Bay to Park South Jn
Beaconsfield	1	166	Up
Beaconsfield	2	170	Down
Bearley	Single	61	Bearley
Bebington	1	128	Down line
Bebington	2	128	Up line

STATION	PLATFORM	LENGTH	NOTES
Bedford St. Johns	Single	58	
Bedworth	Down	77	
Bedworth	Up	77	
Belle Vue	Down	103	
Belle Vue	Up	103	
Bentham	Down	136	
Bentham	Up	105	
Berkhamsted	1	246	Down Fast
Berkhamsted	2	246	Up Fast
Berkhamsted	3	246	Down Slow
Berkhamsted	4	246	Up Slow
Berkswell	Down	173	
Berkswell	Up	173	
Bermuda Park	Down	75	
Bermuda Park	Up	75	
Bescar Lane	Down	60	
Bescar Lane	Up	66	
Bescot Stadium	Down	89	
Bescot Stadium	Up	89	
Bicester North	1	193	
Bicester North	2	192	
Bicester Village	1	240	Up
Bicester Village	2	230	Down
Bidston	Down	119	
Bidston	Up	119	
Billbrook	Down	68	
Billbrook	Up	64	
Birchwood	Down	172	
Birchwood	Up	172	
Birkdale	1	141	Up line
Birkdale	2	130	Down line
Birkenhead Central	1	145	Down line
Birkenhead Central	2	128	Up line
Birkenhead Conway Park see Conway Park			
Birkenhead Hamilton Square see Hamilton Square			
Birkenhead North	1	111	Platform Loop
Birkenhead North	2	128	Up Main line
Birkenhead North	3	125	Down line
Birkenhead Park	1	122	Down line
Birkenhead Park	2	130	Up line
Birmingham International	1	281	
Birmingham International	2	283	
Birmingham International	3	304	
Birmingham International	4	303	
Birmingham International	5	303	
Birmingham Moor Street	1	207	
Birmingham Moor Street	2	207	
Birmingham Moor Street	3	269	
Birmingham Moor Street	4	273	
Birmingham New Street	1A	173	NS 181 – NS 209
Birmingham New Street	1A	161	NS 181 – NS 205
Birmingham New Street	1B	191	NS 205 – North Ramp
Birmingham New Street	1B	186	NS 209 – North Ramp

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	1B	182	NS 205 – NS 240
Birmingham New Street	1B	177	NS 209 – NS 240
Birmingham New Street	1	351	NS 181 – North Ramp
Birmingham New Street	1	350	NS 181 – NS 240
Birmingham New Street	2A	142	NS 179 – NS 199
Birmingham New Street	2B	164	NS 208 – NS 233
Birmingham New Street	2	313	NS 179 – NS 233
Birmingham New Street	3A	154	NS 178 – NS 206
Birmingham New Street	3A	105	NS 206 – NS 207
Birmingham New Street	3A	49	NS 178 – NS 207
Birmingham New Street	3B	164	NS 198 – NS 232
Birmingham New Street	3	322	NS 178 – NS 232
Birmingham New Street	3	273	NS 207 – NS 232
Birmingham New Street	4A	125	NS 174 – NS 203
Birmingham New Street	4A	58	NS 177 – NS 174
Birmingham New Street	4A	183	NS 177 – NS 203
Birmingham New Street	4B	171	NS 204 – North Ramp
Birmingham New Street	4C	101	Bay 'S' Car stop board 5 metres from blocks
Birmingham New Street	4	301	NS 174 – North Ramp
Birmingham New Street	4	359	NS 177 – North Ramp
Birmingham New Street	5A	117	NS 201 – NS 176
Birmingham New Street	5B	44	NS 202 – North Ramp
Birmingham New Street	5	255	NS 175 – North Ramp
Birmingham New Street	5	215	NS 176 – North Ramp
Birmingham New Street	6A	156	NS 172 – NS 194
Birmingham New Street	6B	111	NS 195 – NS 225
Birmingham New Street	6B	155	NS 195 – NS 226
Birmingham New Street	6	271	NS 172 – NS 225
Birmingham New Street	6	315	NS 172 – NS 226
Birmingham New Street	7A	101	NS 168 – NS 192
Birmingham New Street	7A	160	NS 171 – NS 192
Birmingham New Street	7B	155	NS 193 – NS 224
Birmingham New Street	7	259	NS 168 – NS 223
Birmingham New Street	7	318	NS 171 – NS 223
Birmingham New Street	8A	150	NS 167 – NS 189
Birmingham New Street	8A	113	NS 170 – NS 189
Birmingham New Street	8B	176	NS 191 – North Ramp
Birmingham New Street	8B	120	NS 191 – NS 219
Birmingham New Street	8	339	NS 167 – North Ramp
Birmingham New Street	8	292	NS 170 – North Ramp
Birmingham New Street	9A	162	NS 165 – NS 187
Birmingham New Street	9A	88	NS 166 – NS 187
Birmingham New Street	9B	98	NS 188 – NS 217
Birmingham New Street	9B	155	NS 188 – NS 218
Birmingham New Street	9	263	NS 165 – NS 217
Birmingham New Street	9	321	NS 165 – NS 218
Birmingham New Street	9	189	NS 166 – NS 217
Birmingham New Street	10A	141	NS 162 – NS 184
Birmingham New Street	10B	138	NS 185 – NS 215
Birmingham New Street	10	188	NS 162 – NS 185
Birmingham New Street	10	321	NS 162 – NS 215
Birmingham New Street	10	279	NS 163 – NS 215
Birmingham New Street	11A	166	NS 159 – NS 183

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	11A	130	NS 161 – NS 183
Birmingham New Street	11B	168	NS 183 – NS 214
Birmingham New Street	11	333	NS 159 – NS 214
Birmingham New Street	11	298	NS 161 – NS 214
Birmingham New Street	12A	107	NS 158 – NS 182
Birmingham New Street	12B	129	NS 182 – NS 212
Birmingham New Street	12	236	NS 158 – NS 212
Birmingham New Street	No1 Siding	195	
Birmingham New Street	No2 Siding	237	
Birmingham New Street	No3 Siding	239	
Birmingham Snow Hill	1	270	Down: 229m to SY198/Up: 236m to SY193
Birmingham Snow Hill	2	272	Down:270m to SY200/Up:237m to SY195
Birmingham Snow Hill	3	273	Down:263m to SY202/Up:240m to SY197
Blackburn	1	217	Bi-directional
Blackburn	2	225	Bi-directional
Blackburn	3	72	Bay to Preston
Blackburn	4	100	Bi-directional
Blackpool North	1	277	
Blackpool North	2	277	
Blackpool North	3	217	
Blackpool North	4	205	
Blackpool North	5	203	
Blackpool North	6	205	
Blackpool Pleasure Beach	Single	99	
Blackpool South	Single	85	Bay
Blackrod	Down	114	
Blackrod	Up	114	
Blake Street	Down	150	
Blake Street	Up	149	
Blakedown	Down	122	
Blakedown	Up	119	
Bletchley	1	253	Down Fast
Bletchley	2	253	Up Fast
Bletchley	3	253	Down Slow
Bletchley	4	262	Up Slow
Bletchley	5	262	Down Cambridge Line
Bletchley	6	129	Up Cambridge Line
Bloxwich	Down	72	
Bloxwich	Up	72	
Bloxwich North	Down	77	
Bloxwich North	Up	77	
Blundellsands & Crosby	1	127	Up line. Additional 24m OOU
Blundellsands & Crosby	2	135	Down line
Bolton	1	190	Bi-directional
Bolton	2	102	Bay to Salford Crescent. Additional 10m beyond signal
Bolton	3	263	In Down direction.
Bolton	3	279	In Up direction
Bolton	4	271	Bi-directional
Bootle (Cumbria)	Down	47	Additional 71.4m OOU
Bootle (Cumbria)	Up	50	Additional 71.8m OOU
Bootle New Strand (Merseyside)	1	139	Up line
Bootle New Strand (Merseyside)	2	151	Down line

STATION	PLATFORM	LENGTH	NOTES
Bootle Oriel Road (Merseyside)	1	127	
Bootle Oriel Road (Merseyside)	2	127	
Bordesley	Down	148	
Bordesley	Up	148	
Bournville	Down	142	
Bournville	Up	142	
Bow Brickhill	1	37	
Bow Brickhill	2	37	
Bramhall	Down	141	
Bramhall	Up	183	
Braystones	Single	41	Additional 32m unlined
Bredbury	Down	89	
Bredbury	Up	89	
Bricket Wood	Single	128	
Brierfield	Single	60	Additional 18m OOU
Brinnington	Down	89	
Brinnington	Up	89	
Broad Green	Down	118	
Broad Green	Up	110	
Broadbottom	Down	108	
Broadbottom	Up	108	
Bromborough	1	130	Down line
Bromborough	2	130	Up line
Bromborough Rake	1	128	Down line
Bromborough Rake	2	128	Up line
Bromley Cross	Down	95	
Bromley Cross	Up	95	
Bromsgrove	1	150	Up Bromsgrove Loop – Down direction
Bromsgrove	1	150	Up Bromsgrove Loop – Up direction
Bromsgrove	2	150	Up Gloucester – Down direction
Bromsgrove	2	150	Up Gloucester – Up direction
Bromsgrove	3	150	Down Bromsgrove Station Loop – Down direction
Bromsgrove	3	150	Down Bromsgrove Station Loop – Up direction
Bromsgrove	4	150	Down Gloucester
Brunswick	1	132	Up line
Brunswick	2	132	Down line
Bryn	Down	80	
Bryn	Up	89	
Buckshaw Parkway	Down	150	
Buckshaw Parkway	Up	150	
Burnage	Down	152	Additional 11m OOU
Burnage	Up	152	Additional 11m OOU
Burneside	Single	93	
Burnley Barracks	Single	53	Additional 31m OOU
Burnley Central	Single	57	Additional 92m OOU
Burnley Manchester Road	1	99	
Burnley Manchester Road	2	95	
Burscough Bridge	Down	127	
Burscough Bridge	Up	122	
Burscough Jn	Single	81	Additional 140m OOU
Bushey	1	134	Down DC
Bushey	2	146	Up DC

STATION	PLATFORM	LENGTH	NOTES
Bushey	3	91	Down Fast
Bushey	4	207	Up Fast
Bushey	5	246	Down Slow
Bushey	6	246	Up Slow
Butlers Lane	Down	151	
Butlers Lane	Up	151	
Buxton	1	144	
Buxton	2	143	
Canley	Down	168	
Canley	Up	168	
Cannock	Down	72	
Cannock	Up	72	
Capenhurst	1	139	Down line
Capenhurst	2	142	Up line
Cark & Cartmel	Down	93	Additional 45m OOU
Cark & Cartmel	Up	85	Additional 71.5m OOU
Carlisle	1	238	In Down direction. Additional 65.4m 'loco stop' to
Carlisle	1	334	In Up direction. Additional 49.2m foul of sidings
Carlisle	2	105	Bay to Carlisle South Jn
Carlisle	3	314	In Down direction. Additional 26.8m 'loco stop' to
Carlisle	3	270	In Up direction. Additional 40.2m 'loco stop' to
Carlisle	4	409	In Down direction. Additional 21.4m foul of 'C' siding
Carlisle	4	349	In Up direction. Additional 44.5m 'loco stop' to
Carlisle	5	166	Bay to Carlisle South Jn
Carlisle	6	160	Bay to Carlisle South Jn. Additional 11m beyond signal
Carlisle	7	141	Bay to Gretna Jn
Carlisle	8	149	Bay to Gretna Jn. Additional 36m beyond signal
Carlton	Down	131	
Carlton	Up	111	
Carnforth	1	259	Up line
Carnforth	2	245	Bi-directional
Carpenders Park	Down	128	
Carpenders Park	Up	128	
Castleton (Greater Manchester)	Down	138	
Castleton (Greater Manchester)	Up	144	
Chapel-en-le-Frith	Down	92	
Chapel-en-le-Frith	Up	86	
Chassen Road	Down	145	
Chassen Road	Up	145	
Cheadle Hulme	1	167	Down Wilmslow to Edgeley Jn No. 1
Cheadle Hulme	2	167	Up Edgeley Jn No. 1 to Wilmslow
Cheadle Hulme	3	121	Down Stoke to Edgeley Jn
Cheadle Hulme	4	182	Up Edgeley Jn to Stoke
Cheddington	1	246	Down Fast
Cheddington	2	246	Up Fast
Cheddington	3	246	Down Slow
Cheddington	4	246	Up Slow
Chelford	Down	125	

