



28 March 2024

Capacity Planning
 Network Rail
 The Quadrant:MK
 Elder Gate
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Commentary on the LNE Timetable Planning Rules 2025, Version 3 Preliminary Proposal for Subsidiary Change Timetable 2025

This document is a covering note for the Timetable Planning Rules – Preliminary Proposal for Subsidiary Change Timetable 2025 - and provides a specific commentary to the route 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 of the 2025 Timetable Planning Rules.

Section

1 Introduction and General Notes

1.1 Index of Routes

- LN627 added 'Northallerton' to start of Line of Route (LoR) title to match the Sectional Appendix. This change is repeated throughout the document for this line of route.
- LN644 Route title changed to 'Hartburn Curve' to match the Sectional Appendix. This change is repeated throughout the document for this line of route.
- LN672 Warley to Pelaw Jn. Line of route added to TPR.
- LN674 LoR title amended with addition of (West Curve) to match the Sectional Appendix. This change is repeated throughout the document for this line of route.
- LN682 LoR title amended to show this ends at Carlisle North Jn to match the Sectional Appendix. This change is repeated throughout the document for this line of route.
- LN702 LoR title amended to delete 'Jn' after Bedlington North This change is repeated throughout the document for this line of route.
- LN746 LoR title amended to Cottam Power Station Brach to match the Sectional Appendix. This change is repeated throughout the document for this line of route.
- LN814 LoR title amended to delete 'Tram W210' and replace with 'Tram Transfer Line' to match the Sectional Appendix. This change is repeated throughout the document for this line of route.

- LN815 LoR title amended to add 'Transfer Line' to match the Sectional Appendix. This change is repeated throughout the document for this line of route.
- LN870 LoR title amended, added 'Wakefield' at start to match the Sectional Appendix. This change is repeated throughout the document for this line of route.
- LN888 LoR title amended deleting reference to Hatfield & Stainforth which does not appear on this route. Matches Sectional Appendix.
- LN914 LoR title amended, added '(Paragon)' to match the Sectional Appendix. This change is repeated throughout the document for this line of route.

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

- No change

1.2.2 Rule Book

- No change

1.3 Definitions

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

- Additional line codes added to the list that are shown in the TPR document. Line codes that are not currently used in the TPR document are proposed for deletion.

1.3.5 Activity and Other Codes

- No change

2 Route Description

2.1 Planning Geography

- LN101 – Hornsey Signal K440. Note reworded for consistency. Langley Jn. Note added reference moves to Langley Stone Terminal with '-' line code added in down direction. Reference to Langley Jn Signal K211 deleted (Signal has been renumbered to YB1291 but the Tiploc is not in use.)
- LN125 - Delete locations of Royston LOS and Royston Signal K246. These are not used, no Network Links or SRTs for these locations. Royston Old Siding location does not exist. The location is Royston Down Sidings which is described for planning purposes as Royston Loop. Planning geography amended to reflect this. Amend note at Royston. Next mandatory timing point is Foxton on the Anglia route.
- LN672 – line of route added to Planning Geography. Only timing point currently in use is Wardley RJB Mining.
- LN752 - Stainforth Jn added as a reference point showing route from here is to/from Thorpe Marsh Jn via LN888. Deleted route reference at Hatfield & Stainforth which is incorrect.
- LN842. Correction of note at Thorpe Marsh Jn to refer to route towards Stainforth Jn. Standard abbreviation of junction applied throughout.
- LN860. Revised geography for TRU added to be used from September 2025 (to be confirmed) (TRU EIS G). Existing geography remains to be used up to this date Route boundary changes to be from Greenfield (excl.) to Copley Hill East Jn from EIS G Entries for Uppermill Jn, Marsden Signal SL4726, Huddersfield Signal SL4778, Hillhouse Carriage Sidings and Hillhouse Temporary Platform added. Deighton. Note added to reflect station being OOU between TRU EIS G and EIS J.
- LN862. Note at Springwood Jn amended to refer to crossing to Up Huddersfield vice Platform 1.
- LN875. No changes proposed other than standardised abbreviation for junction.
- LN882. Standard abbreviation of junction shown to be consistent with other entries in the TPR document. Crofton East Spur renamed Crofton Down Sidings Headshunt which is the correct name, as per Sectional Appendix.

UGL line code added at Knottingley for trains routed via the Goods Loop. Note added to explain that the only access from this direction is via Platform 1 at Knottingley.

P code at Knottingley replaced with S.

Knottingley Wagon Repair Depot spelt in full.

Signal FE6402 added to planning geography. This is beyond the Goods Loop on unnamed line that runs behind Knottingley Platform 1. This location is only valid in the Up direction. Standage needed between here and Knottingley East Jn. Enquiry with Ferrybridge Signal Box suggests that the whole line is known as the Goods Loop. Knottingley East Jn is only located on the UGL at Knottingley; it is not the location currently shown in the TPR. Removing as a mandatory location would not disrupt TRUST reporting.

Suggest adding England Lane Level Crossing as a mandatory timing point to replace Knottingley East Jn. Timing point for reversals/shunts between platforms at Knottingley and for trains entering or leaving the Goods Loop.

Sudforth Lane SB removed as a timing point as the signal box has been abolished.

Sudforth Lane Up Siding added as a timing location, not previously shown.

Sudforth Lane Down Sidings renamed to Sudforth Lane Receptions 1-3 to match the correct description of this location.

Sudforth East Jn added as a reference point.

Whitley Bridge Jn becomes a reference location, no longer a timing point. Reduces number of timing points and margins can be based on Whitley Bridge.

Gowdall Lane Jn proposed as a mandatory timing point for validation of movements to/from single lien to Rawcliffe. However, could be off-set from Drax Branch Jn. There is only a single signal section between them. Signals are not particularly close to either location in each direction.

Snaith is a conditional timing point for all trains in the Up direction. A stop of ½ is required if not stopping to set down or pick up passengers. This is because there is a Stop Board in this direction for level crossing. This has a timer before the white light will display to allow a train to proceed.

Rawcliffe has similar restriction to Snaith and appropriate comment added to Notes. Code 'S' deleted.

Engine Shed Jn added as a timing point, junction for line to Goole Docks.

Guardian Glass renamed as Goole Glassworks (Oakhill Siding) to reflect the actual naming of this location.

Potters Grange Jn is mandatory by default on LN898 as all services have to cross here, either to or from LN912. Remove code X.

- LN888. Hatfield & Stainforth deleted from this line of route as it does not appear on LN888.
Knottingley South Jn, Notes referencing route to Knottingley East Jn, deleted England Lane as this is not relevant.
Standard abbreviation for junction applied throughout.
- LN892. Amend Notes for route from Ferrybridge South Jn to refer to Ferrybridge North Jn.
- LN894. Knottingley South Jn, amend Notes for route reference to Haywood Jn, next mandatory timing point vice Shaftholme Jn.
Knottingley East Jn shown as mandatory as it is for all trains on this line of route. Delete 'Codes.' Change Notes for route reference to England Lane Level Crossing vice Sudforth Lane.
- LN896. Drax Branch Jn is shown as mandatory, matches status on LN882. Delete codes F and X. Notes amended to refer to Hensall as next/previous mandatory timing point on LN882.
Drax Power Station Signal D17 is a conditional timing point in Down direction only and is now shown as such with note to confirm.
Boundary between Network Rail and Drax Power Station shown.
Default line code in Down direction at Drax Power Station deleted. This is the end of the line and it is not possible to continue beyond here in the Down direction.
- LN908. Selby Canal Jn – 'F' code replaced by 'S'
- LN910. Selby Canal Jn – 'F' code replaced by 'S'

- LN912. Potters Grange Jn delete GL line code. There are no links with this code shown. References to LN882 corrected to show from Rawcliffe and to Snaith, as timing points are conditional on direction of travel.
Goole Goods Loop added as a planning location.
Goole Shunt Spur add default line code indicator.
Goole Docks add default line code indicator.
Goole Up & Down Goods Loop deleted. Naming is incorrect and shown in wrong location in order of planning geography. Replaced by Goole Goods Loop location.
Goole Siding added to planning geography.
Gilberdyke Jn, amended reference to LN898 as next timing point is Gilberdyke.
- LN916. Hessle Road Jn, Springbank South Jn, Springbank North Jn, Bridges Jn – standard abbreviation of Jn applied.
Hedon Road Sidings spelt out in full.

2.2 Route Opening Hours

- LN882. Drax Branch Jn to Drax Power Station is not on this line of route and as it is open continuously it does not need to be shown in section 2.2.

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

5.1.1 Source of Current SRTs

- No change

5.1.2 Method of Calculation

- No change

5.1.3 New and Revised Sectional Running Times

- No change

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

- No change

5.2 Headways

5.2.1 Headway Values

- LN826. Standard headway reduced to 3. Remains at 4 for Class 7 and Class 8 freight. Discussed and agreed at TPR Forum on 11th March 2024.
- LN875. No change proposed to headway values in Down direction based on modelling. An improvement to 5 for freight is achievable in the Up based on modelling.
- LN860. Revised headways proposed for TRU EIS G shown alongside existing headways. Improvements possible west of Bradley Jn post resignalling.
- LN882. Revised headways proposed based on modelling for the resignalling scheme.
- LN892. Add headway section which is not currently shown in TPR. The headway shown as AB as only one signal in each direction on the single line.
- LN898. Revised and improved headways between Mickfield and Hull in both directions proposed based on observations.
- LN912. Amended headways shown. Modelling suggests that in the Down direction headway following freight should be 5. Technical is value is 04:29. In the Up direction, following freight headway is 03:34 so can maintain the current standard 4 minute headway.

5.2.2 General Capacity Constraints

- No change

5.3 Junction Margins and Station Planning Rules

- LN101
 - Alexandra Palace. Correction of line codes, wording changes for clarity and consistency, and more detail on reason for adjustments and where they should be applied.
 - Hatfield. Junction margins, final entry, Welwyn Garden City spelt in full.
 - New England North. 4 New margins agreed, amendment to wording of one other margin.
 - Welwyn Garden City. Adjustments to Sectional Running Times. Wording changes for clarity and consistency, and more detail on reason for adjustments and where they should be applied. Additional adjustment allowances shown in the Up direction.
 - Digswell. Add EMU to the traction types that require deceleration allowances in the Up direction.
 - Stevenage. Class 379 added to Dwell Time entry. Amended wording regarding reduced dwell for Class 700 and Class 717.
 - Hitchin. Dwell Time expanded to list Classes and amended wording regarding agreeing reduced dwell times. Planning Note added for trains via Hitchin Up Yard.
 - Peterborough. Additional turnround times provided for GTR services.
- LN120
 - Winchmore Hill. Amended wording regarding agreeing reduced dwell times.
 - Gordon Hill. Amended wording regarding agreeing reduced dwell times.
 - Hertford North. Dwell times added for Class 379, 387 and 700. Amended wording regarding agreeing reduced dwell times.
- LN125
 - Letchworth Garden City. Turnrounds is renamed Planning Note and wording amended for clarity.
 - Letchworth Garden City EMU Sidings. Overhaul of rules to reflect that Baldock is a mandatory timing point.
 - Baldock. Dwell times shown for class types rather than generic EMU. Wording change for consistency. Junction margins are simplified to 3 between all conflicting movements.
 - Royston. Additional wording added to the Adjustments to Sectional Running Times entries for consistency and clarity. Existing junction margins are deleted and replaced with new entry. Removed 'all crossing margins' for north and south end and replaced with description of the movements. Locations

amended to refer to the next/previous mandatory timing point. Ashwell and Morden spelt in full. Most values do not change but removes contradictions and makes rules clearer to apply.

- LN600
 - Morpeth. Reduction to two margins shown. Corrected references to 'Branch' to Hepscoth Jn.
- LN634
 - Remove reference to Guisborough Jn. There are no rules shown for this location either on LN634 or LN632.
- LN752
 - Wrawby Jn, reference to LN736 reworded into standard format.
- LN858
 - Dwell time for Class 158 removed as this repeats the standard value shown at the start of section 5.3.
- LN860
 - Diggle Jn - New margins and adjustment added from TRU EIS G
 - Marsden - New margins and adjustment added from TRU EIS G
 - Huddersfield - New margins, adjustments and platform reoccupation added from TRU EIS G. Existing rules apply until September 2025.
 - Hillhouse Carriage Sidings - New margins added from TRU EIS G
 - Hillhouse Temporary Platform - New margins and turnaround times added from TRU EIS G
 - Bradley Jn - New margins and adjustments added from TRU EIS G. Existing rules apply until September 2025.
- LN882
 - Wakefield Kirkgate. Wording amended to be in a standard format.
 - Calder Bridge Jn. The goods loop does not have a name shown in Sectional Appendix, simply referred to as Up Goods Loop which is consistent with other references in TPR document. Reason for adjustment amended to correctly identify approach control and slow speed crossover.
 - Oakenshaw Jn. Bottom margin seems very much like a headway although there is no headway shown for LN884. LN886 suggests only one train at a time on the branch.
 - Crofton West Jn. Adjustments in Down direction, simplification of the wording for clarity and accuracy. All allowances are approaching a location unless otherwise specified.
 - Crofton East Jn. Adjustment to Sectional Running Times. Crofton East Spur renamed to Crofton Down Sidings Headshunt to reflect correct name for location and to match planning geography.
 - Crofton East Spur. Rename East Spur to Down Sidings Headshunt to reflect correct name of this location.
 - Pontefract Monkhill. Reduction in value for first two junction margins based on outputs from modelling work based on resignalling scheme. Final margin no longer relevant, this appears to be describing a standard platform reoccupation in the same direction. Two additional junction margins added for reoccupation of Platform 2. These are based on additional modelling that was undertaken.
 - Pontefract East Jn. Clarified that margins apply to trains that are passing from Ferrybridge North Jn – Ferrybridge is not a timing point. Standard abbreviation of junction.
 - Knottingley West Jn. Adjustments to Sectional Running Times wording simplified. Condensed junction margins into a simpler format with the standard margin of 3.
 - Knottingley. Note about shunts deleted. This is not relevant or adding any information that cannot be established from planning geography.

- Knottingley East Jn renamed England Lane Level Crossing. New entry. Adjustments to Sectional Running Times are presented in a more logical format, graded by trailing load. Values taken from Tratim replace blanket {3} which was shown previously. Junction margins are copied from previous entry.
- Sudforth Lane SB. Entry deleted. Signal Box abolished and this location no longer a timing point.
- Whitley Bridge replaces Whitley Bridge Jn as the timing point. Junction margins are written in a more consistent format. Values to be confirmed.
- Whitley Bridge Jn deleted and replaced by Whitley Bridge.
- Gowdall Lane Jn, new entry. Margin of 3 suggested for reoccupation of the single line.
- LN912
 - Goole. Adjustments to Sectional Running Times. Up direction, wording simplified for movement to Goods Loop. Additional approach control allowance required for trains passing to Snaith as this is an approach controlled route. Would not apply for trains stopping at Goole. Junction margins wording simplified and number of margins reduced by consolidating some existing margins. Two additional margins shown are taken from modelling outputs and replace the current Restrictions entry. These are for the restriction that two freight trains cannot pass each other on Goole Swing Bridge.

5.4

Platform Lengths

- Castleford. Platform numbers added.
- Deighton. Platform length updated with note added that this station is OOU between TRU EIS G and EIS J
- Featherstone. Platform numbers added and length of platforms updated.
- Glasshoughton. Platform numbers added and length of platforms updated.
- Goole. Platform numbers added and Platform 2 length amended.
- Hensall. Platform lengths updated.
- Hillhouse Temporary Platform. Newly added.
- Huddersfield. Platform details updated pre-EIS G. Post EIS G interim state detail added.
- Knottingley. Platform numbers added and length of platforms updated.
- Pontefract Monkhill. Platform numbers added.
- Pontefract Tanshelf. Platform numbers added.
- Rawcliffe. Length of platform updated. Note deleted.
- Snaith. Length of platform updated.
- Whitley Bridge. Down platform length updated.

5.4.1

Loop Lengths

- LN882. Standages shown for the Up Goole Goods Loop Down which is at Knottingley. Lengths shown are signal to signal and exclude any standback allowance.
- LN912. Standages added for Goole Goods Loop and Goole Siding. These are taken from the signalling scheme plan.

5.5

Timing Allowances

5.5.1

SX Daytime

- No change

5.5.2

SX Nighttime

- No change

5.5.3

SO Daytime

- No change

5.5.4

SO Nighttime

- No change

5.5.5

Sunday Daytime

- No change

5.5.6

Sunday Nighttime

- No change

6

Timetabling Considerations

- 6.1 Advertised and Working Times
 - No change
- 6.2 Timing of Light Locomotives
 - No change
- Appendix A Route Code Diagrams
 - No change
- Appendix B Timing Point Diagrams
 - No change

****No further changes****

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Subsidiary May 2025 timetable in accordance with Part D of the Network Code, Condition D2.2.3.

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. Any such appeal shall be conducted in accordance with Condition D5 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).

Yours faithfully

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Timetable Planning Rules

London North Eastern

2025 TIMETABLE

Version 3

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Preliminary Proposal for Subsidiary Change Timetable 2025
28 March 2024

Contents

Section	Page no.	Section	Page no.
1 Introduction and General Notes	3	5.1 Sectional Running Times	83
1.1 Index of Routes	4	5.1.1 Source of Current SRTs.....	83
1.2 Sectional Appendices and Rule Book	7	5.1.2 Method of Calculation	83
1.2.1 Sectional Appendix.....	7	5.1.3 New and Revised Sectional Running Times	83
1.2.2 Rule Book	7	5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines	84
1.3 Definitions.....	9	5.2 Headways	85
1.3.1 Train Classification	9	5.2.1 Headway Values	85
1.3.2 Days of Operation.....	14	5.2.2 General Capacity Constraints	117
1.3.3 Traction and Rolling Stock	14	5.3 Junction Margins and Station Planning Rules	118
1.3.4 Line Codes	15	5.4 Platform Lengths	316
1.3.5 Activity and Other Codes.....	16	5.4.1 Loop Lengths	334
2 Route Description	19	5.5 Timing Allowances	337
2.1 Planning Geography	19	5.5.1 SX Daytime (See routes for applicable times)	338
2.2 Route Opening Hours	72	5.5.2 SX Nighttime (See routes for applicable times)	353
3 Electrification	81	5.5.3 SO Daytime (See routes for applicable times)	356
3.1 Electrification Limits	81	5.5.4 SO Nighttime (See routes for applicable times)	357
3.2 Electrification Supply Restrictions	81	5.5.5 Sunday Daytime (See routes for applicable times)	358
Line of Route	81	5.5.6 Sunday Nighttime (See routes for applicable times)	366
4 Rolling Stock Restrictions	82	6 Timetabling Considerations	369
4.1 Locomotive Route Availability	82	6.1 Advertised and Working Times.....	369
4.2 Passenger Stock Restrictions	82	6.2 Timing of Light Locomotives	369
4.3 Freight Wagon Restrictions	82	Appendix A Route Code Diagrams	370
4.4 Freight Train Load Limits	82	Appendix B Timing Point Diagrams	377
4.5 Freight Train Length Limits	82		
4.6 Engineers' Trains Restrictions	82		
5 Running Times, Margins and Allowances	83		

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 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:

LN101	London King's Cross to Shaftholme Jn
LN105	Moorgate to Finsbury Park Jn
LN110	Canonbury West Jn to Finsbury Park Jn
LN115	Copenhagen Jn to Camden Road Central Jn
LN120	Wood Green North Junction to Langley Jn (via Hertford)
LN125	Hitchin Cambridge Jn to Royston (inclusive)
LN126	Hitchin North Junction to Hitchin East Junction
LN135	King's Dyke (exclusive) to Crescent Junction
LN145	Marholm Junction to Glinton Junction
LN147	Helpston Junction to Uffington
LN150	Flyover East Jn to Decoy North Jn
LN155	Flyover East Jn to Loversall Jn (Up Loversall Curve)
LN160	Loversall Carr Jn to Flyover West Jn
LN165	Harringay Park Jn to Harringay Jn
LN170	Werrington Jn to Flyover East Jn (via Lincoln)
LN175	Sleaford South Jn to Sleaford East Jn
LN180	Sleaford West Jn to Sleaford North Jn
LN185	Allington West Jn to Skegness
LN190	Allington East Jn to Allington North Jn (Allington Chord)
LN195	Grantham Nottingham Branch Jn to Allington West Jn (inclusive)
LN200	Wrawby Jn to Pelham Street Jn
LN206	Newark Flat Crossing (inclusive) to West Holmes Jn
LN210	Newark Crossing Curve line
LN215	Boultham Jn to Pyewipe Jn
LN220	Bessacarr Jn to Black Carr Jn
LN235	Rossington Colliery Branch
LN600	Shaftholme Jn to Reston GSP
LN618	Holgate Jn to Skelton Jn
LN620	King Edward Bridge East Jn to King Edward Bridge North Jn
LN622	Forth branch
LN624	Northallerton Castle Hills Jn to Castle Hills West GF
LN626	Northallerton High Jn to Northallerton East Jn
LN627	Northallerton Longlands Jn to Newcastle East Jn via the Coast
LN628	South Hylton to Sunderland South Jn
LN629	Pelaw Metro Jn to Pelaw South Jn
LN630	Pelaw North Jn to Pelaw Metro Jn
LN631	Darlington South Jn to Eaglescliffe South Jn
LN632	Stockton Cut Jn to Saltburn
LN634	Guisborough Jn to Whitby
LN636	Beam Mill Jn to Slag Road (Lackenby)
LN638	Grangetown Shell Jn to Cleveland Freightliner Terminal (Wilton)
LN640	ICI Wilton Coal Terminal
LN642	Saltburn West Jn to Boulby Mine
LN644	Hartburn Jn to Bowesfield Jn Curve
LN646	Norton-on-Tees South to Ferryhill South Jn
LN648	Norton-on-Tees West to Norton-on-Tees East
LN652	Billingham Jn to Seal Sands Storage
LN656	Seaton-on-Tees Branch
LN662	Ryhope Grange Jn to Hendon
LN664	Boldon East Jn to Boldon North Jn
LN666	Boldon West Jn to Tyne Dock
LN670	Jarrow Branch

LN672	Wardley to Pelaw Jn
LN674	High Level Bridge Jn to Greensfield Jn (West Curve)
LN676	Park Lane Jn to King Edward Bridge South Jn
LN678	Darlington North Jn to Eastgate
LN682	King Edward Bridge South Jn to Petteril Bridge Jn Carlisle North Jn
LN684	Low Fell Jn to Norwood Jn
LN694	Benton North Jn to Morpeth North Jn via Bedlington
LN696	Hepscott Jn to Morpeth Jn
LN698	Butterwell South Branch
LN700	Butterwell North Branch
LN702	Bedlington North Jn to Lynemouth Alcan
LN706	West Sleekburn Jn to North Blyth
LN708	Winning Jn to Marchey's House Jn
LN724	Holgate Jn to Skelton Jn
LN736	Cleethorpes to Nunnery Main Line Jn via Retford
LN738	Great Coates No.1 to Union Dock
LN740	Grimsby Marsh West Jn to Humber Road Jn
LN741	Habrough Jn to Ulceby South Jn
LN742	Killingholme to Brocklesby Jn
LN744	Ulceby North Jn to Barton on Humber
LN746	Cottam Power Station to Clarborough Jn Branch
LN748	Retford Western Jn to Thrumpton West Jn
LN750	Woodburn Jn to Deepcar
LN752	Wrawby Jn to Marshgate Jn
LN754	Scunthorpe Foreign Ore Branch
LN756	Scunthorpe Trent Jn to Roxby
LN758	Brancliffe East Jn to Kirk Sandall Jn
LN762	St Catherine's Jn to Decoy South Jn
LN764	St Catherine's Jn to Potteric Carr Jn (Low Ellers Curve)
LN766	Bentley Jn to Hexthorpe Jn (Doncaster Avoiding Line)
LN768	Mansfield Woodhouse to Shireoaks East Jn
LN772	Warsop Jn to Shirebrook Jn
LN782	Woodend Jn to Shireoaks West Jn
LN784	High Marnham to Shirebrook East Jn
LN786	Bevercotes Colliery Branch
LN788	Thoresby Colliery Branch
LN790	Rufford No.1 Coal Stacking Site to Clipstone East Jn
LN800	Clipstone South Jn to Clipstone West Jn
LN802	Welbeck Colliery Branch
LN804	Tapton Jn to Gascoigne Wood Jn via Sheffield
LN806	Tapton Jn to Masborough Jn via 'Old Road'
LN807	Dore South Jn to Dore West Jn
LN808	Dore Station Jn to Earles Sidings (excl.)
LN809	Shepcote Lane West Jn to Tinsley Yard East End
LN810	Shepcote Lane West Jn to Tinsley South Jn
LN812	Shepcote Lane East Jn to Broughton Lane Jn
LN814	Tinsley North Junction to Sheffield Tram W210 Tram Transfer Line
LN815	Parkgate Junction to Sheffield Tram Parkgate Transfer Line
LN816	Beighton Jn to Woodhouse Jn
LN818	Holmes Jn to Rotherham Central Jn (Holmes Curve)
LN824	Moorthorpe Jn to South Kirkby Jn
LN826	Doncaster South Yorkshire Jn to Swinton
LN828	Mexborough Jn to Aldwarke Jn via Kilnhurst
LN830	Aldwarke Jn to Woodburn Jn
LN832	Doncaster Bridge Jn to St. James Jn
LN836	Doncaster Marshgate Jn to Neville Hill East Jn

LN838	Leeds Armley Jn to York Skelton Jn via Harrogate
LN840	Engine Shed Jn & Holbeck Depot Junction to Whitehall East Jn
LN842	Thorpe Marsh Jn to Adwick Jn
LN844	Applehurst Jn to Joan Croft Jn (Applehurst Loop)
LN846	Carcroft Jn to Skellow Jn
LN848	Hare Park Jn to Crofton West Jn
LN850	Wakefield Westgate South Jn to Wakefield Kirkgate West Jn
LN852	Holbeck Jn to Bradford Interchange
LN854	Hall Royd Jn to Colton Jn
LN858	Milner Royd Jn to Bradford Mill Lane Jn
LN859	Greetland Jn to Dryclough Jn
LN860	Diggle Jn to Copley Hill East Jn
LN861	Bradley Jn to Bradley Wood Jn
LN862	Barnsley Station Jn to Huddersfield
LN864	Dewsbury Railway Street Branch
LN868	Wincobank Jn to Horbury Jn via Barnsley
LN870	Wakefield Turner's Lane Jn to Calder Bridge Jn
LN872	Altofts Jn to Leeds West Jn
LN874	Methley Jn to Whitwood Jn
LN875	Castleford West Jn to Pontefract West Jn
LN878	Sherburn Jn to Gascoigne Wood
LN880	York to Scarborough
LN882	Wakefield Kirkgate West Jn to Goole Potters Grange Jn
LN884	Oakenshaw South Jn to Oakenshaw Jn
LN886	Monk Bretton Loop to Crofton East Jn
LN888	Hatfield and Stainforth (Stainforth Jn) to Ferrybridge North Jn
LN889	Shaftholme Jn to Haywood Jn
LN892	Pontefract East Jn to Ferrybridge South Jn
LN894	Knottingley South Jn to Knottingley East Jn
LN896	Drax Power Station Branch
LN898	Neville Hill East Jn to Hull
LN900	Neville Hill West Jn to Hunslet East
LN902	Micklefield Jn to Church Fenton North Jn
LN904	Hambleton South Jn to Hambleton West Jn
LN906	Hambleton East Jn to Hambleton North Jn
LN908	Selby West Jn to Selby Canal Jn
LN910	Temple Hirst Jn to Selby South Jn
LN912	Thorne Jn to Gilberdyke Jn
LN914	Hull (Paragon) to Seamer West Jn
LN916	Hessle Road Jn to Saltend
LN918	Springbank North Jn to Walton Street Jn
LN920	Anlaby Road Jn to West Parade North Jn
LN922	Whitehall West Jn to Hellifield South Jn
LN924	Apperley Jn to Ilkley
LN926	Dockfield Jn to Esholt Jn
LN928	Shipley East Jn to Bradford Forster Square
LN930	Skipton Middle Jn to Rylstone
LN932	Shipley South Jn to Shipley West Jn

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 to Train Planning directly, 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	TTPR Section 4.6
	5.6 Carrying out a running brake test	TTPR 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	TTPR Section 5.1.2
	2.5 Permissible speed indicators with letters	TTPR Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	TTPR Section 5.1.2

RULE BOOK MODULE	SECTION	NOTES
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	TTPR 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);	TTPR Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	TTPR Section 5.1.2
	2.3 Electric-traction speed restrictions	TTPR Section 5.1.2
	3.16 Carrying out a running brake test	TTPR 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 given 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	Thameslink services including to / from King's Cross TPE Liverpool Lime Street – Newcastle and Newcastle – Edinburgh services
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

Headcodes / TID list	
TID	Class 1 services (WTT)
1Axx	Leeds / Bradford Forster Square / Harrogate / Skipton – London King's Cross Middlesbrough – York Newcastle – York Bradford Interchange – London King's Cross Bradford Interchange / Sunderland – London King's Cross Hull / Beverley – London King's Cross
1Bxx	Liverpool Lime Street / Manchester Airport – Sheffield – Cleethorpes Cleethorpes – Sheffield – Manchester Airport / Liverpool Lime Street York – Preston / Blackpool North Blackpool North / Preston – York Lincoln / Newark North Gate (starters) – London King's Cross London King's Cross – Newark North Gate (terminators) / Lincoln
1Cxx	Sheffield / Derby / Leicester – London St Pancras Leeds – Sheffield – London St Pancras via Derby London King's Cross – Cambridge semi-fast services Cambridge – London King's Cross semi-fast services Sheffield – Derby
1Dxx	London King's Cross – Leeds / Bradford Forster Square / Harrogate / Skipton London St Pancras – Lincoln via Nottingham London St Pancras – Leeds via Nottingham and Sheffield Leeds – Chester via Bradford Interchange and Calder Valley London King's Cross – Bradford Interchange
1Exx	Edinburgh Waverley / Stirling / Glasgow Central – London King's Cross Aberdeen – London King's Cross Inverness – London King's Cross Aberdeen – Leeds Edinburgh Waverley – Newcastle / Leeds Carlisle – Nottingham via S&C and Leeds Southampton Central / Reading / Guildford – Newcastle Plymouth – York / Leeds Chester – Leeds via Calder Valley and Bradford Interchange Glasgow Central – Newcastle via Carlisle and Tyne Valley Willesden PRDC – Low Fell Mail Terminal Mail Train
1Fxx	St Pancras – Sheffield via Derby Leicester – Sheffield via Derby Derby – Sheffield
1Gxx	Hull – Scarborough Scarborough – Hull
1Hxx	London King's Cross – Hull / Beverley Leeds – Manchester Victoria via Bradford Interchange and Calder Valley Sheffield – Hull via Selby
1lxx	Not used

1Jxx	Manchester Victoria – Leeds via Bradford Interchange and Calder Valley Leeds – Manchester Victoria via Bradford Interchange and Calder Valley Hull – Sheffield via Goole Scarborough / Bridlington – Sheffield via Hull and Goole Middlesbrough to/from Newcastle (via Hartlepool) Middlesbrough to/from Carlisle (via Hartlepool/Newcastle)
1Kxx	Hull – Liverpool Lime Street via Leeds, Huddersfield and Manchester Victoria Liverpool Lime Street – Hull via Manchester Victoria, Huddersfield and Leeds Lincoln – Peterborough via Sleaford
1Lxx	Liverpool Lime Street – Nottingham – Norwich Birmingham New Street – Leicester – Stansted Airport Doncaster – Sheffield – Worksop – Lincoln Leeds – Barnsley – Sheffield – Worksop – Lincoln Lincoln – Worksop – Sheffield – Barnsley - Leeds
1Mxx	Glasgow – Newcastle – Birmingham New Street Leeds – Manchester Victoria via Bradford Interchange and Calder Valley Manchester Victoria – Leeds via Calder Valley and Bradford Interchange Leeds – Carlisle via S&C Up Sleeper services via the ECML Low Fell Mail Terminal – Willesden PRDC Mail Train
1Nxx (excl 1N50)	London King's Cross – Newcastle London King's Cross – York (terminators) London King's Cross – Sunderland London King's Cross – Middlesbrough York – Middlesbrough Newcastle – Carlisle Carlisle – Newcastle Saltburn – Middlesbrough – Newcastle – Carlisle via Darlington and ECML Stansted Airport – Leicester – Birmingham New Street Leeds – Sheffield via Barnsley not calling at Castleford Leeds to/from Sheffield (via Bolton-Upon-Dearne)
1N50	Down ECML Charter Path
1Oxx	Newcastle – Southampton Central / Guildford
1Pxx	Peterborough – London King's Cross semi-fast services (1P01 to 1P79) London King's Cross – Peterborough semi-fast services (1P00 to 1P78) Peterborough – London King's Cross fast services (maximum of four stops; 1P81 to 99) London King's Cross – Peterborough fast services (maximum of four stops; 1P80 to 98) Saltburn – Leeds – Manchester Airport via Manchester Victoria (even high numbers) Manchester Airport – Leeds - Saltburn via Manchester Victoria (odd high numbers) Newcastle – Leeds – Manchester Piccadilly via Guide Bridge (even low numbers) Manchester Piccadilly – Leeds – Newcastle via Guide Bridge (odd low numbers)
1Qxx	Test Trains
1Rxx	Norwich – Nottingham – Liverpool Lime Street York – Selby – Hull via Church Fenton or ECML London King's Cross – Letchworth / Baldock / Royston semi-fast services Royston / Baldock / Letchworth – London King's Cross semi-fast services
1Sxx	London King's Cross – Edinburgh Waverley / Glasgow Central Penzance – Plymouth – Birmingham New Street – Edinburgh – Aberdeen

1Txx	King's Lynn – Ely – London King's Cross London King's Cross – Ely – King's Lynn Grosmont – Whitby NYMR Whitby – Grosmont NYMR
1Uxx	Manchester Piccadilly – Leeds – Scarborough via Guide Bridge Scarborough – Leeds – Manchester Piccadilly via Guide Bridge
1Vxx	Aberdeen – Edinburgh – Birmingham New Street – Plymouth – Penzance Newcastle – Reading
1Wxx	London King's Cross – Aberdeen London King's Cross – Inverness London King's Cross – Stirling Leeds – Aberdeen Sheffield – Hull – Bridlington via Goole
1Xxx	Not used
1Yxx	York (starters) – London King's Cross Newcastle (starters) – London King's Cross Sunderland – London King's Cross via Newcastle Middlesbrough – London King's Cross Berwick Upon Tweed – London King's Cross Leeds – Barnsley – Sheffield – Nottingham Nottingham – Sheffield – Barnsley – Leeds
1Zxx	Not to be used in the WTT

TID	Great Northern / Thameslink Suburban Class 2 services (WTT)
2B01-79	Hertford North to Moorgate
2B00-78	Moorgate or King's Cross to Hertford North
2B81-97	Hertford North to Moorgate via SL2
2B80-96	Moorgate or King's Cross to Hertford North via SL2
2Cxx	King's Cross to Cambridge stopping services Cambridge to King's Cross stopping services
2Dxx	Stevenage, Hertford North or Gordon Hill to King's Cross (odd) Moorgate or King's Cross to Stevenage Platform 4 via Hertford North (even)
2F01-79	Stevenage to Moorgate via Hertford North
2F00-78	Moorgate or King's Cross to Stevenage Bay via Hertford North
2F81-99	Stevenage to Moorgate via Hertford North and SL2
2F80-98	Moorgate or King's Cross to Stevenage via SL2 and Hertford North
2G01-79	Gordon Hill to Moorgate
2G00-78	Moorgate or King's Cross to Gordon Hill
2G81-99	Gordon Hill to Moorgate via SL2
2G80-98	Moorgate or King's Cross to Gordon Hill via SL2
2K01-97	Welwyn GC to Moorgate via SL2
2K00-96	Moorgate to Welwyn GC via SL2
2K98-99	Moorgate staff trains
2Lxx	King's Cross to Letchworth stopping services via Welwyn Garden City
2Pxx	Peterborough to King's Cross stopping services King's Cross to Peterborough stopping services
2R01-97	Royston, Baldock or Letchworth to King's Cross stopping services
2R00-78	King's Cross to Royston stopping services via Welwyn Garden City
2R80-96	King's Cross to Baldock stopping services via Welwyn Garden City
2V01-99	Welwyn GC to Moorgate
2V00-98	Moorgate to Welwyn GC

2W01-79	Alexandra Palace or Finsbury Park to Moorgate or King's Cross
2W00-78	Moorgate or King's Cross to Finsbury Park or Alexandra Palace
2W81-99	Alexandra Palace to Moorgate or King's Cross via SL2
2W80-98	Moorgate or King's Cross to Alexandra Palace via SL2
2Yxx	Welwyn GC to King's Cross (includes Thameslink services) King's Cross to Welwyn GC (includes Thameslink services)

Great Northern / Thameslink Services	
TID	Class 5 services to Hornsey EMUD
5E00-09	Spare / Non-GTR services
5E10-39	GTR South-End arrivals except from Moorgate
5E40-49	GTR South End arrivals from Moorgate
5E50-69	GTR North-End arrivals from London via Bowes Park Reversing Siding
5E70-79	GTR North-End arrivals from or via Welwyn Garden City
5E80-89	GTR North-End arrivals from or via Hertford North / Gordon Hill
5E90-99	Test trains and extraordinary services
TID	Class 9 services (WTT)
9Jxx	Peterborough and Horsham via London Bridge and Redhill
9Sxx	Cambridge and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines
9W90-99	Peterborough and Horsham via Hertford Loop, Streatham and Redhill
9Yxx	Welwyn Garden City / Blackfriars and Sevenoaks via Catford and Swanley

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, systems will not accept this; there must be a separate entry for Sundays
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
15X	DMU classes 150/155/156
153	Class 153 DMU
158	Class 158 DMU
170	Class 170 DMU
180	Class 180 DMU
22X	DEMU classes 220/221/222
379	Class 379 (timed as 387/100)
387	Class 387
700	Class 700
717	Class 717
755	Class 755 Bi-Mode
80X	Class 800, 801 and 802 multiple units in 5, 9 or 10-car formation; and Class 803 multiple units in a 5-car formation
91	Class 91 and 7 coaches and DVT
DMU	Any diesel multiple unit (excluding classes 220/221/222)
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

This section should be used in conjunction with Appendix A Timing Point Diagrams, which contains explanations of line codes not mentioned in the list below.

Abbreviation	Description
A/D	Arrival/Departure Line
AL	Avoiding Line
BS	Leeds Line B
CHC	Copley Hill Chord
CL	Carriage Line
DBH	Down Barrow Hill
DBP	Down Back Platform at Welwyn Garden City
DCF	Down Royston Flyover
DCT	Down Canal Tunnel
DF or DFL	Down Fast Line
DG	Two-way Goods No.2
DGL	Down Goods Line
DH	Down Harrogate
DHF	Down Huddersfield Fast
DHL	Down Hendon Line
DHM	Down Hull Main
DHS	Down Huddersfield Slow
DL	Down Line
DM	Down March
DM	Down Midland – Engine Shed Jn or Leeds West Junction LN872
DM or DML	Down Main Line
DN	Leeds Line D – non-preferred route for ARS
DPV	Down Passenger Loop
DS or DSL	Down Slow Line
DSG	Down Scunthorpe Goods
DUG	Down and Up Goods
E	E line between King's Cross and Belle Isle Jn E line between Whitehall Jn and Leeds E line between Mill Lane Jn and Bradford Interchange
EL	Erewash Line
ESL	East Slow Line
F	F line between King's Cross and Belle Isle Jn F line between Leeds West Jn and Leeds
FL	Fast Line – can be numbered e.g. FL1
GL	Goods Line
GSL	Goods and Slow Line
HS	Holding Siding
LSL	Leeds Line
M	M line between Mill Lane Jn and Bradford Interchange
MI	March Independent
ML	Main Line
NDS	Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Down Slow Line to King Edward Bridge North Jn
NM	Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Up Fast Line to King Edward Bridge North Jn
NNL	Normanton Line
NS	Up Slow Line from Newcastle Platform 7 to King Edward Bridge North Jn
PL	Platform Line
RCL	Reception Line
RRL	Reversing Line

Abbreviation	Description
SDA	South Down Arrival
SHL	Shunt Line
SL	Slow Line – can be numbered e.g. SL1
SGL	Staveley Goods Line
SL1	Slow Line 1
SL2	Slow Line 2
SGL	Staveley Goods Line
SUD	South Up Departure
TL	Through Line
TS	Thorne Slow
UB	Up Bradford
UBH	Up Barrow Hill
UCT	Up Canal Tunnel
UD	Up Doncaster
UDB	Up and Down Blackwell
UDS	Up and Down Slow Line
UF or UFL	Up Fast Line
UGL	Up Goods Loop
UH	Up Harrogate
UHF	Up Huddersfield Fast
UHL	Up Hendon Line
UHM	Up Hull Main
UHS	Up Huddersfield Slow
UL	Up Line
UM	Up March
UM	Up Midland – Leeds West Jn
UM or UML	Up Main Line
UPV	Up Passenger Loop
US see below	Up Shipley/Up Sidings
USG	Up Scunthorpe Goods
US or USL	Up Slow Line
UWC	Up Whitehall Curve
UWF	Up Welwyn Flyover
W	W line between Mill Lane Jn and Bradford Interchange
WL	Werrington Line
WS or WSL	Up West/West Slow Line
2WG	Two-Way Goods
WY	Peterborough West Yard

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

Abbreviation	Description
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
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
RETB	Radio Electronic Token Block
RM	Trains stops for a reversing movement or driver to change ends
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 Freight Operator
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 running line indication
	Force path and line indications
	Force path indication
#	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 ITPS 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: 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 schedule (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 and underlined** are mandatory timing points i.e. apply to all trains on the specified line of route.

Locations in **bold** type are conditional timing points with a mandatory element. These are locations where all trains travelling on a specific line or in a specific direction are required to be timed at this location, which will be defined in the Notes column. For lines/directions for which the mandatory element does not apply they are to be treated as non-mandatory timing points and are only required to be shown in connection with a specific activity with one or more of the codes shown below in the Code column.

Locations in normal type are non-mandatory timing points and are required to be shown only for a specific activity with one or more of the codes shown below in the Code column.