STATION	PLATFORM	LENGTH	NOTES
Chelford	Up	167	
Cherry Tree	Down	73	
Cherry Tree	Up	74	
Chester	1	125	Bay to Crewe/Mickle Trafford. Additional 34m OOU
Chester	2	122	Bay to Llandudno Jn/Hooton. Shortened from 130m in
Chester	3	379	Bi-directional. No. 3a 178m, No. 3b 138m
Chester	4	313	
Chester	5	112	Bay to Crewe/Mickle Trafford
Chester	6	112	Bay to Crewe/Mickle Trafford
Chester	7	310	Bi-directional. DC line
Chester Road	Down	152	
Chester Road	Up	152	
Chinley	Down	117	
Chinley	Up	117	
Chorley	Down	150	
Chorley	Up	158	
Church & Oswaldtwistle	Down	83	Additional 68.4m OOU
Church & Oswaldtwistle	Up	72	Additional 66.3m OOU
Clapham (North Yorkshire)	Down	85	
Clapham (North Yorkshire)	Up	85	
Claverdon	Single	138	
Clifton	Down	95	
Clifton	Up	95	
Clitheroe	Down	76	
Clitheroe	Up	76	
Codsall	Down	94	
Codsall	Up	97	
Coleshill Parkway	Down	120	
Coleshill Parkway	Up	120	
Colne	Single	65	Additional 40m OOU
Congleton	Down	153	Additional 25m OOU
Congleton	Up	178	Additional 30m OOU
Conway Park	1	128	Up line
Conway Park	2	128	Down line
Corkickle	Single	86	Additional 72.5m OOU
Coseley	Down	122	
Coseley	Up	122	
Cosford	Down	122	
Cosford	Up	122	
Coventry	1	321	
Coventry	2	352	
Coventry	3	352	
Coventry	4	242	
Coventry Arena	1 – Down	76	
Coventry Arena	2 – Up	149	
Cradley Heath	Down	137	
Cradley Heath	Up	137	133m to SJ50 signal
Cressington	1	128	Up line
Cressington	2	128	Down line
Crewe	1	335	In Down direction. Additional 21.8m beyond locomotive

STATION	PLATFORM	LENGTH	NOTES
Crewe	1	313	In Up direction
Crewe	2	160	Bay to Crewe South Jn
Crewe	3	91	Bay to Crewe South Jn. Signal 73m beyond
Crewe	4	132	Bay to Crewe South Jn. Signal 31.9m beyond
Crewe	5	258	In Down direction. Additional 47.4m beyond locomotive
Crewe	5	275	In Up direction. Additional 30.1m beyond locomotive
Crewe	6	450	Down towards Winsford/Crewe Steelworks
Crewe	6	315	Down towards Sydney Bridge. Additional 5m from locomotive
Crewe	6	390	Up from Winsford/Crewe Steelworks. Additional 59.5m from locomotive
Crewe	6	256	Up from Sydney Bridge. Additional 59.5m from locomotive
Crewe	7	155	Bay to Crewe South Jn
Crewe	8	117	Bay to Crewe South Jn
Crewe	9	204	Bay to Chester lines only
Crewe	10	81	Bay to Crewe North Jn
Crewe	11	310	In Down direction. Additional 20m from locomotive
Crewe	11	301	In Up direction. Additional 29.1m from locomotive
Crewe	12	436	In Down direction
Crewe	12	427	In Up direction. Additional 8.5m beyond signal
Croston	Single	76	
Cuddington	Down	79	
Cuddington	Up	87	
Daisy Hill	Down	103	Additional 71.4m OOU
Daisy Hill	Up	105	Additional 72.4m OOU
Dalston (Cumbria)	Down	75	Additional 79.3m unlined
Dalston (Cumbria)	Up	80	Additional 67.2m unlined
Dalton	Down	92	Additional 84.8m OOU
Dalton	Up	88	Additional 87.2m OOU
Danzey	Up	153	
Danzey	Down	154	
Darwen	Down	80	
Darwen	Up	81	
Davenport	Down	138	
Davenport	Up	142	
Deansgate (Manchester)	1	151	Up line
Deansgate (Manchester)	2	155	Down line
Delamere	Down	78	
Delamere	Up	77	
Denham	1	169	
Denham	2	163	
Denham Golf Club	1	168	
Denham Golf Club	2	165	
Dent	Down	94	
Dent	Up	94	
Denton	Down	59	
Denton	Up	59	

STATION	PLATFORM	LENGTH	NOTES
Dinting	1	109	Single Dinting/Hadfield
Dinting	2	104	Single Dinting/Glossop
Disley	Down	137	
Disley	Up	138	
Dorridge	1	189	
Dorridge	2	189	
Dorridge	3	184	
Dove Holes	Down	87	
Dove Holes	Up	82	
Drigg	Down	84	
Drigg	Up	66	Additional 19.6m beyond
Duddeston	Down	152	
Duddeston	Up	147	
Dudley Port	Down	89	
Dudley Port	Up	89	
Earlestown	1	161	Up St. Helens Jn to Newton-le-Willows
Earlestown	2	115	Down Newton-le-Willows to Huyton
Earlestown	3	98	Single Warrington Bank Quay/St. Helens Junction
Earlestown	4	146	Down Warrington Bank Quay to Newton-le-Willows. Additional 6m beyond signal
Earlestown	5	113	Up Newton-le-Willows to Warrington Bank Quay
Earlwood	Down	115	
Earlwood	Up	115	
East Didsbury	Down	113	
East Didsbury	Up	105	Additional 63m OOU
Eastham Rake	1	132	Down line
Eastham Rake	2	132	Up line
Eccles	Down	187	
Eccles	Up	183	
Eccleston Park	Down	94	
Eccleston Park	Up	91	
Edale	Down	99	Additional 21.1m OOU
Edale	Up	100	Additional 21.1m OOU
Edge Hill	1	210	Up Slow line
Edge Hill	2	224	Bi-directional. Down Slow line
Edge Hill	3	226	Up Fast line
Edge Hill	4	259	Down Fast line
Ellesmere Port	1	135	Down line to Helsby
Ellesmere Port	Up	135	To Hooton
Entwistle	Single	120	
Erdington	Down	201	
Erdington	Up	201	
Euxton Balshaw Lane	Down	91	
Euxton Balshaw Lane	Up	91	
Fairfield	Down	136	
Fairfield	Up	136	
Farnworth	Down	100	
Farnworth	Up	100	
Fazakerley	1	128	Up line

STATION	PLATFORM	LENGTH	NOTES
Fazakerley	2	128	Down line. Additional 45m OOU and low
Fenny Stratford	Single	76	
Five Ways	Down	192	
Five Ways	Up	197	
Flimby	Down	45	
Flimby	Up	53	
Flixton	Down	137	
Flixton	Up	153	
Flowery Field	1	121	
Flowery Field	2	121	
Formby	1	121	Up line
Formby	2	121	Down line
Four Oaks	Bay	159	
Four Oaks	Down	149	
Four Oaks	Up	148	
Foxfield	Down	79	Additional 61.5m OOU
Foxfield	Up	80	Additional 61.5m OOU
Freshfield	1	143	Up line
Freshfield	2	128	Down line
Frodsham	Down	159	
Frodsham	Up	157	
Furness Vale	Down	102	
Furness Vale	Up	100	
Garsdale	Down	121	
Garsdale	Up	121	
Garston	Single	85	
Garswood	Down	76	
Garswood	Up	76	
Gathurst	Down	118	
Gathurst	Up	118	
Gatley	Down	124	
Gatley	Up	108	Additional 60m OOU
Gerrards Cross	1	167	
Gerrards Cross	2	171	
Giggleswick	Down	81	
Giggleswick	Up	89	
Glazebrook	Down	89	
Glazebrook	Up	90	
Glossop	Single	174	Bay
Godley	1	85	
Godley	2	85	
Goostrey	Down	167	
Goostrey	Up	167	
Gorton	Down	152	
Gorton	Up	152	
Grange-over-Sands	Down	97	Additional 35.3m OOU
Grange-over-Sands	Up	121	Additional 43.1m OOU
Gravelly Hill	Down	169	
Gravelly Hill	Up	154	
Great Missenden	1	102	Up DOO
Great Missenden	2	161	Down
Green Lane	1	127	Down line

STATION	PLATFORM	LENGTH	NOTES
Green Lane	2	128	Up line
Green Road	Down	75	Additional 46.8m OOU
Green Road	Up	75	Additional 47.6m OOU
Greenbank	Down	82	
Greenbank	Up	77	
Greenfield	Down	115	
Greenfield	Up	157	
Grindleford	Down	78	Additional 79.3m not lined
Grindleford	Up	93	Additional 95m not lined out
Guide Bridge	Down	147	
Guide Bridge	Up	152	
Haddenham & Thame	1 Up	190	
Haddenham & Thame	2 Down	190	
Hadfield	Single	109	Bay
Hag Fold	Down	96	
Hag Fold	Up	96	
Hagley	1 Down	125	
Hagley	2 Up	122	
Hale (Cheshire)	Down	126	
Hale (Cheshire)	Up	131	
Halewood	Down	107	
Halewood	Up	107	
Hall Green	Down	154	
Hall Green	Up	154	
Hall i' th' Wood	Down	84	
Hall i' th' Wood	Up	84	
Hall Road	1	127	Up line. Additional 24m OOU
Hall Road	2	151	
Hamilton Square (Birkenhead)	1	124	Up line
Hamilton Square (Birkenhead)	2	119	Down line to Birkenhead Central
Hamilton Square (Birkenhead)	3	128	Down line to Conway Park
Hampton In Arden	Down	184	
Hampton In Arden	Up	187	
Hamstead	Down	105	To Signal SB4641
Hamstead	Up	129	
Handforth	Down	165	
Handforth	Up	165	
Hapton	Down	90	Additional 30.2m OOU
Hapton	Up	91	Additional 29.5m OOU
Harlesden	Down	123	
Harlesden	Up	123	
Harrington	Down	43	Additional 76.2m unlined
Harrington	Up	43	Additional 76.6m unlined
Harrow & Wealdstone	1	121	Down DC
Harrow & Wealdstone	2	182	Up DC
Harrow & Wealdstone	3	246	Down Fast
Harrow & Wealdstone	4	246	Up Fast
Harrow & Wealdstone	5	246	Down Slow
Harrow & Wealdstone	6	270	Up Slow
Hartford (Cheshire)	Down	249	
Hartford (Cheshire)	Up	243	
Hartlebury	Down	74	

STATION	PLATFORM	LENGTH	NOTES
Hartlebury	Up	92	
Hatch End	Down	137	
Hatch End	Up	137	
Hathersage	Down	56	
Hathersage	Up	56	
Hattersley	Down	170	
Hattersley	Up	170	
Hatton	1 Up	130	
Hatton	2 Down	132	
Hatton	3 DPL	134	
Hazel Grove	1	171	Bi-directional
Hazel Grove	2	171	Bi-directional
Headstone Lane	Down	128	
Headstone Lane	Up	128	
Heald Green	Down	143	Additional 40m OOU
Heald Green	Up	143	Additional 40m OOU
Heaton Chapel	Down	165	
Heaton Chapel	Up	170	
Hednesford	Down	79	
Hednesford	Up	80	
Hellifield	Down	133	
Hellifield	Up	104	
Helsby	1	140	Up line to Chester
Helsby	2	84	Down line from Chester
Helsby	3	96	Up line to Ellesmere Port
Helsby	4	95	Down line from Ellesmere Port
Hemel Hempstead	1	246	Down Fast
Hemel Hempstead	2	246	Up Fast
Hemel Hempstead	3	246	Down Slow
Hemel Hempstead	4	246	Up Slow
Henley In Arden	Down	153	
Henley In Arden	Up	153	
Heswall	Down	56	
Heswall	Up	56	
Heyford	Down	70	
Heyford	Up	70	
Heysham Port	Single	238	Bay
Hightown	1	127	Up line. Additional 10m OOU
Hightown	2	125	Down line
High Wycombe	1	145	Bay
High Wycombe	2	176	Bi-Directional (Down 176m to ME151 sig.)
High Wycombe	3	169	Up DOO
Hillside	1	138	Up line
Hillside	2	138	Down line
Hindley	Down	108	Additional 70.5m OOU
Hindley	Up	100	Additional 11.2m OOU
Holmes Chapel	Down	167	
Holmes Chapel	Up	167	
Hooton	1	117	Bay to Hooton South Jn
Hooton	2	152	Bi-directional. Down line
Hooton	3	152	Bi-directional. Up line
Horton-in-Ribblesdale	Down	92	
Horton-in-Ribblesdale	Up	92	

STATION	PLATFORM	LENGTH	NOTES
Hope (Derbyshire)	Down	89	Additional 30m OOU
Hope (Derbyshire)	Up	96	Additional 29.2m OOU
Horwich Parkway	Down	141	
Horwich Parkway	Up	141	
Hoscar	Down	160	
Hoscar	Up	117	
Hough Green	Down	129	
Hough Green	Up	129	
How Wood	Single	85	
Hoylake	1	127	Up line
Hoylake	2	128	Down line
Humphrey Park	Down	75	
Humphrey Park	Up	75	
Huncoat	Down	51	Additional 29m low plus 60m
Huncoat	Up	48	Additional 39m low plus 37.5m
Hunts Cross	1	117	Down line to Liverpool South Parkway
Hunts Cross	2	130	Bi-directional DC line
Hunts Cross	3	130	DC bay to Merseyrail Northern Line
Huyton	1	121	Down Chat Moss Fast
Huyton	2	120	Down Chat Moss Slow
Huyton	3	100	Up Chat Moss Fast
Huyton	4	100	Up Chat Moss Slow
Hyde Central	Down	154	
Hyde Central	Up	134	
Hyde North	Down	122	
Hyde North	Up	121	
Ince (Greater Manchester)	Down	125	Additional 58.3m OOU
Ince (Greater Manchester)	Up	125	Additional 58.3m OOU
Ince & Elton (Cheshire)	Down	94	
Ince & Elton (Cheshire)	Up	95	
Irlam	Down	122	
Irlam	Up	122	
Islip	1	194	Up
Islip	2	194	Down
James Street (Liverpool)	1	129	Down line to Loop
James Street (Liverpool)	2	130	bi-directional to/from Paradise Jn
James Street (Liverpool)	3	129	Down line to Hamilton Square
Jewellery Quarter	Down	150	
Jewellery Quarter	Up	150	147m to SY217 signal
Kearsley	Down	109	
Kearsley	Up	126	
Kempston Hardwick	Down	45	
Kempston Hardwick	Up	37	
Kendal	Single	83	
Kenilworth	Single	100	
Kensal Green	Down	123	
Kensal Green	Up	123	
Kenton	Down	121	
Kenton	Up	121	
Kents Bank	Down	74	Additional 46.4m OOU

STATION	PLATFORM	LENGTH	NOTES
Kents Bank	Up	75	Additional 44.5m OOU
Kidderminster	Down	129	
Kidderminster	Up	137	
Kidsgrove	1	141	
Kidsgrove	2	176	
Kidsgrove	3	119	
Kidsgrove	4	97	
Kilburn High Road	Down	164	
Kilburn High Road	Up	145	
Kings Langley	1	213	Down Fast
Kings Langley	2	198	Up Fast
Kings Langley	3	246	Down Slow
Kings Langley	4	246	Up Slow
Kings Norton	1	150	
Kings Norton	4	150	
Kings Sutton	Down	118	112m to stop board
Kings Sutton	Up	122	117m to stop board
Kirkby (Merseyside)	1	127	DC bay to Fazakerley
Kirkby (Merseyside)	Single	115	Bay to Rainford
Kirkby-in-Furness (Cumbria)	Down	69	Additional 47.6m OOU
Kirkby-in-Furness (Cumbria)	Up	77	Additional 50.8m OOU
Kirkby Stephen	Down	92	
Kirkby Stephen	Up	92	
Kirkdale	1	130	Up line
Kirkdale	2	128	Down line
Kirkham & Wesham	1	182	Down Lytham
Kirkham & Wesham	2	182	Down Fylde
Kirkham & Wesham	3	200	Up Fylde
Knutsford	Down	146	
Knutsford	Up	133	
Lancaster	1	72	Bay to Morecambe South Jn
Lancaster	2	113	Bay to Morecambe South Jn. Additional 18.6m beyond
Lancaster	3	258	Down Passenger Loop
Lancaster	4	253	Up Passenger Loop
Lancaster	5	171	Reversible
Landywood	Down	72	
Landywood	Up	72	
Langho	Down	75	
Langho	Up	75	
Langley Green	Down	123	
Langley Green	Up	123	
Langwathby	Down	96	
Langwathby	Up	96	
Lapworth	2 Down	184	
Lapworth	1 Up	120	
Layton	Down	149	Additional 36.5m low
Layton	Up	99	Additional 60.6m low
Lazonby & Kirkoswald	Down	94	
Lazonby & Kirkoswald	Up	94	
Lea Green	Down	107	
Lea Green	Up	107	

STATION	PLATFORM	LENGTH	NOTES
Lea Hall	Down	185	
Lea Hall	Up	184	
Leamington Spa	1	126	Bay
Leamington Spa	2	305	Down
Leamington Spa	3	245	Up
Leamington Spa	4	136	Bay (112m to LN123 signal)
Leasowe	1	128	Up line
Leasowe	2	129	Down line
Leighton Buzzard	1	256	Down Fast
Leighton Buzzard	2	256	Up Fast
Leighton Buzzard	3	256	Down Slow
Leighton Buzzard	4	257	Up Slow
Levenshulme	Down	128	Additional 40m OOU
Levenshulme	Up	130	Additional 40m OOU
Leyland (Down Slow)	1	101	
Leyland (Up Slow)	2	101	
Leyland (Down Fast)	3	101	
Leyland (Up Fast)	4	100	
Lichfield City	Down	149	
Lichfield City	Up	225	
Lichfield City	Up	172	To Signal AN 163
Lichfield Trent Valley High Level	Single	150	
Lichfield Trent Valley Low Level	Down	271	
Lichfield Trent Valley Low Level	Up	255	
Lidlington	Down	66	
Lidlington	Up	51	
Littleborough	1	121	
Littleborough	2	121	
Little Kimble	Single	90	
Little Sutton	1	135	Down line
Little Sutton	2	135	Up line
Liverpool Central (Deep Level)	3	128	Loop line in one direction only (Wirral Line)
Liverpool Central (Low Level)	1	136	Bi-directional (Northern Line)
Liverpool Central (Low Level)	2	136	Bi-directional (Northern Line)
Liverpool James Street see James Street			
Liverpool Lime Street (Deep Level)	1	128	Loop line in one direction only (Wirral Line)
Liverpool Lime Street (Mainline)	1	220	
Liverpool Lime Street (Mainline)	2	221	
Liverpool Lime Street (Mainline)	3	154	
Liverpool Lime Street (Mainline)	4	154	
Liverpool Lime Street (Mainline)	5	181	
Liverpool Lime Street (Mainline)	6	270	
Liverpool Lime Street (Mainline)	7	156	
Liverpool Lime Street (Mainline)	8	156	
Liverpool Lime Street (Mainline)	9	270	
Liverpool Lime Street (Mainline)	10	267	
Liverpool Moorfields see Moorfields			
Liverpool South Parkway	1	124	Up Fast line
Liverpool South Parkway	2	138	Down Fast line
Liverpool South Parkway	3	138	Up Slow line
Liverpool South Parkway	4	118	Down Slow line
Liverpool South Parkway	5	130	Up Southport

STATION	PLATFORM	LENGTH	NOTES
Liverpool South Parkway	6	130	Down Southport
London Euston	1	398	Stopboard to Signal
London Euston	2	376	Stopboard to Ramp
London Euston	3	325	Stopboard to Signal
London Euston	4	321	Stopboard to Signal
London Euston	5	270	Stopboard to Signal
London Euston	6	268	Stopboard to Signal
London Euston	7	292	Stopboard to Signal
London Euston	8	254	Stopboard to Signal
London Euston	9	197	Stopboard to Signal
London Euston	10	194	Stopboard to Signal
London Euston	11	258	Stopboard to Ramp/Signal
London Euston	12	293	Stopboard to Signal
London Euston	13	304	Stopboard to Ramp
London Euston	14	306	Stopboard to Signal
London Euston	15	402	Stopboard to Ramp
London Euston	16	334	Stopboard to Ramp
London Marylebone	1	227	Buffer stop to signal
London Marylebone	2	242	Buffer stop to signal
London Marylebone	3	242	Buffer stop to signal
London Marylebone	4	128	Buffer stop to ramp
London Marylebone	5	216	
London Marylebone	6	216	
Longbridge	Down	150	
Longbridge	Up	170	
Longport	Down	119	
Longport	Up	160	
Long Buckby	Down	179	
Long Buckby	Up	181	
Long Preston	Down	92	
Long Preston	Up	72	
Lostock	Down	156	
Lostock	Up	155	
Lostock Gralam (Cheshire)	Down	104	
Lostock Gralam (Cheshire)	Up	101	
Lostock Hall (Lancashire)	Down	84	
Lostock Hall (Lancashire)	Up	84	
Lye	Down	98	
Lye	Up	75	
Lytham	Single	103	
Macclesfield	1	307	Down Main line
Macclesfield	2	270	Up Main line
Macclesfield	3	270	Bi-directional Passenger Loop
Maghull	1	154	Up line
Maghull	2	143	Down line. Additional 17.6m beyond
Maghull North	Down	135	
Maghull North	Up	135	
Manchester Airport	1	197	
Manchester Airport	2	200	
Manchester Airport	3	200	
Manchester Airport	4	201	
Manchester Deansgate see Deansgate			

STATION	PLATFORM	LENGTH	NOTES
Manchester Oxford Road	1	106	Bi-directional
Manchester Oxford Road	2	161	Bi-directional
Manchester Oxford Road	3	138	In Down direction. Additional 23.3m beyond
Manchester Oxford Road	3	161	In Up direction
Manchester Oxford Road	4	163	Bi-directional
Manchester Oxford Road	5	106	Bay to Deansgate
Manchester Piccadilly	1	242	
Manchester Piccadilly	2	242	
Manchester Piccadilly	3	242	
Manchester Piccadilly	4	244	
Manchester Piccadilly	5	345	
Manchester Piccadilly	6	282	
Manchester Piccadilly	7	282	
Manchester Piccadilly	8	349	
Manchester Piccadilly	9	341	
Manchester Piccadilly	10	195	
Manchester Piccadilly	11	105	
Manchester Piccadilly	12	105	
Manchester Piccadilly	13	280	In Down direction
Manchester Piccadilly	13	280	In Up direction
Manchester Piccadilly	14	269	In Down direction
Manchester Piccadilly	14	268	In Up direction
Manchester United Football Ground	Single	146	
Manchester Victoria	1	111	Bay to Miles Platting Jn. Additional 5.7m beyond signal
Manchester Victoria	2	96	Bay to Miles Platting Jn. Additional 5.7m beyond signal
Manchester Victoria	3	255	Bi-dir
Manchester Victoria	4	224	Bi-dir
Manchester Victoria	5	215	Bi-dir
Manchester Victoria	6	215	Bi-dir
Manor Road	1	128	Up line
Manor Road	2	128	Down line
Marple	Down	152	
Marple	Up	136	
Marston Green	Down	169	
Marston Green	Up	169	
Maryport	Single	89	Additional 86.6m OOU
Mauldeth Road	Down	140	Additional 28m OOU
Mauldeth Road	Up	123	
Meols	1	127	Up line
Meols	2	127	Down line
Meols Cop	Down	112	
Meols Cop	Up	110	
Middlewood	Down	92	
Middlewood	Up	92	
Millbrook	1	73	
Millbrook	2	73	
Mill Hill	Down	92	
Mill Hill	Up	92	
Millom	Down	123	
Millom	Up	121	