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

Line references shown in italics e.g. *SW100* 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

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
King's Cross	A B C C X D E F F X			Platform detail must be shown See Appendix A for supplementary diagrams for routings with X suffix
King's Cross Gaswork Tunnel Reversing Signals	A B C D E F	A B C D D X E EX F	S	
Belle Isle	SL FL	A B B X C D D X E E X F D C T U C T		<i>To/from St Pancras Low Level – Please refer to East Midlands Timetable Planning rules LN3214</i>
Copenhagen Junction Copenhagen Jn Signal YA2070	SL	–	X S	<i>To/from York Way North Jn – LN115</i>
Holloway South Junction	FL SL GL	FL SL		
Holloway South Signal K326 Finsbury Park Signal K60		SL2	S S	
Finsbury Park	FL SL1 SL2	FL SL1 SL2		Platform detail must be shown <i>To/from Drayton Park – LN105</i> <i>To/from Highbury Vale Jn – LN110</i>
Finsbury Park Signal K68		–	S	
<i>Harringay Jn</i>				<i>To/from Harringay Park Jn – LN165</i>
Harringay Up Reversing Sidings	–		S	
Harringay Signal K85		SL2	S	
Harringay	SL1 SL2	SL1 SL2		Platform detail must be shown. Timing point for trains on the Up Slow lines and Down Slow 2
Harringay Signal K422		SL2	S	
Ferme Park Shunt Neck	–	–	S	For shunt moves to/from Ferme Park Carriage Sidings
Ferme Park Reception	CL SL2	SL2	S	
Hornsey EMU Down Reversing Sidings		– SL2		TIPLOC HRNSDRS Siding detail must be shown
Hornsey Signal K440		– SL2	S	TIPLOC HRNS440 Timing point for Up direction trains on Down Slow No.2 and for reversals. To note trains reversing at from flyover passing Hornsey on SL2 will be at a similar location. TIPLOC HRNS440
Hornsey EMUD	US2	–	S	
Hornsey	SL1 SL2	SL1 SL2	S X	Timing point for trains coming off the flyover heading towards Alexandra Palace To note trains reversing at Hornsey Signal K440 on SL2 will be at a similar location.
Hornsey Signal K453	SL2		S	
Hornsey Signal K451	CL		S	
Alexandra Palace	FL SL	FL SL1 SL2 CL		Platform details must be shown for stopping trains and all trains through platforms
<i>Wood Green North Jn</i>				<i>To/from Hertford North – LN120</i>
Bounds Green TRSMD		–	S	

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
New Southgate	FL SL	FL SL	S X	
Oakleigh Park	FL SL	FL SL	S	
New Barnet Up Siding		–	S	
New Barnet	FL SL	FL SL		Platform detail must be shown. Timing point for all trains on the Slow lines and for crossing movements between Fast and Slow lines
Hadley Wood	FL SL	FL SL	S	
Potters Bar	FL SL	FL SL		Platform detail must be shown
Potters Bar Signal K146		–	S	
Potters Bar Signal K148		–	S	
Brookmans Park	FL SL	FL SL	S	
Welham Green	SL	SL	S	
Marshmoor		FL	X	
Hatfield	FL SL	SL FL		Platform detail must be shown. Timing point for all trains on the Slow lines and for crossing movements between Fast and Slow lines
Welwyn GC Rev Sidings	–		S	
Welwyn Garden City	FL SL	FL SL UWF		Platform detail must be shown for stopping trains and non-stop via platforms
Welwyn FD	FL SL	SL	S	
Welwyn Garden City Signal YB2040		–	S	TIPLOC (WLWY180)
Welwyn Garden City Signal YB2044		–	S	TIPLOC (WLWY182)
Welwyn Garden City Signal YB2042		–	S	TIPLOC (WLWY184)
Welwyn Garden City Carriage Sidings		–	S	
Digswell	FL	FL SL		
Welwyn North	FL	FL	S	
Woolmer Green Junction	FL SL	FL		
Knebworth	FL SL	FL SL	S	
Langley Jn	SL DL –	UL DL		<i>To/from Hertford North – LN120</i> Timing point for all trains running to/from Langley South Jn and moves to Langley Stone Terminal
Langley Junction Signal K211	–	–	S	For shunt moves to/from Langley Stone Terminal
Langley Redlands		–	S	
Stevenage	FL SL	FL SL DSL DL		Platform detail must be shown
Stevenage Signal YB2340		FL SL	S	Only used for ECS reversal. TIPLOC STEV214
Hitchin Up Sidings	–	FL SL	S	
Hitchin	FL SL DCF	FL SL		Platform details must be shown for stopping trains and non-stop via platforms Trains to Line “DCF” not via Platform 2 to be shown as Platform “DFL”
<i>Cambridge Junction</i>				<i>To/from Royston – LN125</i>
Hitchin Down Yard	SL		S	
Hitchin Signal YB2536		SL –	S	Reversing point on Down Slow

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Hitchin Up Yard	–	SL –	S	
<i>Hitchin North Junction</i>				<i>To Hitchin East Junction – LN126</i>
Cadwell		FL	X	Trains crossing to Fast Line
Arlesey	SL	SL	S	
Biggleswade Signal K235	FL SL		S	Reversing point on Up Slow
Biggleswade Plasmor		–	S	
<u>Biggleswade</u>	FL SL	FL SL		Platform details must be shown
<u>Sandy</u>	FL SL	FL SL		Platform details must be shown for stopping trains and non-stop via platforms
St Neots	FL SL	FL SL	SX	Platform detail must be shown for trains calling at St Neots DSL to UFL and DFL to USL or UFL moves not permitted at St Neots
Huntingdon Signal P33	–		S	Reversing point on Up Slow
<u>Huntingdon</u>	FL SL	FL SL		Platform details must be shown for stopping trains and non-stop via platforms
Huntingdon Signal P40		FL SL	S	
Conington Loop	–	FL		
Conington South Jn	SL	FL SL		Timing point for all Up trains
Holme Junction	FL			Timing point for all Down trains
Fletton Junction	FL SL	FL		
Peterborough Nene CHS	–		S	
<i>Crescent Junction</i>				<i>To/from Peterborough East Jn – LN135</i>
<u>Peterborough</u>	FL SL USL –	FL SL UM MI DM GL DSL –		Platform detail must be shown
Peterborough LIP	SHL	–	S	
Peterborough Washer Road	–		S	TIPLOC PBROWSR For GTR washing movements to / from Spital Sidings
Spital Junction South (P458/P79)	SDA SUD SHL –	–	X	Line code SDA/SUD/SHL to Eastfield Jn Blank '–' line code to Spital Sidings
Signal P78		–	S	Reversing point on Down Fast
Signal P76		–	S	Reversing point on Down Slow
Peterborough Spital Sidings	–	–	S	Thameslink Stabling Sidings
Peterborough Westwood Sidings	–	–	S	
Peterborough Eastfield Signal P84		SUD	S	TIPLOC PBRO84 For GTR Empty Stock Reversals
Peterborough Eastfield Junction	– GL	SDA SUD SHL	X	Timing point for all trains not on Fast, Slow or Stamford lines. Does not apply to GTR ECS movements to / from Spital Sidings timed at Signals P458 or E44.
Signal E44		–	S	Reversing movement
Peterborough West Yard	–	–	S	
Peterborough Maint. Shed		–	S	

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Peterborough Washer Road		–	S	
Peterborough Virtual Quarry	–	–	S	
New England North	– FL SL	FL SL GL	X	
Marholm Junction	SL WL	–		<i>To/from Glington Jn – LN145 via Werrington Lines</i> Timing point for all trains on the Stamford Lines
Werrington Junction	–	SL	X	<i>To/from Spalding – LN170 via Fast and Slow Lines</i>
Helpston Jn	–	–		<i>To/from Uffington LN147</i> Timing point for all trains on the Stamford Lines
Tallington Junction	FL SL	FL SL		
Tallington Redland Aggs		–	S	
Stoke Junction	–	FL SL		
Highdyke Jn		–	X	
<i>Grantham South Jn</i>				For timing purposes this location is shown as Grantham Shunt Signal D1281/D1283
Grantham Shunt Signal D1281	–			Timing point for shunt moves from Up Fast to Down Fast, Down Slow, Down Goods, or Platform 1 at Grantham
Grantham Shunt Signal D1283	–		S	Timing point for shunt moves from Up Slow to Down Fast, Down Slow, Down Goods , or Platform 1 at Grantham
Grantham	–	– SL		Platform detail must be shown
Nottingham Branch Jn	–	–		Timing point for trains on Down/Up Slow <i>To/from Allington West Jn – LN195</i>
<i>Grantham North Jn</i>				
Claypole Loops	–	–		
<i>Newark South Jn</i>				
Newark North Gate	–	–		Platform detail must be shown
Newark Signal D83	–	–	S	Regulating point at Newark Crossing South Jn for trains to Newark Crossing East Jn
<i>Newark Crossing South Jn</i>				<i>To/from Newark Crossing East Jn – LN210</i>
Newark Flat Crossing	– DPL	–		
Carlton Loops	–	–		<i>For train planning purposes, this location is known as Carlton On Trent Loop</i>
Retford Signal D1341	–		S	P1 to P2 shunt/access to Worksop line
Retford	– SL	– UPL		Platform detail must be shown for stopping trains and non-stopping via platform lines
<i>Retford Western Jn</i>				<i>To/from Thrumpton West Jn – LN748</i>
Retford Signal D156		–	S	
Babworth Loop	–		S	Bi-directional loop, down slow after Retford
Ranskill Loops	–	–	S	
Loversall Carr Jn	WSL –	–		<i>To/from Flyover West Jn – LN160</i>
<i>Loversall Jn</i>				<i>From Flyover East Jn – LN155</i>
Black Carr Jn	ESL	ESL –		Timing point for all trains on the East Slow Line <i>To/from Bessacarr Jn – LN220</i>
Potteric Carr Jn	– ESL	ESL –		Timing point for all trains on the East Slow Line

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
				<i>To/from Low Ellers Curve Jn – LN764</i>
Doncaster Railport		–	S	
Doncaster Up Decoy	ESL	–	S	
Doncaster Sig D254		ESL	S	Crew relief point on Up East Slow
Decoy North Junction	DFL DS1 DS2 DR –		X	<i>To/from Decoy South Jn – LN150</i>
Doncaster Signal D249	–		S	
Doncaster Belmont Down Yard	–	–	S	
Doncaster Carr IEP Depot	–		S	
Sandbank Junction	–	–	X	For access to/from Doncaster Carr IEP Depot
Bridge Junction	–	–		<i>To/from St James Jn – LN832</i> Timing point for all trains on the West Slow line
<i>South Yorkshire Junction</i>				<i>To/from Hexthorpe Jn – LN826</i>
<u>Doncaster</u>	–	– FL ESL WSL		Platform detail must be shown
Doncaster West Yard	–	–	S	
Marshgate Junction	–	–	S	<i>To/from Leeds – LN836</i> <i>To/from Hull/Cleethorpes – LN752</i>
Doncaster Signal D300		SL TS	X	Timing point for all trains crossing to the Up Slow or Thorne Lines at 2481pts
Arksey Loop	–		S	
<u>Shaftholme Junction</u>	–	–		<i>To/from Temple Hirst Jn – LN600</i> <i>To/from Haywood Jn – LN889</i>

LN105 MOORGATE TO FINSBURY PARK JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Moorgate</u>	–			Platform details must be shown
Moorgate Signal YA3102		–	S	
Old Street	–	–	S	
Essex Road	–	–	S	
Highbury and Islington	–	–	S	Platform details must be shown
Drayton Park Signal YA4187	–		S	
<u>Drayton Park</u>	–	–		All trains must stop for DC/AC change over
Drayton Park Signal YA3190		–	S	
<u>Finsbury Park</u>	FL SL SL2			<i>To/from Alexandra Palace – LN101</i>

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Canonbury West Jn	–	–		<i>To/from Navarino Road Jn – Refer to Anglia Timetable Planning Rules – EA1320</i>
<i>Route Boundary; Anglia/East Coast</i>				3 miles 20 chains
Highbury Vale Jn	–	–		
Finsbury Park Signal K53	–		S	
<i>Finsbury Park Jn</i>				For timing purposes this location is shown as Finsbury Park
Finsbury Park	SL SL2	–		<i>To/from Alexandra Palace – LN101</i>

LN115 COPENHAGEN JUNCTION TO CAMDEN ROAD CENTRAL JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Copenhagen Jn	–	SL	X	<i>To/From Holloway South Jn – LN101</i>
York Way North Jn	–	–		<i>To/from Silo Curve Jn – Refer to Kent Timetable Planning Rules - SO410A</i>
<i>Route Boundary: East Coast/Anglia</i>				0 miles 20 chains
<i>Region Boundary: Eastern/HS1</i>				0 miles 27 chains
Camden Road Incline Jn	–	–		<i>To/from Cedar Jn – Refer to Kent Timetable Planning Rules - SO420</i>
Camden Road Central Jn	–	–	X	<i>To/from Camden Road (West) Jn – Refer to Anglia Timetable Planning Rules – EA1320</i>

LN120 WOOD GREEN NORTH JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wood Green North Junction</i>				<i>To/from King's Cross – LN101</i>
Alexandra Palace Signal K476		SL1 SL2	S	
Bounds Green T&RSMD		–	S	
Bowes Park	–	–		
Bowes Park RRL		–	S	
Palmers Green	–	–	S	
Winchmore Hill	–	–	S	
Grange Park	–	–	S	
Enfield Chase	–	–	S	
Gordon Hill	–	–		Platform details must be shown
Crews Hill	–	–	S	
Cuffley	–	–	S	
Ponsbourne Tunnel Signal K891	–			Timing point for all trains in Down direction TIPLOC BAYF891
Ponsbourne Tunnel Signal K894		–		Timing point for all trains in Up direction TIPLOC BAYF894
Bayford	–	–	S	
Hertford North CHS	–	–	S	Sidings 1-4
Hertford North DCS	–	–	S	
Hertford North	DL UL	–		Platform details must be shown
Molewood Junction	DL UL	UL DL		
Watton at Stone	DL UL	UL	S	
Bragbury Junction	DL UL	UL		Trains reversing at Signal WL1970 to be timed at Bragbury Junction.
Langley Junction Signal WL1971	DL	–	S	TIPLOC LNGY971
Langley South Junction	DL	UL DL		
Langley Junction Signal WL1974		DL	S	TIPLOC LNGY974
Langley Jn	SL DL	UL DL		<i>To/from Stevenage – LN101</i> Timing point for all trains running to/from Langley South Jn

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Hitchin	DCF	–		<i>To/from Stevenage – LN101</i>
Hitchin Up Yard	–	–	S	
Hitchin Signal YB4202		–	S	Reversing point on Down Cambridge. TIPLOC HITC228
Hitchin Signal YB4244		–	S	Reversing point between Down Cambridge and Hitchin Up Yard TIPLOC HITC234
Hitchin Signal YB3283	–		S	Protecting signal for Hitchin East Junction TIPLOC HITC945
<i>Hitchin East Junction</i>				<i>From Hitchin – LN126</i>
Letchworth Garden City	–	–		Platform detail must be shown
Letchworth CSD	–	–	S	Trains into Letchworth CSD to/from the station must run via Letchworth A/D Line and reverse at Letchworth CS Reception
Letchworth A/D Line	–	–	S	
Letchworth CS Reception	–	–	S X	

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Baldock Signal K242		–	S	
Baldock	–	–		Platform detail must be shown
Ashwell and Morden	–	–	S	
Royston LOS		–	S	
Royston Signal K245	–		S	Timing point on Up Royston for trains shunting between platforms at Royston or to Royston Down Sidings
Royston Old Siding	–		S	
Royston Signal K246		–	S	
Royston Down Sidings				For timing purposes this location is shown as Royston Loop
Royston Loop	–	–	S	
Royston	–	–		Platform details must be shown To/from Shepreth Branch Jn Foxton – Refer to Anglia Timetable Planning Rules - EA1230

LN126 HITCHIN NORTH JUNCTION TO HITCHIN EAST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hitchin North Junction</i>				To/from King's Cross LN101
Hitchin Signal YB3321	–		S	Protecting signal for Hitchin East Junction TIPLOC HTC941
<i>Hitchin East Junction</i>				To Cambridge LN125

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
King's Dyke	–	–		To/from Whittlesea – Refer to Anglia Timetable Planning Rules – EA1560
<i>Route Boundary: Anglia/East Coast</i>				98 miles 40 chains
Peterborough East Junction	DM MI UM GL –	–		
<i>Crescent Jn</i>				To/from Peterborough – LN101

LN145 MARHOLM JUNCTION TO GLINTON JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Marholm Junction	WL	–		To/from Peterborough - LN101 via Stamford Lines
Glinton Junction	–	WL		To/from Spalding - LN170

LN147 HELPSTON JUNCTION TO UFFINGTON				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Helpston Junction</u>	–	–		To/from Marholm Junction – LN101
<u>Uffington</u>	–	–		To/from LN3615 – Refer to East Midlands Timetable Planning Rules for details to/from Uffington

LN150 FLYOVER EAST JUNCTION TO DECOY NORTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Flyover East Junction</i>				To/from Gainsborough Trent Jn – LN170 To Loversall Jn – LN155. Only accessible in the Up direction from the Down Lincoln
<i>Flyover West Junction</i>				To/from Loversall Carr Jn – LN160
<u>Decoy South Junction</u>	–	– DLF		To/from St Catherine's Jn – LN762
Doncaster Down Decoy	–	–	S	
Doncaster RMT	–	–	S	
Decoy North Jn	DFL DS1 DS2 DR –	–		Timing point for all trains on Down Slow Lines

LN155 FLYOVER EAST JUNCTION TO LOVERSALL JUNCTION (UP LOVERSALL CURVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Flyover East Junction</i>				From Flyover West Jn – LN150. Line is Up direction only
<i>Loversall Junction</i>				To Loversall Carr Jn – LN101

LN160 LOVERSALL CARR JUNCTION TO FLYOVER WEST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Loversall Carr Junction</u>	–			From Retford – LN101
Rossington Colliery Junction	–	–	X	To/from Rossington Colliery – LN235
<i>Flyover West Junction</i>				To/from Decoy North Jn – LN150

LN165 HARRINGAY PARK JUNCTION TO HARRINGAY JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Harringay Park Jn</u>	–	–		To/from Upper Holloway – Refer to Anglia Timetable Planning Rules - EA1370
<i>Route Boundary; Anglia/East Coast</i>				0 miles 14 chains
<i>Harringay Jn</i>				To/from Hornsey – LN101

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Werrington Jn</u>	–	SL		<i>To/from Peterborough - LN101</i>
<u>Glinton Jn</u>	–	– WL		<i>To/from Marholm Junction LN145</i>
<u>Spalding</u>	–	–		
<u>Quadrang Signal WS7071</u>	–	–		Timing point in Down direction only
<u>Quadrang Signal WS7070</u>	–	–		Timing point in Up direction only
<u>Sleaford South Jn</u>	DA	–		<i>To/from Sleaford East Jn – LN175</i>
<u>Sleaford North Jn</u>	–	UA		<i>To/from Sleaford West Jn – LN180</i>
Ruskington	–	–	S	
<u>Metheringham</u>	–	–		
Lincoln Terrace Sidings	–	–	S	
<u>Pelham Street Jn</u>	–	–		<i>To/from Langworth S.B. – LN200</i>
<u>Lincoln Central</u>	–	–		Platform details must be shown
East Holmes Jn	SL FL	–	X	
<u>West Holmes Jn</u>	–	– SL		<i>To/from Boultham Jn – LN206</i>
Pyewipe Junction	–	–	X F	<i>To/from Boultham Junction – LN215</i>
<u>Saxilby</u>	–	–		
<u>Gainsborough Lea Road</u>	–	–		
<u>Gainsborough Trent Jn</u>	–	–		<i>To/from Gainsborough Central – LN736</i> <i>To/from Clarborough Jn – LN736</i>
Beckingham Loops	–	–	S	
<u>Bessacarr Jn</u>	–	–		<i>To/from Black Carr Jn – LN150</i>
<i>Flyover East Jn</i>				<i>To/from Decoy South Jn – LN150</i>

LN175 SLEAFORD SOUTH JUNCTION TO SLEAFORD EAST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Sleaford South Jn</u>	–	–		<i>To/From Spalding – LN170</i>
<i>Sleaford East Jn</i>				<i>To/from Sleaford – LN185</i>

LN180 SLEAFORD WEST JUNCTION TO SLEAFORD NORTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Sleaford West Jn</i>				<i>To/from Sleaford Station – LN185</i>
<u>Sleaford North Jn</u>	–	–		<i>To/from Metheringham – LN170</i>

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Allington West Jn</u>	–	–		<i>To/from Bottesford West Jn – LN3625.</i> <i>Refer to East Midlands Timetable Planning Rules</i> <i>Referred as Allington Jn in TPS</i>
Allington North Jn	–	–	X	<i>To/from Allington East Jn – LN190</i>
<u>Barkston East Junction</u>	–	–		
<u>Ancaster</u>	–	–		
<u>Rauceby</u>	–	–		
<i>Sleaford West Junction</i>				<i>To/from Sleaford North Jn – LN180</i>

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS

TIMING POINT	DOWN	UP	CODE	NOTES
Sleaford	–	–		Platform detail must be shown <i>To/from Sleaford North Jn – LN180</i>
<i>Sleaford East Junction</i>				<i>To/from Sleaford South Jn – LN175</i>
Heckington	–	–		
Swineshead	–	–	S	
Hubberts Bridge	–	–		
<i>Sleaford Jn</i>				
Boston Docks	–	–	S	
Boston	–	–		
<i>Grand Sluice Jn</i>				
Sibsey SB	–	–		
Bellwater Junction SB	–	–		
Thorpe Culvert	–	–	S	
Wainfleet	–	–		
Havenhouse	–	–	S	
Skegness		–		Platform detail must be shown

LN190 ALLINGTON EAST JUNCTION TO ALLINGTON NORTH JUNCTION (ALLINGTON CHORD)

TIMING POINT	DOWN	UP	CODE	NOTES
Allington East Junction	–	–	X	<i>To/from Grantham Nottingham Branch Jn – LN195</i>
Allington North Junction	–	–	X	<i>To/from Rauceby – LN185</i>

LN195 GRANTHAM NOTTINGHAM BRANCH JUNCTION TO ALLINGTON WEST JN (INCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Grantham Nottingham Branch Jn	–	–		<i>To/from Grantham – LN101</i>
Allington East Jn	–	–	X	<i>To/from Allington North Jn – LN190</i>
Allington West Junction	–	–		<i>To/from Rauceby – LN185</i> <i>To/from Bottesford West Jn – LN3635.</i> <i>Refer to East Midlands Timetable Planning Rules</i>

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Wrawby Junction	–	–		<i>To/from Barnetby – LN736</i>
Holton-le-Moor	–	–		
Market Rasen	–	–	S	
Wickenby SB	–	–		
Langworth SB	–	–		
Welton BP	–	–	S	Petroleum sidings
Pelham Street Junction	–	–		<i>To/from Lincoln Central – LN170</i>

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Newark Flat Crossing</u>	–	–		<i>To/from Newark Castle – LN3625. Refer to East Midlands Timetable Planning Rules</i>
<u>Newark Crossing East Junction</u>	–	–		<i>To/from Newark North Gate – LN210</i>
Collingham	–	–	S	
Swinderby	–	–	S	
Hykeham	–	–	S	
<u>Boultham Junction</u>	–	–		<i>To/from Pyewipe Jn – LN215</i>
<u>West Holmes Jn</u>	–	–		<i>To/from Lincoln – LN170</i>

LN210 NEWARK CROSSING CURVE LINE				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Newark Crossing South Jn</i>				<i>To/from Newark North Gate – LN101</i>
<u>Newark Crossing East Jn</u>				<i>To/from Boultham – LN206</i>

LN215 BOULTHAM JUNCTION TO PYEWIPE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Boultham Jn</u>	–	–		<i>To/from Newark Crossing East Junction – LN206</i>
Pyewipe Jn	–	–	X	<i>To/from Saxilby – LN170</i>

LN220 BESSACARR JUNCTION TO BLACK CARR JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bessacarr Jn</u>	–	–		<i>To/from Gainsborough Trent Jn – LN170</i>
<u>Black Carr Jn</u>	ESL	–		<i>To/from Doncaster – LN101</i>

LN235 ROSSINGTON COLLIERY BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Rossington Colliery</u>	–	–		
Rossington Colliery Jn	–	–	X	<i>To/from Flyover West Jn – LN160</i>

LN600 SHAFTHOLME JUNCTION TO RESTON GSP				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Shaftholme Jn</u>	–	–		<i>To/from Doncaster – LN101 To/from Haywood Jn – LN889</i>
Joan Croft Jn	–	–	X	<i>To/from Applehurst Jn – LN844</i>
Doncaster Signal D866		–	S	For trains that reverse to propel into Heck Plasmor PS
Heck Plasmor PS		–	S	
<u>Temple Hirst Jn</u>	–	–		<i>To/from Selby – LN910</i>
Hambleton South Jn	–	–	X	<i>To/from Hambleton West Jn – LN904</i>
<u>Hambleton North Jn</u>	–	–		<i>To/from Hambleton East Jn – LN906</i>

LN600 SHAFTHOLME JUNCTION TO RESTON GSP				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Colton Jn</u>	– LSL NNL	– LSL NNL		Trains to Hambleton Jn to be – (blank line) unless crossing. Trains to/from Church Fenton to be LSL or NNL <i>To/from Church Fenton – LN854</i>
Colton North Jn	LSL	NNL	X	
York Holgate Sidings	–	LSL	S	
<i>Holgate Jn</i>				<i>To/from Skelton Jn via Slow lines – LN618</i>
York Signal Y623	–			For Shunting
York Parcels Sidings		–	S	TIPLOC YORKPSG
<u>York</u>	–	LSL NNL		Platform detail must be shown
York Signal Y656		–	S	
York NRM	–		S	
York LIP	–	–	S	
York TPE	–		S	
<u>Skelton Jn</u>	FL SL	– DL SL		DL only to be used in Up direction for trains from Poppleton or Slow lines <i>To/from Poppleton – LN838</i> <i>To/from Holgate Jn via Slow Lines – LN618</i>
Skelton Bridge Junction	FL SL	FL SL	X	
<u>Tollerton</u>	FL SL	FL SL		
<u>Thirsk</u>	FL SL	FL SL		
Longlands Junction	–	SL		Required for trains on the Down Slow line and for trains to/from Boroughbridge Road LC <i>To/from Boroughbridge Road LC – LN627</i>
<u>Northallerton</u>	–	– SL		
<i>Northallerton High Jn</i>				<i>To/from Northallerton East Jn – LN626</i>
Northallerton Reversing Line		–	S	<i>To/from Castle Hills – LN624</i>
East Cowton Crossovers	–	–	S	Timing point for trains using crossovers to reverse TIPLOC DLTNECX
Darlington Down Loop	–		S	
Darlington South Jn	–	–	S	Timing point for shunt moves between platforms at Darlington <i>To/from Eaglescliffe – LN631</i>
<u>Darlington</u>	–	–		Platform or Loop detail must be shown
Darlington Up Sidings	–	–	S	
<i>Darlington North Junction</i>				<i>To/from Heighington – LN678</i>
<u>Ferryhill South Junction</u>	– SL	–		<i>To/from Norton West Junction – LN646</i>
Ferryhill Old Yard T.C.	–	–	S	
Ferryhill Up Goods Loop	–	–	S	
Thrislington	–	–	S	
<i>Kelloe Access Line Junction</i>				
<u>Tursdale Junction</u>	–	– SL		
<u>Durham</u>	–	–		
Durham Sig T358		–	S	
Durham Sig T357	–		S	
Chester-le-Street	–	–	S	
<u>Birtley Junction</u>	– SL	–		

LN600 SHAFTHOLME JUNCTION TO RESTON GSP				
TIMING POINT	DOWN	UP	CODE	NOTES
Tyne Yard Sig T176		–	S	
Tyne S.S.	–	–	S	
Tyne Yard Sig T193	–		S	
Low Fell Junction	–	– SL	X	Timing point for all trains on the Slow Line <i>To/from Norwood Jn – LN684</i>
<u>King Edward Bridge South Junction</u>	– SL UML	–		<i>To/from Norwood Jn – LN682</i> <i>To/from King Edward Bridge East Jn – LN676</i>
King Edward Bridge North Junction		– SL		Slow line only <i>To/from King Edward Bridge East Jn – LN620</i>
<i>Newcastle West Junction</i>				<i>To/from Forth Banks – LN622</i>
<u>Newcastle</u>	– DML SL UML	– SL DSL ML DML 8SL 8DS 8ML		Platform detail must be shown Standard line designations These line designations only to be used when departing from Platform 7 via Platform 8
<i>Newcastle East Junction</i>				<i>To/From High Level Bridge Junction – LN627</i>
Manors	– ML	– SL	S	Services travelling on the slow line from Newcastle platforms 5 to 8 and stopping at Manors must use the following route codes: Newcastle to Manors – SL Manors to Heaton South Junction – ML Platform detail must be shown
<u>Heaton South Junction</u>	– GL	– DML SL UML		
Heaton TRSMD		–	S	
Heaton North Junction	–	– GL	X	
<u>Benton North Junction</u>	–	–		<i>To/from Benton East Jn – LN694</i>
Cramlington	–	–	S	
<u>Morpeth</u>	– GL	–		
<i>Morpeth Jn</i>				For timing purposes this location is shown as Morpeth <i>To/from Hepscott Jn – LN696</i>
Morpeth Up Passenger Loop		–		
Morpeth North Junction	–		X	<i>To/from Hepscott Jn – LN694</i>
Pegswood	–	–	S	
Butterwell Junction	–	–	X	<i>To/from Butterwell – LN700</i>
Widdrington	–	–	S	
Chevington Loops	–	–	S	
Acklington	–	–	S	
Wooden Gate Junction	–	–	S	
<u>Alnmouth for Alnwick</u>	–	–		
Chathill APCO	–	–		For 80x services that are changing power for the Marshall Meadows feeder area
Chathill	–	–	S	
<u>Belford</u>	–	–		
Crag Mill Loops	–	–	S	

LN600 SHAFTHOLME JUNCTION TO RESTON GSP				
TIMING POINT	DOWN	UP	CODE	NOTES
Tweedmouth FD		–	S	
<u>Berwick upon Tweed</u>	–	–		Platform detail must be shown
Berwick Goods Loops	–	–	S	
Signal EG403	–			<i>Down trains To Reston – SC147</i>
Signal EG402		–		<i>Up trains From Reston – SC147</i>
<i>Reston GSP</i>				

LN618 HOLGATE JN TO SKELTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Holgate Jn</i>				<i>To/from Colton North Jn – LN600</i>
<u>York Yard South Jn</u>	–	LSL –		Trains to Holgate Sidings/Loop to be – (blank line). Trains to Colton Jn/ Colton North Jn must be LSL.
York Yard South	–	–	S	
York GR Shed	–	–	S	
York NRM Annexe (Warehouse Yard)	–	–	S	
York Thrall Europa	–		S	TIPLOC YORKCRW
York Engineers' Yard	–	–	S	
York Yard North	–	–	S	
York Skelton OTM Sidings		–	S	TIPLOC YORKOTM
<u>Skelton Jn</u>	FL SL	SL		<i>To/from Skelton Bridge Jn – LN600</i> <i>To/from Poppleton – LN838</i>

LN620 KING EDWARD BRIDGE EAST JUNCTION TO KING EDWARD BRIDGE NORTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>King Edward Bridge East Junction</u>	–	–		<i>To/from Greensfield Jn – LN676</i>
King Edward Bridge North Junction	USL	–		<i>To/from Newcastle – LN600</i>

LN622 FORTH Branch				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Newcastle West Junction</i>				<i>To/from Newcastle – LN600</i>
<u>Forth Banks</u>		–		

LN624 NORTHALLERTON CASTLE HILLS JUNCTION TO CASTLE HILLS WEST GF

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Castle Hills Junction</i>				<i>To/from Northallerton – LN600</i>
Castle Hills Loop	–	–	S	
<i>Castle Hills West GF</i>				<i>To/from Wensleydale Railway</i>

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Northallerton High Junction</i>				<i>To/from Thirsk – LN600</i>
Northallerton Signal Y478		–	S	
Northallerton East Jn	–	–		<i>To/from Yarm - LN627</i>

LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

TIMING POINT	DOWN	UP	CODE	NOTES
Longlands Junction	–	– SL		<i>To/from Thirsk – LN600</i>
Boroughbridge Road LC	–	–		
Northallerton East Jn	–	–		<i>To/from Northallerton High Jn – LN626</i>
Yarm	–	–		
<i>Eaglescliffe South Jn</i>				<i>To/from Dinsdale – LN631</i>
Eaglescliffe	–	–		
Stockton Cut Junction	–	–		<i>To/from Bowesfield Jn – LN632</i>
Hartburn Junction	–	–		<i>To/from Bowesfield Jn – LN644</i>
Stockton Sig B907	–		S	Reversing point on Up line
Stockton TJ Thompson	–	–	S	
Stockton	–	–	P	
Norton South Junction	–	–		<i>To/from Norton West Jn – LN646</i>
Norton East Junction	–	–	X	<i>To/from Norton West Jn – LN648</i>
Billingham Junction	–	–		<i>To/from Belasis Lane – LN652</i>
Billingham	–	–	S	
Greatham SB	–	–		
Hartlepool South Works		–	S	
Seaton Snook Junction	–	–	X	<i>To/from Seaton on Tees Branch – LN656</i>
Seaton Carew	–	–	S X	
Cliff House Up Loop Signal GM7110		–	S	
Cliff House DGL	–		S	TIPLOC CLFHJN
Hartlepool	–	– UGL		Platform detail must be shown
Hartlepool Docks		–	S	
Horden Signal 7137	–			Mandatory in the down direction only
Horden Signal 7148		–		Mandatory in the up direction only
Horden	–	–	S	
Seaham Harbour	–		S	
Seaham Engineering Siding		–	S	

**LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST
JUNCTION VIA THE COAST**

TIMING POINT	DOWN	UP	CODE	NOTES
Seaham	–	–		
Ryhope Grange Sidings	–		S	
Ryhope Grange Junction	–	–		To/from Hendon – LN662
Sunderland Signal T6211	–		S	
<i>Sunderland South Junction</i>				To/from South Hylton – LN628
Sunderland	–	– DSH		Platform detail must be shown DSH for trains terminating at Park Lane
St Peter's	–	–	S	
Stadium of Light	–	–	S	
Seaburn	–	–	S	
East Boldon	–	–	S	
East Boldon Up Loop		–	S	
Boldon East Junction	–	–	X	To/from Boldon North Jn – LN666
Brockley Whins	–	–	P	
Boldon West Junction	–	–	F	To/from Boldon North Jn – LN666
Fellgate	–	–	S	
Pelaw Metro Jn	–	–	X	Tyne & Wear Metro Trains only To/from Pelaw South Junction – LN629 To/from Pelaw North Junction – LN630
Pelaw Junction	–	–		To/from Jarrow – LN670 To/from Wardley – LN672
Pelaw Goods Loop	–	–	S	
Heworth	–	–	S	
Tyneside CFD	–	–	S	
Park Lane Jn	–	–		To/from Greensfield Jn – LN676
High Level Bridge Junction	–	–		To/from Greensfield Junction – LN674
High Level Bridge Central Jn	–	–		
<i>Newcastle East Junction</i>				To/from Newcastle – LN600

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
South Hylton	–			
Pallion	–	–	S	
Millfield	–	–	S	
University (Sunderland)	–	–	S	
Sunderland Park Lane	–	–	S	
Siding 2	–		S	For train planning purposes, this location is known as Sunderland Burdon Dock Sdg
<i>Sunderland South Junction</i>				To/from Sunderland – LN627

LN629 PELAW METRO JUNCTION TO PELAW SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Pelaw Metro Junction	–		X	Down direction only From Sunderland – LN627
<i>Pelaw South Junction</i>				To Tyne & Wear Metro

LN630 PELAW NORTH JUNCTION TO PELAW METRO JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Pelaw North Junction</i>				<i>From Tyne & Wear Metro</i>
Pelaw Metro Junction		–	X	Up direction only <i>To Sunderland – LN627</i>

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Darlington South Jn</i>				<i>To/from Darlington – LN600</i>
Dinsdale	–	–		
Tees-side Airport	–	–	S	
Allens West	–	–	S	
<i>Eaglescliffe South Jn</i>				<i>To/from - Eaglescliffe – LN627</i>

LN632 STOCKTON CUT JUNCTION TO SALTBURN

TIMING POINT	DOWN	UP	CODE	NOTES
Stockton Cut Junction	–	–		<i>To/from Eaglescliffe – LN627</i>
Bowesfield Junction	–	–		<i>To/from Hartburn Jn – LN644</i>
<i>Thornaby East Junction</i>				<i>To/from Goods Line/Tees Yard</i>
Thornaby	ML GL –	–		Platform detail must be shown
Thornaby TY198		–	S	
Thornaby TY197		–	S	
Thornaby TY194		–	S	
Tees Network Yard	–	–	S	
Down Staging Sidings	–	–	S	
Tees Yard Signal Box	GL	GL1 GL2		Timing point for trains using the Goods Lines
Tees Up Sidings		–	S	
Newport East Jn Signal DS6875	–	–	S	
Newport East Jn Signal DS6877	–	–	S	
Newport East Jn	FL SL	ML GL1 GL2		
Newport East Jn Signal DS6852		–	S	
Middlesbrough Goods Yard		–	S	
Middlesbrough West Dock	–	–	S	
Middlesbrough	FL SL	FL SL		Platform detail must be shown
Middlesbrough Carriage Sdgs		–	S	
<i>Guisborough Junction</i>				<i>To Cargo Fleet Road Signal MW6993 – LN634</i> <i>From Cargo Fleet Road Signal MW6984 – LN634</i>
Whitehouse Jn	–	FL SL		
<i>South Bank Junction</i>				<i>To/from Goods Lines</i>
South Bank	ML GL	–		
South Bank Signal G710		GL	S	
Beam Mill Signal G727	GL	–	S	
Beam Mill Junction	GL	GL	X	<i>To/from Lackenby – LN636</i>
Grangetown Signal G733	GL	–	S	

LN632 STOCKTON CUT JUNCTION TO SALTBURN				
TIMING POINT	DOWN	UP	CODE	NOTES
Grangetown SB	ML GL	ML GL	F X	
<i>Grangetown Junction</i>				<i>To/from Goods Line and Main Line</i>
Tees Dock		–	S	
Shell Junction	–	ML GL		<i>To/from Wilton – LN638</i>
Redcar Ore Terminal Junction	–	–	X	
Tod Point Jn	–	–	X	Timing point for all trains to Bulk and mineral terminal
Redcar Bulk Terminal	–	–	S	
Redcar Mineral Terminal	–	–	S	
British Steel Redcar	–	–	S	(Currently out of use)
Redcar Central	–	–		Platform detail must be shown
Redcar Central Down Loop				
Redcar East	–	–	S	
Longbeck	–	–		
Marske	–	–	S	
Saltburn West Junction	–	–		<i>To/from Boulby – LN642</i>
Saltburn		–		Platform detail must be shown

LN634 GUISBOROUGH JUNCTION TO WHITBY				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Guisborough Junction</i>	–	–		<i>To/from Middlesbrough – LN632</i>
Cargo Fleet Road Signal MW6984		–		Timing point for all trains in the Up direction and for trains reversing at Signal MW6984
Cargo Fleet Road Signal MW6993	–			Timing point for all trains in the down direction
James Cook	–	–	S	
Marton	–	–	S	
Gypsy Lane	–	–	S	All Down trains to be timed here
Nunthorpe	–	–		Platform detail must be shown
Nunthorpe Signal N1	–	–	S	
Great Ayton	–	–	S	
Battersby	–	–		Train reverses – See Section 5.3
Kildale	–	–	S	
Commondale	–	–	S	
Castleton Moor	–	–	S	
Danby	–	–	S	
Lealholm	–	–	S	
Glaisdale	–	–		
Egton	–	–	S	
Grosmont	–	–	S	<i>To/from North Yorkshire Moors Railway</i>
Grosmont NYMR	–	–	S	
Sleights	–	–	S	All Down trains to be timed here
Ruswarp	–	–	S	All Up trains to be timed here
Whitby		–		Platform detail must be shown

LN636 BEAM MILL JUNCTION TO SLAG ROAD (LACKENBY)

TIMING POINT	DOWN	UP	CODE	NOTES
Beam Mill Junction	–	GL	F	To/from Middlesbrough – LN632
Slag Road LC	–	–		NR boundary To/from Lackenby BSC

LN638 GRANGETOWN SHELL JUNCTION TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)

TIMING POINT	DOWN	UP	CODE	NOTES
Shell Junction	–	ML GL	X	To/from Grangetown – LN632
ICI Wilton Junction				To/from ICI Wilton Coal Terminal – LN640
Wilton EFW Terminal	–	–	S	
Wilton FLT		–		

LN640 ICI WILTON COAL TERMINAL

TIMING POINT	DOWN	UP	CODE	NOTES
ICI Wilton Junction				To/from Shell Jn – LN638
Wilton Coal Terminal		–		

LN642 SALT BURN WEST JUNCTION TO BOULBY MINE

TIMING POINT	DOWN	UP	CODE	NOTES
Saltburn West Jn	–	–		To/from Longbeck – LN632
Saltburn West Signal L209	–			Timing point for all Down trains
Crag Hall Signal Box	–	–		Token Exchange Point
Skinningrove BSC	–	–	S	
Route Boundary: Network Rail/Cleveland Potash				34 miles 29 chains
Boulby Mine Reception	–	–	S	
Boulby Mine Carlin How	–	–	S	

LN644 HARTBURN ~~JUNCTION TO BOWESFIELD JUNCTION~~ CURVE

TIMING POINT	DOWN	UP	CODE	NOTES
Hartburn Junction	–	–		To/from Stockton – LN627
Bowesfield Junction	–	–		To/from Thornaby – LN632

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Norton South Jn	–	–		To/from Stockton – LN627
Norton West Jn	–	–		To/from Norton East Jn – LN648
Morden Signal NF7194		–		Mandatory in the Up direction
Morden Signal NF7195	–			Mandatory in the Down Direction
Ferryhill South Jn	– SL	–		To/from Darlington – LN600

LN648 NORTON-ON-TEES WEST TO NORTON-ON-TEES EAST

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Norton West Jn</u>	–	–		To/from Ferryhill South Jn – LN646
Norton East Jn	–	–	X	To/from Billingham – LN627

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Billingham Jn</u>	–	–		To/from Norton Jns – LN627
<u>Belasis Lane SB</u>	–	–		Trains to/from Phillips Loop direction Must stop for token exchange See 5.3
Haverton Hill East Grid		–	S	
Port Clarence Sidings: Bells Bank		–	S	
Port Clarence Sidings: Petroplus			S	
<u>Phillips Loop</u>	–	–		Must stop for ground frame operation see 5.3
Port Clarence Refinery			S	
Port Clarence Phillip's		–	S	
North Tees Level Crossing				Present end of route
<u>Seal Sands Branch Jn</u>	–	–		Permanently Out of Use
Seal Sands Storage		–		Permanently Out of Use

LN656 SEATON-ON-TEES BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
Seaton Snook Jn	–	–	X	To/from Seaton Carew – LN627
<u>Hartlepool Power Station</u>		–		

LN662 RYHOPE GRANGE JUNCTION TO HENDON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ryhope Grange Jn</u>	–	–		To/from Seaham – LN627
<u>Grangetown (T&W) LC</u>	–	–		Must stop for LC – See 5.3 for details
<u>Hendon</u>	–	–		Line Detail must be shown Network Rail Boundary
<u>Port of Sunderland</u>		–		Previously known as Sunderland South Dock. For planning purposes the location now refers to any of the sidings in the Port

LN664 BOLDON EAST JUNCTION TO BOLDON NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Boldon East Jn	–	–	X	To/from Sunderland – LN627
<u>Boldon North Jn</u>	–	–		To/from Green Lane – LN666

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

TIMING POINT	DOWN	UP	CODE	NOTES
Boldon West Junction	–	–		To/from Pelaw – LN627
Boldon North Junction	–	–		To/from Boldon East Jn LN664
Green Lane Junction	–	–		Green Lane Junction and Tyne Dock are within Port of Tyne Authority land and are not Network Rail infrastructure.
<i>Tyne Dock</i>				

LN670 JARROW BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
Pelaw Jn	–	–		To/from Park Lane Jn – LN627
<i>Route Boundary with Nexus</i>				To/from Jarrow Prax Depot – Nexus infrastructure
Jarrow Prax Depot		–	S	

LN672 WARDLEY TO PELAW JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wardley RJB Mining</i>	–		S	
<i>Wardley</i>				
Pelaw Jn		–		To/from Park Lane Jn – LN627

LN674 HIGH LEVEL BRIDGE JUNCTION TO GREENSFIELD JUNCTION (WEST CURVE)

TIMING POINT	DOWN	UP	CODE	NOTES
High Level Bridge Jn	–	–		To/from Newcastle East Jn – LN627
Greensfield Jn	–	–		To/from King Edward Bridge East Jn – LN676

LN676 PARK LANE JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Park Lane Junction	– UML	–		To/from Pelaw Jn – LN627
Greensfield Jn	–	–		To/from High Level Bridge Jn – LN674 Mandatory on Greensfield Line only
King Edward Bridge East Junction	–	– DML		To/from King Edward Bridge North Jn – LN620
King Edward Bridge South Jn	–	–		To/from Birtley Jn – LN600 To/from Norwood Jn – LN682
Note	Up Direction is towards Park Lane Junction and the Down Direction is towards King Edward Bridge Junction			

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Darlington North Junction</i>				<i>To/from Darlington – LN600</i>
North Road	–	–		
Merchant Park	–	–	S	
Heighington	–	–		
Newton Aycliffe	–	–		
Shildon	–	–		
Bishop Auckland				Platform detail must be shown
Bishop Auckland West				<i>Bishop Auckland Jn (exclusive) to Eastgate is controlled by the Weardale Railway who should be contacted for permission to access the line.</i>
Wolsingham Coal Handling Plant				
Eastgate		–		

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO PETTERIL BRIDGE JUNCTION CARLISLE NORTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
King Edward Bridge South Junction	–	–		<i>To/from Newcastle – LN600 To/from Greensfield Junction – LN676</i>
Norwood Junction	–	–		<i>To/from Low Fell Junction – LN684</i>
Dunston	–	–	S	
Metrocentre	–	–		
Swalwell Junction	–	–	S	Trains reversing only
Blaydon	–	–		
Wylam	–	–		
Prudhoe	–	–		
Stocksfield	–	–	S	
Riding Mill	–	–	S	
Corbridge	–	–	S	
Hexham	–	–		Platform detail must be shown
Haydon Bridge	–	–		
Bardon Mill	–	–	S	
Haltwhistle	–	–		
Low Row S.B.	–	–		
Brampton (Cumbria)	–	–	S	
Brampton Fell S.B.	–	–		
Corby Gates S.B.	–	–		
Wetheral	–	–	S	
Petteril Bridge Junction	–	–		<i>To/from London Road Jn – NW9901</i>

LN684 LOW FELL JUNCTION TO NORWOOD JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Low Fell Junction	–	– SL	X	<i>To/from Birtley Junction – LN600</i>
Low Fell Royal Mail Terminal	–	–	S	
Norwood Junction	–	–		<i>To/from Metrocentre – LN682</i>

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON				
TIMING POINT	DOWN	UP	CODE	NOTES
Benton North Junction	–	–		<i>To/from Heaton South Jn – LN600</i>
Benton East Junction	–	–		
Northumberland Park	–	–	S	
Holywell Junction	–	–		
Seghill Junction	–	–		
Seaton Delaval	–	–	S	
Red House Farm Junction	–	–		
Newsham	–	–		
Blyth Bebside	–	–	S	
Bedlington Sidings	–	–	S	
Bedlington Signal BA7715	–	–	S	
Bedlington	–	–		<i>To/from West Sleekburn Jn – LN702</i>
Hepscott Junction	–	–		<i>To/from Morpeth – LN696</i>
Morpeth North Junction	–	–	X	<i>To/from Alnmouth for Alnwick – LN600</i>

LN696 HEPSCOTT JUNCTION to MORPETH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Hepscott Jn	–	–		<i>To/from Bedlington – LN694</i>
<i>Morpeth Jn</i>	–	–		<i>To/from Morpeth – LN600</i>

LN698 BUTTERWELL SOUTH BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>This part of the opencast site is now disconnected and not available for use</i>				

LN700 BUTTERWELL NORTH BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
Butterwell Junction	–	–	X	<i>To/from Morpeth – LN600</i>
Butterwell Opencast		–	S	
Potland Burn		–	S	

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN				
TIMING POINT	DOWN	UP	CODE	NOTES
West Sleekburn Jn	–	–		<i>To/from Bedlington – LN694</i> <i>To/from Winning Jn – LN706</i>
Marchey's House Jn	–	–		<i>To/from Winning Jn – LN708</i>

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN				
TIMING POINT	DOWN	UP	CODE	NOTES
Ashington	–	–		
Lynemouth Alcan		–	S	
Lynemouth Power Station		–	S	

LN706 WEST SLEEKBURN JUNCTION TO NORTH BLYTH				
TIMING POINT	DOWN	UP	CODE	NOTES
West Sleekburn Jn	–	–		<i>To/from Bedlington – LN702</i>
Winning Jn	–	–		<i>To/from Marchey's House Jn – LN708</i>
Freeman's LC	–	–		
Battleship Wharf		–	S	
North Blyth		–		

LN708 WINNING JUNCTION TO MARCHEY'S HOUSE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Winning Junction	–	–		<i>To/from North Blyth – LN706</i>
Marchey's House Junction	–	–		<i>To/from Ashington – LN702</i>

LN724 HOLGATE JUNCTION TO SKELTON JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Refer to LN618				

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Cleethorpes		–		Platform detail must be shown
New Clee	–	–	S	
Grimsby Docks	–	–	S	
Pasture Street Signal 1000		–	S	<i>Located Cleethorpes end of Down/Up Passenger Loop</i>
Pasture Street Signal 981	–		S	<i>Located on Down/Up Main approaching Grimsby Town</i>
Grimsby Town	–	–		Platform detail must be shown
Grimsby Marsh Junction	–	–	X	<i>To/from Great Coates No.1 S.B. – LN740</i>
Great Coates	–	–	S	
Healing	–	–	S	
Stallingborough	–	–		
Habrough	–	–		
<i>Habrough Junction</i>				<i>To/from Ulceby – LN741</i>

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Brocklesby Junction</u>	ML GL	–		<i>To/from Ulceby – LN742</i>
<u>Barnetby</u>	FL DGL SL	–		Platform detail must be shown
<u>Wrawby Junction</u>	–	FL SL DGL		<i>To/from Scunthorpe – LN752</i> <i>To/from Holton-le-Moor – LN200</i>
<u>Brigg</u>	–	–		
<u>Kirton Lime Sidings</u>	–	–		
<u>Kirton Lindsey</u>	–	–		
<u>Northorpe SB</u>	–	–		
<u>Gainsborough Central</u>	–	–		
<u>Gainsborough Trent Jns</u>	–	–		<i>To/from Bessacarr Jn – LN170</i> <i>To/from Gainsborough Lea Road LN170</i>
West Burton Power Station	–	–	S	
<u>Clarborough Junction</u>	–	–		<i>To/from Cottam Power Station – LN746</i>
Gringley Road Loop		–	S	
<u>Retford Low Level</u>	–	–		Platform detail must be shown
<u>Thrumpton West Junction</u>	–	–		<i>To/from Retford High Level – LN748</i>
Manton Wood Siding	–		S	
<u>Worksop</u>	–	–		Platform detail must be shown
Worksop SS	–	–	S	
<u>Shireoaks East Junction</u>	–	–		<i>To/from Woodend Jn – LN768</i>
Shireoaks West Junction	–	–	X	<i>To/from Woodend Jn – LN782</i>
<u>Shireoaks</u>	–	–		
<u>Brancliffe East Junction</u>	–	–		<i>To/from Dinnington Jn – LN758</i>
<u>Kiveton Park</u>	–	–		
Kiveton Bridge	–	–	S	
<u>Woodhouse Junction</u>	–	–		<i>To/from Beighton Junction – LN816</i>
Woodhouse Sidings		–	S	
Woodhouse	–	–	S	
Darnall	–	–	S	
<u>Woodburn Junction</u>	–	–		<i>To/from Broughton Lane Jn – LN830</i>
<u>Nunnery Main Line Junction</u>	–	–		<i>To/from Sheffield – LN804</i>

LN738 GREAT COATES NO.1 TO UNION DOCK				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Great Coates No.1 SB</u>	–	–		<i>To/from Grimsby Marsh Jn – LN740</i>
<u>Grimsby Union Dock</u>		–		

LN740 MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Grimsby Marsh Junction	–	–	X	To/from Habrough – LN736
Grimsby West Marsh TC	–		S	
Great Coates No.1 SB	–	–		To/from Grimsby Union Dock – LN738
Pyewipe Road SB		–		To/from Yards
Immingham Texaco	–		S	
Immingham East Jn.	–	–		To/from Yards
Immingham TMD	–	–	S	
Immingham SS	–	–	S	
Immingham Reception	–	–	S	
Immingham A2 Siding	–		S	
Immingham B4 Siding	–		S	
Immingham Hargreaves	–		S	
Humber Road Junction	–	–		To/from Ulceby – LN742

LN741 HABROUGH JUNCTION TO ULCEBY SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Habrough Junction				To/from Habrough – LN736
Ulceby South Junction				To/from Ulceby – LN742

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Killingholme	–			
Immingham Headshunt RR	–		S	
Immingham Signal 253	–		S	Trains on Down Killingholme only
Immingham HIT	–		S	
Immingham Bulk Terminal	–		S	
Immingham Ore Terminal	–		S	
Immingham Storage West	–		S	
Immingham Mineral Quay	–		S	
Immingham West Junction	–	–		
Immingham Dock CT	–		S	
Immingham Pad 1	–		S	
Humber Road Junction	–	–		To/from Immingham East Jn – LN740
Lindsey Oil Refinery	–	–	S	
Humber Oil Refinery	–	–	S	
Ulceby North Junction				To/from Barton-on-Humber – LN744
Ulceby	–	–		
Ulceby South Junction				To/from Habrough Jn – LN741
Brocklesby Junction	ML GL	–		To/from Barnetby – LN736

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

TIMING POINT	DOWN	UP	CODE	NOTES
Ulceby North Junction				To/from Ulceby – LN742

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

TIMING POINT	DOWN	UP	CODE	NOTES
Thornton Abbey	–	–	S	All trains in the down direction must come to a stand to wait for the Drivers White Lights for Barton Road Level Crossing
Goxhill	–	–	S	
Oxmarsh	–	–	S	# Stop required for Token Working
New Holland	–	–	S	
Barrow Haven	–	–	S	
Barton on Humber	–	–		

LN746 COTTAM POWER STATION **BRANCH TO CLARBOROUGH JUNCTION**

TIMING POINT	DOWN	UP	CODE	NOTES
Cottam Power Station	–			
Clarbrough Junction	–	–		To/from Retford – LN736