STATION	PLATFORM	LENGTH	NOTES
Mills Hill	1	117	
Mills Hill	2	117	
Milton Keynes Central	1	251	
Milton Keynes Central	2	308	
Milton Keynes Central	2A	124	
Milton Keynes Central	3	300	
Milton Keynes Central	4	300	
Milton Keynes Central	5	300	
Milton Keynes Central	6	300	
Mobberley	Down	101	
Mobberley	Up	110	
Monks Risborough	Single	94	
Moorfields (Deep Level)	3	128	Loop line in one direction only (Wirral Line)
Moorfields (Low Level)	1	128	Bi-dir (Northern Line)
Moorfields (Low Level)	2	128	Bi-dir (Northern Line)
Moorside	Down	111	Additional 60.2m OOU
Moorside	Up	109	Additional 64.2m OOU
Morecambe	1	114	Bay on Down & Up Morecambe Line
Morecambe	2	144	Bay on Down & Up Heysham Line
Moreton (Merseyside)	1	128	Up line
Moreton (Merseyside)	2	127	Down line
Moses Gate	Down	79	
Moses Gate	Down	79	
Moses Gate	Up	79	
Mossley (Greater Manchester)	Down	89	
Mossley (Greater Manchester)	Up	89	
Mossley Hill	1	127	Up Fast line
Mossley Hill	2	126	Down Fast line
Mossley Hill	3	137	Up Slow line
Mossley Hill	4	162	Down Slow line
Moston	Down	153	
Moston	Up	124	
Mouldsworth	Down	52	Additional 26.5m beyond signal
Mouldsworth	Up	77	
Navigation Road (Network Rail line)	Single	122	
Neston	Down	81	
Neston	Up	84	
Nethertown	Single	51	
New Brighton	1	121	Bay
New Brighton	2	127	Bay
New Lane	Down	61	
New Lane	Up	61	Additional 33.2m OOU
New Mills Central	Down	117	
New Mills Central	Up	96	
New Mills Newtown	Down	102	
New Mills Newtown	Up	103	
Newton (for Hyde)	Down	114	
Newton (for Hyde)	Up	115	
Newton-le-Willows	Down	108	
Newton-le-Willows	Up	107	
North Wembley	Down	123	

STATION	PLATFORM	LENGTH	NOTES
North Wembley	Up	123	
Northampton	1	275	Up & Down Slow
Northampton	2	275	Down Fast
Northampton	3	289	Down Passenger Loop
Northampton	4	256	Bay
Northampton	5	169	Bay
Northfield	Down	190	
Northfield	Up	190	
Northolt Park	1	123	121m to stop board
Northolt Park	2	123	
Northwich	Down	121	
Northwich	Up	122	
Nuneaton	1	171	
Nuneaton	2	341	
Nuneaton	3	304	
Nuneaton	4	337	
Nuneaton	5 Up	245	
Nuneaton	5 Down	190	
Nuneaton	6	145	
Nuneaton	7	145	
Oakengates	Down	78	
Oakengates	Up	78	
Old Hill	Down	124	
Old Hill	Up	105	
Old Roan	1	128	Up line
Old Roan	2	129	Down line
Olton	Down	211	
Olton	Up	212	
Ormskirk	1	113	DC bay to Aughton Park
Ormskirk	Single	75	Bay to Burscough Jn
Orrell (Greater Manchester)	Down	55	Additional 76m OOU
Orrell (Greater Manchester)	Up	54	Additional 74m OOU
Orrell Park (Merseyside)	1	148	Up line
Orrell Park (Merseyside)	2	148	Down line
Overpool	1	143	Down line
Overpool	2	141	Up line
Oxenholme Lake District	1	282	Up Main line
Oxenholme Lake District	2	268	Down Main line. Additional 3.7m beyond 'loco stop'
Oxenholme Lake District	3	140	Single line to/from Windermere
Oxford Parkway	1	244	Up
Oxford Parkway	2	225	Down
Oxford Road see Manchester Oxford Road			
Padgate	Down	91	
Padgate	Up	91	
Parbold	Down	119	
Parbold	Up	104	Additional 15m past signal
Park Street	Single	85	
Parton	Down	116	Additional 22.5m unlined
Parton	Up	59	Additional 80.8m unlined
Patricroft	Down	183	

STATION	PLATFORM	LENGTH	NOTES
Patricroft	Up	192	
Pemberton	Down	107	
Pemberton	Up	102	
Penkridge	Down	96	
Penkridge	Up	101	
Penrith	1	281	Up line
Penrith	2	281	Down Main line
Penrith	3	103	Down loop
Perry Barr	Down	113	
Perry Barr	Up	150	
Pleasington	Down	78	
Pleasington	Up	73	
Plumley	Down	87	
Plumley	Up	105	
Polesworth	Down Slow	137	
Polesworth	Up Slow	138	Out of Use
Port Sunlight	1	129	Down line
Port Sunlight	2	132	Up line
Poulton-le-Fylde	Down	167	
Poulton-le-Fylde	Up	170	
Poynton	Down	168	
Poynton	Up	169	
Prescot	Down	110	
Prescot	Up	110	
Prestbury	Down	125	
Prestbury	Up	169	
Preston	1	277	
Preston	2	275	
Preston	3	362	
Preston	3c	74	
Preston	4	285	Stated length is clear of PN112. Additional standage of 115 metres beyond the signal for trains in the Down direction. However, this fouls other routes and prevents access to platforms 3C and 4C and access to platform 6 via PN98
Preston	4c	74	
Preston	5	269	
Preston	6	269	
Princes Risborough	1	61	Bay
Princes Risborough	2	167	Bi-Di (Down 165m to ME165 signal)
Princes Risborough	3	170	Down DOO
Queen's Park	1	141	Up DC
Queen's Park	4	132	Down DC
Queen's Park	5	194	Up Slow
Queen's Park	6	194	Down Slow
Rainford	Down	72	
Rainford	Up	51	
Rainhill	Down	135	
Rainhill	Up	180	
Ramsgreave & Wilpshire	Down	60	
Ramsgreave & Wilpshire	Up	60	

STATION	PLATFORM	LENGTH	NOTES
Ravenglass	Down	94	
Ravenglass	Up	94	Additional 27.9m OOU
Reddish North	Down	95	
Reddish North	Up	130	
Reddish South	Single	72	
Redditch	Single	161	
Ribblehead	Down	102	
Ribblehead	Up	94	
Rice Lane	1	129	Up line. Additional 30m OOU
Rice Lane	2	141	Down line
Ridgmont	1	61	
Ridgmont	2	61	
Rishton	Down	45	Additional 38.4m OOU
Rishton	Up	65	Additional 65m OOU
Roby	1	116	Down Chat Moss Fast
Roby	2	116	Down Chat Moss Slow
Roby	3	100	Up Chat Moss Fast
Roby	4	100	Up Chat Moss Slow
Rochdale	1	106	Down Main line. Additional 89.3m not lined
Rochdale	2	133	Bay to Rochdale East Jn
Rochdale	3	102	Up Main line. Additional 97.7m not lined
Rock Ferry	1	135	Down Main line
Rock Ferry	2	135	Bi-dir
Rock Ferry	3	130	Bay to Green Lane
Rock Ferry	4	130	Bay to Green Lane
Romiley	Down	110	
Romiley	Up	110	
Roose	Down	86	Additional 32m OOU
Roose	Up	87	Additional 36m OOU
Rose Grove	Down	87	
Rose Grove	Up	94	Additional 84m OOU
Rose Hill	Single	88	Bay
Rowley Regis	Down	153	
Rowley Regis	Up	153	
Rufford	Down	76	
Rufford	Up	61	Additional 16m beyond signal
Rugby	1	270	
Rugby	2	348	
Rugby	3	196	
Rugby	4	357	
Rugby	5	300	
Rugby	6	190	
Rugeley Town	Down	80	
Rugeley Town	Up	80	
Rugeley Trent Valley	Up Slow	145	
Rugeley Trent Valley	Down Fast	132	
Rugeley Trent Valley	Branch	90	
Runcorn	Down	298	
Runcorn	Up	328	
Runcorn East	Down	185	
Runcorn East	Up	185	
Ryder Brow	Down	84	
Ryder Brow	Up	84	

STATION	PLATFORM	LENGTH	NOTES
Sandwell & Dudley	Down	271	
Sandwell & Dudley	Up	272	
St Albans Abbey	Single	109	
St Annes-on-the-Sea	Single	150	
St Bees	Down	60	Additional 85.1m OOU
St Bees	Up	60	Additional 81.2m OOU
St. Helens Central	Down	163	
St. Helens Central	Up	161	
St. Helens Junction	Down	121	
St. Helens Junction	Up	119	
St. Michaels	1	130	Up line
St. Michaels	2	130	Down line
Salford Central	1	136	Bi-dir
Salford Central	2	140	Bi-dir
Salford Crescent	1	130	Bi-dir. Up & Down Bolton line
Salford Crescent	2	130	Bi-dir. Down Bolton line
Salwick	Down	63	Additional 185.5m OOU
Salwick	Up	63	Additional 185.5m OOU
Sandbach	1	165	Up Main line
Sandbach	2	168	Down Main line
Sandbach	3	168	Bi-dir
Sandhills	1	129	Bi-dir
Sandhills	2	130	Down line
Sankey (for Penketh)	Down	92	
Sankey (for Penketh)	Up	98	
Saunderton	1	147	
Saunderton	2	147	143m to stop board
Seaforth & Litherland	1	128	Up line
Seaforth & Litherland	2	127	Down line
Seascale	Down	57	Additional 85.2m unlined
Seascale	Up	36	Additional 106.1m unlined
Seer Green	1	167	
Seer Green	2	167	
Sellafield	Down	50	Additional 41.2m unlined
Sellafield	Up	71	Additional 71.3m unlined
Selly Oak	Down	190	
Selly Oak	Up	190	
Settle	Down	99	
Settle	Up	99	
Shenstone	Down	149	
Shenstone	Up	151	
Shifnal	Down	83	
Shifnal	Up	115	
Shirley	Down	154	
Shirley	Up	153	
Silecroft	Down	45	Additional 72.6m OOU
Silecroft	Up	46	Additional 70.8m OOU
Silverdale	Down	109	Additional 59.6m OOU
Silverdale	Up	117	Additional 57.8m OOU
Small Heath	1	159	Up Fast – Do not use.
Small Heath	2	159	Down Fast – Do not use
Small Heath	3	94	Up Slow

STATION	PLATFORM	LENGTH	NOTES
Small Heath	4	94	Down Slow
Smethwick Galton Bridge HL	Down	150	146m to SJ17 signal
Smethwick Galton Bridge HL	Up	152	151m to SJ16 signal
Smethwick Galton Bridge LL	Down	149	
Smethwick Galton Bridge LL	Up	151	
Smethwick Rolfe St	Down	138	
Smethwick Rolfe St	Up	152	
Smithy Bridge	1	121	
Smithy Bridge	2	121	
Solihull	2 Down	190	
Solihull	1 Up	190	
South Hampstead	Down	123	
South Hampstead	Up	123	
South Kenton	Down	121	
South Kenton	Up	121	
South Ruislip	3	123	
South Ruislip	4	141	DOO
South Ruislip	Down	122	LUL
South Ruislip	Up	141	LUL
Southport	1	136	DC platform (Northern Line)
Southport	2	179	DC platform (Northern Line)
Southport	3	186	DC platform (Northern Line)
Southport	4	170	
Southport	5	243	
Southport	6	241	
Spital	1	154	Down line
Spital	2	152	Up line
Spring Road	Down	107	
Spring Road	Up	107	
Squires Gate	Single	100	
Stafford	1	308	
Stafford	2	65	
Stafford	3	312	
Stafford	4	312	
Stafford	5	312	
Stafford	6	312	
Stalybridge	1	225	Up Huddersfield
Stalybridge	2	115	Bay
Stalybridge	3	225	Up and Down Middle Line
Stalybridge	4	250	Down Huddersfield
Stalybridge	5	140	Bay
Stanlow & Thornton	Down	161	
Stanlow & Thornton	Up	143	
Staveley	Single	55	
Stechford	Down	134	
Stechford	Up	172	
Stechford	Up Grand	134	
Stewartby	Down	37	
Stewartby	Up	51	
Stockport	0	143	Up Main Loop
Stockport	1	280	Up Slow line
Stockport	2	274	Up Fast line
Stockport	3	294	Down Fast line