LN748 RETFORD WESTERN JUNCTION TO THRUMPTON WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Retford Western Junction</i>	–			To/from Retford (High Level) – LN101
Thrumpton West Junction	–	–		To/from Worksop – LN736

LN750 WOODBURN JUNCTION TO DEEPCAR

TIMING POINT	DOWN	UP	CODE	NOTES
Woodburn Junction	–	–		To/from Woodhouse – LN736 To/from Broughton Lane Jn – LN830
<i>Deepcar</i>				NR boundary
Stocksbridge Works		–		

LN752 WRAWBY **JUNCTION TO MARSHGATE JUNCTION**

TIMING POINT	DOWN	UP	CODE	NOTES
Wrawby Jn	–	FL SL DGL		To/from Barnetby – LN736
Wrawby Jn Signal BD8850		–	S	For reversals at Wrawby Jn towards Barnetby
Foreign Ore Branch Junction	–	–		To/from Santon F.O.T. –LN754
North Lincoln Junction	DSG	–	X	
Scunthorpe Corus CHP	–		S	
Scunthorpe Anchor Exchange	–		S	
Scunthorpe Container Terminal	–		S	
Scunthorpe Entrance 'C'	–		S	
Scunthorpe Trent TC	– DSG		S	
Scunthorpe Trent Junction	–	–	X	To/from Roxby – LN756
Scunthorpe FD	–	–	S	
Frodingham Jn	–	– ML USG	X	

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Scunthorpe	–	–		Platform detail must be shown
<i>Scunthorpe West Jn</i>				
Gunhouse Loop		–	S	
Althorpe	–	–	S	
Crowle	–	–		
Thorne South	–	–	S	
Thorne Junction	– SL	–		<i>To/from Goole – LN912</i> All trains on the Fast Lines between Thorne Junction and Kirk Sandall Junction in both directions are timed '–' line
Hatfield & Stainforth	– SL	– SL		<i>To/from Applehurst Jn – LN842</i>
<i>Stainforth Jn</i>				<i>To/from Thorpe Marsh Jn – LN888</i>
Kirk Sandall	–	–	S	
Kirk Sandall Junction	–	– SL	XF	<i>To/from Low Ellers Curve Jn – LN758</i>
Bentley Junction	– AL	–		<i>To/from Hexthorpe Jn – LN826</i>
<i>Marshgate Junction</i>				<i>To/from Doncaster – LN101</i>

LN754 SCUNTHORPE FOREIGN ORE BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
Foreign Ore Branch Junction	–	–		<i>To/from Appleby – LN752</i>
Santon Foreign Ore Terminal		–		

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

TIMING POINT	DOWN	UP	CODE	NOTES
Scunthorpe Trent Junction	–	–	X	<i>To/from North Lincoln Jn – LN752</i>
Normanby Park GF	–	–	S	
Dragonby Sidings	–	–	S	
Flixborough Wharf	–	–	S	
Roxby Gullet		–		

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Brancliffe East Junction	–	–		<i>To/from Shireoaks – LN736</i>
WP605 Signal	–			TIPLOC DNNG605
WP606 Signal		–		TIPLOC DNNG606
Dinnington Junction	–	–		
Maltby RJB Mining			S	
Maltby Colliery SB	–	–		
Firbeck Junction	–	–		
St Catherines Junction	–	–		<i>To/from Decoy South Junction – LN762</i>
Low Ellers Curve Junction	–	–		<i>To/from Potteric Carr Junction – LN764</i>
Kirk Sandall Junction	– SL	–		<i>To/from Hatfield and Stainforth – LN752</i>

LN762 ST CATHERINE'S JUNCTION TO DECOY SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>St Catherine's Junction</u>	–	–		<i>To/from Brancliffe East Jn – LN758</i>
<u>Decoy South Junction</u>	–	–		<i>To/from Decoy North Jn – LN150</i>

LN764 ST CATHERINE'S JUNCTION TO POTTERIC CARR JUNCTION (LOW ELLERS CURVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>St Catherine's Junction</u>	–	–		<i>To/from Brancliffe East Jn – LN758</i>
<u>Low Ellers Curve Junction</u>	–	–		
<u>Potteric Carr Junction</u>	–	–		<i>To/from Doncaster Up Decoy – LN101</i>

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bentley Junction</u>	AL	–		<i>To/from Hatfield & Stainforth – LN752</i>
<u>Hexthorpe Junction</u>	–	AL		<i>To/from Conisbrough – LN826</i>

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Mansfield Woodhouse</u>	–	–		<i>To/from Kirkby Lane End Jn – LN3273</i>
Shirebrook	–	–	S	
Shirebrook Jn	–	–	F	<i>To/from Warsop Jn – LN722</i>
<u>Shirebrook East Junction</u>				<i>To/from Warsop Jn – LN784</i>
Langwith Whaley Thorns	–	–	S	
Creswell	–	–	S	
Elmton & Cresswell Jn	–	–	F	
Whitwell Derby SB	–	–	F	
Whitwell	–	–	S	
<u>Woodend Junction</u>	–	–		<i>To/from Shireoaks West Jn – LN736</i>
<u>Shireoaks East Junction</u>	–	–		<i>To/from Worksop – LN736</i>

LN772 WARSOP JUNCTION TO SHIREBROOK JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Warsop Junction</u>	–	–		<i>To/from Welbeck Colliery Jn – LN784</i>
Shirebrook Junction	–	–	X	<i>To/from Mansfield – LN768</i>

LN782 WOODEND JUNCTION TO SHIREOAKS WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Woodend Junction</u>	–	–		<i>To/from Whitwell – LN757</i>
Shireoaks West Junction	–	–	X	<i>To/from Shireoaks – LN736</i>

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTIONS				
TIMING POINT	DOWN	UP	CODE	NOTES
High Marnham	–	–		
Boughton Junction	–	–	X	To/from Bevercotes – LN786
<u>Thoresby Colliery Junction</u>	–	–		To/from Thoresby Colliery – LN788
<u>Clipstone East Junction</u>	–	–		To/from Clipstone South Jn – LN790
<u>Clipstone West Junction</u>	–	–		To/from Clipstone South Jn – LN800
<u>Welbeck Colliery Junction</u>	–	–		To/from Welbeck Colliery – LN802
<u>Warsop Junction</u>	–	–		To/from Shirebrook Jn – LN772
<u>Shirebrook East Junction</u>	–	–		To/from Woodend Jn – LN768

LN786 BEVERCOTES COLLIERY BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Boughton Junction</u>	–	–		To/from High Marnham – LN784
Bevercotes Colliery		–	S	

LN788 THORESBY COLLIERY BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Thoresby Colliery Junction</u>	–	–		To/from High Marnham – LN784
Thoresby Colliery		–	S	

LN790 RUFFORD NO.1 COAL STACKING SITE TO CLIPSTONE EAST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Clipstone South Junction</u>	–	–		Line OOU beyond 10m68ch
<u>Clipstone East Junction</u>	–	–		To/from High Marnham – LN784

LN800 CLIPSTONE SOUTH JUNCTION TO CLIPSTONE WEST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Clipstone South Junction</u>	–	–		To/from Clipstone Colliery Jn – LN790
<u>Clipstone West Junction</u>	–	–		To/from Warsop Jn – LN784

LN802 WELBECK COLLIERY BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Welbeck Colliery Junction</u>	–	–		To/from High Marnham – LN784
<u>Welbeck Colliery Run Round</u>	–	–		
Welbeck Colliery		–	S	

LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tapton Junction</u>	–	ML UBH DBH		<i>To/from Chesterfield – LN3201 To/from Barrow Hill North Jn – LN806</i>
Dronfield	–	–	S	
Dore South Jn	–	–	X S	<i>To/from Dore West Jn – LN807</i>
<u>Dore Station Junction</u>	–	–		<i>To/from Dore West Jn – LN808</i>
Heeley Up Loop		–	S	
Sheffield Signal S77	DPL		X	Timing point for trains routed via DPL (Down Heeley Loop)
Sheffield Signal S81	–		S	Timing point if stopping in Down Heeley Loop
Sheffield HS	–		S	
<u>Sheffield</u>	–			Platform detail must be shown
<u>Nunnery Main Line Junction</u>	–	–		<i>To/from Woodburn Jn – LN736</i>
Mill Race Junction	–	–	X	
Attercliffe Sidings	–	–	S	
Brightside Up & Down East Slow	–	–	S	
Brightside Jn	– SL	– GL	X	
<u>Wincobank Jn</u>	–	– SL		<i>To/from Ecclesfield West SB – LN868</i>
Meadowhall Interchange	–	–	S	
<u>Holmes Junction</u>	– DGL	–		<i>To/from Rotherham Central – LN818</i>
Masborough Jn	–	–	X S	<i>To/from Beighton Jn – LN806</i>
<u>Aldwarke Junction</u>	–	–		<i>To/from Rotherham Central – LN830 To/from Thrybergh Junction – LN828</i>
<u>Swinton</u>	–	–		<i>To/from Mexborough – LN826</i>
Bolton upon Dearne	–	–	S	
Goldthorpe	–	–	S	
Thurnscoe	–	–	S	
Moorthorpe Loops	–	–	S	Up and Down Loops
<u>Moorthorpe</u>	–	–		<i>To/from South Kirkby Jn – LN824</i>
Moorthorpe Signal L6586		–	S	
Pontefract Baghill	–	–	S	
<i>Ferrybridge South Junction</i>				<i>To/from Pontefract East Junction – LN882</i>
<u>Ferrybridge North Junction</u>	–	–		<i>To/from Knottingley – LN888</i>
Ferrybridge PowerGen		–	S	
Ferrybridge HS		–	S	
Ferrybridge NP Depot		–	S	
<u>Milford Jn</u>	–	–		<i>To/from Castleford – LN854 To/from Church Fenton – LN854</i>
Milford West Sdgs	–	–	S	
<u>Gascoigne Wood Junction</u>	–	–		<i>To/from Hambleton West Jn – LN898</i>

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tapton Junction</u>	–	–		<i>To/from Chesterfield – LN3201</i>
Barrow Hill South Junction	– GL	–	X	
Barrow Hill SS	–	–	S	
<u>Barrow Hill North Junction</u>	–	– SGL		
Foxlow Junction	–	–	X	
Westthorpe Run Round	–	–	S	

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

TIMING POINT	DOWN	UP	CODE	NOTES
Beighton Junction	– DGL	–		<i>To/from Woodhouse Junction – LN816</i>
Treeton Junction	–	–		
Canklow Loop	–	–	S	
Masborough SS South Junction	–	–	X S	
Masborough FD		–	S	
Masborough Junction	–	–	X	<i>To/from Aldwarke Jn – LN804</i>

LN807 DORE SOUTH JN TO DORE WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
Dore South Jn	–	–	X S	<i>To/from Tipton Jn – LN804</i>
Dore West Jn	–	–		<i>To Totley Tunnel East – LN808 From Grindleford – LN808</i>

LN808 DORE STATION JUNCTION TO EARLES SIDINGS (EXCL.)

TIMING POINT	DOWN	UP	CODE	NOTES
Dore Station Jn	–	–		<i>To/from Sheffield – LN804</i>
Dore & Totley	–	–	S	
Dore West Jn	–	–		<i>To/from Dore South Jn – LN807</i>
Totley Tunnel East	–			Timing point for all trains in the Down direction For planning purposes, the location of Signal DE5113 is equivalent to former Totley Tunnel East SB
Grindleford	–	–		
Grindleford Down Siding	–		S	
Grindleford Signal DE5128		–	S	Reversing location for trains to Grindleford Down Siding
Hathersage	–	–	S	Timing point for all trains in the Up direction and all stopping trains
Bamford Up Loop		–	S	Tiploc BAMFDLP
Bamford	–	–		
Hope (Derbyshire)	–	–	S	<i>To/from Earles Sidings SB - Refer to NW&C Timetable Planning Rules – NW9001</i>
<i>Region Boundary: Eastern/NW&C</i>				164 miles 66 chains

LN809 SHEPCOTE LANE WEST JUNCTION TO TINSLEY YARD EAST END

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Shepcote Lane West Junction</i>				<i>To/from Tinsley South Jn – LN810</i>
Shepcote Lane East Junction	–	–		For train planning purposes, this location is known as Shepcote Lane Jn. <i>To/from Broughton Lane Jn – LN812</i>
Tinsley Yard		–		

LN810 SHEPCOTE LANE WEST JUNCTION TO TINSLEY SOUTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Shepcote Lane West Junction</i>				<i>To/from Shepcote Lane East Jn – LN809</i>
<u>Tinsley South Junction</u>	–	–		<i>To/from Tinsley East Jn – LN830</i>

LN812 SHEPCOTE LANE EAST JUNCTION TO BROUGHTON LANE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Shepcote Lane East Junction</u>	–	–		<i>To/from Tinsley Yard – LN809</i>
<u>Broughton Lane Junction</u>	–	–		<i>To/From Woodburn Junction- LN830</i>

LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tinsley North Junction</u>	–	–		<i>Tram Only To/from LN830</i>
<i>Sheffield Tram W210</i>	–	–		

LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER LINE				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Parkgate Junction</u>	–	–		<i>Tram Only To/from LN830</i>
<u>Sheffield Tram Parkgate</u>	–	–		

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Beighton Junction</u>	–	–		<i>To/from Barrow Hill North Jn – LN806</i>
<i>Beighton Station Junction Signal Box</i>				
<u>Woodhouse Junction</u>	–	–		<i>To/from Woodburn Jn – LN736</i>

LN818 HOLMES JUNCTION TO ROTHERHAM CENTRAL JUNCTION (HOLMES CURVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Holmes Junction</u>	–	–		<i>To/from Meadowhall – LN804</i>
<i>Rotherham Booth's</i>		–	S	
<i>Rotherham Central Junction</i>	–	–		<i>To/from Aldwarke Jn – LN830</i>

LN824 MOORTHORPE JUNCTION TO SOUTH KIRKBY JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Moorthorpe</u>	–	–		<i>To/from Swinton – LN804</i>
<u>South Kirkby Junction</u>	–	–		<i>To/from Hare Park Jn – LN836</i>

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>South Yorkshire Junction</i>				<i>To/from Doncaster – LN101</i>
St James' Junction	GL	GL	X	<i>To/from Bridge Jn – LN832</i>
Doncaster Signal D1470		–	S	
Hexthorpe Sdgs	GL	GL	S	
Hexthorpe Junction	–	– GL AL		<i>To/from Bentley Jn – LN766</i>
Cadeby Up Goods Loop		–	S	
Conisbrough	–	–	S	
Mexborough	–	–		<i>To/from Thrybergh Jn – LN828</i>
Swinton	–	–		<i>To/from Aldwarke Jn – LN804</i>

LN828 MEXBOROUGH JUNCTION TO ALDWARKE JUNCTION VIA KILNHURST				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Mexborough Junction</i>	–	–		<i>To/from Hexthorpe Junction – LN826</i>
Mexborough Signal S706		–	S	
Kilnhurst Up Goods Loop		–	S	
Thrybergh Junction	–	–		
Aldwarke Junction	–	–		<i>To/from Holmes Jn – LN804</i> <i>To/from Rotherham Central – LN830</i>

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Aldwarke Junction	–	–		<i>To/from Swinton – LN804</i> <i>To/from Thrybergh Jn – LN828</i>
Aldwarke New Site	–		S	
Aldwarke Jn Sig S738		–	S	Reversing point on Up Tinsley Line
Aldwarke Jn Sig S1092		–	S	Reversing point on Down Tinsley Line
Parkgate Junction	–	–	X	<i>To/from Sheffield Tram Parkgate, Tram only – LN815</i>
Rotherham Central	–	–		Platform detail must be shown <i>To/from Holmes Jn – LN818</i>
Tinsley East Junction	–	–		
Tinsley North Junction	–	–	X	<i>To/from Sheffield Tram W210, Tram only – LN814</i>
Tinsley South Junction	–	–		<i>To/from Shepcote Lane West Jn – LN810</i>
Broughton Lane Junction	–	–		<i>To/from Shepcote Lane East Jn – LN812</i>
Woodburn Junction	–	–		<i>To/from Nunnery Main Line Jn – LN736</i>

LN832 DONCASTER BRIDGE JUNCTION TO ST. JAMES JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Bridge Junction	GL –	– WSL		<i>To/from Decoy North Jn – LN101</i>
St. James Junction	GL	GL		<i>To/from Nunnery Main Line Jn – LN736</i>

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Doncaster Marshgate Junction	–	–	S	<i>To/from Doncaster – LN101</i>
Bentley	–	–	S	
Adwick	–	–		
Carcroft Junction	–	–	X	<i>To/from Skellow Junction – LN846</i>
Adwick Junction	–	–		<i>To/from Skellow Junction – LN842</i>
South Elmsall	–	–	S	
South Kirkby Junction	–	–		<i>To/from To/from Moorthorpe – LN824</i>
Hemsworth Loops	–	–	S	
Fitzwilliam	–	–	S	
Winterset	–	–	S	<i>Out of Use STNC/G1/2017/LNE/001</i>
Hare Park Junction	–	–		<i>To/from Crofton West Jn – LN848</i>
Sandall and Agbrigg	–	–	S	
<i>Wakefield Westgate South Junction</i>				<i>To/from Wakefield Kirkgate – LN850</i>
Wakefield Westgate	–	–		Platform detail must be shown
Prison Sidings		–	S	
Wrenthorpe Sidings		–	S	
Outwood	–	–	S	
Copley Hill West Jn	CHC	–	X	<i>Only when crossing to/from E or F lines or UWC/DWC. Next/previous timing point Whitehall Junction</i>
Holbeck Junction	–	– UD		<i>To/from Mill Lane Jn – LN852</i>
Whitehall Road Ground Frame	–	–	S	<i>Located at signal L3625</i>
Leeds Whitehall Rd	–	–	S	
Whitehall Jn	C D E UWC	–		Not a timing point on A or B lines. <i>To/from Engine Shed Jn – LN840</i> <i>To/from Armley Jn – LN922</i>
Leeds West Junction	A B C D E F BS CS ES CN CNS EN	DH D E F UM		The line codes shown between Leeds West Jn and Leeds in both directions are the lines the train is on at Leeds West Jn. The line codes shown between Leeds West Jn and Whitehall Jn are the lines the trains are on at the east side of Whitehall Jn. Line codes other than those shown are available for ARS/SSI alternative routes but should not be used for normal timetabling purposes. Further details are available from the Operational Planning Manager, Network Rail. F Line to be used in Down direction for Platform 16/17 only. Line codes ending in 'S' are for trains to Platforms 11 and 12 east end only via Platforms 11 and 12 West. Line codes ending in 'N' are ARS "Non-Favourite" routes. <i>To/from Engine Shed Jn – LN872</i>
Leeds	–	B D E F BS DS DN DNS EN FS		Platform detail must be shown. Line codes ending in 'S' are for trains from Platforms 11 and 12 east end only via Platforms 11 and 12 West. Line codes ending in 'N' are ARS "Non-Favourite" routes.

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Marsh Lane Junction	– GL	–	X	
Marsh Lane Tilcon	–		S	
<u>Neville Hill West Jn</u>	–	FL GL		<i>To/from Hunslet East - LN900</i>
Neville Hill T&RSMD	–	–	S	
Neville Hill Up Sidings	–	GL	S	
Neville Hill East Junction	–	GL –	X	<i>To/from Cross Gates – LN898</i>

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Armley Jn</u>	–	UH		<i>To/from Whitehall Jn – LN922</i>
Burley Park	–	–	S	
Headingley	–	–	S	
<u>Horsforth</u>	–	–		
Weeton	–	–	S	
<u>Rigton LC</u>	–	–		
Pannal	–	–	S	
Hornbeam Park	–	–	S	
<u>Harrogate</u>	–	–		Platform detail must be shown
<u>Starbeck</u>	–	–		
<u>Knaresborough</u>	–	–		Platform detail must be shown
<u>Cattal</u>	–	–		
<u>Hammerton</u>	–	–		
<u>Poppleton</u>	–	–		
<u>Skelton Jn</u>	– DL	–		<i>To/from York – LN600 To/from York Yard – LN618</i>

LN840 ENGINE SHED JUNCTION & HOLBECK DEPOT JUNCTION TO WHITEHALL EAST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Engine Shed Junction & Holbeck Depot Junction</u>	DWC UWC	–		<i>To/from Stourton Jn – LN872</i>
<i>Whitehall East Junction</i>				<i>To/from Copley Hill East Junction – LN836 To/from Holbeck Junction or Armley Junction – LN836</i>

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Thorpe Marsh Junction</u>	–	–		<i>To/from Hatfield & Stainforth Stainforth Jn – LN888</i>
<u>Applehurst Junction</u>	–	–		<i>To/from Joan Croft Jn – LN844</i>
<u>Skellow Junction</u>	–	–		<i>To/from Carcroft Jn – LN846</i>
<u>Adwick Junction</u>	–	–		<i>To/from South Kirkby Jn – LN836</i>

**LN844 APPLEHURST JUNCTION TO JOAN CROFT JUNCTION
(APPLEHURST LOOP)**

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Applehurst Jn</u>	–	–		To/from Hatfield & Stainforth – LN842
Joan Croft Jn	–	–	X	To/from Temple Hirst Jn – LN600

LN846 CARCROFT JUNCTION TO SKELLOW JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Carcroft Jn	–	–	X	To/from Adwick – LN836
<u>Skellow Jn</u>	–	–		To/from Applehurst Jn – LN842

LN848 HARE PARK JUNCTION TO CROFTON WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hare Park Junction</u>	–	–		To/from South Kirby Junction – LN836
<u>Crofton West Junction</u>	–	–		To/from Turners Lane Jn – LN822

LN850 WAKEFIELD WESTGATE SOUTH JUNCTION TO WAKEFIELD KIRKGATE WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Wakefield Westgate South Junction				To/from Wakefield Westgate – LN836
Wakefield Kirkgate Signal K1215	–	–	S	
Wakefield Kirkgate West Junction				To/from Wakefield Kirkgate – LN854

LN852 HOLBECK JN TO BRADFORD INTERCHANGE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Holbeck Jn</u>	—	–		To/from Whitehall Jn – LN836
Bramley	–	–	S	
New Pudsey	–	–	S	
Laisterdyke	–	–	S	
Laisterdyke Sig HB3826	–	–	S X	Reversal point on Down Bradford Can also be accessed from Hammerton Street Jn in Up direction
Hammerton Street Jn	UB	DB	X	Only for access to Laisterdyke in Up direction
<u>Mill Lane Jn</u>	W M E	–		To/from Halifax – LN858
<u>Bradford Interchange</u>		W M E		Platform detail must be shown

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hall Royd Junction</u>	–	–		To/from Littleborough – NW7001 To/from Copy Pit – NW7009

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Hebden Bridge	–	–		
Hebden Bridge Signal HG1504	–	–	S	For Shunting Movements
Hebden Bridge Siding		–	S	
Mytholmroyd	–	–	S	
Sowerby Bridge	–	–	S	
Milner Royd Junction	–	–		<i>To/from Dryclough Jn – LN858</i>
Greetland Junction	–	–		<i>To/from Dryclough Jn – LN859</i>
Elland	–	–	S	
Brighouse	–	–	S	
Bradley Wood Junction	–	–		<i>To/from Bradley Jn – LN861</i>
Heaton Lodge Jn		–		Timing point for Up trains only <i>To Huddersfield – LN860</i>
Heaton Lodge East Jn	–			Timing point for Down Trains only <i>From Huddersfield – LN860</i>
Mirfield	–	FL SL	S	
Mirfield East Junction	–	FL SL		
Thornhill LNW Junction	–	–		Trains from Dewsbury and trains towards Healey Mills only
Dewsbury East Junction	–	–	X	<i>To/from Dewsbury Railway Street – LN864</i>
Healey Mills Yard	–	–	S	
Healey Mills B Junction		–	S	Trains routed on Up L&Y line only, not for access to Healey Mills Yard
Up Healey Mills Loop		–	S	
Horbury Junction	FL SL	–		<i>To/from Barnsley – LN868</i>
<i>Wakefield Kirkgate West Junction</i>				<i>To/from Wakefield Westgate South Jn – LN850</i>
Wakefield Kirkgate	– GL	FL SL		Platform detail must be shown. <i>To/from Calder Bridge Jn – LN882</i>
Wakefield Kirkgate Signal K1234			S	For Shunting Movements
Turner's Lane Junction	–	– GL	X	<i>To/from Calder Bridge Jn – LN870</i>
Normanton	–	–	S	
Altofts Junction	–	–		<i>To/from Methley Jn – LN872</i>
Whitwood Junction	–	–	X	<i>To/from Methley Jn – LN874</i>
<i>Castleford West Junction</i>				<i>To/from Pontefract Monkhill – LN875</i>
Castleford	–	–		Platform detail must be shown
Wheldon Road Arrival/Departure Line	–	–	S	
Milford Junction	–	–		<i>To/from Ferrybridge North Jn/Gascoigne Wood Jn – LN804</i>
Milford Loops	–	–	S	
Sherburn Junction	–	–	X	<i>To/from Gascoigne Wood – LN878</i>
Sherburn-in-Elmet	–	–	S	
Church Fenton	NNL LSL	–		Platform detail must be shown
<i>Church Fenton North Junction</i>				<i>To/from Micklefield – LN902</i>
Ulleskelf	NNL	NNL	S	
Colton South Junction	LSL	NNL	X	
Colton Junction	NNL LSL	NNL LSL		<i>To/from Hambleton North Jn/York – LN600</i>

LN858 MILNER ROYD JUNCTION TO BRADFORD MILL LANE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Milner Royd Junction	–	–		<i>To/from Sowerby Bridge – LN854</i>
Dryclough Junction	–	–		<i>To/from Greetland Jn – LN859</i>
Halifax Reversing Sdg	–	–	S	
Halifax	–	–		
Low Moor	–	–	S	
Mill Lane Junction	W M	–		<i>To/from Bradford Interchange – LN852</i>

LN859 GREETLAND JUNCTION TO DRYCLOUGH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Greetland Jn	–	–		<i>To/from Brighouse – LN854</i>
Dryclough Junction	–	–		<i>To/from Halifax – LN858</i>

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used until September 2025 – subject to confirmation)

TIMING POINT	DOWN	UP	CODE	NOTES
Diggle Jn	–	–		<i>To/from Stalybridge – Refer to NW&C Timetable Planning Rules - NW7021</i>
Down Diggle Loop	–	–	S	
Marsden	–	UPL		Platform detail must be shown
Slaithwaite	–	–	S	
Huddersfield	–	–		Platform detail must be shown
Deighton	–	–	S	
Bradley Jn	–	–		<i>To/from Bradley Wood Jn – LN861</i>
Heaton Lodge Jn		–		Timing point for Up trains only <i>To Bradley Wood Jn – LN854</i>
Heaton Lodge East Jn	–			Timing point for Down trains only <i>From Bradley Wood Jn – LN854</i>
Mirfield	–	FL SL	S	
Mirfield East Jn	–	FL SL		<i>From Horbury Jn – LN854</i>
Thornhill LNW Jn	–	–		Timing point for trains from Dewsbury and trains towards Healey Mills only <i>To Horbury Jn – LN854</i>
Ravensthorpe	–	–	S	
Dewsbury	–	–		Line/Platform detail must be shown
Batley	–	–	S	
Batley East Jn	–	–	X	
Morley	–	–		
White Rose	–	–	S	
Cottingley	–	–	S	To close when White Rose opens
Copley Hill East Jn	–			<i>To/from Whitehall Road Jn – LN836</i>

LN860 GREENFIELD (EXCL.) TO COPLEY HILL EAST JN (To be used from September 2025 – subject to confirmation) (TRU EIS G)				
TIMING POINT	DOWN	UP	CODE	NOTES
Greenfield	–	–		<i>To/from Stalybridge – NW7021. Refer to NW&C Timetable Planning Rules</i>
<i>Regional Boundary: NW&C/Eastern</i>				12 miles 76 chains
Uppermill Junction	–	–	X	
Diggle Jn	–	–		
Down Diggle Loop	–	–	S	
Marsden	–	–		Platform detail must be shown
Marsden Signal SL4726		UPL	S	
Slaithwaite	–	–	S	
Huddersfield	–	–		Platform detail must be shown
Huddersfield Signal SL4778		–	S	
Hillhouse Carriage Sidings		–	S	Access to/from Huddersfield direction only TIPLOC HUDHCS
Hillhouse Temporary Platform	–		S	Access to/from Bradley Jn direction only TIPLOC HUDHESD
Deighton	–	–	S	OOU from EIS G until EIS J
Bradley Jn	–	–		<i>To/from Bradley Wood Jn – LN861</i>
Heaton Lodge Jn		–		Timing point for Up trains only <i>To Bradley Wood Jn – LN854</i>
Heaton Lodge East Jn	–			Timing point for Down trains only <i>From Bradley Wood Jn – LN854</i>
Mirfield	–	FL SL	S	
Mirfield East Jn	–	FL SL		<i>From Horbury Jn – LN854</i>
Thornhill LNW Jn	–	–		Timing point for trains from Dewsbury and trains towards Healey Mills only <i>To Horbury Jn – LN854</i>
Ravensthorpe	–	–	S	
Dewsbury	–	–		Line/Platform detail must be shown
Batley	–	–	S	
Batley East Jn	–	–	X	
Morley	–	–		
White Rose	–	–	S	
Cottingley	–	–	S	To close when White Rose opens
Copley Hill East Jn	–			<i>To/from Whitehall Road Jn – LN836</i>

LN861 BRADLEY JUNCTION TO BRADLEY WOOD JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Bradley Junction	–	–		<i>To/from Huddersfield – LN860</i>
Bradley Wood Junction	–	–		<i>To/from Brighouse – LN854</i>

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Barnsley Station Junction</i>				<i>To/from Barnsley – LN868</i>
Dodworth	–	–	S	
Silkstone Common	–	–	S	
Penistone	–	–		
Denby Dale	–	–	S	
Clayton West Junction	–	–		
Shepley	–	–	S	
Stocksmoor	–	–		
Brockholes	–	–	S	
Honley	–	–	S	
Berry Brow	–	–	S	
Lockwood	–	–	S	
Springwood Junction	–	–	X	Only trains crossing to Up Huddersfield not terminating in Platform 2
Huddersfield	–	–		Platform detail must be shown <i>To/from Heaton Lodge East Jn – LN860</i>

LN864 DEWSBURY RAILWAY STREET BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
Dewsbury Railway Street	–			
Dewsbury East Junction	–	–	X	<i>To/from Horbury Jn – LN854</i>

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY				
TIMING POINT	DOWN	UP	CODE	NOTES
Wincobank Junction	–	–		<i>To/from Nunnery Mainline Jn – LN804</i>
Meadowhall	–	– SL	S	Platform detail must be shown
Ecclesfield West SB	–	–		
Chapelton	–	–	S	
Elsecar	–	–	S	
Wombwell	–	–	S	
Barnsley	–	–		Platform detail must be shown
<i>Barnsley Station Junction</i>				<i>To/from Penistone – LN862</i>
Darton	–	–	S	
Woolley Coal Sdg SB	–	–		
Horbury Junction	FL SL	–		<i>To/from Wakefield Kirkgate – LN854</i>

LN870 WAKEFIELD TURNER'S LANE JUNCTION TO CALDER BRIDGE JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Turner's Lane Junction	–	–	X	<i>To/from Altofts Jn – LN854</i>
Calder Bridge Junction	–	–		<i>To/from Crofton West Jn – LN882</i>

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Altofts Junction	–	–		<i>To/from Wakefield Kirkgate – LN854</i>
Wakefield Europort		–	S	
Methley Junction	–	–		<i>To/from Whitwood Jn – LN874</i>
Woodlesford	–	–	S	
Stourton Junction	– AD	–		
Leeds Signal L928		AD	S	Crew change location
Leeds Signal L929	AD	–	S	Crew change location
Leeds Freightliner Terminal	–	–	S	
Hunslet South Junction		–	S	
Leeds Balm Road		–	S	
Leeds Stourton RMC		–	S	
Hunslet SS	–		S	
Hunslet Station Junction	–	– AD	X	
Holbeck Depot Headshunt	–	–	S	
Holbeck Depot		–	S	
Engine Shed Junction & Holbeck Depot Junction	DM DWC UWC	–		<i>To/from Whitehall Jn – LN840</i>
Leeds West Junction	E	UM DM		<i>To/from Leeds – LN836</i>

LN874 METHLEY JUNCTION TO WHITWOOD JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Methley Junction	–	–		<i>To/from Woodlesford – LN872</i>
Whitwood Junction	–	–	X	<i>To/from Castleford – LN854</i>

LN875 CASTLEFORD WEST JUNCTION TO PONTEFRACT WEST JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Castleford West Junction</i>				<i>To/from Castleford – LN854</i>
Glasshoughton	–	–	S	
<i>Pontefract West Junction</i>				<i>To/from Pontefract Monkhill – LN882</i>

LN878 SHERBURN JUNCTION TO GASCOIGNE WOOD				
TIMING POINT	DOWN	UP	CODE	NOTES
Sherburn Junction	–	–	X	<i>To/from Church Fenton – LN854</i>
Gascoigne Wood Junction	–	–		<i>To/from Hambleton West Jn – LN898</i>

LN880 YORK TO SCARBOROUGH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>York</u>	–	– NNL LSL		Platform detail must be shown <i>To/from Colton Jn – LN600</i>
<u>Scarborough Bridge Junction</u>	–	–		
Bootham	–		S	Steam locomotive watering point in down direction
<u>Strensall</u>	–	–		
<u>Barton Hill</u>	–			
<u>Kirkham Abbey</u>	–	–		
<u>Malton</u>	–	–		
<u>Weaverthorpe</u>	–	–		
<i>Seamer West Junction</i>				<i>To/from Filey – LN914</i>
<u>Seamer</u>	–	–		
<u>Scarborough</u>		–		Platform detail must be shown

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wakefield Kirkgate West Junction</i>				
<u>Wakefield Kirkgate</u>	–	–		Platform detail must be shown <i>To/from Horbury Jn – LN854</i> <i>To/from Wakefield Westgate – LN850</i>
Wakefield Withams Cobra	–	–	S	
<u>Calder Bridge Junction</u>	– UGL	–		<i>To/from Turners Lane Jn – LN870</i> Trains from Oakenshaw Jn stopping in the Loop must show the stop at Calder Bridge Junction
Oakenshaw Junction	–	– UGL	X S	<i>To/from Oakenshaw South Jn – LN884</i> Trains from Calder Bridge Jn stopping in the Loop must show the stop at Oakenshaw Jn
<u>Crofton West Junction</u>	–	–		<i>To/from Hare Park Jn – LN848</i>
<u>Crofton East Junction</u>	–	–		<i>To/from Oakenshaw South Jn – LN886</i>
Crofton Depot	–		S	
<u>Crofton East Spur</u> <u>Crofton Down Sidings Headshunt</u>	–	–	S	
Streethouse	–	–	S	
Featherstone	–	–	S	
Pontefract Tanshelf	–	–	S	
<i>Pontefract West Junction</i>				<i>To/from Castleford – LN875</i>
<u>Pontefract Monkhill</u>	–	–		Platform detail must be shown
Pontefract East Jn	–	–	X	<i>To/from Ferrybridge South Jn – LN892</i>
<u>Knottingley West Junction</u>	–	–		<i>To/from Ferrybridge North Jn – LN888</i> <i>To/from Knottingley South Jn – LN888</i>
Knottingley	– UGL	–	P S	Trains to or from the Goods Loop must be planned via Platform 1
Knottingley Wagon Repair Depot	UGL		S	
Knottingley TMD	–		S	

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Knottingley Signal FE6418		–	S	Crew change location
Knottingley Signal FE6402		–	S	Timing point for trains from Goods Loop to Knottingley
Knottingley Up Goods Loop		UGL	S	Crew change location
Knottingley East Junction Knottingley East Jn	–UGL	– UGL		Timing point for trains on the Up Goods Loop only To/from Knottingley South Jn – LN894
England Lane LC England Lane Level Crossing	–	–	S	Timing point for reversals on Down Goole at signal FE5424 to the Up Goole or Goods Loop
Sudforth Lane SB	–	–		
Kellingley Colliery	–		S	
Sudforth Lane Up Siding		–	S	
Sudforth Lane Down Sidings Sudforth Lane Receptions 1-3	–	–	S	For access to/from Kellingley Colliery
Sudforth Lane Up RS		–	S	
Sudforth Lane East Jn				
Whitley Bridge	–	–		
Whitley Bridge Jn Whitley Bridge Jn	–	–	X	To/from Eggborough Power Station
Eggborough Power Station		–	S	
Hensall	–	–		
Drax Branch Junction	–	–		To/from Drax Power Station – LN896
Gowdall Lane Jn	–	–		Single Line to/from Potters Grange Jn
Snaith	–	–	S	Timing point for all trains in the Up direction. An OP stop of ½ is required in Up direction for all trains not stopping to set down or pick up passengers, for operation of the level crossing.
Rawcliffe	–	–	S	Timing point for all trains in the Down direction. An OP stop of ½ is required in Down direction for all trains not stopping to set down or pick up passengers, for operation of the level crossing.
Engine Shed Jn	–	–	X	TIPLOC GOOLESJ To/from Goole Docks
Guardian Glass Goole Glassworks (Oakhill Siding)	–	–	S	
Goole Potters Grange Junction Potters Grange Jn	–	–	X	To/from Thorne Junction – LN912 To/from Goole Glassworks (Oakhill Siding)

LN884 OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Oakenshaw South Jn	–	–		To/from Monk Bretton – LN886
Oakenshaw Jn	–	–	X	To/from Calder Bridge Jn – LN882

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Monk Bretton</u>	–	–		
<u>Royston Junction</u>	–	–		
<u>Oakenshaw South Jn</u>	–	–		To/from Oakenshaw Jn – LN884
<u>Crofton East Jn</u>	–	–		To/from Pontefract – LN882

LN888 HATFIELD AND STAINFORTH (STAINFORTH JUNCTION) TO FERRYBRIDGE NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hatfield & Stainforth</u>	–	SL		To/from Thorne Jn – LN752
<u>Thorpe Marsh Junction</u>	–	–		To/from Applehurst Jn – LN842
<u>Haywood Junction</u>	–	–		To/from Shaftholme Junction – LN889
<u>Knottingley South Jn</u>	–	–		To/from Knottingley East Jn (England Lane) – LN894
<u>Knottingley West Junction</u>	–	–		To/from Pontefract Monkhill – LN882
<u>Ferrybridge North Junction</u>	–	–		To/from Milford Junction – LN804

LN889 SHAFTHOLME JUNCTION TO HAYWOOD JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Shaftholme Jn</u>	–	–		To/from Doncaster – LN101
<u>Haywood Junction</u>	–	–		To/from Ferrybridge North Junction – LN888

LN892 PONTEFRACT EAST JUNCTION TO FERRYBRIDGE SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Pontefract East Junction</u>	–	–	X	To/from Pontefract Monkhill – LN882
<u>Ferrybridge South Junction</u>				To/from Milford Ferrybridge North Jn – LN804

LN894 KNOTTINGLEY SOUTH JUNCTION TO KNOTTINGLEY EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Knottingley South Junction</u>	–	–		To/from Shaftholme Haywood Jn – LN888
<u>Knottingley East Junction</u> <u>Knottingley East Jn</u>	–	–	FSX	To/from Sudforth Lane England Lane Level Crossing – LN882

LN896 DRAX POWER STATION BRANCH				
TIMING POINT	DOWN	UP	CODE	NOTES
Drax Branch Jn Drax Branch Jn	–	–	FX	To/from Sudforth Lane Hensall – LN882
Drax Power Station Signal D17 Drax Power Station Signal D17	–			Timing point for all trains to Drax Power Station
<i>Boundary: Network Rail/Drax Power Station</i>				<i>4miles 16chains</i>
Drax Power Station	–	–		

LN898 NEVILLE HILL EAST JUNCTION TO HULL				
TIMING POINT	DOWN	UP	CODE	NOTES
Neville Hill East Junction	–	GL –	X	To/from Leeds – LN836
Cross Gates	–	–		
Garforth	–	–	S	
East Garforth	–	–	S	
Micklefield	–	–		
<i>Micklefield Junction</i>				To/from Church Fenton – LN902
South Milford	–	–	S	
Gascoigne Wood Junction	–	–		To/from Sherburn Jn – LN878 To/from Milford Jn – LN804
Gascoigne Wood Down Loop	–	–	S	
Gascoigne Wood Down Sidings	–	–	S	
Gascoigne Wood Up Sidings	–	–	S	
Hambleton West Junction	–	–		To/from Hambleton South Jn – LN904
Hambleton East Junction	–	–		To/from Hambleton North Jn – LN906
Selby West Junction	– UL	–	X	To Selby Platform 3 To/from Selby Canal Jn – LN908
<i>Selby South Junction</i>				To/from Selby Canal Jn – LN910
Selby	–	–		Platform detail must be shown
Barlby Loop	–	–	S	
Selby Potter Group		–	S	
Wressle	–	–	S	
Howden	–	–	S	
Eastrington	–	–	S	
<i>Gilberdyke Junction</i>				To/from Goole – LN912
Gilberdyke	–	–		
Broomfleet	–	–	S	
Brough	–	–		
Melton (Ferryby) Omya	–		S	
Melton Lane LC		–	S	
Ferryby	–	– SL	S X	
Hessle	–	–	S	
Hull Yard	–		S	
Hessle East Junction	–	–	X S	To/from Hull Dairycoates – LN899
Hessle Road Jn	–	–		To/from Hull Saltend – LN916
Anlaby Road Junction	–	–	X	To/from West Parade North Jn – LN920
Botanic Gardens TMD	–		S	
<i>West Parade Junction</i>				To/from West Parade North Jn – LN914
Hull Shunt Signal 1005	–		S	
Hull Station Sidings Headshunt	–		S	

LN898 NEVILLE HILL EAST JUNCTION TO HULL				
TIMING POINT	DOWN	UP	CODE	NOTES
Hull Station Sidings		–	S	
Hull		–		Platform detail must be shown

LN899 HESSLE EAST JUNCTION TO HULL DAIRYCOATES				
TIMING POINT	DOWN	UP	CODE	NOTES
Hessle East Junction	–	–	X	<i>To/from Brough – LN898</i>
Dairycoates vaTTUK Logistics Hub		–	S	
<u>Dairycoates Aggregates Terminal</u>	–	–		

LN900 NEVILLE HILL WEST JUNCTION TO HUNSLET EAST				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Neville Hill West Jn</u>	–	– FL GL		<i>To/from Neville Hill – LN836</i>
<u>Hunslet East</u>		–		

LN902 MICKLEFIELD JUNCTION TO CHURCH FENTON NORTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Micklefield Junction</i>				<i>To/from Leeds – LN898</i>
<u>Church Fenton</u>	NNL LSL	–		Platform detail must be shown
<i>Church Fenton North Junction</i>				<i>To/from York – LN854</i>

LN904 HAMBLETON SOUTH JUNCTION TO HAMBLETON WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Hambleton South Jn	–	–	X	To/from Shaftholme Jn – LN600
Hambleton West Jn	–	–		To/from Neville Hill East Jn – LN898

LN906 HAMBLETON EAST JUNCTION TO HAMBLETON NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Hambleton East Jn	–	–		To/from Selby – LN898
Hambleton North Jn	–	–		To/from York – LN600

LN908 SELBY WEST JUNCTION TO SELBY CANAL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Selby West Junction	–	–	X	To/from Hambleton East – LN898
Selby Canal Junction	–	–	X S F	To/from Temple Hirst Jn – LN910

LN910 TEMPLE HIRST JUNCTION TO SELBY SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Temple Hirst Junction	–	–		To/from Shaftholme Jn – LN600
Selby Canal Junction	–	–	X S F	To/from Selby West Junction – LN908
Selby South Junction				To/from Selby – LN898

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Thorne Junction	–	– SL		To/from Hatfield & Stainforth – LN752
Thorne North	–	–	S	
Goole Potters Grange Junction	– GL	–	X	To/from Rawcliffe – LN882 From Rawcliffe – LN882 To Snaith – LN882 GL line code required for trains to/from LN882 to Platform 2
Goole Shunt Signal T1661	–		S	Timing point for shunt moves to/from Goole Shut Spur or Goole Goods Loop TIPLOC GOOL661
Goole Goods Loop	–	–	S	
Goole Shunt Spur		–	S	TIPLOC GOOLESS To/from Goole Docks
Goole Docks	–		S	
Goole Up & Down Goods Loop		–	S	
Goole	–	– GL		Platform detail must be shown
Goole Siding		–	S	TIPLOC GOOLUSS
Goole Signal TG1672	–		S	TIPLOC GOOL672 For trains shunting between platforms at Goole
Saltmarshe	–	–	S	
Gilberdyke Junction	–	–		To/from Brough Gilberdyke – LN898

LN914 HULL (PARAGON) TO SEAMER WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Hull	–			Platform detail must be shown
<i>West Parade Junction</i>				<i>To/from Anlaby Road Jn – LN898</i>
West Parade North Junction	–	–	X	<i>To/from Anlaby Road Jn – LN920</i>
Walton St. Junction	–	–	X	<i>To/from Springbank North Jn – LN918</i>
Cottingham	–	–	S	
Beverley	–	–		Platform detail must be shown
Arram	–	–	S	
Hutton Cranswick	–	–	S	
Driffield	–	–		
Nafferton	–	–	S	
Bridlington	–	–		Platform detail must be shown
Bempton	–	–	S	
Hunmanby	–	–		
Filey	–	–		
<i>Seamer West Junction</i>				<i>To/from Scarborough – LN880</i>

LN916 HESSLE ROAD JUNCTION TO SALTEND

TIMING POINT	DOWN	UP	CODE	NOTES
Hessle Road Junction		–		<i>To/from Brough – LN898</i>
Springbank South Junction	–	–		
Springbank North Junction	–	–		<i>To/from Walton St. Jn – LN918</i>
Bridges Junction	–	–		
Hull Dock Security Gates	–	–		
Hedon Road Sidings Sdgs	–	–		
Hull Coal Terminal		–	S	
Kingston Bulk Terminal		–	S	
Hull Saltend BP		–	S	

LN918 SPRINGBANK NORTH JUNCTION TO WALTON STREET JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Springbank North Jn	–	–		<i>To/from Hessle Road Jn – LN916</i>
Walton Street Jn	–	–	X	<i>To/from Hull – LN914</i>

LN920 ANLABY ROAD JUNCTION TO WEST PARADE NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Anlaby Road Jn	–	–	X	<i>To/from Hessle Road Jn – LN898</i>
West Parade North Jn	–	–	X	<i>To/from Beverley – LN914</i>

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Whitehall Junction	DS US	C D UWC DWC		Not a timing point on A or B/Down or Up Shipley Main lines <i>To/from Leeds – LN836</i>
Armley Junction	–	US UH DS DH		
Kirkstall Down Loop	–	–	S	
Kirkstall Up Loop	–	–	S	
Kirkstall Forge	–	–	S	
Apperley Junction	–	–		<i>To/from Ilkley – LN924</i>
Apperley Bridge	–	–	S	
Dockfield Junction	–	–		<i>To/from Baildon – LN926</i>
<i>Shipley East Jn</i>				<i>To/from Bradford Forster Square – LN928</i>
Shipley	–	–		Platform detail must be shown
<i>Shipley West Jn</i>				<i>To/from Shipley South Jn – LN932</i>
Saltaire	–	–	S	
Bingley	–	–	S	
Crossflatts	–	–	S	
Keighley	–	–		Platform detail must be shown
Keighley Station Jn	–	–	S	<i>To/from Keighley & Worth Valley Railway</i>
Steeton and Silsden	–	–	S	
Cononley	–	–	S	
Skipton Sig. L4031	–			Regulation/reversal point on Down Shipley Main
Skipton Sig. L4549	–			Reversal point on Up Shipley Main
Skipton Down Stabling Siding	–		S	
Skipton	–	–		Platform detail must be shown
<i>Skipton Middle Jn</i>				<i>To/from Rylstone – LN930</i>
Broughton Road CS	–	–	S	
Down Shipley Slow	–	–	S	
Skipton Signal L4046		–	S	Regulation point on Up Shipley Main
Gargrave	–	–		
<i>Hellifield South Junction</i>	–	–		<i>To/from Settle Jn – NW9901</i>

LN924 APPERLEY JUNCTION TO ILKLEY				
TIMING POINT	DOWN	UP	CODE	NOTES
Apperley Junction	–	–		<i>To/from Leeds – LN922</i>
<i>Esholt Junction</i>				<i>To/from Dockfield Junction – LN926</i>
Guiseley	–	–		
Menston	–	–	S	
Burley in Wharfedale	–	–		
Ben Rhydding	–	–	S	
Ilkley		–		Platform detail must be shown

LN926 DOCKFIELD JUNCTION TO ESHOLT JUNCTION				
TIMING POINT	DOWN	UP	CODE	NOTES
Dockfield Junction	–	–		<i>To/from Shipley – LN922</i>
Baildon	–	–	S	
<i>Esholt Junction</i>	–	–		<i>To/from Ilkley – LN924</i>

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER SQUARE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Shipley East Junction</i>				<i>To/from Leeds – LN922</i>
Shipley	–	–		Platform detail must be shown
<i>Shipley South Junction</i>				<i>To/from Shipley West Jn – LN932</i>
Shipley Crossley Evans		–	S	
Frizinghall	–	–	S	
Bradford Forster Square		–		Platform detail must be shown

LN930 SKIPTON MIDDLE JUNCTION TO RYLSTONE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Skipton Middle Junction</i>				<i>To/from Skipton – LN922</i>
Rylstone		–		

LN932 SHIPLEY SOUTH JUNCTION TO SHIPLEY WEST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Shipley South Junction</i>				<i>To/from Bradford Forster Square – LN928</i>
Shipley	–	–		Platform detail must be shown
<i>Shipley West Junction</i>				<i>To/from Skipton – LN922</i>

2.2 Route Opening Hours

Subject to constraints imposed by Rules of the Route, all routes are open continuously, except as shown below. 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 -

<https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>

The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. 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 Rules of the Route, 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.

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)			
ROUTE SECTION	SX	SO	SUN
Gainsborough Trent West Junction (exclusive) to Bessacarr Junction	Continuous	Continuous	Closed

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS			
ROUTE SECTION	SX	SO	SUN
Allington West Jn to Boston	0610 – 2310	0610 – 2310	0835 – 2135
Boston to Skegness	0620 – 2156	0620 – 2156	0925 – 2125

LN190 ALLINGTON EAST JUNCTION TO ALLINGTON NORTH JUNCTION (ALLINGTON CHORD)			
ROUTE SECTION	SX	SO	SUN
Allington East Junction to Allington North Junction	0515 – 2309	0515 – 2309	0905 – 2320

LN195 GRANTHAM NOTTINGHAM BRANCH JUNCTION TO ALLINGTON WEST JN (INCLUSIVE)			
ROUTE SECTION	SX	SO	SUN
Grantham Nottingham Jn to Allington West Junction	0515 – 2305	0515 – 2305	0905 – 2320

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

ROUTE SECTION	SX	SO	SUN
Wrawby Junction to Pelham Street Junction	Continuous	Until 2200	From 1000
*Sunday – extended opening hours are agreed for the purpose of additional EMR services between 1000 and 1800, funded by EMR on an ongoing basis. Other operators may benefit from these extended opening hours, subject to a reclamation of cost through the required Supplemental Agreement for any additional services during these hours			

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

ROUTE SECTION	SX	SO	SUN
Newark Castle to Swinderby	Continuous	Until 2300	From 1525
Swinderby to West Holmes/Pyewipe Jn.	Continuous	Until 2320	From 1045

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION

ROUTE SECTION	SX	SO	SUN
Northallerton High Jn to Northallerton East Jn.	Continuous	0000 – 2359	0830 – 2400

LN632 STOCKTON CUT JUNCTION TO SALTBURN

ROUTE SECTION	SX	SO	SUN
Newport East to Saltburn	Continuous	0000 – 2359	0830 – 2400 Middlesbrough open from 0730

LN634 GUISBOROUGH JUNCTION TO WHITBY

ROUTE SECTION	SX	SO	SUN
Guisborough Junction to Whitby	Continuous	Continuous	0000 – 0030 0730 – 2400

LN642 SALTBURN WEST JUNCTION TO BOULBY MINE

ROUTE SECTION	SX	SO	SUN
Saltburn West Jn. to Boulby	Continuous	0000 – 2359	0830 – 2359

LN664 BOLDON EAST JUNCTION TO BOLDON NORTH JUNCTION

ROUTE SECTION	SX	SO	SUN
Boldon East Jn to Boldon North Jn	Continuous	0000 – 2300	0800 – 2400

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

ROUTE SECTION	SX	SO	SUN
Boldon West to Green Lane Junction	Continuous	0000 – 2300	0800 – 2400
Green Lane Junction to Tyne Biomass/Coal Loading Sidings	Not NR Infrastructure	Not NR Infrastructure	Not NR Infrastructure

LN678 DARLINGTON NORTH JN TO EASTGATE

ROUTE SECTION	SX	SO	SUN
Darlington North Jn to North Road (inclusive)	Continuous	Continuous	Continuous
North Road (exclusive) to Bishop Auckland and Eastgate	0610-2225	0610-2225	0720-2116

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO **CARLISLE NORTH JN** **PETTERIL BRIDGE JUNCTION**

ROUTE SECTION	SX	SO	SUN
Blaydon to Petteril Bridge	Open continuously from 0540 (Mon)	Continuous	0000 – 0010 0815 – 2245

**Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.*

Blaydon to Petteril Bridge closes 2350 vice 2340 SO

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

ROUTE SECTION	SX	SO	SUN
Benton North Junction to Morpeth North Junction (via Bedlington)	Continuous	Continuous	Continuous

LN702 BEDLINGTON NORTH **JUNCTION** TO LYNEMOUTH ALCAN

ROUTE SECTION	SX	SO	SUN
Bedlington North Junction to Ashington (inc)	Continuous	Continuous	Continuous
Ashington (exc) to Lynemouth	0530-2200*	0530-2200*	Closed

**Extended opening hours listed below are agreed for the purpose of operating specific GB Railfreight Ltd services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between GB Railfreight Ltd and Network Rail.*

Ashington (exc) to Lynemouth Closes at 22:00 vice 21:00 SX

Ashington (exc) to Lynemouth Opens at 05:30 vice 09:00 AND Closes at 22:00 vice 15:30 SO

LN706 WEST SLEEKBURN JUNCTION TO NORTH BLYTH

ROUTE SECTION	SX	SO	SUN
West Sleekburn Junction to North Blyth	0530 – 2200*	0530 – 2200*	Closed

*Extended opening hours listed below are agreed for the purpose of operating specific GB Railfreight Ltd services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between GB Railfreight Ltd and Network Rail.

West Sleekburn to Blyth closes at 22:00 vice 21:00 SX

West Sleekburn to Blyth opens at 05:30 vice 09:00 AND closes at 22:00 vice 15:30 SO

LN708 MARCHEY'S HOUSE TO WINNING JUNCTION

ROUTE SECTION	SX	SO	SUN
Marchey's House to Winning Junction	0530 – 2200*	0530 – 2200*	Closed

*Extended opening hours listed below are agreed for the purpose of operating specific GB Railfreight Ltd services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between GB Railfreight Ltd and Network Rail.

Marchey's House to Winning closes at 22:00 vice 21:00 SX

Marchey's House to Winning opens at 05:30 vice 09:00 AND closes at 22:00 vice 15:30 SO

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

ROUTE SECTION	SX	SO	SUN
Habrough to Grimsby (excl)	0450 – 0002	0450 – 0002	0930 – 0045
Wrawby Junction (excl) to Gainsborough Central (excl)	0622 – 1422 (Mon – Fri) 2222 – 2359 (Mon – Fri) 0000 – 0622 (Tue – Fri)	0000 - 2222	Closed
Gainsborough Central to Gainsborough Trent East Jn (excl)	0600 – 2359 (Mon – Fri)	0000 – 2222	Closed
Gainsborough Trent East Junction to West Burton East Jn (excl)	0540 – 2359	0000 – 2320	09:25* - 23:15*
West Burton to Shireoaks (incl)	Continuous	Continuous	Continuous
Shireoaks (excl) to Woodburn Junction (excl)	Continuous	0500 – 2359	08:30* – 23:50*
Woodburn Jn to Nunnery Main Line Jn	Continuous	0000 SO – 0005 SUN	08:30* – 24:00

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Gainsborough Trent Junction opens at 09:25 vice 13:40 on Sundays.

Shireoaks to Woodburn Junction and Woodburn Junction to Nunnery Main Line opens at 08:30 vice 13:50 on Sundays.

Gainsborough Trent Junction closes at 23:15 vice 23:00 on Sundays.

Shireoaks to Woodburn Junction closes at 23:50 vice 23:00 Sundays.

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

ROUTE SECTION	SX	SO	SUN
Immingham/Grimsby Light Railway	Open as Required		

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

ROUTE SECTION	SX	SO	SUN
Humber Road Junction to Immingham West	Continuous	0000 – 2400	0801 – 2400

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

ROUTE SECTION	SX	SO	SUN
Ulceby to Barton on Humber	0620 – 2232	0620 – 2232	1000 – 1940

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

ROUTE SECTION	SX	SO	SUN
Brancliffe East Junction to St Catherine's Junction	Continuous	0000 – 1530	1400 – 2400

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

ROUTE SECTION	SX	SO	SUN
Mansfield Woodhouse to Shireoaks Junctions	Continuous	0000 – 2300	1400 – 2400

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

ROUTE SECTION	SX	SO	SUN
High Marnham and Branches to Shirebrook Junctions	Continuous	0000 – 2200	1500 – 2400

LN809 SHEPCOTE LANE WEST JUNCTION TO TINSLEY YARD EAST END

ROUTE SECTION	SX	SO	SUN
Tinsley South Junction to Tinsley Yard	Continuous	0000 – 2359	1350 – 2400

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION

ROUTE SECTION	SX	SO	SUN
Beighton Junction (excl) to Woodhouse Junction (excl)	Continuous	Continuous*	0000-0015* 1330 – 2359

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Beighton Junction (excl) to Woodhouse Junction (excl) closes at 0015 vice 2200 SO

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

ROUTE SECTION	SX	SO	SUN
Rotherham Central (excl) to Woodburn Junction	Continuous	0000 – 2359	0830 – 2400*

*Extended opening hours listed below are agreed for the purpose of operating specific Supertram services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between ~~Stagecoach~~ Supertram and Network Rail.

Rotherham Central (excl) to Woodburn Junction Opening hours opens 0830 Sunday vice 1350 Sunday

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

ROUTE SECTION	SX	SO	SUN
Armley Junction to Harrogate	Continuous	Continuous	Continuous
Harrogate (excl) to Knaresborough	0610-2320	0610-2320	0920-2320
Knaresborough (excl) to Skelton Jn	0610-2330	0610-2330	0915-2320

LN854 HALL ROYD JUNCTION TO COLTON JN

ROUTE SECTION	SX	SO	SUN
Healey Mills to Horbury Jn	Continuous	0001 – 2359	0845 – 2359
Horbury Jn to Castleford	Continuous	0001 SO – 0005 SUN	0835* – 2400
Castleford to Milford Jn	Continuous	0000 – 2300 0000 – 2400	0800 – 2400 0840 – 2400
Milford Jn to Church Fenton (excl)	Continuous	0000 – 2300	0750 – 2400

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Train services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Horbury Jn to Castleford Opens 0835 vice 0845 Sun

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

ROUTE SECTION	SX	SO	SUN
Barnsley Station Junction to Huddersfield	0600 – 2359 0555 – 2355	0600 – 2359 0555 – 2355	0905*– 2055* 0905*– 2055*

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Barnsley Station Junction to Huddersfield opens 0905 vice 0945 and closes 2055 vice 2015 SUN (Applies in the Down Direction only)

Barnsley Station Junction to Huddersfield opens 0905 vice 0910 and closes 2055 vice 2034 SUN (Applies in the Up Direction only)

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSELY

ROUTE SECTION	SX	SO	SUN
Wincobank Jn (excl) to Barnsley	0445 –0012* FSX 0445 –0012* FO	0445 –0012	0825 – 2330
Barnsley Station Jn to Horbury Jn	0555 - 2400	0000 – 0005 and 0555 – 2400	0000-0005 and 0855* – 2325

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Wincobank Jn (excl) to Barnsley closes 0012 vice 0005 FSX

Wincobank Jn (excl) to Barnsley closes 0012 vice 2350 FO

Barnsley to Horbury Jn opens 0855 vice 0915 SUN

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

ROUTE SECTION	SX	SO	SUN
Altofts Junction – Leeds (excl)	Continuous	Continuous	0820* – 2400

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Altofts Junction to Leeds (excl) opens 0820 vice 0830 SUN

LN875 CASTLEFORD WEST JUNCTION TO PONTEFRACT WEST JUNCTION

ROUTE SECTION	SX	SO	SUN
Castleford (excl) to Pontefract Monkhill (excl)	Continuous	Continuous	0900* – 2400

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Castleford (excl) to Pontefract Monkhill (excl) opens 0900 vice 0940 SUN

LN880 YORK TO SCARBOROUGH

ROUTE SECTION	SX	SO	SUN
York to Scarborough	0600 –2335*	0600 –2335*	0845 –2335*

* Extended opening hours listed below are agreed for the purpose of operating specific TransPennine Express services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between TransPennine Express and Network Rail.

York to Scarborough Opens at 0600 SX and SO and closes 2335 SX, SO and SU vice 2330 SX, SO and SU

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

ROUTE SECTION	SX	SO	SUN
Wakefield Kirkgate to Pontefract East Junction (excl)	Continuous	Continuous*	0000 –0005* 0845 – 2400
Pontefract East Junction (incl) to Drax Branch Junction (incl)	Continuous	Continuous	Continuous
Drax Branch Junction (incl) to Drax Power Station	Continuous	Continuous	Continuous
Drax Branch Junction (excl) to Goole Potters Grange Junction	Continuous	Continuous	0845 – 2400

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Wakefield Kirkgate to Pontefract East Junction (excl) closes 0005 vice 2400 SO

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

ROUTE SECTION	SX	SO	SUN
Monk Bretton to Crofton East Jn	Continuous	Continuous	0845 – 2400

LN898 NEVILLE HILL EAST JUNCTION TO HULL

ROUTE SECTION	SX	SO	SUN
Micklefield/Milford/Sherburn in Elmet to Hambleton East	Continuous	0000 – 2325**	0735** – 2400
Hambleton East to Gilberdyke (excl)	0525** – 2325**	0525** - 2345**	0745** –2335**
Gilberdyke to Hull (excl)	Continuous	Continuous	Continuous

**Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains and TransPennine Express services. These are subject to Network Rail receiving funding on an ongoing basis, between TransPennine Express, Northern Trains and Network Rail.

Micklefield/Milford/Sherburn in Elmet to Hambleton East opens 0735 SUN vice 0800 SUN and closes 2325 SO vice 2300 SO

Hambleton East to Gilberdyke (excl) opens 0525 SX vice 0552 SX and closes 2325 SX vice 2238 SX

Hambleton East to Gilberdyke (excl) opens 0525 SO vice 0602 SO and closes 2345 SO vice 2245 SO

Hambleton East to Gilberdyke (excl) opens 0745 SUN vice 0850 SUN and closes 2335 SUN vice 2300 SUN

LN912 THORNE JN TO GILBERDYKE JN

ROUTE SECTION	SX	SO	SUN
Thorne Jn to Gilberdyke	0522 – 2355*	0522 – 2355*	0835*– 0005*

*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.

Thorne Junction to Gilberdyke closes 2355 SX vice 2310 SX
 Thorne Junction to Gilberdyke closes 2355 SO vice 2310 SO
 Thorne Junction to Gilberdyke opens 0835 SUN vice 0845 SUN and closes 0005 SUN vice 2340 SUN

LN914 HULL TO SEAMER WEST JUNCTION

ROUTE SECTION	SX	SO	SUN
Filey (excl) to Seamer	0615 - 2215	0625 - 2215	0920 – 2205

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 Rules of the Route for the appropriate year. Additional restrictions may also arise in connection with engineering possessions requested through the Rules of the Route amendment procedure.

Line of Route

LN600 SHAFTHOME JUNCTION TO RESTON GSP

Due to power supply constraints in the Hutton Bonville feeder area and in the Marshall Meadows feeder area, certain services are required to run in diesel through these sections. A list of these services is available from Capacity Planning, and the addition of any more electric services should be discussed with Capacity Planning. The maximum number of electric trains through these sections can be found in NESA.

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. All lengths are exclusive of an allowance of one locomotive.

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. Normally they will not change from one timetable to the next. 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 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 Consisting of Passenger Vehicles 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 the Capacity Planning Department. 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, the Capacity Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The Capacity Planning Department must pass these responses to Operations Publications. The Capacity Planning Department 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 stated timing points. A value "x" shall be added to the transit time to allow for the signaller's actions and sighting of the relevant signal. The planning headway is shown as "AB+x".

AB methodology may also be used to express the headway in other areas (e.g., TCB), the value x including the time taken to reset the route, clear the signal on entry to the section and sight the relevant signal.

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 instances, 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" indicates 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.

Where headways are shown as being "following a non-stop" or "following a stopping", these descriptions refer to the service that the path is following. **The headway value does not refer to running lines.** The "following a 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. The "following a non-stopping" headway should be applied to a service following a preceding service which does not stop at that location. Immediately the preceding service stops at any location for any reason, the headway should be amended to the "following stopping" value.

Light engine movements, postal and test trains to be treated as passenger trains when applying margins/allowances where there is a passenger/freight differential.

Details of how to apply headways are listed in the National TPRs Section 1.5.5.

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION			
TIMING POINT	DOWN	UP	NOTES
King's Cross to Hitchin (inclusive)	3	3*	Includes Down Slow line up to Hitchin North Jn (inclusive) *May be reduced to 2½ where a train from the USL at Woolmer Green is following a non-stop train on the UFL that is timed at 100mph or above
Hitchin (exclusive) to Holme (exclusive)	3 – Fast Line 4 – Slow Line	3 – Fast Line 4 – Slow Line	
Holme (inclusive) to Peterborough (inclusive)	3	3	
Peterborough (exclusive) to Helpston Junction (Stamford Lines)	3	3	
Peterborough (exclusive) to Loversall Carr Jn (inclusive)	3 – behind non-stop passenger service 5 – Slow Lines between Helpston Jn (inclusive) and Stoke Jn (exclusive) 4 – Other	3 – behind non-stop passenger service 5 – Slow Lines between Peterborough (exclusive) and Stoke Jn (inclusive) 4 – Other	
Loversall Carr Jn (exclusive) to Shaftholme Jn (inclusive)	3 – behind non-stop passenger service on Fast Lines 4	3 – behind non-stop passenger service on Fast Lines 4	

LN105 MOORGATE TO FINSBURY PARK JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	3	3	

LN120 WOOD GREEN NORTH JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)

TIMING POINT	DOWN	UP	NOTES
Alexandra Palace to Gordon Hill (inclusive)	3	3	
Gordon Hill (exclusive) to Ponsbourne Tunnel Signal K891 (exclusive)	3		
Ponsbourne Tunnel Signal K891 (inclusive) to Hertford North (exclusive)	4 following non-stop passenger 4½ other		
Gordon Hill (exclusive) to Ponsbourne Tunnel Signal K894 (inclusive)		4	
Ponsbourne Tunnel Signal K894 (exclusive) to Hertford North		3	
Hertford North to Langley	3½	3½	

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Standard Headway	3 following passenger % 4 following freight	3 following passenger 4 following freight	% 3½ applies at Letchworth if following a train that has stopped at Baldock

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)			
TIMING POINT	DOWN	UP	NOTES
Werrington Jn to Spalding	5	6	
Spalding to Quadring	4	4	
Quadring to Sleaford South Jn	9	7½	
Sleaford South Jn to Sleaford North Jn	3	3	
Sleaford North Jn to Metheringham	6	5	
Metheringham to Pelham Street Junction	6	7	
Pelham Street Jn to West Holmes Jn	3	3	
West Holmes Jn to Saxilby	5½	5½	
Saxilby to Gainsborough Lea Road	6½	6½	
Gainsborough Lea Road to Flyover East Junction	4	4*	*Absolute block for Beckingham to Gainsborough Trent Junction

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS			
TIMING POINT	DOWN	UP	NOTES
Allington West Junction to Barkston East Junction	AB+2	AB+2	TCB planned as AB
Barkston East Junction to Ancaster	AB+2	AB+2	TCB planned as AB
Ancaster to Rauceby	AB+2	AB+2	
Rauceby to Sleaford	AB+2	AB+2	
Sleaford to Heckington		AB+2*	*Single Line. TB planned as AB
Heckington to Hubberts Bridge	AB+2	AB+2	
Hubberts Bridge to Sibsey		AB+2*	*Single Line. TB planned as AB
Sibsey to Bellwater Junction Signal Box	AB+2	AB+2	
Bellwater Junction Signal Box to Thorpe Culvert	AB+2	AB+2	
Thorpe Culvert to Wainfleet	AB+2	AB+2	
Wainfleet to Skegness	AB+2	AB+2	

LN190 ALLINGTON EAST JUNCTION TO ALLINGTON NORTH JUNCTION (ALLINGTON CHORD)			
TIMING POINT	DOWN	UP	NOTES
Allington East Junction to Allington North Junction	AB+2	AB+2	

LN195 GRANTHAM NOTTINGHAM BRANCH JUNCTION TO ALLINGTON WEST JN (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Nottingham Branch Junction to Allington West Junction	AB+2	AB+2	

LN200 WRABBY JUNCTION TO PELHAM STREET JUNCTION

TIMING POINT	DOWN	UP	NOTES
Wrawby Junction to Holton le Moor	AB+2	AB+2	
Holton le Moor to Wickenby SB	AB+2	AB+2	
Wickenby SB to Langworth SB	AB+2	AB+2	
Langworth SB to Pelham Street Junction	AB+2	AB+2	

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	6 Pass.	6 Pass.	<u>Down</u> 6 Freight following Pass. 8 when Freight following Freight <u>Up</u> 6 Freight following Pass. 8 when Freight following Freight
Exceptions:			
Approaching West Holmes Jn	5 if following a train stopping at Hykeham		
Approaching Newark Flat Crossing East Jn		5 if following a train stopping at Collingham	

LN600 SHAFTHOLME JUNCTION TO RESTON GSP			
TIMING POINT	DOWN	UP	NOTES
Shaftholme Junction to York	3 Following Passenger 4 Following Freight	3 Following Passenger 4 Following Freight	
York to Skelton Jn (inclusive)	3	3	
Skelton Jn (exclusive) to Northallerton	3 Fast Line Following non stop 4 Fast line Following Freight/ Stopping 5 - Slow Line	3 Fast Line Following non stop 4 Fast line Following Freight/ Stopping 5 - Slow Line	
Northallerton to King Edward Bridge South Junction (exclusive)	3 Following Non Stop 4 Following Freight/ Stopping	3 Following Non Stop 4 Following Freight/ Stopping	
King Edward Bridge South Junction (inclusive) to Heaton South Junction (inclusive)	3	3	
Heaton South Junction (exclusive) to Benton North Junction	3 Following Non Stop* 4 Following Freight	3 Following Non Stop* 4 Following Freight	* Increased to 4 for trains timed at speeds below 100mph
Benton North Junction (exclusive) to Reston Signal EG402/403	5*	5*	*May be reduced to 4 for successive trains timed at 100mph or above

LN620 KING EDWARD BRIDGE EAST JUNCTION TO KING EDWARD BRIDGE NORTH JUNCTION			
TIMING POINT	DOWN	UP	NOTES
King Edward Bridge East Junction to King Edward Bridge North Junction	AB+2*		* Single Line TCB plan as AB

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*	AB+2*	*TCB plan as AB

**LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST
JUNCTION VIA THE COAST
Down Direction**

HEADWAY AT	FOLLOW PASSENGER	FOLLOW TWM	FOLLOW FREIGHT	NOTES
Longlands Junction	n/a	n/a	3½	
Boroughbridge Road LC	n/a	n/a	3½	
Northallerton East Jn	4½	n/a	5½	
Yarm	5*	n/a	3½	*If 1 st train stopping Yarm; 3 if not
Eaglescliffe	4	n/a	4	
Stockton Cut Jn	4	n/a	4	
Hartburn Jn	4	n/a	4	
Norton South Jn	3½	n/a	5½	
Billingham Jn	4½*	n/a	4½	* If first train is stopping at Billingham, 3½ if not
Greatham SB	4	n/a	4	
Hartlepool	AB+1*	n/a	AB+2*	*A train stopping at Hartlepool can depart 4" after preceding train but requires (2) before Horden Signal 7137
Horden Signal 7137	AB+1*	n/a	AB+2*	* A freight from Seaham Harbour does not affect headway from Horden
Seaham	4	n/a	4	
Ryhope Grange Jn	4	n/a	4	
Sunderland	3	4	4	If 2 nd train freight, see margins
Boldon West/ Brockley Whins	2½	3	3½	
Pelaw Metro Junction	n/a	3	n/a	
Pelaw Junction	5*	n/a	3	*If 1 st train stopping Heworth; 2 if not
Park Lane Junction (to Newcastle)	3	n/a	n/a	
High Level Bridge Jn	3	n/a	n/a	

**LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST
JUNCTION VIA THE COAST
Up Direction**

HEADWAY AT	FOLLOW PASSENGER	FOLLOW TWM	FOLLOW FREIGHT	NOTES
High Level Bridge Jn	2½	n/a	n/a	
Park Lane Junction	2½	n/a	5	
Pelaw Junction	2½	See margins	4½	

**LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST
JUNCTION VIA THE COAST**

Up Direction

HEADWAY AT	FOLLOW PASSENGER	FOLLOW TWM	FOLLOW FREIGHT	NOTES
High Level Bridge Jn	2½	n/a	n/a	
Pelaw Metro Junction	n/a	2½	n/a	
Boldon West/ Brockley Whins	2½	2½	5½*	*High figure due to signalling restriction; see Margins
Sunderland	5	n/a	5	
Ryhope Grange Jn	4	n/a	5½	
Seaham	AB+1*	n/a	AB+2*	*Freight trains to Seaham Harbour can pass Seaham 5" after preceding train
Horden Signal 7148	6	n/a	7	
Hartlepool	5*	n/a	4½	*If 1 st train stopping; 4 if not
Greatham SB	4	n/a	4½	
Billingham Jn	4	n/a	4½	
Norton South Jn	4	n/a	4	
Hartburn Jn	4	n/a	4	
Stockton Cut Jn	4	n/a	4	
Eaglescliffe	5½*	n/a	4	*If 1 st train stopping Yarm; 3½ if not
Yarm	5*	n/a	4½	*If 1 st train stopping Yarm; 4 if not
Northallerton East Jn	n/a	n/a	3½	
Boroughbridge Road LC	n/a	n/a	3½	

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
South Hylton to Sunderland	4	4	

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

LN632 STOCKTON CUT JUNCTION TO SALTBURN			
TIMING POINT	DOWN	UP	NOTES
Stockton Cut Junction to Thornaby	4	4	
Thornaby to Newport East Junction – Main Line	4 Passenger 5 Freight	4 Passenger 4 ½ Freight	
Thornaby to Newport East Junction (exclusive) – Goods Line	4*	5 [^] GL1 4½* GL2	* Based on yellow signals due to relative low line speed ^ Increased by ½ for Freight longer than 600m
Newport East Junction (inclusive) to Whitehouse Junction – Fast Line	4	4	
Newport East Junction (inclusive) to Whitehouse Junction –Slow Line	5*\$	5 [^]	* Based on yellow signals due to relative low line speed \$ Increased by ½ for Freight longer than 700m ^ Increased by ½ for Freight longer than 600m
Whitehouse Junction to Redcar Central	5	5	
Redcar Central to Longbeck	AB +2	AB +2	
Longbeck to Saltburn West Junction	AB +2	AB +2* AB +3½ ^	* A train cannot depart/pass Crag Hall until a train from Crag Hall has passed Longbeck ^ For trains from Crag Hall following a train from Saltburn to Longbeck
Saltburn West Junction to Saltburn	AB+2*		*Single Line, TCB

LN634 GUISBOROUGH JUNCTION TO WHITBY			
TIMING POINT	DOWN	UP	NOTES
Middlesbrough (excl) to Cargo Fleet Road Signal MW6993	AB+2*		*Single Line, TCB timed as AB
Cargo Fleet Road Signal MW6993 to Nunthorpe	AB+2*		*Single Line, TCB timed as AB
Nunthorpe to Middlesbrough		AB+2*	*Single Line, TCB timed as AB
Nunthorpe to Battersby		AB+5 [^]	[^] Single Line, NSTR timed as AB*
Battersby to Glaisdale		AB+5 [^]	[^] Single Line, NSTR timed as AB*
Glaisdale to Whitby		AB+5 [^]	[^] Single Line, NSTR timed as AB*. See Restrictions at Glaisdale and Whitby
Passing points:			
Nunthorpe			
Battersby			
Glaisdale			

LN642 SALTBURN WEST JUNCTION TO BOULBY MINE			
TIMING POINT	DOWN	UP	NOTES
Saltburn West Junction to Crag Hall	AB+2*		*Single Line TB ^ A train cannot depart/pass Crag Hall until the preceding train has passed Longbeck
Crag Hall to Boulby	AB+2*		*Single Line NST

LN644 HARTBURN ~~JUNCTION TO BOWESFIELD JUNCTION~~ CURVE

TIMING POINT	DOWN	UP	NOTES
Bowesfield Junction to Hartburn Junction	AB+2*	AB+2*	* TCB planned as AB

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Norton-on-Tees South Jn to Norton-on-Tees West Jn	AB+2	AB+2	
Norton-on-Tees West Jn to Morden LC Sig NF7194/7195	AB+2	AB+2	
Morden LC Sig NF7194/7195 to Ferryhill South Jn	AB+2	AB+2	

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE

TIMING POINT	DOWN	UP	NOTES
Billingham Jn. to Belasis Lane	AB+2	AB+2	
Belasis Lane to Port Clarence/ Seal Sands	AB+2*		*Single Line NTS/OTS Working

LN662 RYHOPE GRANGE JUNCTION TO HENDON

TIMING POINT	DOWN	UP	NOTES
Ryhope Grange Jn to Grangetown (T&W) LC	AB+2*		*Single Line
Grangetown (T&W) LC to Hendon	N/A		Yard Working under PIC Authority
Hendon to South Dock Port of Sunderland	N/A		Controlled by Port of Sunderland

LN664 BOLDON EAST JUNCTION TO BOLDON NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Boldon East Junction to Boldon North Junction	AB+2*		*Single Line TCB

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

TIMING POINT	DOWN	UP	NOTES
Boldon West Junction to Boldon North Junction	AB+2*		*Single Line TCB
Boldon North to Green Lane Junction			Only one train in either direction between these locations
Green Lane Junction to Tyne Dock	AB+2*		*Single Line. Information only controlled by Port of Tyne

LN674 HIGH LEVEL BRIDGE JUNCTION TO GREENSFIELD JUNCTION (WEST CURVE)

TIMING POINT	DOWN	UP	NOTES
High Level Bridge Junction to Greensfield Jn	AB+2*		* Single Line TCB planned as AB

LN676 PARK LANE JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Park Lane Junction to Greensfield Junction	AB+2*	AB+2*	* TCB planned as AB
Greensfield Junction to King Edward Bridge East Junction	AB+2*	AB+2*	* TCB planned as AB
King Edward Bridge East Junction to King Edward Bridge South Junction	AB+2*	AB+2*	* TCB planned as AB

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

TIMING POINT	DOWN	UP	NOTES
Darlington to North Road	AB+2*		*Single Line TCB planned as AB
North Road to Heighington	AB+2*		*Single Line TCB planned as AB
Heighington to Shildon	AB+2	AB+2	
Shildon to Bishop Auckland	AB+2*		*Single Line TCB planned as AB. Bishop Auckland Jn (exclusive) to Eastgate controlled by the Weardale Railway who should be contacted for permission to access the line.

**LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE NORTH JN
PETTERIL BRIDGE JUNCTION**

TIMING POINT	DOWN	UP	NOTES
King Edward Bridge South Junction to Blaydon	4 following non-stop, 5½ following stopping	4 following non-stop, 5½ following stopping	
Blaydon to Wylam	AB+2	AB+2	
Wylam to Prudhoe	AB+2	AB+2	
Prudhoe to Hexham	7 following non-stop 10 following stopping	7 following non-stop 9½ following stopping	
Hexham to Haydon Bridge	AB+2	AB+2	
Haydon Bridge to Haltwhistle	AB+2	AB+2	
Haltwhistle to Low Row	AB+2	AB+2	
Low Row to Brampton Fell	AB+2	AB+2	
Brampton Fell to Corby Gates	AB+2	AB+2	
Corby Gates to Petteril Bridge Jn	4	4	

LN684 LOW FELL JUNCTION TO NORWOOD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Low Fell Junction to Norwood Junction	AB+2*		*Single Line TCB

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5 following stopping passenger 6 following freight	5½ following stopping passenger 6 following freight under 799 tonnes 8 following freight 800 tonnes and over	
Exceptions:			
Hepscott Junction to Bedlington North Junction	AB+2		Single Line
Red House Farm to Seghill Level Crossing	AB+2: All moves except AB+3: first move freight, second move freight		Single Line
Holywell Level Crossing to Benton East Junction	AB+2 first train is a passenger, followed by a freight AB+2½ first train freight, second train is passenger AB+3 freight following freight		Single Line

LN696 HEPSCOTT JUNCTION TO MORPETH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Hepscott Junction to Morpeth Junction	4	4	

LN700 BUTTERWELL NORTH BRANCH

TIMING POINT	DOWN	UP	NOTES
Butterwell Junction to Butterwell	AB+2*		*Single Line TCB planned as AB

LN702 BEDLINGTON NORTH JUNCTION TO LYNEMOUTH ALCAN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5 following stopping passenger 6 following freight	5½ following stopping passenger 6 following freight under 799 tonnes 8 following freight 800 tonnes and over	
Exceptions:			
Ashington	1½ following passenger 2½ passenger following freight	2½ following passenger	TCB
Ashington to Lynemouth Power Station	AB+2	AB+2	Freight route only between Ashington Junction and Lynemouth P.S. Movements between Hirst Lane L.C and Lynemouth P.S are under the control of Lynemouth P.S.

LN706 WEST SLEEKBURN JUNCTION TO NORTH BLYTH

TIMING POINT	DOWN	UP	NOTES
West Sleekburn Junction to Winning Junction	AB+2	AB+2	
Winning Junction to Freeman's LC	AB+2	AB+2	
Freeman's LC to North Blyth	AB+2*		*Single Line. See Section 5.3 for Method of Working

LN708 WINNING JUNCTION TO MARCHEY'S HOUSE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Winning Junction to Marchey's House Junction	AB+2	AB+2	

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD			
TIMING POINT	DOWN	UP	NOTES
Cleethorpes to Brocklesby	<u>Down</u> 4 All stations can depart 3 minutes behind non-stop.	<u>Up</u> 4 Non-stop can arrive 3 minutes behind all stations	
Brocklesby to Barnetby	5 DM 8 DG	4 5 Following Freight over 800 tonnes	
Barnetby to Wrawby Junction	4 Following Passenger 5 Following Freight	4 5 Following Freight over 800 tonnes	
Wrawby Junction to Brigg	6*	6*	* Single line TCB
Brigg to Kirton Lime Sidings	AB+2	AB+2	
Kirton Lime Sidings to Gainsborough Central	9**	8**	** Single line TCB Passing loop at Northorpe
Gainsborough Trent Junction to Retford	5	5	
Retford to Worksop	6	5	
Worksop to Brancliffe East Junction	4	4	
Brancliffe East Junction to Kiveton Park	AB+2*	AB+2*	*TCB To be planned as AB
Kiveton Park to Woodhouse Junction	AB+2	AB+2	
Woodhouse Junction to Woodburn Junction	AB+2	AB+2	
Woodburn Junction to Nunnery Main Line	4	4	

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Marsh West Junction to Great Coates No. 1	AB+2	AB+2	
Great Coates No. 1 to Pyewipe Road SB	AB+2*		*Single Line AB
Pyewipe Road SB to Immingham East Junction	AB+2*		*One train in section, ETB
Immingham East Jn to Humber Road Jn	AB+2*	AB+2*	*TCB planned as AB

LN741 HABROUGH JUNCTION TO ULCEBY SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Habrough Junction to Ulceby	4	4	

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

TIMING POINT	DOWN	UP	NOTES
Killingholme to IW253 signal	Single line		OT(S)
Immingham West Jn to Ulceby	6	6	

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

TIMING POINT	DOWN	UP	NOTES
Ulceby to Goxhill	AB+2	AB+2	
Goxhill to Oxmarsh Crossing	AB+2	AB+2	
Oxmarsh Crossing to Barton on Humber	AB+2*		*Single Line OTS

LN750 WOODBURN JUNCTION TO DEEPCAR

TIMING POINT	DOWN	UP	NOTES
Restriction:			
<ul style="list-style-type: none"> Tokenless One Train Working on Stocksbridge Line 			

LN752 WRABBY JUNCTION TO MARSHGATE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Wrawby Junction to Foreign Ore Branch Junction	4 Following Passenger 5 Following Freight	4 5 Following Freight over 800 tonnes	
Kirk Sandall Junction to Doncaster	4 3 Stopping Passenger or Freight following non-stop	4	

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line, Staff Working

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Brancliffe East Junction to WP605 Signal	AB+2		
WP605 Signal to Dinnington Junction	AB+2		
Brancliffe East Junction to WP606 Signal		AB+2	
WP606 Signal to Dinnington Junction		AB+2	
Dinnington Junction to Maltby Colliery SB	AB+2*		*Single Line, TB planned as AB
Maltby Colliery SB to Firbeck Junction	AB+2*		*Single Line, TB planned as AB
Firbeck Junction to St Catherines Junction	AB+2*		*Single Line, TCB planned as AB
St Catherines Junction to Kirk Sandall Junction	AB+2*		*Single Line, TCB

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Mansfield Woodhouse to Shirebrook Jn	AB+2	AB+2	
Shirebrook Jn to Shireoaks East Jn	AB+2	AB+2	

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2	AB+2	
Exceptions:			
High Marnham to Boughton Junction	AB+2*		*Single Line, OTS

LN786 BEVERCOTES COLLIERY BRANCH

TIMING POINT	DOWN	UP	NOTES
Bevercotes Colliery to Boughton Junction	AB+2*		*Single Line - Out of use

LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD

TIMING POINT	DOWN	UP	NOTES
Tapton Jn to Sheffield (exclusive)	4	4	See Section 5.3 - converging margin at Dore Station Jn for trains having stopped at Dore & Totley
Sheffield (inclusive) to Nunnery Main Line Jn	3	3	<u>Down</u> 2 <u>when</u> consecutive departures from Sheffield diverging at Nunnery Main Line Jn <u>Up</u> 2½ when preceding/following train from Woodburn Jn
Nunnery Main Line Jn to Wincobank Jn	3	3	
Wincobank Jn to Holmes Jn	3	3	<u>Up</u> 2½ from Rotherham Central when following non-stop
Holmes Jn to Swinton	3	3	
Swinton to Ferrybridge North Jn	4	4	
Ferrybridge North Jn to Milford Jn	4 passenger 6 freight	4 passenger 6 freight	
Milford Jn to Gascoigne Wood	AB+2*	AB+2*	*TCB plan as AB

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN807 DORE SOUTH JUNCTION TO DORE WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Dore South Junction to Dore West Junction	AB+2*		*Single Line TCB

LN808 DORE STATION JUNCTION TO EARLES SIDINGS (EXCL.)

TIMING POINT	DOWN	UP	NOTES
Down Direction			
Dore Station Jn to Totley Tunnel East*	4		*Signal DE5113
Totley Tunnel East* to Grindleford (incl)	AB+1^		*Signal DE5113 ^TCB planned as AB+1 based on time preceding train departs / passes Grindleford
Grindleford (excl) to Bamford (incl)	5		
Bamford (excl) to Earles Sidings SB	4 non-stop 6 stopping or freight		
Up Direction			
Dore West Jn to Dore Station Jn		4	
Grindleford (excl) to Dore West Jn		AB+1	TCB planned as AB+1
Hathersage (excl) to Grindleford (incl)		3½ non-stop 5½ stopping or freight	
Bamford (excl) to Hathersage (incl)		3 non-stop 5 stopping or freight	
Earles Sidings SB to Bamford (incl)		AB+2	TCB planned as AB+2

LN809 SHEPCOTE LANE WEST JUNCTION TO TINSLEY YARD EAST END

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line TCB

LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line TCB

LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER LINE

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line TCB

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN818 HOLMES JUNCTION TO ROTHERHAM CENTRAL

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line TCB

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Doncaster to Hexthorpe Jn	4	4	<p><u>Down</u> 3 stopping Passenger or Freight following non-stop from Doncaster</p> <p><u>Up</u> 3 non-stop can arrive behind stopping Passenger at Doncaster</p>
Doncaster to Swinton	3*	3*	* 4 applies following Class 7 or 8 freight

LN828 MEXBOROUGH JUNCTION TO ALDWARKE JUNCTION VIA KILNHURST

TIMING POINT	DOWN	UP	NOTES
Mexborough to Thrybergh Jn	4½	4	
Thrybergh Jn to Aldwarke Jn	AB+2*	AB+2*	* AB+1 applies when the second train has stopped at Thrybergh Jn

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

TIMING POINT	DOWN	UP	NOTES
Aldwarke Junction to Tinsley East Junction	4	4	
Tinsley East Junction to Woodburn Junction	AB+2*		*Single Line, TCB to be planned as AB

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
South Kirkby Junction to Hare Park Junction	4*^	4^	*3 from Branch following train from Doncaster at South Kirkby Jn. 2 if from a stand ^3 A class 2 stopping service following a Class 1 non stop
Wakefield Westgate to Holbeck Junction	4	4	<u>Down</u> 3½ on approach to Holbeck Jn if 1 st train has an excess of pathing, engineering or performance allowances. <u>Up</u> 3½ Loco hauled or stopping DMU following electric service
Armley Junction to Leeds	2½	2½	A and B Lines Only
Armley Junction to Whitehall Jn	3	3	C and D Lines Only
Holbeck Junction to Leeds	2	2	
Whitehall Junction to Leeds	2	2	E and F Lines Only
Leeds to Neville Hill East Junction	3	3	

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2	AB+2	
Exceptions:			
Poppleton to Hammerton		AB+2*	*Single Line, ET
Cattal to Knaresborough		AB+2*	*Single Line, ET
Harrogate to Horsforth	6½* 8*	6½* 8*	Following Non-Stop service Following Stopping service *Please refer to Harrogate station under junction margins for exceptions to the headways listed
Horsforth to Armley Junction	5	4½	
Armley Junction to Leeds	2½	2½	A and B Lines Only. See also LN836 for other headways west of Leeds.

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN848 HARE PARK JUNCTION TO CROFTON WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN850 WAKEFIELD WESTGATE SOUTH JUNCTION TO WAKEFIELD KIRKGATE WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line, TCB

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

Exceptions:

Mill Lane Junction to Bradford Interchange	3½ – train from Halifax followed by train from Leeds 2½ – train from Leeds followed by train from Halifax	2 – trains diverging at Mill Lane Junction	
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LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Hall Royd Junction to Milner Royd Junction	4	4 following Passenger 5 following Freight	
Milner Royd Junction to Heaton Lodge East Junction	4½	4½	
Heaton Lodge/Heaton Lodge East Junction to Thornhill LNW/Mirfield East Junctions to Dewsbury	2½*	2½*	<i>Section also appears in LN860</i> *Down. 3 following freight going towards Healey Mills *Up. 4 on US
Thornhill LNW Junction to Horbury Junction	4	4	
Horbury Junction to Wakefield Kirkgate	4 Passenger 5 Freight Fastline 4 Freight Slowline	3 Passenger 5 Freight	
Wakefield Kirkgate to Altofts Jn	3*	4 Passenger 5 Following Freight	* 4 if the 1 st train stops at Normanton

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Altofts Jn to Castleford	4*	5*	* Trains converging or diverging at Whitwood junction can be 3 minutes apart at Castleford
Castleford to Milford Junction	4 Passenger 6 Freight	4 Passenger 6 Freight	
Milford Junction to Church Fenton	4	5	
Church Fenton North Junction to Colton Junction	4	4	

LN858 MILNER ROYD JUNCTION TO MILL LANE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4 following Passenger 6 following Freight	4	

**LN860 GREENFIELD (EXCL.) TO COPLEY HILL EAST JUNCTION
(To be used from September 2025 – subject to confirmation) (EIS G)**

DOWN DIRECTION

HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	NOTES
Greenfield	3	4	
Diggle Junction	AB+2*	AB+2*	*TCB Plan as AB This section is TCB. It is operated as one section Diggle Junction to Marsden as though it were AB
Marsden	3½	5	
Huddersfield (depart)	3	3½	
Bradley Junction	2½	2½	
Heaton Lodge East Jn	2½*	3½	* 3 following freight going towards Healey Mills
Mirfield East Junction	2½	4*	* 3 if only stopping at Mirfield
Dewsbury	2½	5*	* 3½ if not stopping at Batley 4 for a Class 185 stopping at Batley
Morley	3	4½*	* 3 if not stopping at Cottingley/White Rose

Trains maybe timed 2 minutes apart at Whitehall Junction
Stopping headway from Mirfield East Junction is based on stopping at Mirfield, Ravensthorpe, Dewsbury, Batley, Morley, Cottingley/White Rose.

UP DIRECTION

HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	NOTES
Whitehall Jn	2½ ^{\$}	5	\$ Can be reduced to 2 minutes if ½ pathing is included in the second train approaching the next timing point after Whitehall Jn
Morley	2½	5	
Dewsbury	2½	4½*	* 3 if not stopping at Ravensthorpe
Thornhill LNW Junction	2½	2½	
Mirfield East J (FL)	2½	4	
Mirfield East J (SL)	4	4	
Heaton Lodge Junction	2½	3½	
Bradley Junction	2½	2½	
Huddersfield (depart)	3½	3½	
Marsden (departing)	AB+1* See notes	AB+1* See notes	*TCB Plan as AB This section is TCB. It is operated as one section Marsden to Diggle Junction as though it were AB (Second train can depart Marsden 1 after first train has passed Diggle)
Diggle Junction	2½	3½	

Stopping headway to Thornhill LNW Junction is based on a train stopping at White Rose/Cottingley, Morley, Batley, Dewsbury.

LN860 DIGGLE JUNCTION TO COPLEY HILL EAST JUNCTION

(To be used until September 2025 – subject to confirmation)

HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	NOTES
DOWN DIRECTION			
Diggle Junction	See notes	See notes	This section is TCB. It is operated as one section Marsden to Diggle Junction as though it were AB
Marsden	4	4	
Huddersfield (arriving)	4*	4*	*3½ if arriving at different platforms
Huddersfield (depart)	4*	4	*2½ if calling at Deighton and/or diverging at Bradley Junction, following non-stop; 3½ consecutive fasts Huddersfield if coming from different platforms
Bradley Junction	2½	4	
Heaton Lodge East Jn	2½*	3	*3 following freight going towards Healey Mills
Mirfield East Junction	2½	4*	* 3 if only stopping at Mirfield
Dewsbury	2½	5*	* 3½ if not stopping at Batley 4 for a class 185 stopping at Batley
Morley	3	4½*	* 3 if non stop to Leeds *6 If following a train that is stopping at both White Rose and Cottingley
Trains maybe timed 2 minutes apart at Whitehall Junction Stopping headway from Mirfield East Junction is based on stopping at Mirfield, Ravensthorpe, Dewsbury, Batley, Morley, Cottingley/White Rose.			
HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	NOTES
UP DIRECTION			
Whitehall Jn	2½ ^{\$}	5*	* 6 if following a train stopping at both White Rose and Cottingley \$ Can be reduced to 2 minutes if ½ pathing is included in the second train approaching the next timing point after Whitehall Jn
Morley	2½	5	
Dewsbury	2½	4½*	* 3 if not stopping at Ravensthorpe
Thornhill LNW Junction	2½	2½	
Mirfield East J (FL)	2½	4	
Mirfield East J (SL)	4	4	
Heaton Lodge Junction	2½	3	
Bradley Junction	2½	3	
Huddersfield (arriving)	2½	2½	
Huddersfield (depart)	4	4	
Marsden (arriving)	-	4½	
Marsden (departing)	See notes	See notes	This section is TCB. It is operated as one section Diggle Junction to Marsden as though it were AB (Second train can depart Marsden 1 after first train has passed Diggle)
Stopping headway to Thornhill LNW Junction is based on a train stopping at White Rose/Cottingley, Morley, Batley, Dewsbury,			

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line TCB
Exceptions:			
Clayton West Junction to Stocks Moor	AB+2	AB+2	

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY

TIMING POINT	DOWN	UP	NOTES
Wincobank Junction to Ecclesfield West	5	5	
Ecclesfield West to Barnsley	8	8	
Barnsley to Woolley Coal Sdg SB	AB+2	AB+2	<p><i>When Woolley Coal Sdg S/B is closed AB Section is between Barnsley and Horbury Junction. Refer to Signal Box Compendium for Signal Box opening hours</i></p> <p><i>Two trains following each other in Down direction towards Horbury. Second train can depart/pass Barnsley at same time first train passes Wooley Coal Sdg signal box. When Woolley Coal siding is switched out, second train can depart/pass Barnsley at same time first train passes Horbury Junction. In either case, the train must have {1} after Barnsley to allow for departing under a Y signal</i></p>
Woolley Coal Sdg S.B to Horbury Junction	AB+2	AB+2	

LN870 WAKEFIELD TURNERS LANE JN TO CALDER BRIDGE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Turners Lane Jn to Calder Bridge Jn	AB+2	AB+2	TCB plan as AB

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN874 METHLEY JUNCTION TO WHITWOOD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	3	3	

LN875 CASTLEFORD WEST JUNCTION TO PONTEFRACT WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5 Passenger 6 Freight	5 Passenger 6 Freight	

LN880 YORK TO SCARBOROUGH

TIMING POINT	DOWN	UP	NOTES
York to Strensall	6	6	
Strensall to Barton Hill	AB+2	AB+2	
Barton Hill to Kirkham Abbey	AB+2	AB+2	
Kirkham Abbey to Malton	AB+2	AB+2	
Malton to Weaverthorpe	AB+2	AB+2	
Weaverthorpe to Seamer	AB+2	AB+2	
Seamer to Scarborough	3½	3½	

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Wakefield Kirkgate to Oakenshaw Junction	3	3	
Pontefract East Goods Junction to Knottingley West Junction	3	3	
Knottingley East Junction to Drax Branch Junction	5 Pass 6 Freight	5 Pass 6 Freight	
Drax Branch Junction to Goole Potters Grange Junction	AB+2*		*Single Line TCB planned as AB

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Pontefract Monkhill (inclusive) to Knottingley West Jn (inclusive)	3 Pass	5½ Freight	
Drax Branch Jn to Potters Grange Jn	AB+2	AB+2	TCB, single line planned as AB

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	Only one train on this line at one time		*Single Line, OTNS. Monk Bretton loop can only be used for a locomotive run round.