STATION	PLATFORM	LENGTH	NOTES
Stockport	3a	101	Bay to Heaton Norris Jn (126m for ECS)
Stockport	4	262	Down Slow line
Stoke Mandeville	1	159	Up
Stoke Mandeville	2	170	Down
Stoke on Trent	1	275	
Stoke on Trent	2	282	
Stoke on Trent	3	88	Bay
Stone	Down	149	
Stone	Up	149	
Stonebridge Park	Down	125	
Stonebridge Park	Up	125	
Stourbridge Jn	3 Up	154	Bi-Di (Down 153m to SJ85 signal)
Stourbridge Jn	2 Down	155	154m to SJ87 signal
Stourbridge Jn	1 Bay	89	
Stourbridge Town	Single	27	
Stratford-upon-Avon	1	169	
Stratford-upon-Avon	2	176	
Stratford-upon-Avon	3	177	
Stratford-upon-Avon Parkway	Down	152	
Stratford-upon-Avon Parkway	Up	152	
Strines	Down	127	
Strines	Up	114	
Styal	Down	167	
Styal	Up	167	
Sudbury Harrow Road	1	75	
Sudbury Harrow Road	2	75	
Sudbury Hill Harrow	1	80	
Sudbury Hill Harrow	2	80	
Sutton Coldfield	Down	151	
Sutton Coldfield	Up	150	
Swinton	Down	45	Additional 25.9m low plus 96.8m OOU
Swinton	Up	68	Additional 100.1m OOU
Tame Bridge Parkway	Down	101	
Tame Bridge Parkway	Up	101	
Tamworth High Level	Down	245	
Tamworth High Level	Up	245	
Tamworth Low Level	Down	292	
Tamworth Low Level	Up	321	
Telford Central	Down	271	
Telford Central	Up	271	
Thatto Heath	Down	75	
Thatto Heath	Up	81	
The Hawthorns	Down	150	
The Hawthorns	Up	150	
The Lakes	Down	40	
The Lakes	Up	40	
Tile Hill	Down	177	
Tile Hill	Up	177	
Tipton	Down	101	
Tipton	Up	106	
Todmorden	1	121	
Todmorden	2	121	

STATION	PLATFORM	LENGTH	NOTES
Town Green	1	128	Up line
Town Green	2	135	Down line
Trafford Park	Down	137	
Trafford Park	Up	137	
Tring	1	275	Down Fast
Tring	2	253	Up Fast
Tring	3	243	Down Slow
Tring	4	240	Up and Down Relief Down Direction
Tring	4	339	Up and Down Relief Up Direction
Tring	5	250	Up Slow
Tyseley	1	152	Up Fast
Tyseley	2	152	Down Fast
Tyseley	3	153	Up Slow
Tyseley	4	153	Down Slow
Ulverston	Down	105	Additional 65m OOU
Ulverston	Up	88	Additional 109.2m OOU
University	Down	185	
University	Up	173	
Upholland	Down	49	Additional 87m OOU
Upholland	Up	46	Additional 88m OOU
Upton	Down	78	
Upton	Up	78	
Urmston	Down	156	
Urmston	Up	151	
Walkden	Down	75	Additional 77.9m OOU
Walkden	Up	77	Additional 76.8m OOU
Wallasey Grove Road	1	127	Up line
Wallasey Grove Road	2	127	Down line
Wallasey Village	1	130	Up line
Wallasey Village	2	128	Down line
Walsall	1	111	
Walsall	2	177	
Walsall	3	177	
Walsden	1	121	
Walsden	2	121	
Walton (Merseyside)	1	170	Up line
Walton (Merseyside)	2	141	Down line
Warrington Bank Quay	1	213	Bi-dir. In Down direction. Additional 39m beyond signal
Warrington Bank Quay	1	252	Bi-dir. In Up direction
Warrington Bank Quay	2	253	Up Main line
Warrington Bank Quay	3	260	Down Main line
Warrington Bank Quay	4	224	Down Passenger Loop. Additional 26.8m beyond signal
Warrington Central	Down	124	
Warrington Central	Up	127	
Warrington West	1	150	
Warrington West	2	150	
Warwick	Down	189	
Warwick	Up	186	
Warwick Parkway	2 Down	216	

STATION	PLATFORM	LENGTH	NOTES
Warwick Parkway	1 Up	216	
Water Orton	Down	103	
Water Orton	Up	100	Ramp to Ramp
Water Orton	Up	96	City-end Ramp to SY278 signal
Waterloo (Merseyside)	1	123	Up line
Waterloo (Merseyside)	2	121	Down line. Additional 35m OOU
Watford High St	Down	128	
Watford High St	Up	128	
Watford Junction	1	135	DC Bay
Watford Junction	2	135	DC Bay
Watford Junction	3	135	DC Bay
Watford Junction	4	135	DC Bay
Watford Junction	6	253	Down Fast
Watford Junction	7	253	Up Fast
Watford Junction	8	253	Down Slow
Watford Junction	9	222	Up Slow
Watford Junction	10	249	Bay
Watford Junction	11	88	St Albans Branch platform
Watford North	Single	94	
Wavertree Technology Park	Down	96	
Wavertree Technology Park	Up	96	
Wedgwood	Down	111	
Wedgwood	Up	111	
Wellington	Down	208	
Wellington	Up	141	
Wembley Central	1	127	Down DC
Wembley Central	2	127	Up DC
Wembley Central	3	181	Down Fast
Wembley Central	4	148	Up Fast
Wembley Central	5	146	Down Slow
Wembley Central	6	155	Up Slow
Wembley Stadium	1	189	188m to stop board
Wembley Stadium	2	189	
Wendover	1	109	DOO
Wendover	2	170	
Wennington	Down	73	Additional 10m substandard width
Wennington	Up	86	
West Allerton	1	93	Up Fast Line
West Allerton	2	99	Down Fast Line
West Allerton	3	98	Up Slow Line
West Allerton	4	101	Down Slow Line
West Kirby	1	129	Bay
West Kirkby	2	126	Bay
West Ruislip	3	140	Down
West Ruislip	4	164	Up Passenger Loop
Westhoughton	Down	99	Additional 35.7m unlined
Westhoughton	Up	97	Additional 37.4m unlined
Whaley Bridge	Down	119	
Whaley Bridge	Up	124	
Whalley	Down	75	
Whalley	Up	75	
Whiston	Down	108	
Whiston	Up	108	

STATION	PLATFORM	LENGTH	NOTES
Whitehaven	Bay	102	Bay to Carlisle
Whitehaven	Single	84	Additional 41.5m unlined
Whitlocks End	Down	143	
Whitlocks End	Up	142	
Widnes	Down	103	
Widnes	Up	103	
Widney Manor	Down	143	
Widney Manor	Up	142	
Wigan North Western	1	194	In Down direction
Wigan North Western	1	170	In Up direction. Up signal not at end
Wigan North Western	2	78	Bay to Wigan Station Jn. Additional 22m past signal
Wigan North Western	3	78	Bay to Wigan Station Jn. Additional 63.5m past signal
Wigan North Western	4	274	Up Main line
Wigan North Western	5	256	Down Main line
Wigan North Western	6	270	Bi-dir Passenger Loop
Wigan Wallgate	1	193	Down Main line
Wigan Wallgate	2	183	Up Main line
Wigan Wallgate	3	82	Bay to Southport/Kirkby
Wigton	Down	50	Additional 88.4m unlined
Wigton	Up	50	Additional 83.5m unlined
Willesden Junction Low Level	1	125	
Willesden Junction Low Level	2	111	
Willesden Junction Low Level	3	125	
Wilmcote	Down	123	
Wilmcote	Up	123	
Wilmslow	1	302	Down Alderley Edge to Styal
Wilmslow	2	177	Bi-dir. In Down direction Alderley Edge to Styal
Wilmslow	2	222	Bi-dir. In Up direction Styal to Alderley Edge
Wilmslow	3	320	Down Alderley Edge to Handforth
Wilmslow	4	222	Up Handforth to Alderley Edge
Windermere	Single	164	Bay
Wilnecote	Down	89	
Wilnecote	Up	89	
Winsford	Down	86	
Winsford	Up	80	
Witton	Down	139	
Witton	Up	137	
Woburn Sands	1	68	
Woburn Sands	2	62	
Wolverhampton	1	267	
Wolverhampton	2	278	
Wolverhampton	3	244	
Wolverhampton	4	278	
Wolverhampton	5	86	
Wolverhampton	6	120	
Wolverton	1	261	Down Fast
Wolverton	2	246	Up Fast
Wolverton	3	254	Down Slow
Wolverton	4	264	Up Slow
Wood End	Up	94	
Wood End	Down	122	

STATION	PLATFORM	LENGTH	NOTES
Woodley	Down	71	
Woodley	Up	83	
Woodsmoor	Down	90	
Woodsmoor	Up	90	
Wooton Wawen	Down	122	
Wooton Wawen	Up	122	
Worcestershire Parkway	1 – Up	265	
Worcestershire Parkway	2 – Down	265	
Workington	Down	80	Additional 105m unlined
Workington	Up	81	Additional 103.5m unlined
Wylde Green	Down	153	
Wylde Green	Up	152	
Wythall	Down	119	
Wythall	Up	119	
Yardley Wood	Down	143	
Yardley Wood	Up	143	

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following stations. All lengths are in SLUs (Standard Length Unit); an SLU measures 21 Feet, and metres. All lengths are exclusive of an allowance of one locomotive. Check Sectional Appendix for locations where standage is not quoted. Bids for trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director. See also Section 4.5

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Kilburn Up and Down Goods	Up & Down	96/617	Between signals WM722 and WM723
Up & Down Goods No1	Up & Down	169/1083	Between signals WM781 and WM758
Up & Down Goods No2	Up & Down	169/1083	Between signals WM783 and WM756
Brent Reception 1	Up & Down	38/243	Between signals WM785 and WM778
Brent Reception 2	Up & Down	38/243	Between signals WM787 and WM780
Kings Langley	UGL	124/794	
Rugby	Up Down Through	105/672	Rear of Signal RN4184
Rugby	UGL	118/756	Rear of Signal RN4182

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Up Northampton Fast (through line)	Up	50/322	Between signals RY1022 and RY1209
Northampton Down Goods Loop	Down	128/823	Between signals RY1043 and RY1220
Northampton Up & Down Slow	Up/Down	94/602	Between signals RY1038 and RY1041

MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Railnet Reception 1	Up & Down	39/248	Between signals WY32 and 764
Railnet Reception 2	Up & Down	39/248	Between signals WY34 and 766
Railnet Reception 3	Up & Down	39/248	Between signals WY36 and 768
Railnet Reception 4	Up & Down	39/248	Between signals WY38 and 770
Up and Down High Level Goods	Up & Down	39/250	Between signals WM767 and WM772

MD166 NORTH POLE JN TO WEMBLEY			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Down Willesden Relief	Up & Down	69/443	Between signals WM829 and WM827
Up Willesden Relief	Up & Down	69/443	Between signals WM931 and WM929

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Coventry	Up Slow Platform 1	46/294	Between CB6044 and RC9055 signals
Coventry	Up Fast Platform 2	46/294	Between CB4046 and RC9053 signals
Coventry	Up and Down Slow	30/195	Between signal CB6057 and clear of platform 4
Coventry	Platform 3 Down Fast	51/331	Between RC4051 and CB9048 signals
Coventry	Platform 4 Up and Down Slow	38/247	Between RC6049 and CB9050 signals
Birmingham International	Platform 1 (Down)	64/416	Between CB8101 and clear of axle counter section CBRA
Birmingham International	Platform 1 (Up)	64/413	Between CB9108 and clear of axle counter section CBRG
Birmingham International	Platform 2 (Down)	64/416	Between CB8103 and clear of axle counter section CBRA
Birmingham International	Platform 2 (Up)	64/413	Between CB9106 and clear of axle counter section CBRG
Birmingham International	Platform 3 (Down)	90/580	Between CB4105 and clear of axle counter section CBEG
Birmingham International	Platform 3 (Up)	117/753	Between CB9104 and clear of axle counter section CBES
Birmingham International	Platform 4 (Down)	87/559	Between CB9107 and clear of axle counter section CBUV
Birmingham International	Platform 4 (Up)	60/386	Between CB4102 and clear of axle counter section CBUK 91 SLU/585 metres available clear of axle counter section CBUJ but foul of CB175B/A points to platform 3
Birmingham International	Platform 5 (Down)	99/638	Between CB9109 and clear of axle counter section CBUV
Birmingham International	Platform 5 (Up)	99/638	Between CB7100 and clear of axle counter section CBUJ
Monument Lane	Up Through Sidings	112/717	
Soho North Jn – Down Soho Goods Loop	Down	42/270	Between signals BW8207 and BW7202
Soho North Jn – Down Soho Goods Loop	Up	45/289	
Watery Lane	UGL	65/416	
Watery Lane	DGL	65/416	
Bushbury	DGL	153/981	
Four Ashes	UGL	68/440	
Rickerscote	Up Slow	139/890	

MD306 BIRMINGHAM NEW STREET TO ASHCURCH (EXCLUSIVE)