LN888 ~~HATFIELD AND STAINFORTH~~ (STAINFORTH JUNCTION) TO FERRYBRIDGE NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Haywood Junction to Knottingley	4 Pass	4 Pass	
South Junction	6 Freight	6 Freight	

LN889 SHAFTHOLME JUNCTION TO HAYWOOD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN896 DRAX POWER STATION BRANCH

TIMING POINT	DOWN	UP	NOTES
Drax Branch Junction to Drax PS	6	6	

LN898 NEVILLE HILL EAST JUNCTION TO HULL

TIMING POINT	DOWN	UP	NOTES
Neville Hill East Junction to Micklefield (inclusive)	3*	3 following non-stop 4 following stopping	*4 required at Cross Gates following a service that has stopped there
Micklefield (exclusive) to Selby (inclusive)	3½	3½ following non-stop 4^ following stopping	^5 required at Micklefield following a service that has stopped there
Selby (exclusive) to Gilberdyke (exclusive)	4½ following passenger 5½ following freight	4% following passenger 4½ following freight	%5½ required at Gilberdyke following a service that has stopped at Howden
Gilberdyke (inclusive) to Brough (exclusive)	3 following passenger 3½ following freight	4 following passenger 5 following freight	
Brough (inclusive) to Hessele Road Jn (exclusive)	3	3½ following nonstop 4½ following stopping	
Hessele Road Jn (inclusive) to Hull	3	3	

LN898 NEVILLE HILL EAST JUNCTION TO HULL

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Neville Hill East Junction to Micklefield	3*	3 following non-stop trains. 4 following stopping trains	*4 at Cross Gates following a service that has stopped at Cross Gates
Selby West to Selby	3	4	
Selby to Gilberdyke	6 following non-stop. 8 following stopping train or freight	4 following non-stop 6 following stopping train or freight	
Gilberdyke to Brough	4 following Non-stop 5 following stopping 4 following freight	4 following Non-stop 5½* following stopping 4½ following freight	*Can be reduced to 4 if service is only stopping at Brough between Gilberdyke and Hull
Brough to Hessel Road Junction	4 following Non-stop. 5 following stopping. 4 following freight.	4 following Non-stop 4½ following stopping. 4 following freight.	
Hessel Road Junction to Hull	3	3	

LN899 HESSLE EAST JUNCTION TO HULL DAIRYCOATES

TIMING POINT	DOWN	UP	NOTES
Hessel East Junction to Hull Dairycoates	Only one train on this line at one time		Single Line

LN892 PONTEFRAC T EAST JN TO FERRYBRIDGE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Pontefract East Jn to Ferrybridge North Jn	AB+2	AB+2	TCB, single line planned as AB

LN902 MICKLEFIELD JUNCTION TO CHURCH FENTON NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN910 TEMPLE HIRST JUNCTION TO SELBY SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
Thorne Jn to Goole (inclusive)	5 Freight		

LN914 HULL TO SEAMER WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Hull to Beverley	6	6	
Beverley to Driffield	AB+2	AB+2	
Driffield to Bridlington	AB+2	AB+2	
Bridlington to Hunmanby	AB+2*		*Single Line TCB
Hunmanby to Filey	AB+2	AB+2	
Filey to Seamer	AB+2*		*Single Line TCB

LN916 HESSLE ROAD JUNCTION TO SALTEND

TIMING POINT	DOWN	UP	NOTES
Standard Headway Springbank South Jn to Dock Security Gates	AB+2*		*Single Line, TCB Section Split at Bridges Junction
Passing point			
Hessle Road Junction to Springbank South Junction			

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Whitehall West Junction to Shipley	4	4	
Shipley to Keighley	4 (6 at Shipley following train stopping at Saltaire)	4 (6 at Keighley following train stopping at Crossflats)	
Keighley to Skipton	5	5 (6 at Skipton following train stopping at Cononley)	
Skipton to Gargrave	8½ following non-stop 10 following stopping	8½ following non-stop 10 following stopping	
Gargrave to Hellifield	AB+2	AB+2	

LN924 APPERLEY JUNCTION TO ILKLEY			
TIMING POINT	DOWN	UP	NOTES
Apperley Junction to Springs Junction	AB+2*		*Single Line TCB
Esholt Junction to Guiseley	AB+1*	AB+1*	*TCB Planned as AB
Guiseley to Burley-In-Wharfedale	AB+1*	AB+1*	*TCB Planned as AB
Burley-In-Wharfedale to Ilkley	AB+1*		*TCB Planned as AB
Ben Rhydding to Burley-In-Wharfedale		AB+1*	*TCB Planned as AB
Ilkley to Ben Rhydding		AB+1*	*TCB Planned as AB

LN926 DOCKFIELD JUNCTION TO ESHOLT JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line TCB

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER SQUARE			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN930 SKIPTON MIDDLE JUNCTION TO RYLSTONE

TIMING POINT	DOWN	UP	NOTES
Skipton to Rylstone	Only one locomotive on this line at one time.		*Single Line, OTNS

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 Rules of the Route.

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

None

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6 - 6.10 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, postal and test trains to be treated as passenger trains when applying margins/allowances where there is a passenger/freight differential.

Standard Values

STANDARD VALUES – MINIMUM	
Adjustments to Sectional Running Times	
CrossCountry schedules must depart from origin and terminate at destination on a whole minute due to limitations with TOC Resourcing IT software (Integrale).	
Freight schedules must depart from origin and terminate at destination on a whole minute. (This is due to TOPS requirements).	
Attachment of Locomotives/Units	
22x	7
DMU	6
EMU (gangwayed)	4
EMU (Non gangwayed)	3
EMU (Northern Trains)	7
Locomotive	15
Govia Thameslink Railway Class 387 and 379 units	6
LNER 80x	7
XC 170	4
Detachment of Locomotives/Units:	
22X	7
DMU	5
EMU (gangwayed)	3
EMU (non gangwayed)	2
EMU (Northern Trains)	7
Locomotive	10* *12 if locomotive attached at other end of train
Govia Thameslink Railway Class 387 and 379 units	5
LNER 80x	7
XC 170	4
Connectional Allowance	5 minutes
Dwell Time – passenger services	
Class 158	1
DMU (Other)	45 seconds – to be shown as alternating ½ and 1 minute stops
EMU	½

STANDARD VALUES – MINIMUM		
LH/22X/180/80X	1½	
Tyne & Wear Metro cars	24 seconds – to be shown as ½ stop and SRT shortened by 6 seconds	
LNER Class 91 and 80x	2	
Locomotive Change		
At same end	16	
Locomotive Run–Round		
Passenger	16	
Freight	20	
Platform End Margins		
First Movement	Second Movement	Margin
Arrival	Conflicting departure	1
Departure	Conflicting arrival	3
Platform Re–occupation		
Standard	3	
Following Class 91 Mark IV Coaches in same direction	4	
Reversals		
Standard	8	
Exceptions		
DMU	3*	
EMR 222, NMT, 5-car 80X	7**	
XC 170	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)	
XC 22x	5 single set 6 double set	
80X re-manned	4	
Freight – Reversal before/after propelling movement	2	
Light engines	2	
*4 minutes for East Midlands Railway Services		
**Except TPE between 23:00 and 06:00 where 5 minutes is applicable. Does not apply to Hull Trains 5-car 802s		
Minimum Turnround		
DMU*	4	
*Where turnround times are specified at locations for trains from specific origins, request should be made to the Operational Planning Manager LNE, Network Rail for times from other locations as a longer turnround may apply.		
LH	35	
4 car class 379 or 387	8	
8 car class 379 or 387	9	
12 car class 379 or 387	10	
8 car class 700	8	
12 car class 700	10	
6 car class 717	6	
Class 80x	25	

STANDARD VALUES – MINIMUM	
Arrivals at Destination	
The following operators' services are not required to arrive at destination on a full minute:	
Grand Central	
Nexus (Tyne and Wear Metro)	
Northern	
Transpennine Express	
Arrivals from/departures to ECS	
CrossCountry Class 170 Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot	
1 x 170	5
2 x 170	10
CrossCountry Class 170 Safety Check Unit (SCU) Allowances <u>which includes an attachment</u> – minimum platform standing allowance between passenger train arrival and ECS departure to depot	
When the second arrival is 1 x 170	9
When the second arrival is 2 x 170	14
CrossCountry 170/22x Train Preparation Allowances - minimum platform standing allowance between ECS arrival from depot and passenger train departure	
170	5
1 x 22X	15
2 x 22X	20
By exception, allowances for 'Train Preparation' (above) and may be reduced after discussion and agreement between CrossCountry and Network Rail	
CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot	
1 x 22x departing in same direction as arrival	8
1 x 22x departing in reverse direction to arrival	10
2 x 22x departing in same direction as arrival	15
2 x 22x departing in reverse direction to arrival	20
GTR minimum platform standing allowance between ECS arrival and passenger train departures	
Class 379/387/700/717 departing in same direction	1 (unless otherwise specified)
GTR minimum platform standing allowance between passenger train arrival and ECS departure	
Class 379/387/700/717 departing in same direction	4 (unless otherwise specified)
Lumo Trains minimum platform standing allowance between passenger train arrival and ECS departure to depot in same direction	
Class 803	10

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

London King's Cross

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Entering a platform that is already occupied	Calling-on from signals protecting platforms	½ *

* Where this results in an arrival at King's Cross on a half minute for a service not permitted to do so, <½> should be added to round up to a full minute

Connectional Allowance	15
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Planning Notes

Arrivals into platforms 6 and 7 via Line C use the facing crossover in Gas Works Tunnel.
Arrivals into platforms 5 to 10 via Up Fast and Line D, E or EX use the facing crossover at Belle Isle Junction.
Arrivals into platforms 8, 9 or 10 via Up Slow and Line F use the facing crossover at Copenhagen Junction.
A 0, 1 or 2 minute margin is possible providing that an arriving train passes Belle Isle first, is using a different line and arrives on a higher numbered platform. For example:

- Train from Up Fast Line passes Belle Isle at 12/00 then runs via Line C, D, E or EX to one of platforms 3 to 10 arrive 1202;
- Train departs one of platforms 0 to 2 at 1200 then runs via Line B and passes Belle Isle at 12/02 to Down Fast Line.

The [1] engineering allowance approaching Belle Isle may be moved to approaching King's Cross if it results in a compliant 2 minute margin being achieved between conflicting arriving and departing trains where the arriving train passes Belle Isle first.

Platform end conflicts: departure before arrival

First movement	Second movement	Margin
Depart platform 0 via Line A	Arrive platform 0 or 1 via Line A	5
Depart platforms 0 or 1 to Down Fast via Line A or B	Arrive platforms 2 to 7 from Up Fast via Line B, C or D	6 \$
Depart platforms 0 to 7 to Down Fast via Line A, B, C, CX or D	Arrive platform 7 or 8 via Up Fast and Line E	6 \$
Depart platforms 0 to 7 to Down Fast via Line A, B, C, CX or D	Arrive platforms 8 to 10 via Up Fast and Line EX	6 \$
Depart platform 1 via Line A	Arrive platform 0 or 1 via Line A	5
Depart platform 1 via Line B	Arrive platform 1 via Line A	4
Depart platform 2 via Line B	Arrive platform 2 via Line B or C	6 \$
Depart platform 2 via Line C	Arrive platform 2 via Line B or C	6 \$
Depart platform 2 via Line CX	Arrive platform 2 via Line B	4
Depart platforms 2, 3 or 4 via Line CX	Arrive platforms 2 to 7 via Line C	5
Depart platforms 3, 4 or 5 via Line C	Arrive platforms 2 to 7 via Line C	6 \$
Depart platforms 2, 3, 4 or 5 via Line C	Arrive platforms 5, 6 or 7 via Line D	6 \$
Depart platform 5 via Line D	Arrive platform 5 via Line C	4
Depart platform 5, 6 or 7 via Line D	Arrive platform 6 or 7 via Line C	5
Depart platform 5, 6 or 7 via Line D	Arrive platform 6 or 7 via Line D	6 \$
Depart platform 7 via Line D	Arrive platform 7 via Up Slow and Line E	4
Depart platform 7 via Line E to Down Fast	Arrive platform 7 via Line C	4
Depart platform 7 or 8 via Line E	Arrive platforms 7 to 10 via Line E or EX	6 \$
Depart platform 8 via Line F	Arrive platform 8 via Line E	4
Depart platform 8, 9 or 10 via Line FX to Down Fast	Arrive platform 7 to 10 via Line E or EX	6 \$
Depart platform 8, 9 or 10 via Line F to Down Slow	Arrive platform 8, 9 or 10 via Line EX	5

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

London King's Cross

Depart platform 8, 9 or 10 via Line F to Down Slow	Arrive platform 8, 9 or 10 via Line F	6 \$
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\$ Conflict occurs at Belle Isle where the 2 minute margin is included in re-occupation margin.

Platform end conflicts: arrival before departure

First movement	Second movement	Margin
Arrive any platform	Conflicting departure from any platform	1*
Arrive platform 0 via Line A	Depart platform 1 via Line B	Same time
Arrive platform 1 or 2 via Line B	Depart platform 0 via Line A	Same time
Arrive platform 2 via Line B	Depart platform 1 via Line A	Same time
Arrive platform 2, 3 or 4 via Line C	Depart platform 5 via Line D	Same time
Arrive platform 5, 6 or 7 via Line D	Depart platforms 2 to 5 via Line C or CX	Same time
Arrive platform 6 or 7 via Line C	Depart platforms 2 to 5 via Line C or CX	Same time
Arrive platform 8, 9 or 10 via Line EX	Depart platform 7 via Line E	Same time
Arrive platform 9 or 10 via Line EX	Depart platform 8 via Line E	Same time
Arrive platform 8, 9 or 10 via Line F	Depart platform 7 via Line E	Same time
Arrive platform 9 or 10 via Line F	Depart platform 8 via Line E	Same time

* Unless otherwise stated.

Minimum Turnround

	All Times
From Middlesbrough, Yorkshire and stations south thereof (LNER)	30
From Newcastle, Sunderland (LNER) and Berwick-upon-Tweed	35
From Scotland (LNER)	40
From Hull (Hull Trains)	30 20 for arrivals during the following hours: Monday-Friday 0700-1000 and 1600-1900 Saturday all day Sunday 1700 – 2100
From Sunderland (Grand Central)	35 except for: 20 1700–1930 Monday-Friday 20 all day Saturday 20 during Sunday engineering work 20 for arrivals originating from York during contingency timetable
Lumo	20* for trains entering passenger service from ECS or for trains leaving passenger service to ECS 42** for passenger service forming passenger service *May be reduced to 15 through agreement with operator **May be reduced to 35 through agreement from the operator

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

London King's Cross

Planning Restriction

When planning permissive working at King's Cross, a standage allowance must be included in the calculations as per the below:

- All types of services except below – 18m (2m from buffer stops to first train, 6m between trains and 10m signal sighting allowance)
- Class 387 & 717 in Platforms 0,1,3,4,5,7 or 9 – 27m (due to increased signal sighting allowance)

A 5 car 80x and an 8 car 387 or 700 can only platform share in P0.

A 5 car 180 and an 8 car 387 or 700 can only platform share in P1.

Diesel traction cannot be planned into P0.

Station Watering Points	Platforms 0–10
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Belle Isle Junction

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting crossing movements		2
Up Slow to Line F (movement takes place at Copenhagen Jn)	Canal Tunnels to Down Slow (applies to both DCT and UCT)	2

Planning Note:

The [1] engineering allowance approaching Belle Isle may be moved to approaching King's Cross if it results in a compliant 2 minute margin being achieved between conflicting arriving and departing trains where the arriving train passes Belle Isle first.

Copenhagen Junction

Note: Trains in the Down direction on the North London Incline (NLI) should not normally be shown to stop at Copenhagen Junction. Down trains required to stop on the NLI to wait a path over Copenhagen Jn should be timed to stop at York Way North Jn unless they exceed 630 metres in length. Only trains in excess of 630 metres in length should be timed to stop at Copenhagen Jn. In those circumstances due to signalling constraints the following applies: A Down train on the NLI planned to stop at Copenhagen Jn must arrive a minimum of 5 minutes before the passage of any train on the Down Slow

Junction Margins

First Movement	Second Movement	Margin
Train from North London Incline to Down Slow Line	Train from Up Slow Line to North London Incline	3½
Train from Up Slow Line to North London Incline	Train passing Belle Isle on Down Slow	3½
Train from Up Slow Line to North London Incline	Train on Up Slow towards Belle Isle	3
Train passing Belle Isle on Down Slow	Train from Up Slow Line to North London Incline	2½

Holloway South Junction

Adjustment to sectional running times

Movement Down	Reason	Value
Down Fast or Down Slow to Down Goods	Approach control	1 approaching Holloway South Junction
Down Fast to Down Slow	Approach control	½ approaching Holloway South Junction
Down Slow to Down Fast	Approach control and acceleration	½ approaching Finsbury Park

Movement Up	Reason	Value
Up Fast to Up Slow	Approach control	½ approaching Holloway South Junction
Up Slow to Up Fast	Approach control and acceleration	½ approaching Holloway South Junction ½ approaching Belle Isle
Up Slow 2 to Up Slow	Acceleration	½ approaching next timing point
Up Slow 2 to Up Fast (not stopping at Signal K326)	Approach control and acceleration	½ approaching Holloway South Junction ½ approaching Belle Isle
Up Slow 2 to Up Fast (having stopped at Signal K326)	Acceleration	½ approaching Belle Isle

Junction Margins

First Movement	Second Movement	Margin
All Conflicting Moves (unless stated below)		2
Up Fast pass	Up Slow 2 to Up Fast	2½
Up Slow pass	Up Slow 2 to Up Slow	2½
Up Slow pass	Up Slow 2 to Up Fast	2½

Planning restriction

Any train exceeding 321m in length held at K326 on Up Slow 2 will prevent another entering Platform 1 at Finsbury Park

Finsbury Park

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Finsbury Park to Alexandra Palace DS to DF (all movements)	Differential Junction Speed	½
Finsbury Park to Alexandra Palace DS to DS2	Slow crossover	1* approaching Harringay

*An additional half minute should be shown at Alexandra Palace if the service crosses back to US

Movement Up	Reason	Value
Alexandra Palace to Finsbury Park UF to US (all movements)	Approach Control and Differential Junction Speed	1 EMU ½ HST/LH/ 180/225/80X

Finsbury Park		
Dwell Time		
Class 379 and 387	1	
Class 700 and 717	1½ - may be reduced to 1 with prior agreement between Network Rail and Train Operator	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 7 to SL	Depart Platform 8 to SL	2
Depart Platform 7 to SL2	Depart Platform 8 to SL	2
Depart/Pass Platform 8 to SL	Depart Platform 7 to SL2	2
Arrive USL from UFL	Pass UFL	2½
Depart Platform 4 to DFL	Arrive Platform 4 from UFL	4
Pass DFL	Depart DSL to DFL	1½ [^]
Pass DFL	Pass DSL to DFL	2 ^{\$}
^{\$} May be 1½ if second train has 1 minute or more pathing time approaching Finsbury Park		
[^] Headway between these services may be reduced to 2½ minutes as far as Potters Bar		
Platform Re-occupation		
In Down direction	2	
In Up direction	2½	

Harringay Up Reversing Siding
Permissive Working
Permissive Working is allowed in the siding.
The maximum standage is 322 metres/50 SLU from the buffer stop to signal K421. This excludes any allowance for stand back from the signal and standage required between different trains.

Harringay		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass SL2 to Ferme Park	Approach control at signal K413	1
Pass SL2 to Hornsey Reversing Sidings	Approach control at signal K413	½
Pass from Harringay Park Jn	Acceleration from lower line speed	1 freight ≤800t/TR40 1½ passenger/ECS or freight ≤1400t/TR85 2 freight ≥1600t/TR100
Movement Up	Reason	Value
Cross from US2 to US1	Slow crossover	½
Junction Margins		
First Movement	Second Movement	Margin
Depart US2 (K85) to Hornsey EMUD	Pass Harringay on SL2	3
Cross from US2 to US1	Arrive/Pass from US1	2

Hornsey Down Reversing Sidings

Junction Margins

First movement	Second Movement	Margin
Train departs Down Reversing Siding No 1 towards Flyover	Train arrives Down Reversing Siding No. 1 from SL1 or SL2	3
Train departs Down Reversing Siding No 1 towards Flyover	Train arrives Down Reversing Siding No. 2 from SL2	Parallel
Train departs Down Reversing Siding No 2 towards Flyover	Train arrives Down Reversing Siding No. 1 or 2 from SL2	3
Train departs Down Reversing Siding No 2 towards Flyover	Train arrives Down Reversing Siding No. 1 from SL1	Parallel
Train arrives at or passes Hornsey from Flyover	Train departs Down Reversing Siding No. 1 or 2 towards Flyover or Down Slow 2	1

Planning Notes

Siding No. 1 – Usable length of 25 SLU/161 metres; capable of accommodating up to 8x20m vehicles
Siding No. 2 – Usable length of 37 SLU/241 metres; capable of accommodating up to 12x20m vehicles

Trains formed of a 12-car Class 700 must not be timed to use Hornsey Down Reversing Sidings because there is insufficient length between the buffer stops and Signal K434. Bowes Park Reversing Siding should be used instead or, if not available, Hornsey Signal K440.

Hornsey Signal K440

Junction Margins

First movement	Second Movement	Margin
Up departure from Hornsey Signal K440	Down arrival at Down Reversing Siding No.1 or at Hornsey Signal K440 from SL2	4

Hornsey EMU Depot

Junction Margins

Consecutive arrivals at, or departures from the same end of Hornsey Depot must be no less than 10 minutes apart

Alexandra Palace

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Finsbury Park to Alexandra Palace (adjustment to be applied approaching Alexandra Palace)	DF FL to Down Hertford and also DF to DS or SL pass to pass; approach control and differential junction speed	1 EMU 1½ HST/LH/ 180/225/80X
	DF FL to Down Hertford and also DF to DS or SL start to pass	1
	DS SL1 to Down Hertford also DS to DF pass to pass or SL1 to FL (all movements); approach control and differential junction speed	½
	FL to Down Hertford or SL1 start to stop; approach control and differential junction speed	½
	SL2 to SL or FL (all movements)	½

Alexandra Palace		
Alexandra Palace to Potters Bar (adjustment to be applied approaching next timing point)	DF to DS FL to SL pass to pass; acceleration from slow speed crossover	1
	DS to DF SL to FL pass to pass; acceleration from slow speed crossover	1 180/EMU 1½ HST/LH/225/80X
	SL to FL start to pass; acceleration from slow speed crossover	½
Movement Up		
Potters Bar to Alexandra Palace (adjustment to be applied approaching Alexandra Palace)	US to UF SL to FL pass to pass; approach control and differential junction speed	1 Except HST/225/80X 1½ HST/225/80X
	US1 to US2 SL to SL2* pass to pass; approach control flashing yellow aspect at Signal K474 and differential junction speed	½ EMU
Alexandra Palace to Finsbury Park (adjustment to be applied approaching next timing point)	Up Hertford or SL1 to UF FL pass to pass; differential junction speed	1 180/EMU 1½ HST/LH/225/80xX
	Up Hertford to US SL1 pass to pass; differential junction speed	½ 180 1 HST/LH/225/80xX
	US1 to UF pass to pass; differential junction speed	1 180/EMU 1½ HST/LH/80X
	US2 to US SL2* to SL1 pass to pass; differential junction speed	1 ½ EMU
	For services departing from Bounds Green Depot to US2 SL2 Sstart to pass; for acceleration purposes	1½ HST/LH/80xX
* Applies to movements via Platform 1 at Alexandra Palace		
Junction Margins		
When first movement is in the Down direction		
First Movement	Second Movement	Margin
Pass FL	Depart SL to FL	1½
Pass FL	Pass SL to FL	2*
Arrive/pass SL from FL	Pass FL	3
When first movement is in the Up direction		
First Movement	Second Movement	Margin
Pass FL	Pass SL to FL	2*
Pass FL	Depart SL to FL	1½
Pass SL	Depart SL2 to SL	1½
Pass SL	Pass SL2 to SL	2*
Depart SL not calling at Hornsey	Depart SL2 to SL calling at Hornsey	2
Pass SL2	Pass SL to SL2	2*
*May be reduced to 1½ if second train has 1 minute or more pathing time approaching Alexandra Palace		
Dwell Time		
All trains	1 minute unless reduced to 30 seconds by agreement with Train Operator	

Alexandra Palace	
Platform Re-occupation	
In Down direction	2
In Up direction	2½

New Southgate		
Junction Margins		
First Movement	Second Movement	Margin
Cross UFL to USL	Up fast passes Potters Bar	Same time

New Barnet		
Adjustment to Sectional Running Times (applies to Slow Lines only)		
Movement	Reason	Value
Down Slow to Down Fast not stopping at New Barnet	Approach control at Signal K509 and slow speed crossover	1
Down Slow to Down Fast stopping at New Barnet	Approach control at Signal K509 and slow speed crossover	½
Down Fast to Down Slow not stopping at New Barnet	Acceleration from slow speed crossover	1 approaching next timing point
Up Slow to Up Fast not stopping at New Barnet	Approach control at Signal K508 and slow speed crossover	1
Up Slow to Up Fast not stopping at New Barnet	Approach control at Signal K508 and slow speed crossover	½
Up Fast to Up Slow not stopping at New Barnet	Acceleration from slow speed crossover	1 approaching next timing point

Dwell Time
1 – May be reduced to ½ minute outside SX peak hours with prior agreement between Network Rail and Train Operator.

Junction Margins		
First Movement	Second Movement	Margin
Down train to cross to SL	Next fast train passes Alexandra Palace	½
Up train cross to SL	Next train passes Potters Bar	1
Fast passes Alexandra Palace	Depart USL to UFL	1 before
Fast passes Alexandra Palace	Pass USL to UFL	Same time
Fast passes Potters Bar	Depart/pass DSL to DFL	Same time

Platform re-occupation	Value
For consecutive stopping services	2½

Potters Bar		
Adjustment to sectional running times		
Movement Down	Reason	Value

Potters Bar		
Alexandra Palace to Potters Bar	DF to DS pass to pass and pass to stop; approach control and differential junction speed	½
	DS to DF pass to pass and pass to stop; approach control and differential junction speed	½ EMU 1HST/LH/ 180 /225/80X
Potters Bar to Welwyn Garden City	DF to DS pass to pass and pass to stop	1
	DS to DF pass to pass	1 EMU/180 1½ HST/LH/ 225/80X
Movement Up		
Reason	Value	
Welwyn Garden City to Potters Bar	UF to US pass to pass; approach control and differential junction speed	1
	US to UF pass to pass; approach control and differential junction speed	1
Potters Bar to Alexandra Palace	UF to US pass to pass	1
	US to UF pass to pass	½ EMU/180 1 HST/LH/ 225/80X
Junction Margins		
First Movement	Second Movement	Margin
Down train to cross to SL	Before next fast train passes Down Fast	2½
Up train cross UFL to USL	Before next fast train passes	2½
Pass UFL	Depart USL to UFL	1½
Pass UFL	Pass USL to UFL	2½
Pass DFL	Depart DSL to DFL	1½
Pass DFL	Pass DSL to DFL	2

Marshmoor Crossover		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrive Welham Green	Pass USL to UFL	3
Up Fast Potters Bar	Pass USL to UFL	Same time

Hatfield		
Adjustment to Sectional Running Times (applies to Slow Lines only)		
Movement	Reason	Value
Down Slow to Down Fast not stopping at Hatfield	Approach control at Signal K583 and slow speed crossover	1
Down Slow to Down Fast stopping at Hatfield	Approach control at Signal K583 and slow speed crossover	½
Up Fast to Up Slow not stopping at Hatfield	Acceleration from slow speed crossover	½ approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin

Hatfield		
Cross to USL at Hatfield North	Before next train passes Welwyn Garden City	1½
Down fast pass Welwyn G.C. Garden City	Pass DSL to DFL	1
Platform re-occupation		Value
For consecutive stopping services		2½

Welwyn Garden City		
Adjustment to sectional running times		
Movement Down	Reason	Value
Down Fast to Down Slow (not stopping)	Approach control on Signal YB1007 and 40mph crossover	1
Down Slow to Platform 4 (not stopping)	Approach control on Signal YB1005 and 25mph crossover	1 approaching Welwyn Garden City
Pass Platform 3 to Down Fast	Approach control on Signal YB1035 and acceleration from 30mph crossover	1 approaching Digswell
Pass Platform 4 to Down Slow	Approach control on Signal K603 and acceleration from 25mph crossover	1 approaching Digswell
Depart Platform 4 to Down Slow	Acceleration from 25mph crossover	½ approaching Digswell
Movement Up	Reason	Value
Digswell to Welwyn Garden City (adjustment to be applied approaching Welwyn Garden City)	UF to US or Platform 1 pass to pass ; approach control at Signal K620 and differential junction slow speed crossover	1
	US to UF pass to pass; approach control at Signal K606 and slow speed crossover	1 EMU/180 2 HST/LH/ 225/80xX
	US to Platform 1; approach control on signal K622 and slow speed crossover	1
Welwyn Garden City to Hatfield (adjustment to be applied approaching Hatfield)	Platform 1 to Up Slow from signal K608	1
Welwyn Garden City to Potters Bar (adjustment to be applied approaching next timing point)	US to UF pass to pass; acceleration from slow speed crossover	1
Connectional Allowance	4	
Dwell Time		
Class 387	1	
Class 700 and 717	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass Platform 3 from Down Fast	Pass Down Fast passenger	2½
Pass DFL	Depart DSL to DFL	2
Pass UFL	Depart USL to UFL	2
Cross to USL	Pass UFL	3
Depart Yard	Pass Up/Down	5
Pass Up/Down	Depart Yard	2
Depart Platform 3 or 4 via the Welwyn Flyover	Pass Platform 1 or 2 to Up Slow	5
GTR class 387, 700 and 717 trains to Welwyn Garden City CS require a 4-minute operational stop in the platforms to clear the train of passengers and lock the doors		
This is to permit station staff to ensure windows are closed prior to the train passing through the carriage washer		
Turnrounds	All shunt movements to be timed	

Welwyn Garden City	
Platform Re-occupation	3

Digswell

Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Down Main	Acceleration – to be applied after Digswell	½* 180/80x/91/HST
Depart Welwyn Up Yard to Down Main (including via Down Slow)	Acceleration – to be applied after Digswell	Freight 1,000t – 1,400t ½ 1,600t – 2,000t 1 2,000t – 3,200t 1½

*Not required for services calling at Welwyn North

Movement Up	Reason	Value
Up Fast to Up Slow	Deceleration	½* 180/80x/91/HST/EMU

*Not required for services calling at Welwyn North

Junction Margins – Down Direction		
First Movement	Second Movement	Margin
Down Fast to Down Main passenger (not calling at Welwyn North)	Pass Down Slow to Down Main (not calling at Welwyn North)	2 [#]
Down Fast to Down Main passenger (not calling at Welwyn North)	Depart Down Slow (Signal K617) to Down Main	1½ [#]
Down Fast to Down Main passenger (calling at Welwyn North)	Down Fast to Down Main (not calling at Welwyn North)	4½
Down Slow to Down Main passenger (not calling at Welwyn North)	Down Fast to Down Main (calling at Welwyn North)	2
Down Slow to Down Main passenger (calling Welwyn North)	Down Fast to Down Main (not calling at Welwyn North)	4½
Down Fast to Down Main passenger (not calling at Welwyn North)	Down Slow to Down Main (calling at Welwyn North)	1½

[#]Where the first train is an express service timed at 100mph or above, the converging margin here should take precedence over the headway i.e. no pathing time should be applied to the second train between Digswell and Woolmer Green Junction for the purpose of artificially re-establishing a higher headway value than the margin given; the headway of 3 minutes should naturally restore itself once the appropriate acceleration allowances are added to the schedule of the second train

Junction Margins – Up direction		
First Movement	Second Movement	Margin
All margins (unless stated below)		3
Up Main to Up Slow passenger	Up Main to Up Fast timed at 100mph or above	2½

Planning Notes
No timing allowances should be applied between Welwyn North and Digswell in the Up direction, for any trains timed at both, as there are no intermediate signals.
Where possible, pathing allowances should not be applied between Digswell and Woolmer Green Junction

Welwyn North

Station Working

For trains booked to call at Welwyn North a public/working differential (up to a maximum value of 3 minutes) equal to any pathing time approaching Digswell (down) and Woolmer Green (up) is to be applied

Woolmer Green

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Main to Down Slow	Deceleration	½* 180/387/700/80x/91/HST

*Not required for services that have called at Welwyn North

Movement Up	Reason	Value
Up Slow to Up Main	Acceleration – to be applied after Woolmer Green Junction	½ 180/80x/91/HST

*Not required for services calling at Welwyn North

Junction Margins – Down direction

First Movement	Second Movement	Margin
All margins (unless stated below)		3
Down Main to Down Slow passenger	Down Main to Down Fast passenger	2½

Junction Margins – Up direction

First Movement	Second Movement	Margin
Up Fast to Up Main (not calling at Welwyn North)	Up Slow to Up Main (not calling at Welwyn North)	2#
Up Fast to Up Main (not calling at Welwyn North)	Up Slow to Up Main (calling at Welwyn North)	1½#
Up Fast to Up Main (not calling at Welwyn North)	Depart Up Slow (Signal YB2180) to Up Main	1½
Up Fast to Up Main (calling at Welwyn North)	Up Fast or Slow to Up Main (not calling at Welwyn North)	4
Up Slow to Up Main (calling at Welwyn North)	Up Fast or Slow to Up Main (not calling at Welwyn North)	4

#Where the first train is an express service timed at 100mph or above, the converging margin here should take precedence over the headway i.e. no pathing time should be applied to the second train between Woolmer Green Junction and Welwyn Garden City for the purpose of artificially re-establishing a higher headway value than the margin given; the general headway of 3 minutes should naturally restore itself by Potters Bar.

Planning Note

Where possible, pathing allowances should not be applied between Woolmer Green and Digswell

Stevenage		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Stevenage to Hitchin	DF to DS pass to pass; junction differential	½ 180 /EMU 1 HST/LH/ 225/80X
	DS to DF pass to pass (use for Hertford diversions)	1 180/EMU 1½ HST/LH/ 225/80X
Stevenage to Hitchin	US or UF to DF (for originating trains at during engineering works); differential junction speed	½
Woolmer Green to Stevenage	DF to DS pass to pass; approach control and differential junction speed	1
	DF to DS pass to stop; approach control and differential junction speed	½
	DS to DF pass to pass; approach control and differential junction speed	½ 180 /EMU 1 HST/LH/ 225/80X
Movement Up	Reason	Value
Hitchin to Stevenage	UF to US pass to pass (use for Hertford diversions); approach control and differential junction speed	1 EMU 1½ HST/LH 180/225/80X
	UF to US pass to stop (use for Hertford diversions); approach control and differential junction speed	½ HST/LH/ 180/80X
	US to UF pass to pass; approach control and differential junction speed	1
Stevenage to Woolmer Green	UF to US pass to pass	1
	US to UF pass to pass	1 180/EMU 1½ HST/LH/ 225/80X
Connectional Allowance	4	
Dwell Time		
Class 379 and 387	1	
LH / 222	1½	
Class 700 and 717	1½ - May be reduced to 1 minute with prior agreement between Network Rail and Train Operator may be reduced to 1 with TOC agreement	
802/803	1½	
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Cross to DSL	Pass DFL	3
Cross to USL	Pass UFL	3
Pass DFL	Depart DSL to DFL	2
Pass DFL	Pass DSL to DFL	2½*
Pass UFL	Depart USL to UFL	2
Pass UFL	Pass USL to UFL	2½*
Depart USL to UFL	Arrive/Pass UFL	3
Depart DSL in Up direction	Arrive DSL	6
Depart DSL in Up direction	Arrive DSL from DML	4
* May be reduced to 2 minutes if second train has 1 or more minutes pathing time approaching Stevenage		

Stevenage	
Planning Restriction	
Whilst a train is sat at Signal YB2340 on the Down Fast, it is not possible to plan a service down into Platform 3.	
Platform Re-occupation	
In same direction	2½
Station Working	
Up trains must be routed SL from Hitchin if UFL platform at Stevenage is occupied by an originating down passenger service.	

Hitchin		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Stevenage to Hitchin	DF to Cambridge (via DCF) pass to pass; approach control and differential (EMU differential included in the SRT)	1 HST/LH/ /225/80X Also see 5.1
	DF to Cambridge (via flat junction) pass to pass; approach control and differential	½ EMU 1 HST/LH/225/ 80X
	DF to DS pass to pass crossing at Hitchin South Jcn; junction differential	½
	DS to DF or Cambridge (via flat junction) pass to pass; approach control and differential	½ /EMU 1 HST/LH/ 225/80X
	DS to DF pass to pass	1 222/EMU 1½ HST/LH/ 225/80X
Movement Up	Reason	Value
Sandy to Hitchin	UF to US pass to pass; approach control and differential	1½ EMU 2 HST/LH/ 180/225/80X
	US to UF pass to pass; approach control	1
Hitchin to Stevenage	UF to US pass to pass	½
	Up Cambridge to Up Fast pass to pass; differential	1 EMU 2 HST/LH/ 180/225/80X
	US to UF pass to pass crossing at Hitchin South Jn; differential	1 HST/LH 180/225/80X
Connectional Allowance	4	
Dwell Time		
EMU Classes 379, 387, 700 and 717	1 * May be reduced to ½ minute by with prior agreement between Network Rail and with Train Operator	

Hitchin		
Junction Margins		
First Movement	Second Movement	Margin
Arrive USL from UFL	Pass Up Main	4
Pass UFL	Pass from USL to UFL	2
Down train to depart towards Royston	Before next fast Up or Down passes	3½
Depart to Royston	Arrive from Peterborough	3½
Down or Up fast passes	Depart to Royston	1*
Arrive DSL from DFL	Pass DFL	2½
Pass Up Fast/Up Slow	Pass to Royston	3
Pass to Royston	Pass Up Main	3
Pass to Royston via Flyover	Down Pass at Hitchin	3
Pass to Royston via Flyover	Depart to Sandy	3
Pass DSL	Pass DFL to Royston via Flyover	3
* 1½ minutes when train on Down Slow arrives exactly same time as train passes Down Fast		
Platform Re-occupation		
In same direction	2½	
Planning Note		
All trains timed to run through Hitchin Up Yard must be shown to have an "OP" stop in recognition of the "stop for orders" and "stop and telephone" boards on Road No. 1.		

Cadwell		
Junction Margin		
First Movement	Second Movement	Margin
Up Fast passes Hitchin	Cross Up Slow to Up Fast at Cadwell	1

Arlesey		
Dwell Time		
1 Down peak Trains departing King's Cross/Moorgate / St Pancras International 1600 – 1859 SX		

Biggleswade		
Junction Margins		
First Movement	Second Movement	Margin
Down train cross to DFL to DSL	Next Down fast train pass on DFL	2
Depart/Pass UFL to USL	Next Up fast train pass on UFL	2½
Arrive DS from US	Depart US or UF to Hitchin	Same time
Arrive DS from US	Pass on US	1½
Arrive DS from US	Pass on UF	1½
Arrive DS from US	Pass on DF	2
Arrive DS from US	Down arrive platform 3	3½
Arrive Plasmor	Pass on DS	2½
Arrive Plasmor	Down arrive Biggleswade	2½
Pass UF	Depart DS to Up	2
Pass UF	Depart K235 to DS	2
Depart platform 2 to UF	Depart DS to Up	2
Depart platform 2 to UF	Depart K235 to DS	2
Pass DF	Depart DS to Up	1
Pass DF	Depart K235 to DS	1
Pass DS	Depart Plasmor	2
Pass DS	Depart K235 to DS	2
Down depart on DS.	Depart Plasmor	2½
Down depart on DS	Depart K23K215 to DS	2½
US pass	Depart DS to US	2
US depart	Depart DS to US	2½
Depart DS to Up	Pass DS	4
Depart DS to Up	Arrive DS	4½
Depart DS to Up	Pass DF	4
Depart DS to US	Pass UF	4
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Hitchin to Biggleswade. To be applied approaching Biggleswade	DF to DS; approach control	1 for non-stopping; ½ stopping at Biggleswade
Biggleswade to Sandy. To be applied after Biggleswade	DF to DS; acceleration from slow speed point work	½ for non-stopping trains only
Movement Up		
Movement Up	Reason	Value
Sandy to Biggleswade. To be applied approaching Biggleswade	UF to US; approach control	½
Biggleswade to Hitchin. To be applied after Biggleswade	UF to US; acceleration from slow speed pointwork	1 for non-stopping trains only
METHOD OF WORKING TO/FROM PLASMOR SIDINGS		
Method of Working from South, to Plasmor Sidings:		
• Hitchin	xx/xx	
• Biggleswade [platform 4] arr	xxRM00	
• Biggleswade [platform 4] dep	xxRMPR03	
• Biggleswade Plasmor	xxPR06½	
Method of Working from North, to Plasmor Sidings:		
• Sandy	xx/xx	
• Biggleswade [platform 1 or 2]	xx/00	
• Biggleswade Signal K235 arrive	xxRM02	
• Biggleswade Signal K235 depart	xxRMPR04	

Biggleswade

- Biggleswade [platform 4] arrive xxPRRM07
- Biggleswade [platform 4] depart xxRM09
- Biggleswade Plasmor arrive xx:12½

Method of Working from Plasmor Sidings to South:

- Biggleswade Plasmor depart xxPR00
- Biggleswade [platform 4] arrive xxPRRM02
- Biggleswade [platform 4] depart xxRM04
- Hitchin xx/xx

Method of Working from Plasmor Sidings to North:

- Biggleswade Plasmor depart xx:00
- Biggleswade [platform 4] arrive xxOP02 (OP stop to allow GF operator to join train)
- Biggleswade [platform 4] depart xxOP07
- Sandy xx/xx

Notes:

- Run Rounds, if required, use the DSL. Planners must satisfy themselves that a 'window' of at least 10 minutes exists between other traffic to allow this to take place
- Siding Lengths:
- No. 1 Siding (adjacent to Down Slow): Complete siding 821yards/117slu; south, clear of 'A' ground frame 476yards/67slu; north, clear of 'B' ground frame and all points 85yards/12slu; between 'A' ground frame and 'B' ground frame 276yards/39slu
- No. 2 Siding (adjacent to no. 1 siding at south end) – 205yds/29slu [presently out of use]
- No. 3 Siding (adjacent to no. 1 siding at north end) – 213yards/39 SLU
- No. 4 Siding (adjacent to no. 3 siding) – 213yards/39 SLU
- No. 5 Siding (adjacent to no. 4 siding) – room for locomotive only

Sandy

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Hitchin to Sandy	DF to DS pass to pass; approach control	1 EMU 2 HST/LH/ 180/225/80X
	DS to DF pass to pass; differential	1
Sandy to Huntingdon	DF to DS pass to pass; approach control	1
	DS to DF pass to pass; differential	1 180/EMU 2 HST/LH/ 225/80X
Movement Up		
Huntingdon to Sandy	UF to US pass to pass; approach control and differential	1 EMU 2 HST/LH/ 180/225/80X
	US to UF pass to pass; approach control at Signal P266 and differential junction speed	½
Sandy to Hitchin	UF to US pass to pass; approach control	1
	US to UF pass to pass; differential	1 180/EMU 2 HST/LH/ 225/80X

Sandy		
Junction Margins		
First Movement	Second Movement	Margin
Down train pass FL to SL	Next DF train passes	3
Up train crosses FL to SL	Next UF train passes	3
Pass Up Fast	Depart USL cross UFL	2
Pass Down Fast	Depart DSL cross DFL	2

St Neots		
Dwell Time		
All trains	1	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Sandy to St Neots	DF to DS approach control (40mph crossover) for services stopping at St Neots	½ EMU
Movement Up	Reason	Value
St. Neots to Sandy	US to UF acceleration (35mph crossover) for services stopping at St Neots	½ EMU
Junction Margins		
First Movement	Second Movement	Margin
Down train to clear to SL	Before next non-stop train passes Sandy	Pass Sandy ½ before 1 st train has cleared to SL at St Neots
Pass Up fast	Depart USL to UFL	1½ before fast passes Sandy

Huntingdon		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Sandy to Huntingdon	DF to DS pass to pass; approach control	1 EMU 2 HST/LH/ 180/225/80X
	DS to DF pass to pass; approach control	½
Huntingdon to Holme	DF to DS pass to pass; approach control	½ EMU 1 HST/LH/180/ 225/80X
	DS to DF pass to pass; differential junction speed	1

Huntingdon		
Movement Up	Reason	Value
Conington South Jn to Huntingdon	UF to US pass to pass; approach control	½ EMU/Freight 1½ HST/LH/ 180/225/80X
Huntingdon to Sandy	US to UF pass to pass; approach control and differential junction speed	1½
Dwell Time		
EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Up Slow pass/arrive having diverged from Up Fast	Up Fast to Up Fast	2½
Down train to clear to SL	Before next non-stop train passes	3
Pass Down Fast	Depart DSL to DFL	1½
Empty EMU to arrive Up platform from DFL	Before next non-stop train passes	3½
Depart Up Bay	Arrive Up Slow Platform	3
Arrive Up Bay from P33 signal	Arrive Up Slow Platform	3½
Platform Reoccupation	3 minutes	

Conington Loop		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Depart Loop	3 after first train passes Conington South Jn

Conington South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up train cross to SL	Before next Up fast train passes	4
Cross Down to Up	Before Down fast passes Holme	5
Cross Down to Up	After Down fast passes Holme	1
Cross Down to Up	After Up train passes	2

Holme Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
After Holme Jn	DS – DF when DF to Peterborough; differential junction speed	1 HST/180/ 225/80X
Junction Margins		
First Movement	Second Movement	Margin
Pass DFL	Pass from DSL	2½
Pass DFL	Depart from DSL	2

Fletton Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Down Slow for services stopping at Peterborough	Differential junction speed	½* passenger approaching Fletton Junction *does not apply to GTR as allowance is included in SRT
Movement Up	Reason	Value
Pass Up Slow to Up Main Or HAW timing loads (pass from Up Slow or Up Fast)	Acceleration – to be applied approaching Conington South Junction	<u>Passenger</u> 1½ 80x/91/HST 1 Other <u>Freight</u> Class 4: 1 400t 1½ 600t 2 800t 2½ 1,000t – 1,600t Class 6: ½ 400t 1 600t 1½ 800t – 1,200t 2 1,400t – 1,600t 2½ 1,800t – 2,200t 3 2,400t – 2,600t

Fletton Junction

<p>Up Fast to Up Main having:</p> <ul style="list-style-type: none"> a) Stopped at Peterborough, or b) Passed via Platform 1 or 2, or c) Passed via Platform 3 from the Up Slow or Signal P458 	<p>Acceleration – not at linespeed by Fletton Junction; to be applied approaching Conington South Junction</p>	<p><u>Passenger</u> ½ 80x/91/HST</p> <p><u>Freight</u> Class 4: ½ 800t 1 1,000t 1½ 1,200t – 1,600t</p> <p>Class 6: ½ 1,400t – 1,600t 1 1,800t 1½ 2,000t 2 2,200t 2½ 2,400t – 2,600t</p>
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Junction Margins		
First Movement	Second Movement	Margin
Pass to Down Slow	Pass Down Fast	3
Pass Up Main	Up Slow to Up Main	2

Peterborough

Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Entering an occupied platform	Permissive working	1* refer to planning restrictions
Movement Down	Reason	Value
Down Slow to Platform 4/5 (restrictive route due to any conflicting move at Spital Junction) – see also Planning Restrictions	Approach control on Signal P421	1 ½ GTR trains
Down Fast to Platform 4/5 (restrictive route due to any conflicting move at Spital Junction) – see also Planning Restrictions	Approach control on Signal P423	½
After Peterborough for departures from Platforms 2, 4 and 5 via USL towards Werrington Jn	Via slow speed connections	½ All
Connectional Allowance	8	
Dwell Time		
DMU/EMU	2	
LH / 80X	2	
170	1½	

Peterborough

Junction Margins – Platforms 1-3

All conflicting margins 3 minutes unless stated below:

Platforms 1-3 South end

First Movement	Second Movement	Margin
Depart Platform 1a to Up Fast/Up Slow	Depart Platform 1b northbound	2
Arrive Platform 1a from Down Fast	Depart Platform 1b northbound	2
Depart Platform 1-3 to Up Fast	Pass Platform 3 to Up Fast	4
Arrive Platform 1-2 from Down Fast	Pass Platform 3 to Up Fast	3
Pass Platform 3 to Up Fast	Depart Platform 1-2 to Up Fast	2
Arrive Platform 1-2 from Down Fast	Depart Platform 1-2 to Up Fast (from adjacent platform)	1

Platforms 1-3 North end

First Movement	Second Movement	Margin
Depart Platforms 1-2 to Down Fast	Arrive/Pass Platforms 1-3 from Up Fast	4
Depart Platforms 1-2 to Up Slow/South Down Arrival/South Up Departure/Shunt Line	Arrive Platforms 1-2 from Up Fast	4
Depart Platforms 1-2 to Up Slow	Arrive Platforms 1-2 from South Down Arrival/South Up Departure/Shunt Line	4
Depart Platforms 1-2 to South Down Arrival/South Up Departure/Shunt Line	Arrive Platforms 1-2 from Up Slow	4
Depart Platform 2 to Up Slow/South Down Arrival/South Up Departure/Shunt Line	Pass Platform 3 to Up Fast	5
Depart Platform 1 or 2 to Down Fast	Conflicting departure from Platforms 4, 5 or 6 to Up Slow, Spital Sidings or South Down Arrival/South Up Departure/Shunt Line	2
Depart Platform 1 or 2 to Up Slow	Conflicting departure from Platforms 4, 5 or 6 to Spital Sidings or South Down Arrival/South Up Departure/Shunt Line	2
Pass Platform 3 to Up Fast	Depart Platforms 1-2 to Down Fast	1

Junction Margins – Platforms 4-7

Platforms 4-7 and Two-Way Goods Line South end

All conflicting margins 3 minutes where a passenger train is the first conflicting move and 4 minutes where a freight train is the first conflicting move; exceptions are listed below:

First Movement	Second Movement	Margin
Arrive Platform 4 from Down Fast/Down Slow/Nene Sidings	Depart or Pass Platform 5 to Nene Sidings	1
Arrive Platform 4 from March Independent Line	Depart or Pass Platform 5 to March Independent Line	1
Arrive Platform 5 from Down Fast/Down Slow/Nene Sidings or March Independent Line	Depart or Pass Platforms 4 towards Peterborough East Junction via Nene Sidings or March Independent Line	1
Arrive Platform 6 from Peterborough East Junction via March Lines	Depart or Pass Platform 7 or Two-Way Goods Line towards Peterborough East Junction via Down March Line	1
Arrive Platform 6 from Up March Line	Depart or Pass Platforms 4 or 5 towards Peterborough East Junction via March Independent Line	1
Arrive Platform 7 from Peterborough East Junction via Down March Line	Depart or Pass Two-Way Goods Line towards Peterborough East Junction	1
Arrive Two-Way Goods Line from Peterborough	Depart Platform 7 towards Peterborough	1

Peterborough		
East Junction via Down March Line		
Depart Platforms 4 or 5 to Nene Sidings	East Junction via Down March Line Arrive into Platforms 4 or 5 from Nene Sidings	AB – second train cannot depart Nene Sidings until first train has arrived
Platforms 4-7 and Two-Way Goods Line North end		
All same direction conflict margins – 3 minutes		
All opposite direction conflicting margins 4 minutes where a passenger train is the first conflicting move and 5 minutes where a freight train is the first conflicting move; exceptions are listed below:		
First Movement	Second Movement	Margin
Down Fast Pass	Any arrival into Platforms 4, 5 or 6 from Up Fast or Up Slow	3
Down Fast Pass	Conflicting freight depart Platforms 4, 5 or 6	2
Down Fast Pass (passenger)	Conflicting departure from Platforms 4, 5 or 6	2
Arrive Platforms 4, 5, 6, 7 or Two-Way Goods Line from the north	Any conflicting departure from Platforms 4, 5, 6, 7 or Two-Way Goods Line to the north	1
Train Watering Points	Platforms 1 and Eastfield Sidings	
Turnround		
To/from Spalding	5	
To/from Lincoln	7	
To/from Doncaster, or North or West of Lincoln	10	
To/from East Anglia	10	
9Jxx to / from Thameslink Core	12 (may be reduced to 10 by prior agreement with Train Operator)	
To / from King's Cross	10 (may be reduced to 9 by prior agreement with Train Operator)	
Planning Restrictions		
<u>Arrivals at Platform 4 & 5</u>		
For a Down arrival/pass from Holme at Platform 4 or 5 to receive an unregulated/clear run, there must be no planned movements across Spital Junction to/ or from Platforms 4, 5 or 6 within 2 minutes of a Down train that has already passed Holme, and then not until 1 minute after the Down train has departed Peterborough. If this isn't achievable, then the below adjustments must be applied:		
<u>Down Trains</u>		
Due to overlap restrictions at the north of the station, approach control allowances are required approaching Platforms 4 and 5, when there is a conflicting move across the north-end ladder (Spital Junction). Therefore, adjustment must be applied approaching Peterborough (see Adjustments to Sectional Running Times)		
<u>Up Trains</u>		
If there is a departure or arrival at Platforms 1 or 2 to/from the south that cross the Fast Lines within 2½ mins of an arrival at Platform 3 from the Up Fast line, the Up arrival at Platform 3 must have 1-minute adjustment added for Conditional Double Red signals (P468 & P440) between Tallington Jn and Peterborough.		

Peterborough

Permissive Working Restrictions

Platforms 1 & 2 - A maximum of 2-cars, made up of Class 158 or 170 units (max 47m) can permissively work with either a 12-car class 700 (243m) or 8-car class 387 & 700 (163m) only.

*Trains must be planned with 3 mins between arrivals when working permissively.

Other General Restrictions

Maximum standage between Signal P434 on the March Independent Line and Signal P444 on Platform 5 is 516m (81 SLUs).

Any trains planned to stand at Signal P434 having passed through Platform 5, that are longer than the maximum standage length, will lock the preceding block section.

Any Down direction train longer than 292m (46 SLUs) in length and planned to stand at Platform 5 will prevent any pass, arrival or departure to/from Platform 6 across Spital Ladder as the overlap beyond Signal P434 will not time out.

No timing allowances should be applied between Peterborough and Spital Junction South as there are no intermediate signals.

There is no signalled route from Platform 4 to the Up Slow Line in the Down direction.

Peterborough Virtual Quarry

Planning Restriction

Any train longer than 67 SLU/427m on Virtual Quarry Line 1 and 68 SLU/438m on Virtual Quarry Line 2 will block access to/from the south end of the adjacent line

New England North

Junction Margins

First Movement	Second Movement	Margin
Down Freight to clear to Down Stamford line	Before Down train passes Peterborough (DFL)	3
Down Freight to clear to Down Stamford line	Before Up train passes Tallington (UFL)	2
Down Freight to clear to Down Stamford line	Before Up train passes Werrington Junction (USL)	2
Down Freight to clear to Down Stamford line	Before Up train passes Helpston (from Stamford)	1
Down Freight to Down Stamford / Down Fast	Up pass Tallington (USL)	2½
Down Passenger to Down Stamford / Down Fast	Up pass Tallington (USL)	1
Up Freight (from Up Stamford) to clear to Peterborough Yard – A/D lines	Down train passes Peterborough	3
Up Freight (from Up Stamford) to clear to Peterborough Yard – A/D lines	Up train passes Tallington	2
Up Freight from Up Slow to clear into Peterborough Yard	Up train passes Werrington Jn to Up Slow	1
Down Freight to Down Stamford / Down Fast	Up pass Tallington (USL)	2½
Down Passenger to Down Stamford / Down Fast	Up pass Tallington (USL)	1

Marholm Junction	
Junction Margins	
All diverging and converging movements	3

Werrington Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Sleaford	Up train passes Tallington	1½
Up train passes Tallington	Pass to Sleaford	6
Pass to Sleaford	Down train passes Peterborough	3
Pass to Sleaford	Down train departs Peterborough	1
Up Slow Line to Down Spalding	Up Spalding to Up Slow Line	3½

Helpston Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Margin
Pass Down Slow to Tallington	Approach control and deceleration	1½
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Slow to Tallington	Pass from Stamford	4
Pass from Stamford	Pass Down Slow to Tallington Junction	3

Tallington Junction		
Junction Margins		
First Movement	Second Movement	Margin
Train clear to SL	Next train pass Up/Down Main	4
Pass Up or Down Main	Pass from SL	3
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Tallington	DF-DS approach control and differential junction speed	1 HST/180/ 225/80X
After Tallington	DF-DS acceleration to linespeed and differential junction speed	1 HST/180/ 225/80x
Approaching Tallington	DS-DF approach control and differential junction speed	½ HST/180/ 225/80x
After Tallington	DS-DF acceleration to linespeed and differential junction speed	1½ HST/180/ 225/80x

Tallington Junction		
Movement Up	Reason	Value
Approaching Tallington	UF – US; approach control and differential junction speed	1 HST/180/225/80X
After Tallington	UF-US acceleration to linespeed and differential junction speed	1 HST/180/225/80x
Approaching Tallington	US-UF approach control and differential junction speed	½ HST/180/225/80x
After Tallington	US – UF; acceleration to linespeed and differential junction speed	1½ HST/180/225/80X

Stoke Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
After Stoke Jn	DS – DF; differential junction speed	1 HST/180/225/80X
Movement Up	Reason	Value
Approaching Stoke Jn *When UF from Grantham	UF – US*; approach control and differential junction speed	1 HST/180/225/80X
Junction Margins		
First Movement	Second Movement	Margin
Pass DFL	Depart DSL	1½
Pass DFL	Pass DSL to DFL	3 [§]
Up Fast to Up Slow	Up Fast to Up Fast	3
[§] maximum of (2) approaching Stoke on DSL permitted for trains following Down Fast. Otherwise * stop at Stoke Junction to be shown.		

Highdyke Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up train passes Stoke Junction	Depart from Up Slow	½

Grantham		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass Down Fast to Platform 4 or Up & Down Slow	Approach control and differential junction speed at Grantham South Jn	1½ HST/180/225/80X
Pass from Stoke Jn via Platform 4 to Allington West Jn	Approach control and differential junction speed at Grantham South Jn	2 Freight
Movement Up *	Reason	Value
Pass Up Fast only to Up Slow	Approach control and differential junction speed	2 Freight *
Platform 4 or Up & Down Slow to Up Fast	Differential junction speed at Grantham South Jn	2 HST/180/225/80X *
Pass from Allington West Jn via Platform 4	Differential junction speed at Grantham South	2 Freight *

Grantham								
to Stoke Jn			Jn					
* Applies approaching next timing point								
Connectional Allowance			7					
Dwell Time								
DMU			2*. * 4 for reversing trains					
LH/180/802			1½					
LNER all services			2 – May be reduced to 1½ with prior agreement from the operator					
Minimum Turnround			7 – DMU/EMU					
Junction Margins								
In the following tables, 'P' denotes a parallel move.								
First Movement			Second Movement				Margin	
Arrive Platform 4 from Stoke Junction			Depart Platform 3 to Nottingham Branch Junction				2	
Arrive Platform 4 from Stoke Junction			Arrive Platform 3 from Nottingham Branch Junction				4	
Arrive Platform 3 from Nottingham Branch Junction			Arrive Platform 4 from Stoke Junction				4	
Arrive Platform 2 from Stoke Junction			Depart Up/Down Goods to Up Fast/Slow				Same time	
North End movements								
2 nd move →	Arr PI 3/4 * from Claypole	Arr PI 3/4 * from Nott'm	Dep PI 3/4 * to Claypole	Dep PI 3/4 * to Nott'm	Pass Down Main	Dep Down Main	Pass Up Main	Arr Up Main
1 st move ↓								
Arr PI 3/4* from Claypole	–	4	2	2	3	1	3	4
Arr PI 3/4* from Nott'm	4	–	2	2	P	P	P	P
Dep PI 3/4* to Claypole	8	7	–	4	7	6	P	P
Dep PI 3/4* to Nott'm	7	7	4	–	P	P	P	P
Pass Down Main	6	P	2	P	–	–	P	P
Dep Down Main	7	P	3	P	–	–	P	P
Pass Up Main	7	P	P	P	P	P	–	–
Arr Up Main	6	P	P	P	P	P	–	–
*Platform 3/4 margins also apply to movements to/from GL								
South End movements								
First Movement			Second Movement				Margin	
Up Train from Up/Down Slow depart Grantham			Down train passes/arrives Grantham				5	
Down train passes/arrives Grantham			Up Train from Up/Down Slow depart Grantham				1	
Down train arrive Platform 4			Down passenger arrive/pass Platform 2				2½	
Up train passes			Up Train from Up/Down Slow depart Grantham				2	
Depart Platform 1 to Up Main			Depart Platform 4 to Up Main via Up/Down Slow				3*	
*If first train is a class 80x, this margin can be reduced to 2								

Grantham	
Platform Re-occupation	
Same direction	3

Claypole Loop	
Restrictions	
In Down directions, train in excess of 350 yards (50 SLU) in length are only permitted to stand for a maximum of 15 minutes	

Newark North Gate		
Advertised Differential		
	Trains to Nottingham should be advertised to depart 2 minutes earlier	
Adjustments to Sectional Running Times		
Movement (to be shown after Newark)	Reason	Value
UDPL/P3 to Down Main when Down Main to Retford	Junction differential when joining the Main line	½ HST/180/225/80X
Newark Crossing East Jn via P3/UDG to the Up Main; pass to pass	Junction differential when joining the Main line	2 Freight
Movement (to be shown approaching Newark)	Reason	Value
Up Main to P3/UDPL	Approach control and differential junction speed	½ HST/180/225/80X
Down Main to Newark Crossing East Jn via P3/UDG; pass to pass	Approach control and differential junction speed	2 freight
Down arrive Platform 3	Approach control and differential junction speed	½ HST/225/80x
Connectional Allowance		
	7	
Dwell Time		
DMU/EMU	1½*. * 4 for reversing trains	
LH/802	1½	
LNER all services	2 – may be reduced to 1½ with prior agreement from the operator	

Newark North Gate		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Arrive Platform 3 from Down Main	3
Pass Up Main	Arrive Goods Loop from Down Main (freight)	3½
Depart Platform 2 to Up Main (Class 180/80x)	Arrive Platform 3 from Down Main	3½
Depart Platform 2 to Up Main (Class 91)	Arrive Platform 3 from Down Main	4
Depart Platform 2 to Up Main (Class 180/80x)	Arrive Goods Loop from Down Main (freight)	4
Depart Platform 2 to Up Main (Class 91)	Arrive Goods Loop from Down Main (freight)	4½
Down arrival into Platform 3 or Goods Loop	Down Main passenger pass	2
Down arrival into Platform 3 or Goods Loop	Down Main freight pass	3
Down arrival into Platform 3 or Goods Loop	Up Main passenger arrival	3
Down arrival into Platform 3 or Goods Loop	Up Main passenger pass	2
Down arrival into Platform 3 or Goods Loop	Up Main freight pass	3
Down train passes Newark NG	Down train depart loop	1
Up arrival into Platform 3 or Goods Loops from Up Main	Up Main passenger pass	2
Up arrival into Platform 3 or Goods Loops from Up Main	Up Main freight pass	3½
Up Train depart Newark NG	Up train depart loop	2½
Down train departs Platform 3/GL to Crossing Curve	Up train arrives into Platform 3/GL from Up Main	5
Passenger Up Main pass	Depart Platform 3 to Up Main	2
Freight Up Main pass	Depart Platform 3 to Up Main	3
Minimum Turnround		
	7 – DMU/EMU 20 – LNER	
Platform Re-occupation		
Same direction	3	
Planning note		
All 80X services to/from LN206 will require a minimum 1½ minute stop in the station for power changeover purposes in either direction. Where a station dwell already exists, there is sufficient timing within to undertake the power changeover. All non-stop & ECS services will still require this 1½ mins stop, and it should be denoted an OP stop.		

Newark Flat Crossing		
Adjustment to Sectional Running Time		
Movement Down	Reason	Value
Down Main pass (having stopped at Newark Northgate)	Acceleration – to be applied approaching Carlton-on-Trent Loops	½ 180/80x/91
Movement Up	Reason	Value
Up Main pass towards Newark Northgate (stopping at Newark Northgate)	Deceleration – to be applied approaching Newark Flat Crossing	½ 180/80x/91

Newark Flat Crossing

Junction Margins

First Movement	Second Movement	Margin
Pass to/from Newark Castle	Down ECML pass	3
Pass to/from Newark Castle	Up ECML pass (not calling at Newark Northgate)	3
Pass to/from Newark Castle	Up ECML pass (calling at Newark Northgate)	3½
Pass ECML	Pass to/from Newark Castle	2½*

*Margin calculated based on restrictive aspects for second movement

Carlton Loops

Junction Margins

First Movement	Second Movement	Margin
Down Main pass Carlton Loops	Depart Loop	1½
Up Main pass Carlton Loops	Depart Loop	1½

Retford High Level

Adjustment to Sectional Running Time

Movement	Reason	Value
Newark Flat Crossing/Carlton Loop to Retford to Thrumpton West Jn (not stopping at Retford)	Not at linespeed passing Retford	2 approaching Retford
Thrumpton West Jn to Retford to Newark Flat Crossing/Carlton Loop (not stopping at Retford)	Not at linespeed passing Retford	2 after Retford
Down freight trains to Babworth loop	Slow Speed Crossover	2 approaching Retford
Up Passenger to Platform 2	Differential junction speed	1½ approaching Retford

Connectional Allowance

10

Dwell Time

LH/802	1½
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator

Retford High Level		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Worksop and shunt to single line	Down train arrives	8
Arrive from Worksop and shunt to siding	Down train arrives	10
Depart to Worksop	Next train arrives from Worksop	7
Depart to Worksop	Down train arrives	5
Pass Up or Down	Depart Up or Down platform	2
Passenger Pass Down Main	Arrive Platform 2 from Up Main	5
Freight Pass Down Main	Arrive Platform 2 from Up Main	6
Passenger Depart/Pass Down Passenger Loop	Depart Down Siding to Down Slow or Down Fast	2
Freight Depart/Pass Down Passenger Loop	Depart Down Siding to Down Slow or Down Fast	3
Pass Down Fast	Arrive Down Siding from Up Main	5
Depart or pass from Down Passenger Loop	Arrive Down Siding from Up Main	5½
Minimum Turnround	10 – DMU/EMU. ECS moves to Single Line, Down Slow or Siding may require extended turnrounds	
Planning Restriction		
Trains cannot arrive or depart the Down Siding whilst another train is standing in Platform 2 behind Signal D151		
Platform Re-occupation		
Same direction	3	

Babworth Loop		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Main at Retford	Depart Down Loop	2

Ranskill Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Loop	Down train passes Retford	2
Arrive Loop	Down train departs Retford	1
Down train passes Retford	Depart Loop	5
Down train departs Retford	Depart Loop	7
Arrive Loop	Up train passes Loversall Carr	-2½
Up train passes Retford	Depart Loop	-1
Up train arrives Retford	Depart Loop	-2½

Loversall Carr Junction

Adjustments to Sectional Running Times

Movements Down	Reason	Value
All Passenger trains to West Slow Line approaching Loversall Carr	Differential Speed	1
Movements Up	Reason	Value
All Passenger trains from Up East Slow Line approaching Retford	Acceleration	½ 180/80x/91 1 LH/HST

Junction Margins

First Movement	Second Movement	Margin
Pass Down Fast to Down West Slow	Pass Down Fast	3
Pass Up Main	Depart to Up Main from Up East Slow	2
Pass Up Main	Pass to Up Main from Up Slow	3

Black Carr Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Loversall Carr Junction	Pass from Bessacarr Junction	3½

Decoy North Jn

Junction Margins

First Movement	Second Movement	Margin
Cross to DS1	Next train passes Loversall Carr Jn	1½
Pass from Down Fast to DS2 or Down Decoy Yard	Next train passes Loversall Carr Jn	3
Down pass/arrive Doncaster	Pass DSL to FL	Same time

Doncaster Carr IEP Depot

Restrictions

- Arrivals – No more than four arrivals onto the depot within any 60 minutes period. Minimum time between arrivals must be 10 minutes.
- Departures – No more than four departures from the depot within any 60 minutes period. Minimum time between departures must be 10 minutes.

Bridge Junction

Junction Margins

First Movement	Second Movement	Margin
Train to Hexthorpe Junction	Train to Belmont Yard	3
Train to Belmont Yard	Train to Doncaster from WSL	3½

Doncaster		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains arriving Platform 5	TPWS	½
Depart Platform 8 to Down Main	Slow Access to Down Main Line	1 passenger approaching Shaftholme Junction
Movement Up		
Trains diverging from Up Fast and stopping at Platform 3b (via 2463pts)	Approach control	½ 221
Depart Platform 3b towards Hexthorpe Junction	Low speed crossover	½ 221 approaching Hexthorpe Junction
Trains from Up Leeds line if diverging to down-side. Approaching Doncaster	Approach control	1 (except DMU/EMUs)
Trains from Up Leeds line if diverging to Up East Slow line. Approaching Doncaster	Approach control	2
Trains arriving Platforms 6 and 7	TPWS	½
Trains from Up Fast to Down side platforms	Approach control	1 Passenger 2 Freight
Connectional Allowance	7	
Dwell Time		
DMU	2	
LH/80X	2	
22x	1½	
TPE	2	
Junction Margins		
South End Movements		
First Movement	Second Movement	Margin
Depart Platform 1 to Up Fast South	Arrive Platform 1 from Doncaster Up Decoy/Doncaster Carr IEP Depot/Carriage Sidings	4
Up pass/depart to ESL	Arrive/pass from ESL (conflicting at Sand Bank Junction)	4½
Arrive Platform 3B from Down	Pass Up/Down Main	3½
Depart Plats 3B/4/5/8 to Sheffield	Arrive Platforms 3B/4/5 from Sheffield	4
Arrive Plats 3B/4/5 from Sheffield	Depart Platforms 3B/4/5/8 to Sheffield	2
Arrive Platform 8 from Sheffield	Depart Platforms 3B/4/5 to Sheffield	Parallel
Pass Up/Down Main	Depart Platform 3B to Sheffield	1
Pass Up/Down Main	Arrive Platform 3B from Sheffield/WSL	3½
Arrive Platform 4/5 from Sheffield	Arrive Platform 8 from Down Main/Slow	4
Arrive Plat 4/8 from Down Main/Slow	Arrive Platform 3 from Sheffield	3
Depart Platform 4/5 to Sheffield	Arrive Platforms 4, 5, 8 from Down M/S	4
Arrive Plat 3B from Sheffield	Arrive Platforms 4, 5, 8 from Down M/S	3½
Arrive Plats 4, 5, 8 from Sheffield/SL	Depart Goods Lines	2
Arrive Platform 2	Depart Platform 1	1
Arrive Platform 2	Pass Platform 1	4
Arrive Platform 2	Depart Platform 3 to ESL	1
Arrive Platform 2	Pass Platform 3	4

Doncaster		
Arrive Platform 2 via ESL 2401pts	Depart Platform 3 to UF	Parallel
Depart Platform 1 to UF	Depart Platform 2 to ESL	2½
Depart Platform 2 to ESL	Depart Platform 1 to UF	2
Depart Platform 3b towards Sheffield/WSL	Pass Up Fast	2½*
Depart Platform 3b towards Sheffield/WSL	Pass Down Fast	3*
Depart Platform 3b towards Sheffield/WSL	Arrive from Down Main	4\$
*Add 1 minute if either movement is freight, add 2 minutes if both movements are freight.		
\$ Add 1 minute if first movement is freight		
North End Movements		
First Movement	Second Movement (where conflicting)	Margin
General		
Pass Down Fast to Shaftholme Junction	Conflicting departure to the north	1*
Depart Platform 4-8/Goods Lines towards north (to all routes)	Depart Platform 4-8/Goods Lines towards north diverging from first train at Marshgate Junction	2
Depart Platform 4-8/Goods Lines towards Shaftholme/Thorne Junction	Down Fast pass towards Adwick	3
Passenger depart Platform 4, 6-8/Goods Lines towards Shaftholme	Down Fast pass towards Shaftholme	3½
Depart Platform 4-8/Goods Lines towards Adwick	Depart Platform 4-8 towards Adwick (calling at Bentley)	3
Arrive Platform 1-3 from Adwick	Pass Down Fast towards Shaftholme Junction	2
Arrive P4-8 from Shaftholme Junction	Pass Down Fast towards Adwick	2
Arrive Platform 4-8 from Shaftholme/Thorne Junction	Pass Down Main	2
Arrive Platform 1 from Adwick/Shaftholme Jn via Up Fast/Slow (via 2461B points)	Arrive Platform 3b from south	4
*Add 1 minute if first movement is freight		
Where second movement is from Adwick		
Depart to the north (to all routes)	Conflicting arrival from Adwick	4
Depart to the north (to all routes)	Conflicting Up Fast passenger pass from Adwick	3½
Depart to the north (to all routes)	Conflicting Up Fast freight pass from Adwick	4
Pass Down Fast	Conflicting Up Fast passenger pass from Adwick	2½
Pass Down Fast	Conflicting Up Fast freight pass from Adwick	3
Pass Down Fast	Arrive Platform 1-3 from Adwick	3½
Pass Up Fast	Arrive Platform 1-3 from Adwick	3
Pass Platform 1-3 to south	Arrive Platform 1-3 from Adwick	3½
First train arrive	Arrive Platform 1-3 from Adwick	3
Where second movement is from Shaftholme Junction		
Depart towards Thorne Junction	Arrive Platform 0-1 from Shaftholme Junction via Thorne Slow	5* *can be 4½ if departing Platform 0
Depart towards Thorne Junction	Arrive Platform 1-3 from Shaftholme Junction via Up Slow	4½* *can be 4 if departing Platform 0
Depart Platform 3b to north (to all routes)	Arrive Platform 1-3 from Shaftholme Junction via Up Slow	4½
Depart Platform 4-8 towards Thorne Junction	Pass Up Fast passenger	3
Depart Platform 4-8 towards Thorne Junction	Pass Up Fast freight	4
Depart Platform 3b towards Sheffield	Pass Up Fast passenger	2½

Doncaster		
Depart Platform 3b towards Sheffield	Pass Up Fast freight	3½
Depart Platform 4-8 to north (to all routes)	Conflicting arrival into Platform 4-8 from Shaftholme Junction	4½
Pass Down/Up Fast	Arrive Platform 4-8 from Shaftholme Junction	4
Pass towards Thorne Junction	Arrive Platform 0-1 from Shaftholme Junction via Thorne Slow	4½
Pass towards Thorne Junction	Arrive Platform 1-3 from Shaftholme Junction via Up Slow	4
First train arrive	Conflicting arrival into Platform 0-1 from Shaftholme Junction via Thorne Slow	4½
First train arrive	Conflicting arrival into Platform 1-3 from Shaftholme Junction via Up Slow	4
Arrive Platform 4-8 from Thorne Junction	Pass Up Fast	2
Up pass/arrive from Shaftholme (having crossed to Up Slow from D300)	Pass Up Fast	2
Where second movement is from Thorne Junction		
Depart Platform 0-3 to Thorne Junction via Up Slow	Conflicting arrival into Platform 0-3 from Thorne Junction via Thorne Slow	2½
Depart to north (to all routes)	Conflicting arrival into Platform 4-8 from Thorne Junction	4
Pass Down/Up Fast	Arrive Platform 4-8 from Thorne Junction	3
Arrive from Adwick/Shaftholme Junction	Conflicting arrival into Platform 4-8 from Thorne Junction	3
Arrive from Adwick/Shaftholme Junction	Conflicting arrival into Platform 0-3 from Thorne Junction via Thorne Slow	2
Minimum Turnround		
	7 – Leeds EMU services, but not 2 consecutive	
	10 – DMU/EMU from Leeds, Sheffield, Humberside area, Lincolnshire and Peterborough. Any reduction must be specially agreed	
Planning Restrictions		
<p>a) Trains from the Sheffield direction arriving into Platform 3b will hold the overlap so trains cannot arrive into Platform 1 from the Up Main line/Leeds Line. Trains from the Shaftholme Junction direction can access Platform 1 simultaneously by using the Down Thorne Slow line which will add an extra 1 minute running time. This should be shown in the timetable as Adjustment allowance.</p> <p>b) Trains longer than 234m arriving in the Up direction into Platform 3a will foul the block joint in rear and prevent access into Platform 3b until 2 minutes after the train in Platform 3a has departed.</p> <p>c) Trains longer than 234m arriving in the Down direction into Platform 8 will foul the block joint in rear and prevent access into Platform 5 until 2 minutes after the train in Platform 8 has departed.</p> <p>d) Trains should not be planned to operate northbound from Platform 3a as there is no north-facing signal at the A end of the platform</p>		
Doncaster West Yard. Electrically hauled trains shunting to or from Doncaster West Yard must be routed to stand behind Signal D1488 or on to the Thorne Lines due to the presence of an OHL Neutral Section		
Platform Re-occupation		
In same direction		3
Train Watering Points		
	Platforms 2, 5, 6, 7, Middle Road	

Arksey Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Loop	Before Down train passes Doncaster	3
Arrive in Loop	Before Down train departs Doncaster	1
Down Main pass Shaftholme Junction	Depart Down Loop	Same time

Shaftholme Junction
See entry under route LN600 Shaftholme Jn to Reston GSP

LN105 MOORGATE TO FINSBURY PARK JUNCTION		
Moorgate		
Junction Margins and Platform Re-occupations – Crossing via Throat		
First Movement	Second Movement	Margin
Arrive Platform 9	Depart Platform 10	1
Depart Platform 9	Arrive Platform 9	2½
Depart Platform 9	Arrive Platform 10	Parallel
Arrive Platform 10	Depart Platform 9	Parallel
Depart Platform 10	Arrive Platform 9	2½
Depart Platform 10	Arrive Platform 10	2½
Station Working		
ARS will automatically route trains into platform 9 if it is not occupied		

Highbury & Islington	
Dwell Time	
EMU	1

Drayton Park	
Dwell Time	
Class 717	1 includes time for AC / DC traction changeover. All trains must stop.

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION

Highbury Vale Junction

Junction Margins

First Movement	Second Movement	Margin
Train from Canonbury West Junction	Train to Canonbury West Junction	2½

Planning restriction

Due to the location of the signal protecting the junction in the Up direction (K376), any train held here will prevent moves from Platform 1 at Finsbury Park towards Drayton Park. Additionally, any train longer than 308m will also block back over the route it has taken. No allowances other than a maximum of 1-minute pathing time should be applied approaching Highbury Vale Jn – trains should be held at Finsbury Park otherwise

LN115 COPENHAGEN JUNCTION TO CAMDEN ROAD CENTRAL JUNCTION

York Way North Junction

Junction Margins

Movement	Margin
Fouling Move	2½

Where trains are required to stand at Copenhagen Junction and are likely to be in excess of 620 metres in length then these should be held at York Way North Junction

Camden Road Central Junction

Junction Margins

First Movement	Second Movement	Margin
Up Trains towards Camden Road on the North London Line	Down Train towards Copenhagen Junction on the North London Incline Line	3
Down Train travelling towards Copenhagen Junction on the North London Incline Line	Up Train travelling towards Camden Road on the North London Line	3

LN120 WOOD GREEN NORTH JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)

Alexandra Palace Signal K476

Restriction

Standage at K476 signal without preventing a following train approaching Bowes Park is 290m.

Bowes Park

Junction Margins

First Movement	Second Movement	Margin
Arrive Reversing Siding	Next train depart/pass Alexandra Palace	1
Arrive/pass Alexandra Palace	Depart Reversing Siding	Same time
Depart Reversing Siding	Fast passes Gordon Hill	Same time
Depart Reversing Siding	All station stopper departs Winchmore Hill	Same time
Depart Reversing Siding	Semi-fast departs Winchmore Hill	1

Bowes Park R.R.L.

Minimum Reversal	Grand Central Class 180 – 10
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Palmers Green

Dwell Time

	1 Up peak Trains arriving King's Cross/Moorgate 0700 – 0959 SX
	1 Down peak Trains departing King's Cross/Moorgate 1600 – 1859 SX

Winchmore Hill

Dwell Time

All services	1 - May be reduced to ½ minute outside SX peak hours following discussion with operator with prior agreement between Network Rail and Train Operator.
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Enfield Chase

Dwell Time

	1 Up peak Trains arriving King's Cross/Moorgate 0700 – 0959 SX
	1 Down peak Trains departing King's Cross/Moorgate 1600 – 1859 SX Trains terminating at Gordon Hill may have a ½ minute dwell time by agreement with the Train Operator if deemed appropriate

Gordon Hill

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Bay	Arrive /Pass Up Platform	3
Arrive Up Bay	Depart Up Platform	1
Arrive Up Main	Depart Up Bay	1
Depart Up Bay	Arrive/Pass Up Platforms	3
Depart/Pass Up Main	Arrive Up Bay	2½* *Can be reduced to 2 if the second train is calling at Enfield Chase
Pass Up Main	Depart Up Bay	2

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains arriving Up Bay	Approach Control	½

Dwell Time

All services	1 - May be reduced to ½ minute outside SX peak hours following discussion with operator with prior agreement between Network Rail and Train Operator.
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Hertford North		
Dwell Time		
Class 379, 387 and 700	1	
Class 717	1 1½ - May be reduced to ½ 1 minute outside SX peak hours following discussion with operator with prior agreement between Network Rail and Train Operator.	
All services	1 – May be reduced to ½ minute outside SX peak hours following discussion with operator	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains Arriving Down Bay	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Pass Platform 1	Depart Platform 3	3
Depart / Pass Platform 1	Arrive Platform 1 from Down Hertford	4
Arrive Platform 3	Arrive/Pass Platform 2 from Down Hertford northbound	4
Arrive Platforms 1-3 from Down Hertford	ECS arrive into Platform 2-3 from Hertford Up Sidings	3
Arrive Platforms 2-3 from Down Hertford	ECS arrive into Platform 1 from Hertford Up Sidings	Parallel
Arrive Platform 3	Depart Platform 2 to Up Hertford	1
Arrive Platform 2	Depart Platform 3	1
Depart Platforms 1-3 to Up Hertford	ECS arrive into Platform 1-3 from Hertford Up Sidings	3
Depart Platform 2 to Up Hertford southbound	Arrive Platform 3	4
Depart Platform 3	Arrive/Pass Platform 2 from Down Hertford northbound	3½
Depart Platform 3	Arrive Platform 1 from the South	4
Depart to Up Hertford not calling Bayford	Depart to Up Hertford calling Bayford	4
Depart to Up Hertford southbound	Depart to Up Carriage Sidings	3
Arrive Platform 1 from Down Hertford	Depart platform 2 to Up Hertford southbound	1
Arrive Platform 1 from Down Hertford	Depart platform 3 to Up Hertford	1
Depart Platform 2 to Up Hertford southbound	Pass/arrive Platform 2 from Down Hertford northbound	3
Depart Platform 2 to Up Hertford southbound	Arrive platform 1 from Down Hertford	4
Hertford North Up Sidings Capability No 1 Sidings 12 Cars but not currently in use due to lack of suitable lighting and walkways No 2 Sidings 6 Cars No 3 Sidings 6 Cars No 4 Sidings 3 Cars		

Molewood Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up Hertford to Down Hertford in Up direction	Pass Up Hertford in Down direction – passenger	3
Up Hertford to Up Hertford in Up direction	Down Hertford to Up Hertford in Down direction – passenger	3
Up Hertford to Down Hertford in Up direction	Pass Up Hertford in Down direction – freight	3½
Up Hertford to Up Hertford in Up direction	Down Hertford to Up Hertford in Down direction – freight	3½

Bragbury Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up Hertford to Down Hertford in Down direction	Pass Up Hertford in Up direction – passenger	2½
Up Hertford to Down Hertford in Down direction	Pass Up Hertford in Up direction – freight	3
Up Hertford to Down Hertford in Down direction	Depart Up Hertford (Signal WL1968) in Up direction	1
Down Hertford to Up Hertford in Up direction	Pass Down Hertford in Down direction – passenger	2½
Down Hertford to Up Hertford in Up direction	Pass Down Hertford in Down direction – freight	3

Langley South Junction		
Adjustment to Sectional Running Times		
Movement Down	Reason	Margin
Up Hertford crossing to Down Hertford	Acceleration	½ after Langley South Jn
Movement Up	Reason	Margin
Down Hertford crossing to Up Hertford	Approach control	½ approaching Langley South Jn and ½ approaching Bragbury Jn
Junction Margins		
First Movement	Second Movement	Margin
Down Hertford to Up Hertford in Up direction	Pass Down Hertford in Down direction	3

Langley Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Stevenage Platform 5	Pass from Down Slow towards Molewood Junction	3
Pass to Stevenage Down Slow	Pass from Stevenage Platform 5 to Molewood Junction	3

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

Letchworth Garden City

Dwell Time

All services	1 - May be reduced to ½ minute with prior agreement between Network Rail and Train Operator.
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Junction Margins

First Movement	Second Movement	Margin
Depart from CS Reception towards Baldock or A/D Lines	Arrive CS reception from Baldock	5
Train from Hitchin arrives Platform 2	Train departs A/D Lines to Platform 1	3*

* Due to overlap on Signal K949 preventing route being set from A/D Lines requiring a 2minute 'time-out' after arrival of a train in Platform 2.

Passenger to ECS allowance

Class 379/387/717 – passenger to ECS	3
Class 700 – passenger to ECS	4

Platform Re-occupation

Platform Re-occupation in the same direction 3 minutes

Planning Restriction

If a train is occupying Platform 2 at Letchworth, it is not possible to route another train from Letchworth A/D Lines to Platform 1 due to the overlap on Signal K949 preventing the route being re-set for a minimum of 2 minutes.

All trains must stop on Letchworth CS Reception Road and A/D Lines.

Planning Note

Turnrounds All shunt movements to be timed

All empty stock and shunt movements must be timed.

Letchworth Garden City EMU Sidings

Operating Stop / Operating Restrictions

All services travelling from Letchworth A/D line to Letchworth CS Reception must be shown to have a 'dot stop' at Letchworth A/D line.

All services travelling to/from Letchworth A/D line or Letchworth CS Reception towards or from Baldock direction must be shown to have a 'dot stop' at Letchworth CS Reception.

All movements between Stop Board 4 and Letchworth Reception CS/Letchworth CSD and also Stop Board 5 and Letchworth A/D line/Letchworth CSD are controlled by the shunter and in most cases only one movement at any one time is permitted.

Trains can be held at Stop Board 5 awaiting authority from the shunter to proceed towards Letchworth CS Reception; however trains cannot be signaled from K954 signal (from Royston) to Stop Board 4 until the previous movement within the yard has arrived at Letchworth CSD or Letchworth A/D line.

Letchworth Garden City EMU Sidings

Trains of more than 8 cars should not be planned to stable in Letchworth CSD without prior agreement as trains longer than this will block the walkways.

Junction Margins

First Movement	Second Movement	Margin
Pass/Depart Letchworth Garden City towards Royston	Depart Letchworth CS Reception towards Royston	3
Pass/Depart Letchworth Garden City towards Royston	Arrive Letchworth CS Reception	3
Arrive Letchworth CS Reception from Royston Baldock	Arrive / Pass Letchworth Garden City Baldock from Royston	5 Same time
Arrive Letchworth CS Reception from Baldock	Pass Baldock from Royston	1
Arrive Letchworth CS Reception from Royston Baldock	Depart Letchworth Garden City towards Royston Baldock	4 Same time
Arrive Letchworth CS Reception from Royston Baldock	Pass Letchworth Garden City towards Royston Baldock	3 2
Depart Letchworth CSD towards Royston Baldock	Depart Letchworth CSD towards Royston Baldock or Letchworth A/D line	10
Depart Letchworth CSD towards A/D line	Depart Letchworth CSD towards Royston Baldock or Letchworth A/D line	23 (if first train formed of up to 6 cars) 24 (if first train formed of 8 cars)
Arrive Letchworth CSD from Royston Baldock	Arrive Letchworth CSD from Royston Baldock	10
Arrive Letchworth CSD from Letchworth A/D line	Depart Letchworth A/D line towards Letchworth CS Reception	Same time
Arrive Letchworth CSD from Letchworth A/D line	Arrive Letchworth CS Reception from Royston	6 Same time

Baldock

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Royston to Platform 1 (having called at Letchworth)	Approach control at Signal K955	½*
Down Royston to Platform 1 (having not called at Letchworth)	Approach control at Signal K955	1*
Pass from Letchworth CS towards Royston	Acceleration from slow speed crossover	½ approaching Royston
Pass from Up Royston to Letchworth CS Reception	Approach control at Signal K954	1 approaching Baldock

* Does not apply to movements from Letchworth CS Reception Road which terminate at Baldock.

Dwell Time

EMU Classes 379, 387 and 700	1 Up peak trains services arriving St Pancras Low Level / King's Cross / Moorgate between 0700 –0959 SX which run non-stop between Hitchin or Stevenage and Finsbury Park
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Baldock		
Junction Margins		
First Movement	Second Movement	Margin
Depart Up platform	Arrive up platform from Down	3½
Up fast pass Letchworth	Arrive up platform from Down	½
Up fast arrive Letchworth	Arrive up platform from Down	Same time
Between all conflicting movements		3
Platform re-occupation in the same direction for consecutive stopping services		2½

Royston		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Arrive/pass Platform 2 from Up Cambridge	Approach Control on Signal K986 K986 and 25mph crossover	1
Depart Platform 2 to Up Cambridge	Speed differential for 25mph crossover	½*
Pass Platform 2 to Up Cambridge	Speed differential for 25mph crossover	1*
* To be applied approaching next timing point		
Movement Down	Reason	Value
Arrive/pass platform 1 from Down Cambridge	Approach Control on signal K977 and 30mph crossover	1
Depart/pass platform 1 to Down Cambridge	Speed differential for 30mph crossover	½*
* To be applied approaching next timing point		
Dwell Time		
Class 379, 387 and 700	1	
Junction Margins		
First Movement	Second Movement	Margin
All crossing margins at south end		3½
All crossing margins at north end		4
Arrive Platform 2 from Cambridge	Depart Platform 1 to Cambridge	1
Arrive Platform 1 from Letchworth Garden City	Depart Platform 2 to Letchworth Garden City	1
Pass/Depart Up not calling at Ashwell	Depart Up calling at Ashwell	3
Down arrive Royston station	Up depart Royston Loop	1
Down arrive Royston Loop	Down arrive/pass Royston	3
Up depart Royston Loop or Platform 2	Down arrive/pass Royston	4
Up depart/pass Royston station	Up depart Royston Loop	2
Up depart Royston Loop	Up depart/pass Royston station	4
Platform Re-occupation in the same direction		3
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to Foxton	Arrive Platforms 1 or 2 from Foxton	4
Depart Platform 2 to Baldock	Arrive Platforms 1 or 2 from Baldock	3½
Down arrive/pass	Up depart Royston Loop	1
Down arrive Royston Loop	Down arrive/pass Royston	3
Up depart Royston Loop	Down arrive/pass Royston	4
Up depart/pass Royston	Up depart Royston Loop	2
Up depart Royston Loop	Up depart/pass Royston	4
Up Depart/Pass not stopping at Ashwell and Morden	Up Depart stopping at Ashwell and Morden	3
Platform reoccupation in the same direction		3

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JUNCTION

Peterborough East Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3

LN150 FLYOVER EAST JUNCTION TO DECOY NORTH JUNCTION

Decoy South Junction

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Train on DLF to Down Decoy Sidings	25mph crossover and 15mph into Siding	1½

Junction Margins

First Movement	Second Movement	Margin
Pass from St Catherines Junction	Re-occupy single line	3

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)

Glington Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Werrington Junction towards Spalding	Passenger pass from Spalding towards Marholm Junction	2½
Pass from Werrington Junction towards Spalding	Freight pass from Spalding towards Marholm Junction	3½
Pass from Spalding towards Marholm Junction	Passenger pass from Werrington Junction towards Spalding	3
Pass from Spalding towards Marholm Junction	Freight pass from Werrington Junction towards Spalding	3½

Spalding		
Dwell Time		
DMU	1	
Minimum Turnround		
4 – trains from Peterborough		
Junction Margins		
First Movement	Second Movement	Margin
Up train pass/depart Platform 1	Down train terminates Platform 1	3

Sleaford South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up train passes from Sleaford	Down fast pass	2 ½
Down fast pass	Up train passes from Sleaford	2
Up train passes from Sleaford	Down train passes to Sleaford	2 ½

Sleaford North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up train passes to Sleaford	Down fast pass	2
Down fast pass	Up train passes to Sleaford	3
Down train passes from Sleaford	Up train passes to Sleaford	3

Lincoln Terrace Sidings
Planning note
When entering, the sidings diverge into Siding 1 and Siding 2 beyond Signal SL7821, which is the protecting signal for exiting the sidings. The two sidings then converge again at the far end and extend to a buffer stop, dimensions are as follows:
<u>Siding 1</u> Signal SL7821 to convergence with Siding 2 at rear – 214m/33 SLUs Convergence point with Siding 2 at rear to buffer stop – 65m/10 SLUs
<u>Siding 2</u> Signal SL7821 to convergence with Siding 1 at rear – 209m/33 SLUs Convergence point with Siding 1 at rear to buffer stop – 65m/10 SLUs

Pelham Street Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Market Rasen	Pass to Sleaford	3
Pass to Sleaford	Pass from Market Rasen	4

Lincoln		
Attachment of Locomotives/Units		
Attach DMU	3	
Dwell Time		
All	2	
170	2 when terminating then continuing in same direction	
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements except below		3
Arrive any platform	Conflicting departure	1
First Movement To/From Spalding		
Arrive P1/2 from Spalding	Arrive P3 from West Holmes Jn	2½
Arrive P4/5 from Spalding	Arrive P4/5 from West Holmes Jn FL	2½
Depart P4/5 to Spalding	Conflicting arrival	4*^
Depart P1-3 to Spalding	Arrive P4/5 from Barnetby	4
Depart P1-3 to Spalding	Arrive P1-3 from Spalding	4
Depart P1-3 to Spalding	Arrive P1-3 from Barnetby or West Holmes Jn	4½
First Movement To/From Barnetby		
Arrive P4/5 from Barnetby	Conflicting arrival	2½*^
Arrive P1-3 from Barnetby	Conflicting arrival into P1-3	2½
Depart any platform to Barnetby	Conflicting arrival	4½*^
First Movement To/From West Holmes Jn		
Arrive P4/5 from West Holmes Jn	Arrive P4/5 from Spalding	2
Arrive P3 from West Holmes Jn	Arrive P1/2 from Spalding	2½
Depart any platform to West Holmes Jn	Conflicting arrival	4*^
* add ½ if second train comes from UGS into P4/5		
^ reduce by ½ if second train comes from Spalding to P4/5		
Overlap Restrictions (Use relevant conflicting margins from table above)		
First Movement	Second Movement	Reason
Arrive P4-5	Arrive / Depart P4-5 from / to opposite direction	Signal overlaps
Depart P4-5	Arrive P4-5 in same direction	Signal overlaps
Arrive P1-3	Arrive / Depart P1-3 from / to opposite direction	Signal overlaps
Depart P1-3	Arrive P1-3 in same direction	Signal overlaps
Movement between Terrace Sidings and P4/5	Movement between P1-3 and Barnetby lines	Signalling restrictions
Minimum Turnround	12 trains from Sheffield, Nottingham, Cleethorpes or Peterborough*	
	15 trains from beyond Sheffield, Nottingham or Peterborough*	
	13 80X – 30 if shunting via Terrace Sidings between Class 1 journeys	
	*Does not apply to LNER	
Where shorter turnrounds already apply, existing values may continue to be used, provided they are not further reduced. In the event that a service is amended by changes to the overall pattern, the new values will apply.		