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Kings Norton	A & D Line	81/518	Not suitable for electric traction
Blackwell Down Goods Loop	Down	89/570	
Down Bromsgrove Loop	Down	309/1983	
Up Bromsgrove Loop	Up	112/720	From signal BA7612 to clear of 641 points
Up Spetchley Goods Loop	Up	80/512	From signal BA7648 to clear of 650 points
Down Abbotswood Goods Loop	Down	80/512	From signal to BA7659 to clear of 652 points
Up Eckington Goods Loop	Up	78/500	

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Bescot	Bescot UG WL24 to WL22	55*/352*	* 135 SLUs WL24 to WL9
Bescot	Bescot UG WL19 to WL9	60/384	
Bescot	Bescot U&DG	213/1363	

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Perry Barr North Jn	DGL	69/442	

MD401 HEYFORD TO BORDESLEY JN

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Up Aynho Goods Loop	Up	127/817	
Up Banbury Loop	Up	127/815	Signal OL7120 to overlap of signal OL7134
Up Banbury Loop	Up	128/823	Stood at signal OL7134
Down Banbury Loop	Down	127/815	Between signal OL7129 and overlap of signal OL9128
Down Banbury Loop	Up	105/673	Signal OL9128 to overlap of OL7129 assuming routing via Down Cherwell Valley in Up direction
Down Banbury Loop	Up	126/807	Signal OL9128 to overlap of OL9140 assuming routing via Down Banbury Goods Loop in Up direction
Down Banbury Goods Loop	Down	125/806	Between signal OL7143 and signal OL9140

MD401 HEYFORD TO BORDESLEY JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Down Banbury Goods Loop	Up	125/806	Signal OL9140 to Signal OL7143
Fenny Compton	DGL	127/818	At Signal OL7153
Fenny Compton	DGL	96/619	At Signal OL7151
Fenny Compton	DGL	88/615	Between Signals OL7150 and OL7151
Fenny Compton	UGL	72/461	
Leamington Spa	Up Through	60/384	
Leamington Spa	Dn Through	46/294	
Budbrooke	DGL	190/1217	
Dorridge	UPL	82/525	
Dorridge	UDPL	133/852	131SLU/841m in Up direction
Dorridge	UDGL	133/852	126SLU/810m in Up direction
Bordesley	DGL	84/538	
Bordesley	UGL	172/1102	

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Kenilworth Loop	U&D Loop	125/800	

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Hawkesbury Lane	Up Recptn Siding	58/371	

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Droitwich Spa	Up Goods	68/436	
Droitwich Spa	Down Goods	44/282	
Kidderminster	Down Goods	60/384	
Stourbridge	Down Goods	46/300	
Stourbridge	Down Siding	39/250	

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Rowley Regis	Up Recptn	65/417	
Rowley Regis	Down Goods	58/371	
Langley Green	Up Goods	64/410	
Queens Head Sidings	A&D	53/345	

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Down Washwood Heath Through Siding	Down	106/681	
Up Washwood Heath Goods Loop	Up/Down	132/850	
Down Saltley Goods Loop	Down	21/135	
Duddeston Junction	Down/Up	83/534	Down Derby Goods between WP9882 & WP6903 signals for run round.

MD701 MARYLEBONE TO AYNHO JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
South Ruislip	Down Greenford	41/262	Rear of ME73 signal.

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Bletchley Swanbourne Siding		36/230	

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Stafford	Platform 1	48/311	Between signals LS5582 and SC9355
Stafford	Up Stafford Fast	47/306	
Stafford	Down Stafford Fast	45/290	
Stafford	Platform 3	45/290	Between signals SC5591 and LS9346
Stafford	Up Stafford Slow Platform 4	45/290	Between signals LS5588 and SC9349
Stafford	Down Stafford Slow Platform 5	47/303	Between signals SC5587 and LS9350
Stafford	Platform 6	47/301	
Stafford	Stafford Goods Loop	47/301	

NW2005 SPEKE JN TO GARSTON JN			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Down Garston Goods	Down	127/819	Between signals WE7837 and WE1852
Up Garston Goods	Up	116/745	Between signals WE1853 and WE7836
Garston Through Siding	Down	116/745	Between signals WE1855 and WE1848
Garston Through Siding	Up	116/745	Between signals WE1848 and WE1855

NW4001 PRESTON RIBBLE JN TO COVE L. C.			
Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn			
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Oxheys Up Passenger Loop	Up	145/934	
Barton & Broughton Down Passenger Loop	Down	161/1033	
Oubeck Down Goods Loop	Down	69/447	From signal PN213 to clearing point in rear
Oubeck Up Goods Loop	Up	72/466	From signal PN212 to clearing point in rear
Lancaster South Jn	Up	121/775	From signal PN223 to clear of platform 5 is 72SLU/467m
Lancaster Down Passenger Loop (Platform 3)	Down	56/363	
Lancaster Down Main	Down	71/454	
Lancaster Up Main	Up	50/320	
Carnforth No.1 Up & Down Goods Loop	Down	71/459	From signal PN286 to signal PN278 in rear
Carnforth No.2 Up & Down Goods Loop	Down	71/459	From signal PN285 to signal PN277 in rear
Carnforth No.1 Up & Down Goods Loop	Up	71/459	From signal PN278 to signal PN286 in rear
Carnforth No.2 Up & Down Goods Loop	Up	71/459	From signal PN277 to signal PN285 in rear
Carnforth Up Passenger Loop	Up	80/512	
Oxenholme Down Windermere	Down	55/355	
Grayrigg Down Passenger Loop	Down	67/430	
Grayrigg Up Passenger Loop	Up	68/440	
Tebay Down & Up Goods Loop		88/565	
Shap Summit Up Goods Loop	Up	70/450	
Shap Summit Down Siding	Down	35/224	
Harrisons Down Goods Loop	Down	63/405	
Eden Valley Up Goods Loop	Up	151/971	Signal to block joint exclusive of stand back allowance
Penrith Down Slow	Down	155/996	From signal CE208 to CE188
Plumpton Up Goods Loop	Up	77/495	From signal CE229 to clearing point in rear
Upperby Down Goods Loop	Down	72/466	
Upperby Down Through Goods	Down	72/466	
Upperby Up Through Goods	Up	92/589	
Carlisle A Siding		40/283	
Carlisle B Up & Down Goods	Down	27/198	
Carlisle B Up & Down Goods	Up	45/292	From signal CE296 to clear of trap points 750A in rear. This will block access in the Up direction to C Up & Down Goods
Carlisle C Up & Down Goods	Down	27/200	
Carlisle C Up & Down Goods	Up	45/292	From signal CE297 to clear of trap points 750A in rear. This will block access in the Up direction to B Up & Down Goods
Carlisle No.1 Carriage Siding		34/241	
Carlisle No.2 Carriage Siding		34/241	
Carlisle High Wapping Siding No.1		23/152	

NW4001 PRESTON RIBBLE JN TO COVE L. C.			
Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn			
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Carlisle High Wapping Siding No.2		19/126	
Carlisle High Wapping Siding No.3		16/107	
Kingmoor Up Passenger Loop	Up	133/879	Standage at signal CE453
Kingmoor Up Through Siding	Up	108/695	Standage at signal CE455
Kingmoor Up Through Siding	Up	137/881	Standage at signal CE453
Quintinshill Up Passenger Loop	Up	90/579	
Quintinshill Down Passenger Loop	Down	88/566	

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
St. Bees	Up & down	32/218	Up platform clear of crossing TC to SB6 is 140m

NW5009 COLWICH JN TO CHEADLE HULME			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Sideway Jn	DPL	77/493	
Longport Jn	UGL	104/666	

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
King Street Siding	Down	81/519	Standage from PN449 signal to PN455 at Taylor Street. A train stood at PN449 will prevent access to/from King Street Depot
King Street Siding	Up	81/519	Standage form PN455 signal to PN449 at Blackburn Bolton Jn. A train occupying the full length will prevent access to/from King Street Depot

5.5 Timing Allowances

All allowances shown are in minutes.

SX Daytime allowances apply at all times except where specified differently in Sections 5.5.2, 5.5.3, 5.5.4, 5.5.5 and 5.5.6

All allowances are indicative for the Final Principal Rules and are subject to change.

E refers to engineering allowance

P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

On Monday different allowances apply on some routes until the end of the 'Sunday' allowances at the times specified in the tables below. Please refer to Section 5.5.4 for the 'Sunday' allowances section to identify the routes to which those allowances apply.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX					
0600-2230 Camden Jn to Ledburn Jn					
0600-2240 Ledburn Jn to Hanslope Jn					
0600-2300 Hanslope Jn to Hilmorton Jn via Weedon					
See NW1001 for allowance across Trent Valley toward Crewe					
Approaching Tring	E		1		Apply between 0600 – 2230 SX Applies only to services terminating at Tring
Approaching Milton Keynes Central	E		1		Apply between 0600 - 2240 SX
Approaching Hanslope Jn	E	1			Apply between 0600 - 2240 SX
Approaching Hilmorton Jn	E	1			Apply between 0600 - 2300 SX
Up – SX					
0600-2355 Colwich to Rugby Trent Valley Jn					
0600-2300 Hilmorton Jn to Hanslope Jn via Weedon					
0600-2240 Hanslope Jn to Ledburn Jn					
0600-2230 Ledburn Jn to Camden Jn					
Approaching Rugby Trent Valley Jn	E	1	1		Apply between 0600 - 2355 SX
Approaching Tring	E	1	1		Apply between 0600 - 2240 SX
Approaching Wembley Central	E		1		Apply between 0600 - 2230 SX Applies to freight routed to Wembley Yard and all trains to the Willesden Relief Lines
Approaching Willesden West.London Jn	E	1	1		Apply between 0600 - 2230 SX

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – SX Daytime					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD120 CAMDEN JN TO WATFORD JUNCTION (DC LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Watford Junction	E	1			
Up – SX Daytime					
Approaching Camden Jn	E	1			

MD130 WATFORD JUNCTION TO ST ALBANS ABBEY					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching St Albans Abbey	E	1			
Up – SX Daytime					
Approaching Watford Junction	E	1			

MD232 ABBEY JN TO HINCKLEY (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Nuneaton	E	1*			* Freight only

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daily					
Approaching Coventry	E	1			
Approaching Proof House Jn	E	1*			* Does not apply to all stations services formed of Classes 323 and 350
Approaching Wolverhampton	E	1			* Does not apply to all stations services formed of 323 and 350 units
Approaching Stafford	E	1			

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daily					
Approaching Bushbury Jn.	E	1			
Approaching Galton Jn	E	1*			* Does not apply to all stations services formed with 323 and 350 units This allowance should be applied approaching Galton Jn but may be moved to approaching Soho South Jn in order to aid timetable construction
Approaching Coventry	E	1			
Approaching Rugby Trent Valley Jn	E	1*			* Does not apply to services formed with 323 units

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Barnt Green	E	1*			* Does not apply to services formed of 323 units. This allowance should be applied approaching Barnt Green, but may be moved to approaching Bromsgrove in order to aid junction working at Barnt Green
Up – SX Daytime					
Approaching Barnt Green	E	1*			* Does not apply to services formed of 323 units. This allowance should be applied approaching Barnt Green, but may be moved to approaching Longbridge in order to aid junction working at Barnt Green
Approaching Selly Oak	E	1*			* Does not apply to services formed of 323 units

MD315 STECHFORD NORTH JN TO ASTON SOUTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Aston	E	2*			* Does not apply to services formed with 323 units

MD320 PROOF HOUSE JN TO BUSHBURY JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Darlaston Jn	E	1*			* Does not apply to services formed with 323 units
Up – SX Daytime					
Approaching Aston	E	1*			* Does not apply to services formed with 323 units

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Soho East Jn	E	1*			* Does not apply to services formed with 323 units

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323 units
Up – SX Daytime					
Approaching Aston	E	1*			* Does not apply to services formed with 323 units

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Walsall	E	1*			* Does not apply to services formed by EMUs.
Approaching Rugeley Power Station Jn	E	1*			* Does not apply to all station services
Up – SX Daytime					
Approaching Ryecroft Jn	E	1*			* Does not apply to all station services

MD355 LICHFIELD TRENT VALLEY JN TO LICHFIELD TRENT VALLEY (CHORD LINE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Lichfield Trent Valley Jn	E	2			

MD401 HEYFORD TO BORDESLEY JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Leamington Spa	E	1			
Approaching Tyseley	E	1			Does not apply to Chiltern or West Midlands Trains
Approaching Birmingham Moor Street	E	1			
Up – SX Daytime					
Approaching Leamington Spa	E	1*			* Does not apply to services from MD415 Hatton Station to Stratford-upon-Avon route
Approaching Heyford	E	1*			* Does not apply to services that start at Banbury.

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Nuneaton	E	1			
Up – SX Daytime					
Approaching Coventry	E	1			

MD415 HATTON STATION TO STRATFORD-UPON-AVON					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Stratford-upon-Avon	E	1*			* Does not apply to services from Hatton

MD425 TYSELEY SOUTH JN TO BEARLEY JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Whitlocks End	E	1			

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Droitwich	E	1*			To be shown approaching Droitwich Up Goods Loop for trains booked to use the loop

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Stourbridge Jn	E	1*			* Only applies to trains terminating at Stourbridge Jn
Approaching Birmingham Snow Hill	E	1			

MD440 GALTON JN TO SMETHWICK JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Galton Jn	E	1			

MD501 TAMWORTH (INCLUSIVE) TO PROOF HOUSE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Kingsbury Jn	E	1			

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Whitacre Jn	E	1			

MD565 CASTLE BROMWICH JN TO RYECROFT JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Ryecroft Jn	E	1			
Up – SX Daytime					
Approaching Park Lane Jn	E	1			

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Bordesley Jn	E	1*			* Only applies to Cross-Country services

MD701 MARYLEBONE TO AYNHO JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Bicester North	E	1			
Up – SX Daytime					
Approaching Bicester North	E	1			
Approaching Marylebone	E	1			

MD705 GREENFORD WEST JN TO SOUTH RUISLIP					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Greenford West Jn	E	1			

MD712 AMERSHAM TO AYLESBURY					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Aylesbury	E	1			

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Abbey Foregate	E	1			
Up – SX Daytime					
Approaching Oxley Stafford Road Jn	E	1			

MD810 MADELEY JN TO IRONBRIDGE POWER STATION					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down SX Daytime					
Approaching Lightmoor Jn	E	1			

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily (See SX Night, Sun Day for variations)					
Approaching Colwich	E	1	1		0600 – 2355 SX
Approaching Basford Hall Jn	E	1	1		
Approaching Euxton Jn	E	1	1		
Approaching Preston	E	1	1		

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily (See SX Night, SO Day and Sun Day for variations)					
Approaching Weaver Jn	E	1			
Approaching Crewe Coal Yard	E	1	1		
Approaching Norton Bridge	E	1*			* Applies to Class 1 and 9 passenger trains only
Approaching Stafford	E		1*		* Does not apply to trains from NW5008 Norton Bridge to Stone

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Crewe Gresty Lane	E	2			

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Golborne Jn	E	1			
Up – Daily					
Approaching Winwick Jn	E	1			

NW2001 WEAVER JN TO LIVERPOOL LIME STREET					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Runcorn	E	1	1		
Approaching Liverpool South Parkway	E	1	1		
Up – Daily					
Approaching Weaver Jn	E	1			

NW2015 ORDSALL LANE JN TO EDGE HILL					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Liverpool Lime Street	E	2	2		May be taken anywhere between Huyton and Liverpool Lime Street
Up – Daily					
Approaching Ordsall Lane Jn	E	2			Does not apply to any train starting from Weaste or Eccles

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Wigan North Western	E	2	2		Only applies to trains terminating at Wigan North Western and assuming no further allowance is taken between Springs Branch Jn and Wigan North Western on route NW1001

NW3001 CREWE NORTH JN TO HOLYHEAD					
Please refer to Western and Wales edition of the Timetable Planning Rules for Saltney Jn to Holyhead					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Chester	E	1			Only applies to trains terminating at Chester
Up – Daily					
Approaching Crewe	E	1			

NW3003 CHESTER EAST JN TO ACTON GRANGE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Acton Grange Jn	E	1			
Up – Daily					
Approaching Mickle Trafford	E	2			

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Chester	P	1			Only applies to Merseyrail Electrics Class 2 services

NW3013 HOOTON SOUTH JN TO HELSBY JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ellesmere Port	P	1			Only applies to Merseyrail Electrics Class 2 services
Up – Daily					
Approaching Ellesmere Port	E	2			

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Northwich East Jn	E	2			
Approaching Mickle Trafford	E	1			
Up – Daily					
Approaching Altrincham	E	2			
Approaching Edgeley Jn No.2	E	1			

NW4001 PRESTON RIBBLE JN TO COVE LEVEL CROSSING					
Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn					
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Lancaster	E	1*			* Terminating services only
Approaching Oxenholme Lake District	E	1\$			\$ For trains to Windermere branch only. Allowance may be moved to beyond Oxenholme at timer's discretion.
Approaching Tebay	E	1			
Approaching Carlisle	E	2			
Up – Daily					
Approaching Carnforth North Jn (from Oxenholme)	E	1			
Approaching Lancaster	E	1			Only applies to trains originating from Windermere or Barrow-in-Furness and terminating at Lancaster or Morecambe
Approaching Preston	E	2			

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Blackpool North	E	1*			* When applied to Freight trains the allowance can be taken anywhere between Preston Fylde Jn and Blackpool North depending on destination of train.
Up – Daily					
Approaching Preston	E	1			

NW4011 MORECAMBE SOUTH JN TO MORECAMBE					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Morecambe	E	2			Only applies to trains originating from beyond Lancaster

NW4019 OXENHOLME TO WINDERMERE					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Windermere	E	1			Only applies to trains originating from beyond Oxenholme Lake District

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Carnforth	E	1*			Only applies to trains to Barrow-in-Furness and beyond originating from south of Preston. * Does not apply to MU trains
Approaching Barrow-in-Furness	E	2	2	2	Allowance increased to 12 minutes for all traction types for S.L.W. purposes - refer to Engineering Access Statement for more details.
Approaching Millom	E	1*			* Only applies to trains terminating at Millom
	P	2 ^{\$}			\$ Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). If there are no request stops between Barrow-in-Furness and Millom no performance allowance is required.
Approaching Sellafield	E	2*			* Only applies to trains terminating at Sellafield
	P	2 ^{\$}			\$ Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Whitehaven	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Workington	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Wigton	P	2 ^{\$}			\$ Reduced by ½ minute for each station the train is not required to call (A request stop is a booked call)
Approaching Currock Jn	E	2			
	P	1 ^{\$}			\$ Reduced by ½ minute for each station the train is not required to call (A request stop is a booked call). If there are no request stops between Workington and Currock Jn no performance allowance is required.
All Performance allowances to be shown as adjustment time { } in schedules on NW4033					

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)					
Up – Daily					
Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Wigton	P	1½			
Approaching Workington	P	2			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Whitehaven	E	2*	2*		* Only applies to trains terminating at Whitehaven
	P	1½ ^{\$}			^{\$} Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). If there are no request stops between Carlisle and Whitehaven no performance allowance is required.
Approaching Sellafield	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Millom	P	2			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call).
Approaching Park South Jn	P	1½			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). If there are no request stops between Millom and Park South Jn no performance allowance is required.
Approaching Barrow-in-Furness	E	2	2	2	Reduced to 1 minute for trains starting at Millom.
Approaching Carnforth	E	1	1	1	Allowance increased to 12 minutes for all traction types for S.L.W. purposes refer to Engineering Access Statement for more details.
All Performance allowances to be shown as adjustment time { } in schedules on NW4033					

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Cheadle Hulme	E	1*			
	P	1 ^{\$}			^{\$} Applies to class 1 trains only. May instead be shown as public differential on the Manchester Piccadilly arrival time
Up – Daily					
Approaching Alderley Edge	E	1*			* Only applies to trains terminating at Alderley Edge.
Approaching Sydney Bridge Jn	E	1**	1**		

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Slade Lane Jn	E	2			Only applies to trains originating from Wilmslow and beyond can be placed anywhere between Heald Green South Jn. and Slade Lane Jn. if required
	P	½			Only applies to trains calling all stations from Manchester Airport

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Heald Green West Jn	P	½			Only applies to trains calling all stations from Manchester Piccadilly

NW5008 NORTON BRIDGE TO STONE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Norton Bridge	E	1*			Applies to trains routed towards Colwich via Stafford

NW5009 COLWICH JN TO CHEADLE HULME					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Congleton	E	1*			* Applies to all Freight trains but only applies to Passenger trains that started south of Stoke on Trent
Approaching Cheadle Hulme	E	1 [£]			£ Only applies to trains starting south of Macclesfield
	P	1 ^{\$}			\$ Applies to class 1 trains only. May instead be shown as public differential on the Manchester Piccadilly arrival time
Up – Daily					
Approaching Stoke-on-Trent	E	1			
Approaching Colwich	E	1			

NW5015 HADFIELD TO ARDWICK JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Guide Bridge	P	1			Only applies to trains routed to/via Manchester Piccadilly Platform 14
Approaching Ardwick Jn	E	2			Only applies to trains originating from beyond Stalybridge and beyond New Mills South Jn
Approaching Ardwick Jn	E	1			Only applies to MU trains originating from Hadfield/ Glossop
Up – Daily					
Approaching Dinting	E	1*			Only applies to MU trains

NW6001 MANCHESTER PICCADILLY EAST JN. TO EUXTON JN.					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Euxton Jn	E	2			May be taken between Euxton Jn and Preston on route NW1001
Up – Daily					
Approaching Salford Crescent	E	2			

NW6003 CASTLEFIELD JN TO ALLERTON JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Warrington Central	E	1			Only applies to trains terminating at Warrington Central
Approaching Liverpool South Parkway	E	2			Does not apply to stopping trains originating from Warrington Central. Allowance increased to 12 minutes for all traction types between 0020 and 0600 Mondays to Saturdays (for S.L.W. purposes refer to Engineering Access Statement for more details)
Up – Daily					
Approaching Trafford Park East Jn	E	2			Does not apply to trains originating from Trafford Park Sidings, F.L.T. or Euroterminal. Allowance increased to 12 minutes for all traction types between 0020 and 0600 Mondays to Saturdays (for S.L.W. purposes - refer to Engineering Access Statement for more details)

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Wigan Station Jn/Wigan Wallgate	E	2			Only applies to trains terminating at Wigan North Western or Wigan Wallgate
Approaching Southport	E	2			
Up – Daily					
Approaching Salford Crescent	E	2			

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Blackburn	E	2			Only applies to trains terminating at Blackburn
Up – Daily					
Approaching Bolton	E	2			Only applies to trains terminating at Bolton

NW6013 LOSTOCK JN TO CROW NEST JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Lostock Jn	P	1½			Only applies to all trains originating from north of Lancaster running via Wigan North Western

NW6015 WIGAN WALLGATE TO KIRKBY					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Kirkby	E	2			
Up – Daily					
Approaching Wigan Wallgate	E	1			

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Thorpes Bridge Jn	E	2			

NW7007 FARINGTON CURVE JN TO ORMSKIRK					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ormskirk	E	2*			Only applies to MU trains
Up – Daily					
Approaching Farington Curve Jn	E	2*			Only applies to MU trains May be taken between Farington Curve Jn and Preston on route NW1001

NW7009 FARINGTON CURVE JN. TO HALL ROYD JN. (EAST LANCS LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hall Royd Jn	E	2			These allowances also apply to trains terminating at Blackburn from the Preston direction
Up – Daily					
Approaching Farington Curve Jn	E	2			May be taken between Farington Curve Jn and Preston on route NW1001

NW7013 DAISYFIELD JN TO HELLIFIELD					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hellifield	E	2			
Approaching Clitheroe	E	2			Only applies to trains terminating at Clitheroe
Up – Daily					
Approaching Clitheroe	E	2			

NW7017 GANNOW JN TO COLNE					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Colne	E	2			

NW7021 MILES PLATTING JN TO MARSDEN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Diggle Jn	P	½			Applies to all stations stopping trains between Manchester Victoria and Huddersfield. This allowance is to cover for potential overtime of station dwells along the route.
Up – Daily					
Approaching Ashton Moss North Jn	P	½			Applies to all stations stopping trains between Huddersfield and Manchester Victoria. This allowance is to cover for potential overtime of station dwells along the route.
Approaching Philips Park West Jn	E	2			Also applies to trains towards Philips Park South Jn, however, does not apply to stopping trains originating at Greenfield or Stalybridge

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Philips Park South Jn	E	2			

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Southport	P	1			Only Applies to Merseyrail Electrics Class 2 services
Up – Daily					
Approaching Hunts Cross West Jn	P	1			Only applies to Merseyrail Electrics Class 2 services
Approaching Sandhills	P	½			Only applies to Merseyrail Electrics Class 2 services. Increased to 1 minute for services terminating at Liverpool Central

NW8005 SANDHILLS JN TO ORMSKIRK					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ormskirk	P	1			Only applies to Merseyrail Electrics Class 2 services

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching West Kirby	P	1			Only applies to Merseyrail Electrics Class 2 services

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching New Brighton	P	1			Only applies to Merseyrail Electrics Class 2 services

NW9001 DORE WEST JN TO EDGELEY JN No.1 (HOPE VALLEY LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hazel Grove High Level Jn	E	2*			* 3 Applies to all MU trains except Class 2 stopping services and trains formed of Class 185 units for which 2 minutes apply.
Approaching Hazel Grove High Level Jn	P	1			
Up – Daily					
Approaching Totley Tunnel East	E	3 [£]			£ 2 185 2½ Class 2 stopping trains

NW9021 BUXTON TO HAZEL GROVE EAST JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hazel Grove	E	2			
Up – Daily					
Approaching Buxton	E	2			

NW9901 GARGRAVE TO CARLISLE SOUTH JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Petheril Bridge Jn	E	2			Allowance increased to 17 minutes for all traction types during the times when S.L.W. is required - refer to Engineering Access Statement for more details
Up – Daily					
Approaching Settle Jn	E	15			Only applies during the times when S.L.W. is required refer to Engineering Access Statement for more details

NW9903 SETTLE JN TO CARNFORTH STATION JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Carnforth	E	2			

NW9909 CORBY GATES TO PETTERIL BRIDGE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down only- Daily					
Approaching Petteril Bridge Jn	2				Allowance to be included within Network Rail LNE timings

5.5.2 SX Night Time (See routes for applicable times)

SX daytime/daily allowances apply to those routes excluded from this section

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2230-0600 Camden – Ledburn Jn, 2240-0600 Ledburn Jn to Hanslope Jn (Planned as 2 track using SL)					
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		
Approaching Hillmorton Jn	E	10			
Up – 2230-0600 Camden – Ledburn Jn, 2240-0600 Ledburn Jn to Hanslope Jn					
Approaching Rugby Trent Valley Jn	E	10	10		2355-0545
Approaching Hanslope Jn	E		10		2255-0600 SX
Approaching Ledburn Jn	E		5		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		2		

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 0001MX – 0530 MSX or 0600SO					
Approaching Northampton	E	2			
Approaching Hillmorton Jn	E	2			
Up – SX Nights					
Approaching Northampton	E	2			

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Wolverhampton	E	10			0001 TWThFS to 0545 TWThFS * Does not apply to services formed with 323 units
Up – SX Nights					
Approaching New Street	E	10			0001 TWThFS to 0545 TWThFS * Does not apply to services formed with 323 units

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Barnt Green	E E	1* 7*			22.00 MTWThF to 00.30 TWThFS 00.30 TWThFS to 05.30 TWThFS * Does not apply to services formed with 323 units
Up – SX Nights					
Approaching Kings Norton	E E	1* 7*			22.00 MTWThF to 00.30 TWThFS 00.30 TWThFS to 05.30 TWThFS * Does not apply to services formed with 323 units
Approaching Selly Oak	E	1*			2200 to 00.30 * Does not apply to services formed with 323 units

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Colwich	E	10	10		2355SX-0545MX

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN					
For planning purposes Gobowen to Wrexham North Jn (exclusive) are shown in Western & Wales Timetable Planning Rules – GW731					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Saltney Jn	E	2			
Up – Daily					
Approaching Wrexham General	E	2			Only applies to trains terminating at Wrexham/Croes Newydd

5.5.3 SO Day time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Day 0600–2000 Camden Jn to Ledburn Jn, 0620-2000 Ledburn Jn to Hanslope Jn					
Approaching Tring	E		1		
Approaching Milton Keynes Central	E		1		
Approaching Hanslope Jn	E	1			
Approaching Hillmorton Jn	E	1	1		
Up – SO Day 0620-2000 Hanslope Jn to Ledburn Jn, 0600-2000 Ledburn Jn to Camden Jn					
Approaching Rugby Trent Valley Jn	E	1	1		
Approaching Ledburn Jn	E		1		Applies to Class 1 passenger trains only
Approaching Tring	E	1	1		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard/Nodal Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E	1	2		
	P	1			Applies to Class 1 VWC services only

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Day 0600 – 2000					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – SO Day 0600 – 2000					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Daytime					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323 units
Up – SO Daytime					
Approaching Aston	E	1*			* Does not apply to services formed with 323 units

NW1001 ARMITAGE JN. (INCLUSIVE) TO PRESTON FYLDE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Day 0545-2230 (SX Daily allowances to apply North of Colwich)					
Approaching Colwich	E	1	1		
Up – SO Day 0545-2230					
Approaching Norton Bridge	E	1*			* Applies to Class 1 passenger trains only
Approaching Stafford	E		1*		* Does not apply to trains from MD110 Norton Bridge to Stone

5.5.4 SO Night time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2000 Sat – 1200 Sun (Timed as 2 track railway using SL) From 2230 SO until 0900 SUN, the Trent Valley is closed for Engineering reasons					
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		
Approaching Hillmorton Jn	E		1		
Approaching Colwich	E	3	3		
Up – 2000 Sat – 1200 Sun (Timed as 2 track railway using SL) From 2230 SO until 0900 SUN, the Trent Valley is closed for Engineering reasons					
Approaching Newbold Jn	E	3	3		
Approaching Tring	E		2		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		4		

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2000 Sat – 1200 Sun					
Approaching Northampton	E	2			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – 2000 Sat – 1200 Sun					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	2			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323 units

5.5.5 Sundays Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2000 Sat – 1200 Sun (Euston to Rugby timed as 2 track railway using SL) 0900-1200 Sun – Rugby to Colwich timed as 2 track railway using FL except Milford/Whitehouse-Stafford where SL is used.					
Down – 1200-2100 Sun					
Approaching Tring	E		2		
Approaching Milton Keynes Central	E	3	1		
Approaching Hillmorton Jn	E	2	1		
Up – 2000 Sat – 1200 Sun (Euston – Rugby timed as 2 track railway using SL) 0900-1200 Sun – Rugby to Colwich timed as 2 track railway using FL except Milford/Whitehouse-Stafford where SL is used.					
Up – 1200-2130 Sun					
Approaching Ledburn Jn	E		1		
Approaching Tring	E	2	1		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E	3	2		

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 1200-2130 Sun					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – 1200-2130 Sun					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323 units

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 0900-1200 Sun Rugby to Colwich timed as 2 track railway using FL except Milford/Whitehouse-Stafford where SL is used.					
Approaching Colwich	E	5	5		Applies between 1200-2355 Sun
Up – 2300 Sat – 0600 Mon					
Approaching Stafford	E	1 *			* Does not apply to services from MD110 Norton Bridge to Stone

5.5.6 Sunday Night time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2100 Sun – 0600 Mon (Euston to Rugby timed as 2 track railway via Northampton using SL)					
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		
Up – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)					
Approaching Ledburn Jn	E		4		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		2		

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)					
Approaching Northampton	E	2			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	2			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323 units

NW4001 PRESTON RIBBLE JN TO COVE L. C.					
Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn					
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sunday Night/Monday Morning Only					
Refer to Engineering Access Statement for details of times of SLW/weaves or other relevant information. N.B.: All these allowances are applied in conjunction with Scotland engineering schedules (see Scotland Engineering Access Statement/Plan.) Only 1 instance of SLW should be in operation between Preston and Carstairs/Law Jn N.B.: When S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down).					
Approaching Carlisle	E	30			Applies to all trains terminating at Carlisle and to trains routed via Annan (G&SWR) N.B.: These allowances do not apply to any trains running through to Scotland via Lockerbie (i.e. WCML) – allowances will be shown in Scotland Rules of the Plan
Up – Sunday Night/Monday Morning Only					
Refer to Engineering Access Statement for details of times of SLW/weaves or other relevant information. They apply to all trains. N.B.: These allowances to be transferred as appropriate to match the Southern limits of possessions as shown in Engineering Access Statement. N.B.: All these allowances are applied in conjunction with Scotland engineering schedules (see Scotland Engineering Access Statement/Plan.) Only 1 instance of SLW should be in operation between Preston and Carstairs/Law Jn. N.B.: When S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down).					
Approaching Preston	E	30			

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).

It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances;

- (i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.
- (ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

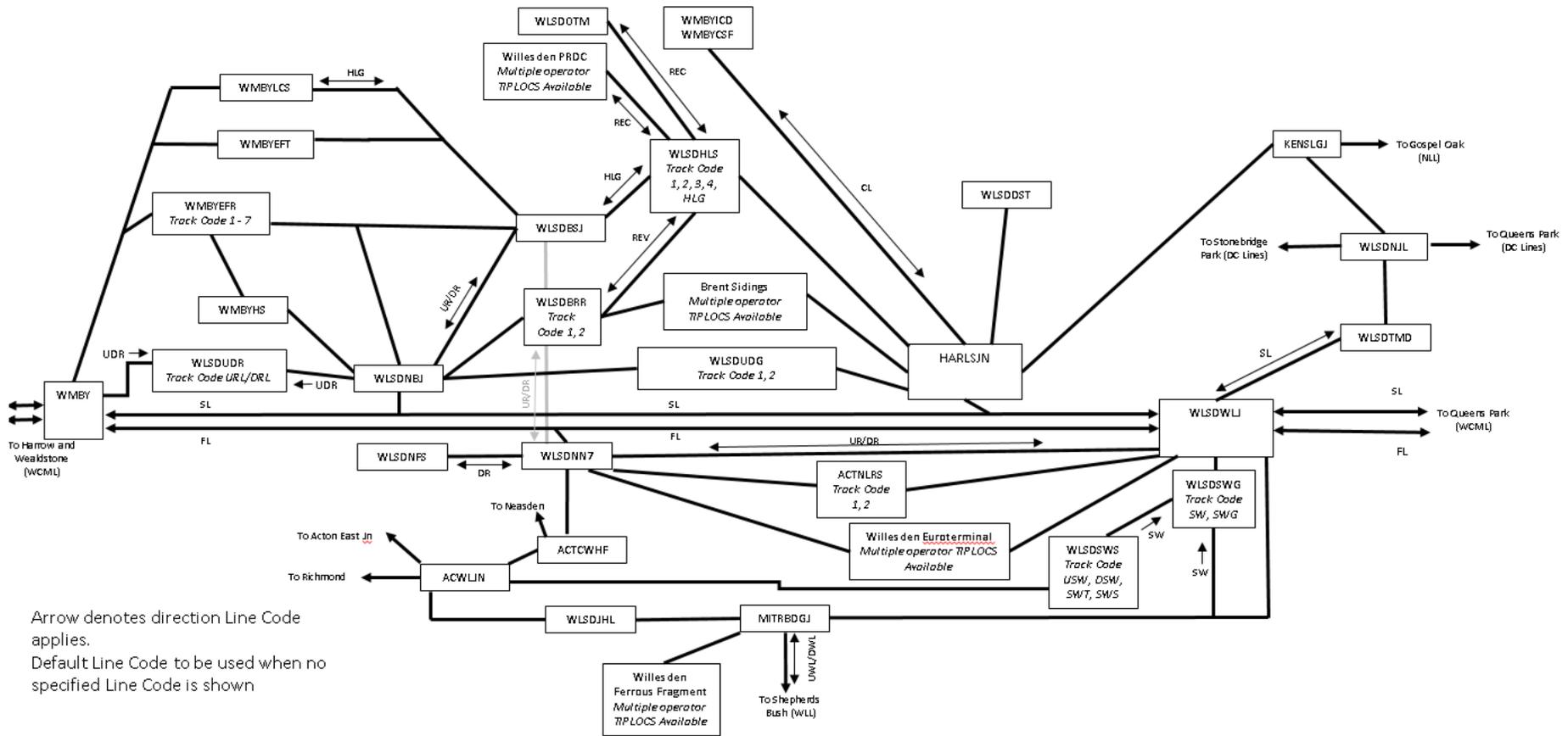
6.2 Timing of Light Locomotives

It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Area Timing Specialist.

Appendix A Timing Point Diagrams

The following diagram is supplementary to the information shown in section 2.1

Wembley Area



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