Lincoln

Planning Note

The lengths of Platforms 3, 4 and 5 are 144m, 144m and 165m respectively. Trains longer than this e.g. HST units, can still be planned into these platforms as they will draw past the platform signal, however:

- a) Over-length trains planned into Platform 3 prohibit access to Platforms 1 and 2, the Up Gainsborough Line, access into the Terrace Sidings and the bi-directional Down Gainsborough at the Pelham Street end of the station; or lock Brayford Junction crossovers (and adjacent level crossings) at the East Homes side, depending on direction of travel.
- b) Over-length trains planned into Platform 4 prohibit access to the Down Gainsborough Line and Platform 5 at the Pelham Street end of the station, or lock Brayford Junction crossovers (and adjacent level crossings) at the East Holmes side, depending on direction of travel.
- c) Over-length trains planned into Platform 5 prohibit access to the Down Gainsborough Line and Platform 4 at the Pelham Street end of the station, or lock Brayford Junction crossovers (and adjacent level crossings) at the East Holmes side, depending on direction of travel.

In the case of examples B and C, if the train is routed towards the Spalding Lines, Sincil Bank CCTV barriers need to be lowered for the duration of the train's occupation of the platform; and if the train routed towards the Barnetby Lines, the Pelham Street end of the station will be locked for the duration of the train's occupation.

West Holmes Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Gainsborough	Pass from Newark	3½
Pass from Newark	Pass to Gainsborough	3
Pass from Lincoln	Diverging pass from Lincoln	3

Pyewipe Junction

Junction Margins

First Movement	Second Movement	Margin
Pass West Holmes Junction to Gainsborough	Pass to Boultham Junction	5
Pass to Boultham Junction	Pass West Holmes Junction to Gainsborough	3
Pass from Boultham Junction	Pass to Boultham Junction	4

Gainsborough Lea Road

Dwell Time

All	1
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Bessacarr Junction

Adjustment to sectional running time

Movement Down	Reason	Value
Approaching Bessacarr Junction – for trains to Black Carr Junction or Up Lincoln Flyover	Approach Control	1½ Freight ½ Passenger

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS

Allington West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Nottingham towards Grantham	Pass from Sleaford	4
Pass from Sleaford	Pass to Grantham	4

Allington North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Sleaford towards Allington West Junction	Pass from Allington East towards Sleaford	3½
Pass from Allington East towards Sleaford	Pass from Sleaford towards Allington West Junction	2½

Sleaford

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Down train from Lincoln or Grantham arrive Platform 1	Up train from Spalding or Skegness arrive Platform 2	3
Up train from Spalding or Skegness arrive Platform 2	Down train from Lincoln or Grantham arrive Platform 1	2
Down train from Lincoln or Grantham arrive Platform 3	Up train from Spalding or Skegness arrive Platform 2	4
Up train from Spalding or Skegness arrive Platform 2	Down train from Lincoln or Grantham arrive Platform 3	4
Up train departs to Lincoln from Platform 3	Down train from Grantham arrive	6
Down train from Lincoln or Grantham arrive	Up train departs to Lincoln from Platform 3	1
Up train departs to Lincoln or Grantham from Platform 3	Up train from Spalding or Skegness arrive	4
Train arrives from Grantham	Train from Lincoln pass Sleaford N Junction	2
Train from Lincoln arrives Platform 3	Train from Grantham arrive	6
Arrive from Spalding or Skegness	Depart to Spalding or Skegness	1
Arrive from Lincoln	Depart to Lincoln	2
Depart to Spalding	Arrive from Skegness	6
Depart to Skegness	Arrive from Spalding	7

Minimum Turnround

5 trains from Peterborough, Lincoln or Grantham
10 trains from beyond Peterborough, Lincoln or Grantham

Heckington		
Adjustment to sectional running time		
Movement Down	Reason	Value
Departing Heckington	Only applies to trains consisting of 5 or more vehicles. HN13 signal which protects Great Hale Drove LC on the Down line, will not clear until the train clears the track circuit in rear.	3
Junction Margins		
First Movement	Second Movement	Margin
Train from Sleaford	Train to Sleaford	3
Restriction. No acceptance into Up platform until 2 minutes after train has arrived off the Single Line from Sleaford.		

Hubberts Bridge		
Junction Margins		
First Movement	Second Movement	Margin
Train from Boston	Train to Boston	3
Restriction. No acceptance into Down platform until 2 minutes after train has arrived off Single Line from Boston		

Boston		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains bound for Boston Docks. Approaching Boston Station	To cover the time required for: a) the train to stop adjacent Sleaford Siding G.F. and collect a radio from the shunter; b) the train to draw forward towards Boston station	3*
*does not apply to GBRf services as an alternative method of working is in place		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Hubberts Bridge	Depart to Hubberts Bridge	Same time
Arrive from Skegness	Depart to Skegness	2
Minimum Turnround		
	8	

Sibsey		
Junction Margins		
First Movement	Second Movement	Margin
Train from Boston	Train to Boston	3

Skegness	
Minimum Turnround	7 trains from Nottingham
	15 trains from beyond Nottingham
Where existing values fall beneath the minimum turnround values they may continue to be used provided they are not further reduced. In the event changes are applied to the overall service pattern the new values will apply	
Platforming	Due to the lack of platform lighting, only Platforms 3 and 4 should be used during the hours of darkness.

LN190 ALLINGTON EAST JUNCTION TO ALLINGTON NORTH JUNCTION (ALLINGTON CHORD)		
Allington East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Nottingham towards Grantham	Pass towards Allington North	3
Pass towards Allington North	Pass from Nottingham towards Grantham	2½

Allington North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Sleaford towards Allington West Junction	Pass from Allington East towards Sleaford	3½
Pass from Allington East towards Sleaford	Pass from Sleaford towards Allington West Junction	2½

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION		
Newark Flat Crossing		
Junction Margins		
First Movement	Second Movement	Margin
Refer to LN101		
Planning Restriction		
No pathing time to be applied between Newark Flat Crossing and Newark Flat Crossing East Junction		

Newark Flat Crossing East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Approaching Newark Flat Crossing East Junction – for trains to Newark North Gate	Slow speed junction	½ Class 15X only
Movement Up	Reason	Value
After Newark Flat Crossing East Junction– for trains from Newark North Gate	Slow speed junction	½ Class 15X only

Junction Margins

First Movement	Second Movement	Margin
Pass from Nottingham	Arrive from Newark North Gate	4
Arrive/pass from Newark North Gate	Pass to Nottingham or Newark North Gate	4
Pass to Nottingham	Arrive from Newark North Gate	4
Pass to Nottingham	Depart to Newark North Gate	3
Depart to Newark North Gate	Pass to Nottingham	5
Depart to Newark North Gate	Pass from Nottingham	5
Depart to Nottingham (after reversal)	Pass/arrive from Nottingham	5

Minimum Reversal | 3½

Planning Restriction

No pathing time to be applied between Newark Flat Crossing East Junction and Newark Flat Crossing

Boultham Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Lincoln	Pass from Pyewipe Junction	3
Pass from Pyewipe Junction	Pass to Lincoln	4
Pass from Pyewipe Junction	Pass to Pyewipe Junction	4

LN220 BESSACARR JUNCTION TO BLACK CARR JUNCTION

Bessacarr Junction

Refer to LN170

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

Shaftholme Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Knottingley	Differential junction speed	1½
Movement Up	Reason	Value
Pass from Knottingley	Differential junction speed	1½ Passenger Freight 400t – ½ 600/800t – 1 1000/1200t – 1½ 1400t/1600t – 2 1800t plus 2½ 75mph Freight 400t – 1½ 600t plus – 2 To be applied approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass from Knottingley	Down Pass to Temple Hirst Jn	3½
Pass from Knottingley	Up Pass from Temple Hirst Jn	4½
Depart Shaftholme Jn	Down Pass to Temple Hirst Jn	4½
Depart Shaftholme Jn	Pass to Knottingley	4
Freight depart Shaftholme Jn	Up Pass from Temple Hirst Jn	5½
Passenger depart Shaftholme	Up pass from Temple Hirst Jn	4
Passenger Pass to Knottingley	Down Pass to Temple Hirst Jn	3½
Freight Pass to Knottingley	Down Pass to Temple Hirst Jn	4
Pass to Knottingley	Pass from Knottingley	4
Pass to Knottingley	Depart Shaftholme Jn	2½
Pass from Knottingley	Pass to Knottingley	3
Down train pass to Temple Hirst Jn	Pass from Knottingley	4
Down train pass to Temple Hirst Jn	Depart Shaftholme Jn	1
Up train pass from Temple Hirst Jn	Pass from Knottingley	4
Up train pass from Temple Hirst Jn	Up train start from Branch	2

Joan Croft Junction

Junction Margins

First Movement	Second Movement	Margin
Down train from Branch	Up train passes Shaftholme Junction	5
Up train passes Shaftholme Junction	Down train from Branch	2
Down train passes Shaftholme Junction	Down train from Branch	3
Up train pass to Branch	Up train passes Temple Hirst Junction	Same time

Heck Plasmor		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Heck Plasmor	Up pass Temple Hirst Jn	2
Up pass Temple Hirst Jn	Depart Heck Plasmor	2½

Temple Hirst Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Selby	Deceleration	½ for timing loads above 100mph
Movement Up	Reason	Value
Pass from Selby	Acceleration	½ for trains above 100mph Applied approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass to Selby	Up Pass	3½
Pass to Selby	Down Pass	3
Pass to Selby	Pass from Selby	4
Up passenger pass	Depart Temple Hirst Jn from Selby	2
Up freight pass	Depart Temple Hirst Jn from Selby	2½
Up Pass	Pass to Selby	3½*
Pass from Selby	Pass to Selby	3*

* Can be reduced by ½ if the second train has at least 1 minute of pathing time approaching Temple Hirst

Hambleton South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Hambleton West, if stopping at Hambleton West.	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Down ML train pass Hambleton North Junction	Pass Hambleton South Junction from Hambleton West Junction	4*
Pass Hambleton South Junction to Hambleton West Junction	Down ML pass Hambleton North Junction	4
Pass Hambleton South Junction from Hambleton West Junction	Down ML train pass Hambleton North Junction	4
Up ML train passes Hambleton North Junction	Pass Hambleton South Junction from Hambleton West Junction	5 [§]
*1 minute if second train stopped at Hambleton South Junction		
§2 if second train stopped at Hambleton South Junction		

Hambleton North Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Hambleton East Junction	Acceleration	½ passenger* Freight ½ 400t to 800t 1 1000 to 1800t 1½ 2000t plus To be applied approaching the next timing point
Movement Up	Reason	Value
Pass to Hambleton East Junction	Approach Control	1 Passenger* 1½ 75mph Freight 1 60mph Freight

* Adjustment not required for 15x, 158, 195 as this is included in the SRT

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch	Pass Up Main	4
Pass Up Main	Pass from Branch	3
Pass Up Main	Depart from Branch	1
Pass Down Main	Depart from Branch	2
Pass Down Main	Pass from Branch	3

Colton Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass NNL from Church Fenton To York and not crossing to the Leeds line at Colton North Junction	Differential speeds	½ for timing loads above 100mph To be applied approaching York

Junction Margins

First Movement	Second Movement	Margin
Pass NNL to Church Fenton	Pass from Hambleton	4
Pass from Hambleton	Pass NNL to Church Fenton	4

Colton North Junction		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Train crossing from LSL towards Hambleton	Acceleration	½ for timing loads above 100mph To be applied after Colton Junction
Junction Margins		
First Movement	Second Movement	Margin
Up LSL pass Colton Junction	Down crossing movement pass Colton Junction	3
Down crossing movement pass Colton Junction	Up LSL pass Colton Junction	5
Up crossing movement pass Colton Junction	Down ML/NNL pass Colton Junction	3
Down ML/NNL pass Colton Junction	Up crossing movement pass Colton Junction	5
Down NNL – LSL pass Colton Junction	Down pass Colton Jn NNL	3½

Holgate Sidings		
Junction Margins		
First Movement	Second Movement	Margin
Depart Holgate Sidings to Colton Junction	Arrive/pass York/York Yard South LSL	6
Arrive/pass York/York Yard South LSL	Depart Holgate Sidings to Colton Junction	1
Arrive Holgate Sidings from York/York Yard South	Arrive/pass York/York Yard South LSL	5
Arrive/Pass York/York Yard South	Arrive Holgate Sidings from York/York Yard South	3

Holgate Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down pass/arrive York Yard South Junction	Arrive York from Leeds lines	4
Arrive York from Leeds lines	Up pass York Yard South Junction	3
Arrive York from Leeds lines	Up depart York Yard South Junction	Same time
Depart York on Leeds lines	Depart/pass York Yard South Junction	4
Up depart/pass York Yard South Junction	Arrive York from Leeds lines	5

York		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Bay Platforms	TPWS	½
Approaching Platforms 11x from the south	Approach control	1
Up trains departing platform 4 (to be input at next timing point)	Additional distance through York station	½
Connectional Allowance		8

York		
Dwell Time		
DMU	3	
LH/80X	3	
22x	2	
TPE	3 – May be reduced to 2 with prior agreement from the operator	
Grand Central	2	
Minimum Turnround		
To/from London King's Cross	25	
XC	20 (10 by exception and in agreement with Network Rail)	
TPE	8	
DMU/EMU	10 from Leeds, Sheffield, Newcastle, Middlesbrough, Scarborough, Hull, Harrogate and Manchester Victoria	
	15 from Blackpool which may be reduced to a minimum of 10 minutes by the number of minutes additional station dwell at Leeds of the incoming service	
Junction Margins		
First Movement	Second Movement	Margin
Trains following same direction		3
Arrive	Depart conflicting move	1
Between first departing and second arriving	South end and Scarborough line (or as below)	5
Between first departing and second arriving	North end	4
Depart Platform 1	Arrive Platform 3 from the North	4%
Depart Platform 1	Pass Platform 3 from Skelton Junction	3½
Arrive Platform 1	Arrive Platform 3	4%
Arrive Platform 1	Pass through Platform 3 from Skelton Junction	3½%
Arrive/Depart Platform 2 from East	Arrive Platform 4 from South	3
Arrive Platform 3 from North/East	Arrive Platform 1	3
Arrive Platform 3 from North/East	Depart Platform 1	1
Arrive Platform 3 from North/South	Arrive Platform 4 from East	3
Arrive Platform 4 from East	Arrive Platform 3 from North/South	3
Arrive Platform 10 from North	Arrive Platform 11 from Down Main	3
Arrive Platform 10 from North	Depart Platform 11 to the south	1*
Arrive Platform 11 from South	Arrive Platform 10 from the North	3\$
Arrive Platform 11 from South	Depart Platform 10 to the North	1\$
Arrive Platform 11 from Down Leeds	Arrive Platform 10 from Down Main	3\$
Arrive Platform 5 from South	Arrive Platform 4 from the East and Platform 8 to/from North when the routes are set at the same time	3
Arrive Platform 5 from South	Depart Platform 4 to the East and Platform 8 to/from North when the routes are set at the same time	1
Arrive Platform 5 from South	Arrive Platform 3 from North and Depart Platform 8 to North at the same time	3
* It is possible to depart Platform 11 to Holgate Sidings at the same time as an arrival from the North in Platform 10		
\$ If platform 11x is used these movements can happen simultaneously. Platform 11x is not available from the North or from the Down Main due to there being no short overlap		
%Can be reduced to 3 minutes if a minimum of 1 minute in pathing time is applied approaching York		
Platform Re-occupation		
In same direction	3	

York	
Preferred Platform Usage	
To protect performance LNER trains should where possible use the following platforms:	
LNER xx:01-xx:03 York – King’s Cross services	Use platform 6
Southbound xx:53-xx:55 arrivals connecting into them	to use platform 5
Train Watering Points	
	Restricted use in Platforms 1, 2 and siding. Platforms 9 and 10
Restrictions:	
Platform 3 – Formations of 9 or 10 car class 80x cannot be planned to stop in the Down direction as there is no stop board means rear passenger doors will be beyond the usable length of the platform	

Skelton Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Class 15x, 170, 195 pass Skelton Junction from Tollerton	Faster route	-½ approaching York
Junction Margins		
First Movement	Second Movement	Margin
All conflicting margins Except:		3
Pass to Harrogate	Pass from Harrogate	4
Pass to Harrogate	Depart Skelton Junction (signal Y262)	1
Pass from Harrogate	Pass Down Slow	3½
Pass Up Fast	Pass/Depart from Harrogate	2½
Depart from Harrogate Line	Pass Down Slow	4
Pass Down Fast	Depart from Harrogate Line	1
Pass Down Slow	Depart from Harrogate Line	1½
Pass Up Slow	Depart from Harrogate Line	1½
Depart from Harrogate Line	Pass Up Slow	3½

Skelton Bridge Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger pass to Down Slow	Down train Pass Skelton Junction	1½
Down Freight pass to Down Slow	Down train Pass Skelton Junction	2
Up Freight pass to Up Slow	Up train on Up Fast pass Skelton Junction	4
Up Freight pass to Up Slow	Up Freight (75mph) on Up fast pass Skelton Junction	5
Up Freight pass to Up Slow	Up Freight (60mph) on Up fast pass Skelton Junction	6
Up Fast Line train passes Skelton Junction	Up Freight pass to Up Slow	2½
Up Fast Line train passes Skelton Junction	Up Freight depart to Up Slow	1
Up Freight pass to Up Slow	Down train Pass Skelton Junction	2

Skelton Bridge Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down Fast Passenger passes Skelton Junction	Freight Pass to Up Slow	4½
Down Fast Passenger Passes Skelton Junction	Freight Departs to Up Slow	1½
Down Fast Freight (75mph) passes Skelton Junction	Freight Pass to Up Slow	5
Down Fast Freight (60mph) passes Skelton Junction	Freight Pass to Up Slow	6
Down Fast Freight passes Skelton Junction	Freight Departs to Up Slow	2½

Tollerton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger pass Down Fast to Down Slow	Deceleration for lower junction speed	½
Pass Down Slow to Down Fast	Deceleration for lower junction speed Acceleration from lower junction speed	1 Applied approaching Tollerton 2 Applied approaching next timing point
Movement Up	Reason	Value
Pass Up Fast to Up Slow	Deceleration for lower junction speed Acceleration from lower junction speed	1 Applied approaching Tollerton ½ Applied approaching next timing point
Passenger Pass Up Slow to Up Fast	Acceleration from lower junction speed	½ Applied approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Fast	Pass Up Slow to Up Fast	2½
Pass Up Fast to Up Slow	Pass Up Fast	2½
Down Fast to Down Slow	Pass Down Fast	3
Pass Down Fast	Down Slow to Down Fast	2½

Thirsk		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass Down Slow to Down Fast	Deceleration for lower junction speed Acceleration from lower junction speed	1 Applied approaching Thirsk 1 Applied approaching next timing point
Pass Down Fast to Down Slow	Deceleration	1
Movements Up		
Movement Up	Reason	Value
Pass Up Slow to Up Fast	Acceleration	1 Applied approaching next timing point
Dwell Time		
DMU/EMU	1	
180	1½ - May be reduced to 1 with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Down Fast to Down Slow	Pass Down Fast	2½
Pass Down Fast	Depart Down Slow to Down Fast	2
Pass Up Fast	Depart Up Slow to Up Fast	1½
Pass Up Fast	Pass Up Slow to Up Fast	3

Longlands Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger Pass Down Slow to Down Main towards Darlington (not stopping at Northallerton)	Acceleration	½ to be applied after Northallerton
Depart Longlands Junction to Down Main towards Darlington (not stopping at Northallerton)	Acceleration	½ Passenger Freight Up to 1200t – no adjustment required 1400-1600t – ½ 1800t+ - 1 To be applied after Northallerton
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Main (Northallerton)	Pass from Down Slow	2
Pass Down Main (Northallerton)	Depart from Down Slow	1

Northallerton		
Dwell Time		
Standard	1½	
180	1½ - May be reduced to 1 with prior agreement from the operator	
DMU including 185	1	
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Eaglescliffe from Down Fast	Deceleration	1½
Pass to Eaglescliffe from Down Slow	Deceleration	1
Movement Up	Reason	Value
Passenger Pass Up Main to Up Slow	Deceleration	½
Pass from Eaglescliffe to Up Fast	Acceleration	1½ To be applied approaching next timing point
Pass from Eaglescliffe to Up Slow	Acceleration	1 To be applied approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Depart to Eaglescliffe	Pass Down Main	4½
Depart to Eaglescliffe	Pass Up Main	4½
Depart to Eaglescliffe	Arrive Up Main	4
Arrive/pass Up Main	Depart to Eaglescliffe	1
Arrive/pass Up Main	Pass to Eaglescliffe	3
Pass Up Main	Pass/arrive from Eaglescliffe	3
Depart Up Main	Arrive from Eaglescliffe	4*
Passenger Pass Up Main to SL	Pass Up Main	2½
Passenger Depart Up Main to SL	Pass Up Main	2½
Freight Pass Up Main to SL	Pass Up Main	3
Depart Down Platform to Up	Pass Down Main	5½
Depart Down Platform to USL	Pass Up Main	4½
* 3 if train from Eaglescliffe has pathing allowance		

Darlington Down Passenger Loop		
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger Arrive at Darlington DPL	Down Arrival Darlington Station	4
Down Freight Arrive Darlington DPL	Down Arrival Darlington Station	5

Darlington									
Adjustments to Sectional Running Times									
Movement Down			Reason				Value		
Train from Northallerton to Platform 4B via Bypass Line			Slower approach speed				2		
Train passing through Platform 4 from Northallerton			Deceleration				1*		
			Acceleration				1* approaching next timing point		
*May be reduced to ½ for trains timed at 75mph or below									
Trains from Down Main to Platform 1 – 3			Approach control				1		
Trains from Up Saltburn terminating in Platforms 2 & 3			TPWS				½		
Non-stop trains from Dinsdale to the Down Main			Acceleration				2 approaching next timing point		
Movement Up			Reason				Value		
Train to Platform 4B			Approach control				1		
Dwell Time									
185			1½						
22x			1½						
DMU/EMU			2						
LH/80x			2						
Junction Margins – South End movements									
2 nd move → 1 st move ↓	Depart to Northallerton	Pass to Northallerton	Arrive from Dinsdale	Pass from Northallerton	Depart to Dinsdale	Arrive Platform 4A from Dinsdale	Arr Plat 4 from Northallerton via Bypass	Arrive Plat 1-3 from Northallerton	Arrive Platform 1 from Ferryhill South Jn
Arr/pass from Dinsdale	1	4		4	1			4*	P
Pass to Northallerton	2		4		2	4			
Dep to Northallerton			5*	5	3	5*		5*	
Dep to Dinsdale	2	5	5*	5		5*		5*	
Pass from Northallerton	1		4*		1	4*			4 ½
Arr Plat 4 from Northallerton						4*			
Arr Plat 4A from Dinsdale							4		P

Darlington								
Junction Margins – North End movements								
2 nd move →	Pass from Northallerton	Arrive Platform 4 from Northallerton	Depart Ferryhill South Jn	Depart to North Road	Pass to Northallerton	Arrive Platform 1 from Ferryhill South Jn	Arrive Platform 4 from Ferryhill South Jn	Arrive from North Road
1 st move ↓								
Pass from Northallerton			3			4 ½	4	
Depart to Ferryhill South Jn				3			5*	4*
Arr Plat 1 from Ferryhill South Jn	5				4			
Arr Plat 1 from North Road			1	1		4		
Arr Plat 4A from North Road		4 – via bypass		1			4	
Dep Plat 1 for North Road			3 (Plat 4)			5	5*	
*These margins can be reduced by 1 if the second train has at least 1 minute pathing allowance approaching Darlington								
First Movement			Second Movement			Margin		
Arrive Up Loop			Pass Up Main			6		
Pass Up Main (not timed at 100mph or above)			Depart Up Loop			2		
Pass Up Main (timed at 100mph or above)			Depart Up Loop			1½		
Depart to Eaglescliffe			Depart Up Loop			3		
Depart to Northallerton			Depart Up Loop			3		
Minimum Turnround								
DMU			5 trains from Bishop Auckland/Saltburn. There must not be two consecutive 5 minute turnrounds and sum of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included approaching Darlington					
			10 trains from York					
			15 trains from Leeds or beyond					
LH			35 trains to/from Bristol/Reading and north thereof					
			45 trains to/from south of Bristol, and South Wales and beyond Reading					
Train Watering Points			Platforms 2 and 3					

Darlington Up Sidings

Siding Lengths (west to east)

750m (excluding headshunt 46m)	117 SLU / 2460 ft (headshunt 7 SLU / 150 ft)
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750m (run round)	117 SLU / 2460 ft
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574m (run round)	89 SLU / 1883 ft
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Note: 750m represents the maximum trailing length that can use the run round facility.

Ferryhill South Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Down Main to Slow Line	Differential Junction Margin	1½ And ½ to be applied approaching Tursdale

Movements Up	Reason	Value
Pass Slow Line to Up Main	Differential Junction Margin	½ Approaching Ferryhill South Junction And the following applied at the next timing point Class 4 1 – 400t 1½ - 600t 2 – 800t-1600t Class 6 1 – 400t-1200t 1½ - 1400t and above

Junction Margins

First Movement	Second Movement	Margin
Passenger Down Main to Slow Line	Pass Down Main	3
Passenger Down Main to Slow Line	Pass Up Main	3½
Freight Down Main to Slow Line	Pass Down Main	3½
Freight Down Main to Slow Line	Pass Up Main	4*
Pass Up Main	Depart US or UGL to UM	2
Pass Up Main	Pass Down Main to Slow Line	3
Pass Up Slow to Up Main	Pass Down Main to Slow Line	3½

* To be increased by ½ if the first train is longer than 600m

Ferryhill South Junction

Operating/Planning Restriction

- All trains booked to stand on the Up for over 10 minutes that are less than 69 SLUs/1449 ft/441 metres, must be shown to stand in the Up Goods Loop. The length of Ferryhill South Up Goods Loop is 70 SLUs/1470 ft/448 metres. Any trains standing for less than 10 minutes or that are longer than the Up Goods Loop; need to stand on the Up Slow Line.

Tursdale Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Slow Line to Down Fast	Acceleration	$\frac{1}{2}$ Passenger 400t – $\frac{1}{2}$ 600t to 1600t – 1 1800t to 2600t - $1\frac{1}{2}$ 2800t and above – 2 Applied at the next timing point
Movements Up	Reason	Value
Pass Up Fast to Slow Line	Approach control	$1\frac{1}{2}$

Junction Margins

First Movement	Second Movement	Margin
Pass Up Fast	Pass Slow Line to Down Fast	4
Pass Up Fast	Depart Slow Line to Down Fast	1
Up Fast to Slow Line	Pass Up Fast	$3\frac{1}{2}$ *
Pass to Slow Line	Pass from Slow Line to Down Fast	4*
Pass to Slow Line	Depart from Slow Line to Down Fast	$1\frac{1}{2}$ *
Pass from Slow Line	Pass to Slow Line	3*
Pass from Slow Line	Pass Up Fast	4*
Depart Slow Line to Down Fast	Pass Up Fast	4*
Down Fast Pass (Passenger)	Depart Slow Line to Down Fast	$2\frac{1}{2}$
Down Fast Pass (Passenger)	Pass from Slow Line to Down Fast	$3\frac{1}{2}$

* If the first train is longer than 600m in length then the margin is increased by $\frac{1}{2}$

Durham		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Terminating train in Down platform	Approach control	½
Movement Down		
Movement Down	Reason	Value
Down Fast to Down Slow passing Durham station	Deceleration	½ Freight approaching Durham
Dwell Time		
DMU/EMU	1	
LH/22x/802	1½	
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger clear to platform/SL	Next train passes	4
Down Freight clear to platform/SL	Next train passes	5
Up train terminating shunt, arrive to DF	Next Up service pass	8
Up train arriving on Down side	Next Down/Up pass	4
Minimum Turnround		
DMU	5 trains from Newcastle area. 10 minutes must be allowed if the service is to be re-platformed.	

Durham Up Loop		
Junction Margins		
First Movement	Second Movement	Margin
Up Passenger arrive inside	Next up train passes Durham	4
Up Freight arrive inside	Next up train passes Durham	5
Pass Durham on Up Main	Depart Loop	2
Depart Durham on Up Main	Depart Loop	3

Durham Down Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Down Loop	Next train arrives Durham	4
Pass Durham	Depart Down Loop	3
Depart Durham	Depart Down Loop	4

Chester-le-Street		
Dwell Time		
Class 14x/150/156	½	
Class 158/185	1	
XC 22x	1½	

Birtley Junction		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Pass to Yard/Slow Line	Deceleration	1½
Movement Up	Reason	Value
Pass Birtley Junction from Yard/Slow Line	Acceleration	After Birtley Junction: 1 Passenger Freight 400t – 1 600t – 1½ 800t -1800t – 2½ 2000t – 2800t – 3 3000t – 3200t – 3½
Junction Margins		
First Movement	Second Movement	Margin
Pass to SL/Arrival Line (Passenger)	Down Pass	3½
Pass to SL/Arrival Line (Freight)	Down Pass	4*
Pass from SL/Arrival Line	Down Pass	4*
Down Pass	Pass from SL/Arrival Line	3
Down Pass	Depart from SL/Arrival Line	1
Depart from SL/Arrival Line	Down Pass	4½*
Up Pass	Pass from SL/Arrival Line	3
Pass from SL/Arrival Line	Pass to SL/Arrival Line	3½*
Pass to Arrival Line	Pass from SL	4*
Pass to SL	Pass from Arrival line	3½*
* If the first train is longer than 600m in length then margin is increased by ½		

Low Fell Junction		
Junction Margins		
First movement	Second Movement	Margin
Pass to SL/GL (Passenger)	Up Passes King Edward Bridge South	Same Time
Pass to SL/GL (Freight)	Up Passes King Edward Bridge South	1
Pass to SL/GL (Passenger)	Down passes Birtley Junction	1
Pass to SL/GL (Freight)	Down Passes Birtley Junction	1½
Down Passes King Edward Bridge South	Pass from SL/GL	Same Time
Down Train Passes King Edward Bridge South Junction	Pass to SL/GL	1½
Pass from SL/GL	Pass to SL/GL	4
Pass to GL	Pass from SL	4½
Pass to GL	Depart from SL	3
Pass to SL	Pass from GL	4
Pass to SL	Depart from GL	3

King Edward Bridge South Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains towards Greensfield Jn	Differential junction speed	½ Passenger

Movements Up	Reason	Value
Trans from Greensfield Junction	Differential Speed Junction	½ Passenger

Junction Margins		
All Conflicting Moves		3

King Edward Bridge North Junction

Junction Margins		
First Movement	Second Movement	Margin
Pass from King Edward Bridge South Junction	Pass to King Edward Bridge South Junction	3

Newcastle

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train departing from Platforms 5,6,7 and 8 to Morpeth, timed FL.	Differential junction speed at Argyle Street Junction	½ to be applied approaching Heaton South Jn
Trains arriving Platforms 9, 10, 11 and 12	TPWS	1

Movements Up	Reason	Value
Trains arriving Platforms 5,6,7 and 8 from Morpeth timed FL.	Differential junction speed at Argyle Street Junction	½
Trains arriving Platform 1	TPWS	½

Connectional Allowance	8
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Platform Reoccupation	3
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Conflicting Moves		
Movement		Margin
Between trains in the same direction Platforms 2 – 4.		4
Between arrivals from opposite directions		4

Newcastle		
First Movement	Second Movement	Margin
Arrive Platform 2 from West	Arrive Platform 1	4
Depart Platform 3 to West	Arrive Platform 4 from East	4
West End movements		
Movement		Margin
Between first arriving and second departing		1
Between two consecutive arrivals		3
Between first departing and second arriving (LH/HST)		5
Between first departing and second arriving (DMU)		4
Between two consecutive departures		3
First Movement	Second Movement	Margin
Depart Platform 2/3 to West	Arrive Platform 2/3 from Forth Banks	4
Arrive Platform 8 from West	Arrive Platform 7 from East	3
Arrive Platform 8 from West	Depart Platform 7 to Up Slow Line	1
Arrive Platform 7 from West	Arrive Platform 8 from West	3
Depart Platform 7 to West via Up Slow	Depart Platform 8 to East	2
Depart Platform 7 to Up Slow Line	Arrive Platform 8 from West	3
Depart Platform ¾ to West	Arrive opposite Platform from East	3
Arrive Platform ¾ from East	Depart opposite Platform to West	3
Arrive Platform 3 from down main	Arrive Platform 4 from up main	1
Arrive Platform 4 from up main	Arrive Platform 3 from down main	1
East End movements		
Movement		Margin
Between first arriving and second departing		1
Between two consecutive arrivals		3
Between two consecutive departures		3
First Movement	Second Movement	Margin
Depart to North / High Level Bridge	Arrive from North	4
Depart to North / High Level Bridge	Arrive from High Level Bridge (first via Level Bridge Central) Junction	5
Depart to North / High Level Bridge	Arrive from High Level Bridge (first via Newcastle East Junction)	4
Depart Platform 3 / 4 to North via UFL	Arrive from UF	6
Depart Platform 2 to North	Depart Platform 1 to High Level Bridge	2
Arrive /depart Platform 1	Arrive Platform 2 from South	3
Depart Platforms 5,6,7 and 8 to DFL	Arrive from North on Up Fast Line	6
Arrive from North on Up Fast Line	Depart Platform. 5,6,7 and 8 to Down Fast Line	1 min before first train arrives
Dwell Time		
DMU	2	
LH/80X	3	
22x	2	
Maximum Turnround	60 minutes in through platforms	

Newcastle	
Minimum Turnround	
LNER	35
Lumo	35 (20 if service from Edinburgh)
TPE	20
XC	20 (10 by exception and in agreement with Network Rail)
DMU/EMU	5 To/from Sunderland or Metro Centre
	7# To/from Hexham, Morpeth, Seaham or Ashington
	10 To/from Carlisle, Hartlepool, Middlesbrough or Darlington
	20 To/from York and beyond, and north of Carlisle
# May be reduced by the amount of pathing time approaching Newcastle to a minimum of 5 minutes	
Operating Restrictions	
Class 22X and 80x trains using Platforms 5/6 must be planned to use the furthest platform dependent on the direction of arrival (i.e Platform 5 ex KEB direction and Platform 6 ex HLB/Scotland direction).	
No other units to be planned to use Platform 5/6 whilst a Class 22X and 80x train is occupying either platform due to overlap and signal sighting issues.	
153, 155 and 158's are not permitted in Platform 10 as per the route clearance tables in the Sectional Appendix	
HSTs and trains formed with Mk3 carriages are not permitted in Platform 5 to 11 as per the route clearance tables in the Sectional Appendix	
Trains conveying containers should only be planned to run SL or Platform 7 or Platform 2 (in this preference) due to RT3973 restrictions through the station.	
Train Watering Points	Platforms 2, 3; restrictive use of Platforms 4, 5 and 6; Newcastle Forth Siding; Heaton Depot

Heaton South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Slow Line	Differential junction speed	1/2* 1* Freight
* to be applied after Heaton South Jn		
Movements Up	Reason	Value
Trains to Up Slow	Differential junction speed	1/2 ^
^ Does not apply to trains from Heaton Depot or Heaton Up Goods Loop		
Junction Margins		
First Movement	Second Movement	Margin
All crossing margins		4

Heaton Loops		
Junction Margins		
First Movement	Second Movement	Margin
Pass Heaton South Jn to Morpeth 100mph Plus	Depart Heaton North Jn	2
Pass Heaton South Jn to Morpeth	Depart Heaton North Jn	3
Passenger Pass Benton North Jn to Benton East Jn	Depart Heaton North Jn	½
Freight Pass Benton North Jn to Benton East Jn	Depart Heaton North Jn	1
Arrive Heaton South Jn from Morpeth	Pass Heaton South from Morpeth for timing loads above 100mph	1½
Arrive Heaton South Jn from Morpeth	Pass Heaton South from Morpeth for timing loads below 100mph	2½
Arrive Heaton South Jn from Morpeth	Pass Benton North Jn from Benton East Jn	2
Arrive Heaton South Jn from Benton East Jn	Pass Heaton South from Morpeth for timing loads above 100mph	1½
Arrive Heaton South Jn from Benton East Jn	Pass Heaton South from Morpeth for timing loads below 100mph	2½
Pass Heaton South Jn Up Main	Up depart Heaton South Jn (Goods Loop)	1½

Benton North Jn		
Adjustment to Section Running Times		
Movement Down	Reason	Value
Pass to Benton East Jn	Approach Control	1 Passenger 1½ Freight
Movement Up	Reason	Value
Pass from Benton East Jn *	Acceleration	½ Passenger Freight 60mph ½ - 400t to 800t 1 – 1000t to 2200t 1½ - 2400t plus Freight 75mph 1 – 400t to 800t 1½ - 1000t plus
* All values apply approaching next timing point		

Junction Margins		
First Movement	Second Movement	Margin
Passenger Pass to Benton East Jn	Pass Up Main for timing loads above or at 100mph	2
Passenger Pass to Benton East Jn	Pass Up Main for timing loads below 100mph	3
Passenger Pass to Benton East Jn	Pass Down Main for timing loads above or at 100mph	2
Passenger Pass to Benton East Jn	Pass Down Main for timing loads below 100mph	2½
Freight Pass to Benton East Jn	Pass Up Main for timing loads above or at 100mph	2½
Freight Pass to Benton East Jn	Pass Up Main for timing loads below 100mph	3½

Benton North Jn		
Freight Pass to Benton East Jn	Pass Down Main for timing loads above or at 100mph	2½
Freight Pass to Benton East Jn	Pass Down Main	3
Pass Up Main	Pass to Benton East Jn	2
Pass Up Main 100mph Plus	Pass from Benton East Jn	2½
Pass Up Main	Pass from Benton East Jn	3
Passenger Pass Up Main	Depart Benton North Jn	1½
Freight Pass Up Main	Depart Benton North Jn	2
Passenger Pass from Benton East Jn	Pass Up Main for timing loads above or at 100mph	3
Passenger Pass from Benton East Jn	Pass Up Main for timing loads below 100mph	3½
Freight Pass from Benton East Jn	Pass Up Main for timing loads above or at 100mph	4
Freight Pass from Benton East Jn	Pass Up Main for timing loads below 100mph	4½
Pass from Benton East Jn	Pass to Benton East Jn	2
Pass to Benton East Jn	Pass from Benton East Jn	3

Morpeth		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Junction Margins		
First Movement	Second Movement	Margin
Passenger arrive Down Loop (Morpeth North Jn)	Pass Morpeth Down Main	1½
⚡ Freight arrive Down Loop (Morpeth North Jn)	Pass Morpeth Down Main	3½
Down terminating train to Branch Passenger/ECS depart to Hepscott Jn	Down/Up non-stop pass Pass Up Main	5 4
Down Freight pass to Branch Hepscott Jn	Down/Up non-stop pass	6 5
Pass Up Main	Passenger/ECS depart to Hepscott Jn	1
Up Passenger pass Morpeth	Arrive from reversing siding	3
Up Passenger arrive Up Loop	Up non-stop pass	6
Up Freight arrive Up Loop	Up non-stop pass	7
Pass from Branch Hepscott Jn	Pass to Branch Hepscott Jn	4
Dwell Time		
DMU		1
Minimum Turnround		
		10 Shunt via sidings

Morpeth North Junction

Junction Margins

First Movement	Second Movement	Margin
Depart pass from Branch	Up pass Morpeth	6
Pass to Branch	Up pass Morpeth	7
Pass from Branch	Up pass Morpeth	4
Down Passenger pass Morpeth	Depart Down Loop	2
Up train pass Morpeth	Depart from Branch	1
Down Passenger pass Morpeth	Depart from Branch	2

Pegswood

Dwell Time

DMU	1/2
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Butterwell Junction

Junction Margins

First Movement	Second Movement	Margin
Up Passenger train passes Alnmouth	Pass to branch (before Up train)	5
Up Freight train passes Alnmouth	Pass to Branch (before Up train)	9
Up train passes/arrives Morpeth/Morpeth UPL (or Morpeth North if going to Blyth & Tyne)	Depart/Pass Down Main to Branch	Same time

Widdrington

Dwell Time

DMU	1/2
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Chevington Loops

Junction Margins

First Movement	Second Movement	Margin
Down passenger arrive	Non-stop pass Morpeth	4 mins before
Down freight arrive	Non-stop passes Morpeth	2 mins before
Down passenger pass Morpeth	Down depart Loop	8
Up passenger arrive	Non-stop pass Alnmouth	Same time
Up freight arrive	Non-stop pass Alnmouth	1
Up Passenger (100mph+) Pass Alnmouth	Freight Departs Chevington Loop	7
Up Passenger (100mph+) Departs Alnmouth	Freight Departs Chevington Loop	8
Up Class 4 Freight Pass Alnmouth	Freight Departs Chevington Loop	9
Up Class 6 Freight Pass Alnmouth	Freight Departs Chevington Loop	12

Acklington

Dwell Time

DMU	1/2
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Wooden Gates

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Arrive Wooden Gates Loop from Belford not stopping at Alnmouth	Approach Control	2 to be applied approaching Alnmouth

Junction Margins

First Movement	Second Movement	Margin
Down Passenger arrive	Non-stop passes Alnmouth	6
Down Freight arrive	Non-stop passes Alnmouth	7
Down Passenger arrive	Down Passenger arrive Alnmouth	4
Down Freight arrive	Down Passenger arrive Alnmouth	5
Down Passenger pass Alnmouth	Down depart Loop	1

Alnmouth for Alwick (inc Wooden Gates loops)

Dwell Time

Standard	1½
DMU	1
LNER	2

Junction Margins

First Movement	Second Movement	Margin
Up Passenger clear inside	Non-stop pass	5
Up Freight clear inside	Non-stop pass	6

Chathill

Dwell Time

DMU	½
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Belford (inc Crag Mill Loops)

Junction Margins

First Movement	Second Movement	Margin
Down Passenger arrive loop	Down non-stop pass	5
Down Freight arrive loop	Non-stop pass	6

Crag Mill Loops

Junction Margins

First Movement	Second Movement	Margin
Up Passenger arrive loop	Non-stop passes Belford	5
Up Freight arrive loop	Non-stop passes Belford	6
Down Passenger pass Belford	Freight depart Down Loop	2
Up Passenger pass Belford	Freight depart Up Loop	1

Tweedmouth		
Junction Margins		
First Movement	Second Movement	Margin
Up Freight arrive loop	Non-stop passes Berwick from Scotland	6

Berwick-upon-Tweed		
Dwell Time		
TPE 802	1½	
LNER all services	2 May be reduced to 1½ with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Down Freight arrive loop	Non-stop pass	6
Up Freight arrive loop	Non-stop pass	6

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION
Notes: <ul style="list-style-type: none"> No pathing to be inserted between Northallerton East Junction and Northallerton station in either direction; if necessary, an 'A' stop must be inserted at signal Y478 in Up direction or Northallerton East Junction in Down direction An up train standing at signal Y478 must not exceed 380m A down train standing at Northallerton East Junction must not exceed 210m

LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST		
Northallerton East Junction		
Adjustment to sectional running times		
Movement Up	Reason	Value
Trains booked to stop at Y478. To be applied approaching	Slow approach	½ passenger and light engines only
Movement Down	Reason	Value
Trains from Northallerton station	Acceleration	½ Except the freight listed below 1 – TR100 timing loads 1½ TR115 and above timing loads 1 – Class 60 1400-1600t 1½ - Class 60 1800t and above 1 -Class 66 2000-2400t 1½ Class 66 2600t and above To be applied after Northallerton East Junction

**LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST
JUNCTION VIA THE COAST**

Northallerton East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Boroughbridge Road LC	Depart Northallerton Down Loop to Eaglescliffe	1½
Pass to Boroughbridge Road LC	Pass from Northallerton Down Loop	3½
Passenger pass from Northallerton	Depart to Boroughbridge Road LC	1½
Passenger pass from Northallerton	Pass to Boroughbridge Road LC	3
Freight pass from Northallerton	Depart to Boroughbridge Road LC	2
Freight pass from Northallerton	Pass to Boroughbridge Road LC	3½

Eaglescliffe

Dwell Time

180 | 1½ - May be reduced to 1 with prior agreement from the operator

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Non-stop trains from Darlington * After Eaglescliffe	Differential junction speed	1 Passenger 2 Freight*

Movement Up	Reason	Value
Non-stop trains towards Darlington ** Approaching Eaglescliffe	Approach control	1 Passenger 2 Freight**

Junction Margins

First Movement	Second Movement	Margin
Pass/arrive from Northallerton	Depart to Darlington	1
Pass/arrive from Northallerton	Pass to Darlington	3
Pass/depart to Darlington	Pass/arrive from Northallerton	4

Stockton Cut Junction

Refer to LN632

Hartburn Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Bowesfield Junction	Pass to Stockton Cut Junction	3
Pass to Stockton Cut Junction	Pass from Bowesfield Junction	3

Stockton		
Junction Margins		
First Movement	Second Movement	Margin
Depart Down platform to south	Arrive Down platform from south	4
Minimum Turnround 5 Trains from Newcastle, Sunderland, Middlesbrough, Saltburn or Darlington		

Norton Junctions		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

Billingham Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Branch	Depart from Billingham	2
Pass to Branch	Pass from Billingham	2
Pass/depart from Billingham	Pass to Branch	4

Greatham		
Adjustment to Sectional Running Times: Up Direction		
Coming from various Works sites on Down Side	Acceleration from Slow Speed crossover	1
Junction Margins		
First Movement	Second Movement	Margin
Down depart to Works sites on Down Side	Pass Billingham Junction	4
Down pass to Hartlepool	Depart Works site on Down Side	Same time
Down pass from Hartlepool	Depart Works site on Down Side	Same time
Pass from Works sites on Down Side	Down pass to Hartlepool	4½
Pass from Works sites on Down Side	Down arrive, going to Works sites on Down Side	5½
Restrictions:		
<ul style="list-style-type: none"> Trains leaving Down line, going to various Works sites on Down side, require a 30 second 'OP' stop at Greatham 		

Seaton Snook Junction/Seaton Carew

Junction Margins

First Movement	Second Movement	Margin
Up depart to branch from Up main	Up arrive Seaton Carew	4½
Up depart to branch from Down main	Up depart Seaton Carew	2
Up depart to branch from Up or Down Main	Up pass Greatham (not stopping Seaton Carew)	6
Up depart to branch from Down main	Down pass Greatham	2
Up pass Greatham	Up depart to branch from Down main	½
Pass from branch	Up arrive Seaton Carew	4½
Pass from branch	Up pass Greatham (not stopping Seaton Carew)	6
Down Depart Seaton Carew to Hartlepool	Up depart DGL	2½
Down pass Greatham to Hartlepool (not stopping Seaton Carew)	Up depart DGL	4
Down Depart Seaton Carew to Hartlepool	Down depart DGL	3½
Down pass Greatham to Hartlepool (not stopping Seaton Carew)	Down depart DGL	5
Pass Seaton Carew from Cliff House Up Loop	Freight Pass Hartlepool	6½
Pass Seaton Carew from Cliff House Up Loop	Passenger Depart Hartlepool	5
Pass Greatham	Depart Loop	½
Pass Greatham	Pass at Seaton Carew from Loop	2
Depart Seaton Carew	Depart Loop	4
Depart Seaton Carew	Pass at Seaton Carew from Loop	5

Restrictions:

- Trains going to Seaton on Tees branch require a 1 minute OP Stop at junction
- Only one train at a time allowed on Seaton on Tees branch

Hartlepool

Dwell Time

Class 180	1½
Other DMU	1

Junction Margins

First Movement	Second Movement	Margin
Depart/pass to Sunderland	Arrive Platform 2 from Sunderland	4
Depart to Stockton	Arrive/pass from Stockton	5½
Pass to Hartlepool Docks	Arrive/pass from Sunderland	7½
Pass Up on Up Line	Depart to Hartlepool Docks	1
Pass Up on Up Line	Pass to Hartlepool Docks	2
Pass to Cliff House Up Loop	Depart towards Stockton	4½

Minimum Turnround

Trains from Newcastle or Sunderland	5
All other trains	10

Restrictions:

- Hartlepool Docks: only one train at a time on branch

Seaham		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Pass to Seaham Harbour	Approach Control	1
Junction Margins		
First Movement	Second Movement	Margin
Depart/pass to Hartlepool	Depart Seaham Harbour	2½
Pass from Seaham Harbour	Up Depart Seaham	1½
Pass from Seaham Harbour	Up Pass to Hartlepool	2
Depart to Seaham Harbour	Up arrive/Up pass to Hartlepool	6½
Minimum Turnround	10 via Dawdon	
Restrictions:		
<ul style="list-style-type: none"> Seaham Harbour: only one train at a time on branch 		

Ryhope Grange		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Going from Ryhope Grange Sidings	Acceleration from slow speed	1 approaching the next timing point
Going to Hendon Branch	Approach Control	1
Movement Up		
Going to Ryhope Grange Sidings	Approach Control	1
From Hendon Branch	Acceleration	1 approaching the next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hendon Branch	Pass Up	4½
Pass to Ryhope Grange Sidings	Pass Down	4½
Pass Down	Pass to Ryhope Grange Sidings	3½
Pass Up	Pass to Hendon Branch	4
Restrictions		
<ul style="list-style-type: none"> If a train is being propelled out of Ryhope Grange Sidings, no Up trains can pass. Margin of 1" before movement commences is acceptable; otherwise a train from Sunderland must follow train towards Seaham 		

Sunderland	
Dwell Time	
Multiple Unit	1
Up Class 5, departing as Class 1/9 in same direction	4
Down Class 1/9, departing as Class 5 in same direction	4
Metro Services	½

Sunderland		
Junction Margins		
First Movement	Second Movement	Margin
Depart to South Hylton/Sidings	Down pass / arrive from Hartlepool	4 ^
Up depart Platform 3 or 4 to Hartlepool	Down pass / arrive from Hartlepool	4½ ^
Depart to South Hylton	Depart Sidings	2
Metro depart Platform 3 or 4 to South Hylton	Metro arrive Platform 3 or 4 from South Hylton	2½
Down arrive from Hartlepool	Depart to South Hylton/Sidings	1 #
Down Heavy Rail depart Platform 1 towards Newcastle	Up Metro arrive from St Peter's	2½
Down Heavy Rail depart towards Newcastle	Up Heavy Rail arrive (where conflicting)	3½
Up Metro arrive (platform 2)	Up Heavy Rail (up to 72m) arrive platform 1	2½
Metro depart to South Hylton/Siding No2	Up passenger depart / pass	2
Metro depart to South Hylton/Siding No2	Up freight pass	5
Down Heavy Rail (up to 72m) arrive Platform 4	Metro arrive Platform 3 from Park Lane	2½
Down Heavy Rail (73-178m) depart from Platform 4	Metro arrive from Park Lane	3½
Down Heavy Rail (up to 72m) depart from Platform 4	Down Metro depart from platform 3	2
Up freight pass	Up Metro Arrive	3½
Down depart	Down freight Pass	4
^ May be reduced by 1 if down train has at least (1) minute of pathing time approaching Sunderland		
# May be reduced to ½ if down train is up to 72m		
Minimum Turnround		
Note: All shunts to be timed for ARS purposes		
Same platform		5 (8 for 80x)
Trains from York or south thereof, arriving and returning as Class 1 or 9		8
Via sidings		8
GC passenger to ECS or vice versa		4 (same direction) 5 (if reversing)
Restrictions		
<ul style="list-style-type: none"> A down train longer than 178m arriving into Platforms 3/4 will foul the route to and from South Hylton. This train cannot turn round in the platform and return south and must depart towards Newcastle at least 1½ minutes before the next Metro departs towards South Hylton. A down train longer than 195m can only arrive into Platforms 1/2 by prior agreement between the Train operator and the Local Operations Manager. The rear of the train will 'lock' the crossovers at the south end of the station, preventing moves to/from other platforms. Metro trains can only use No. 2 Siding; No. 1 Siding is not electrified 		

East Boldon Up Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive	Up Metro depart/up passenger pass Brockley Whins/Up freight from Pelaw pass Boldon West Junction	½
Arrive	Up freight from Tyne pass Boldon East Junction	Same time*
Up Metro depart East Boldon	Depart	2½
Up passenger pass Brockley Whins (not	Depart	4

East Boldon Up Loop		
Junction Margins		
First Movement	Second Movement	Margin
stopping Boldon or Seaburn)		
Up freight from Pelaw pass Boldon West Junction/from Tyne pass Boldon East Junction going to Sunderland	Depart	10
Depart	Reoccupy Loop	5½
Note: *No Allowances to be applied between Boldon North Junction and Boldon East Junction		

Boldon East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass/depart to Boldon North	Up Metro depart Brockley Whins	2½
Pass/depart to Boldon North	Up passenger/light loco pass Brockley Whins	3½
Pass/depart to Boldon North	Up freight pass Boldon West Junction to Sunderland	3½
Pass/depart to Boldon North	Down Metro arrive Brockley Whins	4
Pass/depart to Boldon North	Down passenger pass Brockley Whins	3½
Pass/depart to Boldon North	Down freight from Sunderland pass Boldon West Junction	6
Up Metro depart Brockley Whins	Pass to Boldon North	2½
Up passenger/light loco pass Brockley Whins	Pass to Boldon North	2
Up freight pass Boldon West Junction to Sunderland	Pass to Boldon North	3½
Up Metro depart Brockley Whins	Depart to Boldon North	2
Up passenger/light loco pass Brockley Whins	Depart to Boldon North	1½
Up freight pass Boldon West Junction to Sunderland	Depart to Boldon North	3
Freight from Tyne passes Boldon West towards Pelaw (see Restrictions)	Pass to Boldon North	3
Freight from Tyne passes Boldon West towards Pelaw (see Restrictions)	Depart to Boldon North	2½
Up freight pass from Tyne Dock	Up Metro arrive Brockley Whins (see Restrictions)	6
Up freight pass from Tyne Dock	Up passenger pass Brockley Whins (see Restrictions)	5½
Up freight pass from Tyne Dock	Up freight pass Boldon West going to Sunderland (see Restrictions)	6
Pass from Boldon North	Pass to Boldon North	3
Pass from Boldon North	Depart to Boldon North	2
Up Metro depart Brockley Whins	Depart/pass Boldon North towards Boldon East	3
Up passenger/light loco pass Brockley Whins	Depart/pass Boldon North towards Boldon East	2
Up freight pass Boldon West Junction to Sunderland	Depart/pass Boldon North towards Boldon East	4½
Restrictions:		
<ul style="list-style-type: none"> Once a train has departed/passed Boldon North Junction, irrespective of route (i.e. via Boldon East or via Boldon West), NO OTHER TRAIN can leave the Sunderland lines towards Boldon North Junction from any direction, until first train is clear onto Sunderland lines – see margins above Trains cannot stand on Boldon East Curve; there is no signaling on the Curve to allow this. No allowances to be applied between Boldon East and Boldon North Junctions in either direction A freight train from Tyne Dock or Pelaw must clear overlap of signal T6252 before a following train can pass signal T6266 – reflected in margins above 		

Boldon West Junction/Brockley Whins

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Tyne Dock Branch Approaching Pelaw Junction	Acceleration	1

Movement Up	Reason	Value
Up trains going to Boldon North	Approach Control	1/2*

*To be increased to 1 minute if a train has emerged from branch in previous 6 minutes, due to overlap issues

Junction Margins

First Movement	Second Movement	Margin
Down passenger/light loco pass from Sunderland	Depart/pass Boldon North towards Pelaw	1½
Down freight pass from Sunderland	Depart/pass Boldon North towards Pelaw	3
Down Metro depart Fellgate	Depart/pass Boldon North towards Pelaw	1
Up passenger/light loco pass Brockley Whins	Depart/pass Boldon North towards Pelaw	1
Up Metro arrive Brockley Whins	Depart/pass Boldon North towards Pelaw	1
Up freight pass towards Sunderland	Depart/pass Boldon North towards Pelaw	2
Up freight pass towards Tyne Dock	Up freight pass towards Sunderland	4
Up freight pass towards Tyne Dock	Up passenger pass	3
Up freight pass towards Tyne Dock	Up Metro depart Fellgate	1½
Pass from Boldon North	Up Metro depart Fellgate	2
Pass from Boldon North	Up passenger/light loco pass Brockley Whins	4
Pass from Boldon North	Up freight pass Boldon West to Sunderland	4½
Pass from Boldon North	Up freight pass Boldon West to Boldon North	3
Pass Boldon North towards Sunderland (see Restrictions)	Pass Boldon West to Boldon North	3½
Depart Boldon North towards Sunderland (see Restrictions)	Pass Boldon West to Boldon North	5½

Restrictions:

- Once a train has departed/passed Boldon North Junction, irrespective of route (i.e. via Boldon East or via Boldon West), NO OTHER TRAIN can leave the Sunderland lines towards Boldon North Junction from any direction, until first train is clear onto Sunderland lines – see margins above
- Trains cannot stand on Boldon West Curve; there is no signaling on the Curve to allow this. No allowances to be applied between Boldon West and Boldon North Junctions in either direction

Pelaw Metro Junction

Junction Margins

First Movement	Second Movement	Margin
Down Metro Pass Pelaw Metro Jn from Sunderland	Down passenger/light engine Pass Pelaw Junction from Sunderland	3
Down Metro pass Pelaw Metro Jn from Sunderland	Down freight pass Pelaw Junction from Sunderland	3½
Up Metro Pass Metro Jn to Sunderland	Up Passenger/light engine pass Pelaw Junction to Sunderland	2½
Up Metro Pass Metro Jn to Sunderland	Up Freight pass Pelaw Junction to Sunderland	2
Down Pass Pelaw Junction from Sunderland	Down Metro Pass Pelaw Metro Jn from Sunderland	2
Pass Passenger/light engine pass Pelaw Junction to Sunderland	Up Metro Pass Pelaw Metro Jn to Sunderland	2½
Up Freight pass Pelaw Junction to Sunderland	Up Metro pass Pelaw Metro Jn to Sunderland	4

Pelaw Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains into Pelaw Goods Loops	Approach Control	½
Trains from Jarrow to Park Lane	Acceleration	1 to be applied approaching next timing point

Movement Up

Movement Up	Reason	Value
Trains from Pelaw Goods Loops	Acceleration	2 (1 MU) to be applied approaching next timing point
Trains to Jarrow or Wardley	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Down depart Heworth	Down pass Pelaw Junction from Jarrow or Wardley	3
Down depart Heworth	Down depart loop	2½
Passenger/light loco Down pass Pelaw Junction to Heworth (not stopping)	Down depart loop/pass Pelaw Junction from Jarrow or Wardley	3½
Down pass	Up train depart Down Goods Loop	1½
Down train arrive Up Goods Loop	Up pass towards Boldon (not stopping Heworth)	2
Down train arrive Up Goods Loop	Up pass towards Jarrow/Wardley	1
Down train arrive Up Goods Loop	Up depart Heworth	½
Freight pass from Jarrow	Up depart Heworth	2½
Light loco pass Pelaw Junction from Jarrow	Up depart Heworth	1½
Freight pass Pelaw Junction from Jarrow	Pass Pelaw Junction to Boldon (not stopping Heworth)	3
Light loco pass Pelaw Junction from Jarrow	Pass Pelaw Junction to Boldon (not stopping Heworth)	2

Pelaw Junction		
Freight Pass From Jarrow	Pass Pelaw Junction to Boldon (stopping Heworth)	3½
Light Loco Pass from Jarrow	Pass Pelaw Junction to Boldon (stopping Heworth)	2½
Freight pass Pelaw Junction from Jarrow	Pass Pelaw Junction to Jarrow/Wardley	3½
Light loco pass Pelaw Junction from Jarrow	Pass Pelaw Junction to Jarrow/Wardley	2½
Freight pass Pelaw Junction from Jarrow	Depart Loop to Jarrow/Wardley/Boldon	2½
Light loco pass Pelaw Junction from Jarrow	Depart Loop to Jarrow/Wardley /Boldon	1½
Pass from Heworth	Pass from Jarrow	3½
Passenger/light loco pass Pelaw Junction to Boldon	Up depart loop to Boldon	2
Freight pass Pelaw Junction to Boldon	Up depart loop to Boldon	3½
Pass Pelaw Junction to Jarrow/Wardley	Up depart loop to Boldon	3
Up arrive loop	Up freight pass Pelaw Junction	3½
Up arrive loop	Up passenger pass Pelaw Junction (not stopping Heworth)	2
Up train depart Down Goods Loop	Down passenger/light engine pass	3
Up train depart Down Goods Loop	Down freight pass	3½
Up train depart Down Goods Loop	Pass from Jarrow/Wardley	2½
Up train depart Down Goods Loop	Down train arrive either loop	3½
Pass Pelaw Junction to Wardley	Pass Passenger/light engine pass Pelaw Junction from Sunderland to Heworth	3
Pass Pelaw Junction to Wardley	Freight pass Pelaw Junction from Sunderland to Heworth	3½
Pass Pelaw Junction to Wardley	Pass Pelaw Junction to Up or Down Goods Loop	2½
Depart Pelaw Junction (on Up Main) to Wardley	Passenger/light engine pass Pelaw Junction from Sunderland to Heworth	4
Depart Pelaw Junction (on Up Main) to Wardley	Freight pass Pelaw Junction from Sunderland to Heworth	5
Depart Pelaw Junction (on Up Main) to Wardley	Pass Pelaw Junction to Up or Down Goods Loop	3½
Restrictions:		
<ul style="list-style-type: none"> Class 5 reversals in Goods Loop – the loop used must be specified and timed accordingly 		

Heworth		
Dwell Time		
All	1 Up ½ Down	

Park Lane Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Greensfield Junction/King Edward Bridge East Junction	Pass to High Level Bridge Junction	3
Depart from Greensfield Junction/King Edward Bridge East Junction	Pass to High Level Bridge Junction	4½
Pass from Greensfield Junction/King Edward Bridge East Junction	Pass to Greensfield Junction/King Edward Bridge East Junction	2½
Depart from Greensfield Junction/King Edward Bridge East Junction	Pass to Greensfield Junction/King Edward Bridge East Junction	4
Pass to Greensfield Junction/King Edward Bridge East Junction	Pass from Greensfield Junction/King Edward Bridge East Junction	5
Pass to Greensfield Junction/King Edward Bridge East Junction	Depart from Greensfield East or Gateshead line towards Pelaw	2½
Pass to Greensfield Junction/King Edward Bridge East Junction	Pass to High Level Bridge Junction	3½
Pass to High Level Bridge Junction	Pass from Greensfield Junction/King Edward Bridge East Junction	4
Pass to High Level Bridge Junction	Depart from Greensfield Junction/King Edward Bridge East Junction	1½
Pass from High Level Bridge Junction	Depart from Greensfield Junction/King Edward Bridge East Junction	2½

Restrictions:

- No allowances or pathing time to be applied between Greensfield Junction and Park Lane Junction; an 'A' stop must be applied at Park Lane Junction
- Maximum length of train which can stand at Park Lane Junction (on Greensfield East Line) is 630m

High Level Bridge Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Greensfield Junction	Pass from Park Lane Junction	2½
Up pass from Down Sunderland (crossing over High Level Bridge Central Junction to Up Sunderland)	Pass from Park Lane Junction going to Newcastle on Down Sunderland	2
Up pass from Down Sunderland (crossing over High Level Bridge Central Junction to Up Sunderland)	Pass from Greensfield Junction	2
Pass from Park Lane Junction	Pass to Greensfield Junction	2½

Restriction

- Freights RA6 and above must not be planned to cross the High Level Bridge. Also, no freight service RA6 and above can be planned to use the curve between Greensfield Junction and High Level Bridge Junction. The above restriction also applies to all movements involving class 67 locomotives
- No allowances or pathing time to be applied between Greensfield Junction and High Level Bridge Junction; an 'A' stop must be applied at High Level Bridge Junction
- Maximum length of train which can stand at High Level Bridge Junction (on West Curve) is 190m

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

South Hylton

Platform Re-occupation	3
Minimum Turnround	4

Park Lane

Junction Margins

First Movement	Second Movement	Margin
Arrive from Sunderland	Depart, going to platform 1 or 2 at Sunderland	½

LN631 DARLINGTON SOUTH JUNCTION- EAGLESCLIFFE SOUTH JUNCTION

Eaglescliffe

Refer to LN627

LN632 STOCKTON CUT JUNCTION TO SALTBURN

Stockton Cut Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Hartburn Junction	Pass to Bowesfield Junction	3
Pass to Bowesfield Junction	Pass from Hartburn Junction	4

Bowesfield Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Hartburn Junction	Pass from Stockton Cut Junction	4
Pass from Stockton Cut Junction	Pass to Hartburn Junction	2½

Thornaby		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Down Goods	Deceleration	1
Up Movement		
Movement	Reason	Value
Up Goods to Up Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass from Bowesfield Junction to Down Main	Pass from Goods Line	2½
Pass from Bowesfield Junction to Down Main	Depart Signal TY198/TY194/TY197	1*
Pass from Bowesfield Junction to Goods Line	Pass from Goods Line	3
Pass from Bowesfield Junction to Goods Line	Depart Signal TY198/TY194/TY197	1½^
Arrive from Bowesfield Junction	Pass from Goods Line	2
Pass from Goods Line	Pass from Bowesfield Junction	3½*
Pass from Goods Line	Arrive from Bowesfield Junction	4*
Pass from Goods Line	Pass to Goods Line	4*
* If first train is 640m to be increased by ½		
^ If first trains is over 600m to be increased by ½		
Where the second movement is Pass from Goods Line this is based on the second train having yellow signals		

Newport East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Goods to Down Fast	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point
Down Main to Down Slow	Approach control	1
Movement Up		
Movement	Reason	Value
Up Fast to Up Goods	Approach control	1
Pass Up Slow to Up Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point

Newport East Junction

Junction Margins

First Movement	Second Movement	Margin
All Conflicting Moves		3*
Down Main to Down Fast	Up Fast to Up Goods	2*
Down Main to Down Fast	Up Slow to Up Main	2½*
Down Main to Down Slow	Up Fast to Up Goods	2½^
Down Main to Down Slow	Depart Signal DS6875 to Down Fast	1½*
Down Goods to Down Fast	Down Main to Down Slow	2½^
Up Fast to Up Goods	Up Slow to Up Main	3½*
Up Slow to Up Goods or Up Main	Down Goods to Down Fast	3½*
Up Slow to Up Main	Up Fast to Up Goods	3½*

* If first train is over 641m to be increased by ½

^ If first trains is over 600m to be increased by ½

Middlesbrough

Connectional Allowance 5

Dwell Time

non-TPE 1

TPE 2

Junction Margins

First Movement	Second Movement	Margin
Depart to Newport East	Depart West Dock to Middlesbrough	2½
Arrive Platform 2	Arrive Platform 2 from opposite direction	3½
Depart Platform 2 to Newport East Junction	Arrive from Newport East Junction	4
Depart Platform 2 to Cargo Fleet Road	Depart Platform 1 to Whitehouse Jn	2½
Depart to Cargo Fleet Road	Arrive from Up Fast	5
Arrive from Cargo Fleet Road	Depart to Cargo Fleet Road	Same Time
Arrive from Whitehouse Junction	Depart to Cargo Fleet Road	½
Arrive Down Platform from Cargo Fleet Road	Arrive from Up Fast	3½
Depart Platform 1 to Carriage Sidings	Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road	5

Track Circuit Constraint Margins

First Movement	Second Movement	Margin
Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road	Depart to Newport East Jn/Middlesbrough West Dock	1#
Depart Platform 2 to Newport East	Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road	4½#

Can be simultaneous if Arrival into platform 1 is given 1 adjustment approaching Middlesbrough

Maximum Turnround

15 minutes. Any turnround longer than 15 minutes should have a shunt movement so that through services can still operate.

Middlesbrough	
Minimum Turnround	
From Saltburn/Whitby/Bishop Auckland	5*
From Newcastle/Metrocentre	7½ ^{\$}
From Hexham or York	10
From Carlisle	15
From Points Beyond York	25 (including Shunting move)
LNER ECS from Shell Junction forming a Class 1 or an LNER Class 1 forming ECS to Shell Junction	5
<p>\$ These times may be reduced by the amount of pathing time south of Sunderland or additional dwell time at Sunderland or Hartlepool to a minimum of 5 mins</p> <p>*There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Middlesbrough</p>	
Restrictions	
185 shunts to West Dock limited to 1x3 car set	
Train Watering Points	
	Station and down sidings

Whitehouse Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Down Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point
Movement Up	Reason	Value
Up Main to Up Slow	Deceleration/Approach Control	1
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main to Up Slow	Pass Down Main	4½*
Pass Up Main to Up Slow	Down Slow to Down Main	5
Pass Down Slow to Down Main	Pass Up Main to Up Slow	2½
Pass Down Main	Pass Up Main to Up Slow	2
Pass Down Main	Depart Slow Line	3
* If first train is over 641m to be increased by ½		

South Bank		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Down Goods	Deceleration	1
Movement Up	Reason	Value
Up Goods to Up Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass to Goods Line	Pass Down Main	3
Pass to Goods Line	Pass from Goods Line	5 [^]
Pass from Goods Line	Pass to Goods Line	2½*
Pass from Goods Line	Pass Down Main	3
Pass Down Main	Pass from Goods Line	4½ [^]
Pass Down Main	Depart from Goods Line	1½
Pass Up Main	Depart from Goods Line	2½
* If first train is over 641m to be increased by ½ ^ based on Yellow signals for the second train		
Restrictions When a run round is taking place no other train should be timed on the Goods Lines between South Bank and Grangetown		

Beam Mill Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass South Bank to Down Goods	Pass from Lackenby	7
Pass South Bank to Down Goods (trains longer than 600m)	Pass from Lackenby	8
Arrive at Signal G727	Pass from Lackenby	7
Restrictions Following a pass from Lackenby no train may pass South Bank to the Goods Line until the train from Lackenby has passed South Bank. This is due to overlap constraints. There is an exception for trains in the Down under 573 meters which can be planned to stop at Signal G727 to allow a train from Lackenby to pass		

Grangetown SB

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Tees Dock	Deceleration	1
Pass from Down Goods to Down Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point

Movement Up	Reason	Value
Pass from Tees Dock	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point
Pass from Up Main to Up Goods	Deceleration	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Goods Line to Main Line	Pass from Main Line to Goods Line	4*
Pass from Goods Line to Main Line	Pass Up Goods Line	5½*
Pass Main Line to Goods Line	Down Main Pass South Bank	1½
Down Main Pass South Bank	Pass Main Line to Goods Line	4
Down Main Depart South Bank	Pass Main Line to Goods Line	4½
Pass Up Goods	Pass Goods Line to Main Line	4½*
Pass from Tees Dock	Pass Up Goods Line	7½*
Pass Down Goods Line	Pass from Tees Dock	4*
Arrive at Signal G727 from South Bank	Pass from Tees Dock	2½
Pass from Tees Dock	Depart Signal G727	5*
Arrive at Signal G733	Pass from Tees Dock	6
Pass from Tees Dock	Arrive at Signal G733	5*
Arrive at Signal G710 from Tees Dock	Pass South Bank from Whitehouse Jn	5
Pass South Bank from Whitehouse Jn	Depart Signal G710	2*

* If first train is over 641m to be increased by ½

Restrictions

- When a run-round is taking place at Grangetown no other train should be timed on the Goods Lines between South Bank and Grangetown Junction.
- Following a pass from Tees Dock no train may pass South Bank to the Goods Line until the train from Tees Dock has passed South Bank. This is due to overlap constraints. There is an exception for trains in the Down under 573 meters which can be planned to stop at Signal G727 to allow a train from Tees dock to pass Grangetown towards South Bank. In addition Light Locos from Tees Dock can stop at G710 to allow a pass from South Bank to the down goods.

Shell Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Wilton Branch from Down Main	Deceleration/Approach Control	1

Movement Up	Reason	Value
Pass from Wilton Branch to Down Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass from Wilton Branch to Up Goods	Pass Down Goods to Wilton Branch	5
Pass from Wilton Branch to Up Goods	Pass Down Main to Wilton Branch	3
Pass from Wilton Branch to Up Main	Pass Down Goods to Wilton Branch	5
Pass from Wilton Branch to Up Main	Pass from Down Main to Wilton Branch	3
Pass from Wilton Branch to Up Main	Pass Down Main	3
Pass from Wilton Branch to Up Main	Pass Up Main	4

Redcar Ore Terminal

Junction Margins

First Movement	Second Movement	Margin
Pass to Redcar Terminals	Down Pass Shell Junction	3
Pass from Redcar Terminals	Down Pass Shell Junction	3
Pass from Redcar Terminals	Up Pass Redcar Central	1*
Down Pass Shell Junction	Pass to Redcar Terminals	4½
Down Pass Shell Junction	Pass from Redcar Terminals	6

* If first train is over 600m to be increased by ½

Redcar Central

Dwell Time

Standard	1
TPE (Through service)	1½
TPE (Passenger forming ECS)	2

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains departing Platform 2 crossing to the Up line	Acceleration	2 to be applied after Redcar Central

Redcar Central		
Junction Margins		
First Movement	Second Movement	Margin
Depart platform 2 towards Middlesbrough	Arrive/Pass Platform 2 from Middlesbrough	4½
Depart Platform 2 to Down Loop	Arrive/Pass Platform 2 from Middlesbrough	4½
Pass Platform 2 in Down direction	Arrive Platform 2 from Loop	2½
Depart Platform 2 in Down direction	Arrive Platform 2 from Loop	3
Minimum Turnround	5 – Northern Services There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Redcar	
Maximum Dwell	20 Any turnround longer than 20 should have a shunt movement so that through services can still operate	
Planning Note It is desirable (though not essential) for terminating trains in excess of 3 coaches to shunt via the Down Loop for Selective Door Opening (SDO) purposes.		

Saltburn West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Saltburn	Pass to Saltburn/Crag Hall	3
Pass to Crag Hall	Pass from Saltburn	4
Pass from Crag Hall	Pass to Crag Hall	1½ minutes after the first train has passed Longbeck
Pass from Crag Hall	Depart Signal L209	1 minute after the first train has passed Longbeck

Saltburn	
Minimum Turnround	5 There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Saltburn 20 – TPE

LN634 GUISBOROUGH JUNCTION TO WHITBY
The route between Nunthorpe and Whitby is under the control of a single signaller at Nunthorpe signal box. Therefore token exchanges between Nunthorpe and Whitby cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1 minute apart

Guisborough Junction

Refer to LN632

James Cook

Dwell Time

All | ½

Marton

Dwell Time

All | ½

Gypsy Lane

Dwell Time

All | ½. Compulsory stop on Down only

Nunthorpe

Crossing Margin

Down train must arrive 3 minutes before Up service. An Up train cannot arrive in platform when a Down train has been accepted from Middlesbrough

Dwell Time

All | ½

First Movement

Arrive from Middlesbrough

Second Movement

Depart to Middlesbrough

Margin

1

Arrive from Battersby

Depart to Battersby

1

Minimum Turnround

5 in same platform
3 at signal N1

Restrictions:

A down train cannot pass Signal MW6993 whilst a train is on line to Nunthorpe, or occupying platform 2 at Nunthorpe; if a down train needs to come onto the line in these circumstances, then the first train must shunt to Platform 1, via signal N1. These shunt moves must be fully timed BUT cannot occur if a train is on line between Nunthorpe and Battersby in either direction

Great Ayton

Dwell Time

All | ½.

Battersby		
Adjustments to Sectional Running Times		
Arriving when earlier train already in the platform	Calling on signal	½
Crossing/Reversing Margin		
	First arriving train departs second	13½
Example:		
1 st Train arrive	arr. XX.00	
2 nd Train arrive	arr. XX.05	
2 nd Train depart	dep. XX.08½	
1 st Train depart	dep. XX.13½	
Dwell Time		
All	5 (minimum required for train reversing and not crossing another service)	
Restrictions:		
<ul style="list-style-type: none"> Trains arriving from either direction can only be planned into the platform and NOT directly into the Run Round loop Due to the operation of two Ground Frames, any run round must be allowed a minimum of 30 minutes. When the locomotive is moving from the run round loop onto the east end of the train, the driver must be in possession of the token for either the Glaisdale or Nunthorpe section; planners must satisfy themselves that there are no trains moving in either direction on the relevant section 		
Notes:		
<ul style="list-style-type: none"> Trains crossing at Battersby occupy the same section of track and platform and must have 5 minutes between consecutive arrivals and departures due to TPWS requirements Trains passing do so by utilizing the permissive working on the platform line. Planners must satisfy themselves of the lengths of both trains, and that they both can be accommodated according to the platform length AND the distances quoted below Platform and runround loop, stop board to stop board = 175m Buffer stops to east end stop board = 325m 		

Kildale		
Dwell Time		
All	½	

Commondale		
Dwell Time		
All	½	

Castleton Moor		
Dwell Time		
All	½	

Danby	
Dwell Time	
All	½* * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough

Glaisdale	
Dwell Time	
All	3 when trains do not cross
	5 when train cross
<p>Note: Arrive/depart margin depends on sequence on which each driver relinquishes token, as follows:</p> <ul style="list-style-type: none"> • Xx:00. 1st train arrive, relinquishes token • Xx:01: 2nd train arrive, relinquishes token; collects token • Xx:05: 1st train collects token and departs • Xx:06: 2nd train departs <p>Although trains can arrive simultaneously, a minimum of 1 minute difference must be shown as signaller cannot communicate with two or more drivers at once</p>	

Egton	
Dwell Time	
All	½* * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough

Grosmont		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrives Glaisdale from Grosmont direction.	NYMR train departs Grosmont towards Whitby	5
NYMR train arrives Grosmont from Whitby	Depart Glaisdale towards Grosmont direction.	5
NYMR train arrives Grosmont from Whitby	NYMR train departs Grosmont towards Whitby	6
<p>Note: Trains going to/from NYMR must stop to main line to operate Ground Frame. However, this activity is allowed for in Sectional Running Times</p>		

Sleights	
Dwell Time	
All	1 Compulsory stop on Down (Eastbound) only ½ (westbound, when stopping, not compulsory stop)

Ruswarp	
Dwell Time	
All	½* Compulsory stop Up (Westbound) only * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough

Whitby		
Minimum Turnround		
7 MU 20 LH 15 NYMR LH		
Junction Margins		
First Movement	Second Movement	Margin
Up NYMR train arrives Grosmont	Up train depart Whitby, going to Glaisdale	5
Down arrive Whitby	Up depart Whitby	10
Notes: <ul style="list-style-type: none"> Whitby platform 2, buffer stops to ground frame = 243m Bog Hall Sidings: Trap points to buffer stop = 335m; run-round loop 170m (fouling foot crossing) or 158m (not fouling foot crossing) Trains in platform 2 can run-round without impacting on traffic to/from platform 1. Due to operation of ground frame, 20 minutes must be allowed. 		

LN642 SALTBURN WEST JUNCTION TO BOULBY MINE		
Crag Hall Signal Box		
Junction Margins		
First Movement	Second Movement	Margin
Arrival from Boulby	Arrival from Longbeck	4
Arrival from Longbeck	Depart to Longbeck	2
Restrictions: When planning passing moves, Trains from Longbeck must not arrive at Crag Hall before a train from Boulby. The restriction is in place to enable the efficient hand over of tokens for the Crag Hall to Boulby section.		

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE	
Belasis Lane	
Operating Stop	2 All trains running to/from Port Clarence for purpose of token exchange.

Phillips Loops	
Operating Stop	6 Light Engine in either direction: opening/closing of gates, operation of GF 15 Outbound freight trains: opening/closing of gates, operation of GF 60 Inbound freight trains: shunting of train [GBRf only]

LN662 RYHOPE GRANGE JUNCTION TO HENDON

Grangetown (T&W) LC

Planning Restriction

Trains towards Hendon require a ½ minute OP stop at the level crossing
Trains towards Ryhope Grange Jn require a 2 minute OP stop at the level crossing for the driver to phone the signaller for permission to proceed.

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

Boldon North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Boldon East Junction or Boldon West Junction	Depart to Boldon East Junction or Boldon West Junction	3
Pass from Boldon East Junction or Boldon West Junction	Pass to Boldon East Junction or Boldon West Junction	4

Restrictions:

Once a train has departed/passed Boldon North Junction, irrespective of route (ie via Boldon East or via Boldon West), NO OTHER TRAIN can leave the Sunderland lines towards Boldon North Junction from any direction, until first train is clear onto Sunderland lines. For margins, see Boldon East Junction and Boldon West Junction on LN627. Trains cannot stand on Boldon East Curve or Boldon West Curve. No pathing time or other allowances to be applied between any of these locations

Green Lane Junction (PTA Boundary)

Note: this location is outwith NR infrastructure. Information included for guidance only

Junction Margins

First Movement	Second Movement	Margin
Pass to Boldon North Junction	Depart towards Tyne Dock	3
Arrive Tyne Dock	Pass Green Lane towards Tyne Dock	3

Notes:

All arriving trains MUST STOP at Stop Board P2 in order to obtain permission from Tyne Dock personnel, to proceed. To be shewn as a 2 minute OP stop

Tyne Dock

Note: this location is outwith NR infrastructure. Information included for guidance only

Junction Margins

First Movement	Second Movement	Margin
Pass Green Lane Junction	Depart Tyne Dock	3
Arrive any Tyne Dock Location	Depart any Tyne Dock Location	5

Notes:

- Departures from Tyne Dock should ideally be no closer than 15 minutes apart

LN676 PARK LANE JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION

Greensfield Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to High Level Bridge Junction	Pass from Park Lane on Greensfield East Line	4
Pass to High Level Bridge Junction	Depart from Greensfield East Line	1½
Pass to Park Lane on Greensfield East Line	Pass from High Level Bridge	3
Pass to Park Lane on Greensfield East Line	Depart from West Curve	2

Restrictions:

- Freights RA6 and above must not be planned to use the curve between Greensfield Junction and High Level Bridge Junction. The above restriction also applies to all movements involving class 67 locomotives
- No allowances or pathing time to be applied between High Level Bridge Junction or Park Lane Junction and Greensfield Junction; an 'A' stop must be applied at Greensfield Junction
- Maximum length of train which can stand at Greensfield Junction on West Curve is 150m
Maximum length of train which can stand at Greensfield Junction on Greensfield East Line is 630m

King Edward Bridge East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from KEB South/North	Pass to KEB South or KEB North	2½
Pass from KEB South/North	Depart to KEB South or KEB North	2
Pass to KEB North	Pass from KEB South, coming from Up Carlisle	5*
Pass to KEB North	Pass from KEB South, coming from Down ECML	3½
Pass to KEB North	Depart from Gateshead Chord to Greensfield/Park Lane	2
Pass to KEB South	Pass from KEB North	2½
Pass to KEB South	Depart from South East Curve to Greensfield/Park Lane	2
Arrive from Park Lane Junction/Greensfield Junction #	Pass from KEB South, coming from Up Carlisle	6+
Arrive from Park Lane Junction/Greensfield Junction #	Pass from KEB South, coming from Down ECML	4½
Arrive from Park Lane Junction/Greensfield Junction #	Pass from KEB North	3½
Arrive from Park Lane Junction/Greensfield Junction #	Depart from Gateshead Curve or South East Curve, towards Greensfield Junction	3

*Can be reduced to 3½ minutes provided at least {1} applied between Norwood Junction and King Edward Bridge South Junction

+ Can be reduced to 4 minutes provided at least {1} applied between Norwood Junction and King Edward Bridge South Junction

In order to avoid coming to a stand at King Edward Bridge East Junction, (pathing time) can be added between Park Lane Junction and Greensfield Junction (or an 'A' stop added at Greensfield Junction), provided the train length does not exceed 630m

King Edward Bridge East Junction

Restrictions:

- Maximum length of train which can stand at King Edward Bridge East Junction on South East Curve is 95m
 - Maximum length of train which can stand at King Edward Bridge North Junction on South East Curve is 135m
 - Maximum length of train which can stand at King Edward Bridge East Junction on Gateshead Curve is 190m
 - Maximum length of train which can stand at King Edward Bridge South Junction on Gateshead Curve is 195m
 - Maximum length of train which can stand at Greensfield Junction on Greensfield West line is 200m (if coming from High Level Bridge Junction) or 225m (if coming from Park Lane Junction)
 - A down train from Park Lane Junction/Greensfield Junction, coming to a stand at King Edward Bridge East Junction, 'claims' the overlap across the junction. Margins above reflect the resultant timeout
- No allowances to be applied between King Edward Bridge South Junction and King Edward Bridge East Junction, or between King Edward Bridge North Junction and King Edward Bridge East Junction in either direction; an 'A' stop should be inserted when required

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

North Road

Planning Restriction

When Heighington SB is closed, there is no route available beyond North Road station.

Refer to section 2.2 for the Route Opening Hours.

Heighington

Junction Margins

First Movement	Second Movement	Margin
Arrive from Darlington	Depart to Darlington	2

Shildon

Junction Margins

First Movement	Second Movement	Margin
Arrive from Bishop Auckland	Arrive from Darlington	3

Bishop Auckland/Bishop Auckland West

Minimum Turnround	
	5. DMU. Turnrounds at origin and destination must cumulatively be no less than 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule.

**LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE NORTH JN
PETTERIL BRIDGE JUNCTION**

King Edward Bridge South Junction

Refer LN600

Norwood Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Newcastle	Pass to Tyne Yard	3
Pass to Tyne Yard	Depart/Pass from Newcastle	3
Pass from Tyne Yard	Pass to Tyne Yard	4

Swalwell Junction

Junction Margins

First Movement	Second Movement	Margin
Depart to Up (after reversal)	Pass Metrocentre on Down	3
Depart to Up (after reversal)	Depart Metrocentre on Down	1½
Pass/arrive Metrocentre on Up	Depart from Down (after reversal)	1

Hexham

Dwell Time

DMU	1
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Adjustments to Sectional Running Times

Movement Up	Reason	Value
Depart to Newcastle from Down platform	Differential junction speed	½

Junction Margins

First Movement	Second Movement	Margin
Up Depart to Up Main (including signal H55) from Down platform	Down Arrive	4½
Depart to Middle Road from platform	Down Arrive	4
Up Depart to Up Main (including signal H55) from Down platform	Down pass	4
Depart to Middle Road from platform	Down pass	3
Down Pass / Depart	Depart Middle Road to Platform	2½
Up pass / depart Up platform	Shunt from Down platform to H55 on Up main	3

Minimum Turnround

5 Same platform arriving and departing in passenger service
3 Down arrive, depart as class 5
3 Class 5 at signal H55
3 Down empty arrive Up platform, depart in passenger service

Shunts

Shunts at Hexham to be timed.

Haltwhistle

Restrictions:

- A train using the crossover west of Haltwhistle will prevent a Down train arriving or standing in the Down platform due to signalling overlap

Note:

Signalling in the Up direction will allow a train to proceed past Haltwhistle to signal HW102, whilst waiting for a previous train to clear the section. A further train can pass Low Row 2 minutes after the train passes Haltwhistle

LN684 LOW FELL JN TO NORWOOD JN

RMT

Junction Margins

First Movement	Second Movement	Margin
Arrive Low Fell RMT from Low Fell Junction/Norwood Junction	Pass Low Fell Junction to Low Fell RMT	6
Arrive Low Fell RMT from Low Fell Junction/Norwood Junction	Pass Low Fell Junction to Norwood Junction	2
Arrive/pass from Low Fell RMT	Depart / pass to Low Fell RMT	4

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

All stations

Dwell Time

All	45 seconds – to be shown as alternating ½ and 1 minute stops, unless otherwise specified
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Benton North Jn

See entry under route LN600 Shaftholme Jn to Reston GSP

Benton East Junction

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Benton North Junction	Depart Benton East Junction to Northumberland Park	1
Freight pass to Benton North Junction	Depart Benton East Junction to Northumberland Park	1½

Holywell Junction

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Seghill	Passenger pass to Benton East	2
Passenger pass to Seghill	Freight pass to Benton East	3
Freight pass to Seghill	Freight pass to Benton East	3½
Freight pass to Seghill	Passenger pass to Benton East	2½
Passenger pass to Seghill	Depart to Benton East	1
Freight pass to Seghill	Passenger depart to Northumberland Park	1½

Seghill Junction

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Holywell Junction	Passenger pass to Seaton Delaval	2
Passenger pass to Holywell Junction	Freight pass to Seaton Delaval	2½
Freight pass to Holywell Junction	Freight pass to Seaton Delaval	3
Freight pass to Holywell Junction	Passenger pass to Seaton Delaval	2½
Freight pass to Holywell Junction	Passenger depart to Seaton Delaval	1½

Red House Farm Junction

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Newsham	Passenger pass to Seaton Delaval (calling at Newsham Station)	3
Passenger pass to Newsham	Freight pass to Seaton Delaval	2½
Freight pass to Newsham	Freight pass to Seaton Delaval	3
Freight pass to Newsham	Passenger pass to Seaton Delaval (calling at Newsham Station)	3½
Passenger pass to Newsham	Passenger depart to Seaton Delaval	1
Freight pass to Newsham	Passenger depart to Seaton Delaval	1½
Passenger pass to Newsham	Passenger pass to Seaton Delaval	3½

Bedlington

Dwell Time

All	1 for trains stopping in the up direction
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Junction Margins

First Movement	Second Movement	Margin
Freight pass from West Sleekburn Junction to Bedlington Sidings	Passenger arrive Bedlington from Newsham	5½
Freight pass from West Sleekburn Junction to Bedlington Sidings	Passenger arrive Bedlington from West Sleekburn Junction	4
Freight pass from West Sleekburn Junction to Bedlington Sidings	Freight pass from Newsham towards West Sleekburn Junction	5
Freight pass from Morpeth to Bedlington Sidings	Passenger depart to West Sleekburn Junction (stopping Bedlington)	5½
Pass from Bedlington Sidings towards Morpeth	Pass from Newsham to Morpeth	Headway

Bedlington		
Pass from Bedlington Sidings towards Morpeth	Pass from Newsham to West Sleekburn Junction	3½
Pass from Bedlington Sidings towards West Sleekburn Junction	Pass from Newsham to West Sleekburn Junction	3½
Pass from Bedlington Sidings towards Morpeth	Arrive Bedlington from Newsham	3½
Pass from Bedlington Sidings towards West Sleekburn Junction	Arrive Bedlington from Newsham	4
Pass to West Sleekburn Junction	Arrival Bedlington from Newsham	Headway
Pass to West Sleekburn Junction	Pass to Morpeth	Headway
Passenger Depart to West Sleekburn	Freight Pass from Morpeth to Newsham or Bedlington Sidings	2
Passenger Depart to West Sleekburn	Freight Depart from Morpeth to Newsham or Bedlington Sidings	1
Pass to West Sleekburn Junction	Pass from Morpeth to Newsham	3
Pass to West Sleekburn Junction	Freight depart from Morpeth to Newsham	1½
Freight Pass from Morpeth to Newsham	Passenger Depart to West Sleekburn Junction (stopping Bedlington)	2
Freight Pass from West Sleekburn	Freight pass from Morpeth	Headway
Freight pass from Newsham to Morpeth	Freight pass to West Sleekburn	4

Hepscott Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Morpeth	Pass from Morpeth North Jn	4
Pass to Morpeth	Depart Up Loop	2
Pass to Morpeth North	Pass from Morpeth	4
Arrive Up Loop	Arrive Down Loop	3
Arrive up Loop	Depart Down Loop	1

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN		
West Sleekburn Junction		
Junction Margins		
First Movement	Second Movement	Margin
Freight pass from Bedlington to Blyth	Passenger pass from Ashington to Bedlington	3
Freight pass from Bedlington to Blyth	Freight pass from Ashington to Bedlington	3½
Freight pass from Bedlington to Blyth	Passenger pass to Ashington from Bedlington	3½
Freight pass from Bedlington to Blyth	Freight pass from Bedlington to Ashington	4½
Passenger pass from Bedlington to Ashington	Freight pass from Bedlington to Blyth	Headway
Freight pass from Bedlington to Ashington	Freight pass from Bedlington to Blyth	Headway
Passenger pass from Ashington to Bedlington	Freight pass from Bedlington to Blyth	1½
Passenger pass from Ashington to Bedlington	Freight pass from Blyth to Bedlington	3½
Freight pass from Blyth to Bedlington	Passenger pass from Ashington to Bedlington	Headway
Freight pass from Blyth to Bedlington	Freight pass from Ashington to Bedlington	Headway
Freight pass from Ashington to Bedlington	Freight pass from Blyth to Bedlington	Headway

Marchey's House		
Junction Margins		
First Movement	Second Movement	Margin
Pass to West Sleekburn Junction	Pass from Winning Junction	4
Pass to Winning Junction	Pass to West Sleekburn Junction	4
Pass to Winning Junction	Pass from Winning Junction	4
Pass from Ashington	Pass to West Sleekburn Junction	5
Pass from Ashington	Depart to Ashington	2

Ashington		
Junction Margins		
First Movement	Second Movement	Margin
Passenger depart Ashington	Freight pass from Lynemouth to Marchey's House	2½
Passenger arrive Ashington	Freight pass from Marchey's House to Lynemouth	1½
Freight pass from Marchey's House to Lynemouth	Passenger arrive Ashington	2½
Freight pass from Marchey's House to Lynemouth	Passenger depart Ashington	2½
Passenger depart Ashington	Freight pass from Marchey's House to Lynemouth	3
Depart bay platform	Arrive bay platform	2½
Minimum Turnround	5	

LN706 WEST SLEEBURN JUNCTION TO NORTH BLYTH		
Winning		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Marchey's House	Pass from West Sleekburn	6
Pass from West Sleekburn	Pass to Marchey's House	4

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD		
Cleethorpes		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Grimsby	Depart to Grimsby	1
Minimum Turnround	8 Barton services	
	10 Lincoln services	
	15 Doncaster/Newark and beyond	
Train Watering Points	Available at the station	

New Clee	
Dwell Time	
Request stop only	No dwell allowance

Grimsby Docks	
Dwell Time	
Cleethorpes – Barton on Humber services	½

Grimsby Docks Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Grimsby Town from Cleethorpes	Depart Loop for Cleethorpes	Same Time
Arrive Loop from Grimsby Town	Depart Cleethorpes (non-stop)	3 before Up train arrives in Loop
Arrive Loop from Grimsby Town	Depart Cleethorpes (stopping)	Depart Grimsby Docks 3 after Up train arrives in Loop

Grimsby Town		
Dwell Time		
Barton services	1	
All other services	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Bay	Arrive from Cleethorpes	3
Arrive from Cleethorpes	Arrive in Bay	3
Arrive in Bay	Depart to Habrough	1
Arrive from Cleethorpes	Depart to Cleethorpes	1
Minimum Turnround	8 Barton services	
	10 Lincoln services	
	15 Doncaster/Newark and beyond	

Marsh Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Grimsby	Pass from Branch	3
Pass from Branch	Pass to Grimsby (non-stop)	5
Pass from Branch	Pass to Grimsby (stopping Great Coates)	3

Great Coates	
Dwell Time	
Cleethorpes – Barton on Humber services	½

Healing	
Dwell Time	
Cleethorpes – Barton on Humber services	½

Stallingborough	
Dwell Time	
Cleethorpes – Barton on Humber services	½

Habrough		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Ulceby	Depart to Ulceby	At same time
Arrive/pass from Brocklesby	Depart to Ulceby	At same time
Depart to Ulceby	Arrive/pass from Brocklesby	4

Brocklesby		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Cleethorpes	Pass from Ulceby	3
Pass from Ulceby	Pass to Cleethorpes	4
Pass from Ulceby to DGL	Pass from Cleethorpes	4
Pass from Cleethorpes	Pass from Ulceby to Goods Line	3

Wrawby Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Train to Up Slow Line from Scunthorpe/Brigg/ Lincoln. Approaching Wrawby Jn.	Approach Control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass from Newark/Retford	Pass to Doncaster/Retford	3
Pass to Doncaster/Retford	Pass from Newark/Retford	4

Brigg		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Wrawby	Depart to Wrawby	1

Kirton Lime Sidings

Junction Margins

First Movement	Second Movement	Margin
Pass from Northorpe	Pass to Northorpe	3

Northorpe SB

Junction Margins

First Movement	Second Movement	Margin
Arrive Loop from either direction	Pass ML	6*

* May be reduced to 4 minutes if second train has 2 minutes pathing approaching Northorpe SB

Gainsborough Central

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Depart Platform 2 in Down direction	Differential junction speed	½

Junction Margins

First Movement	Second Movement	Margin
Arrive from Single line	Depart to Single line	Same time

Minimum Turnround

DMU	5
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Gainsborough Trent Junctions

Junction Margins

1 st move →	Retford to Wrawby Jn	Retford to Lincoln	Don to Wrawby Jn	Don to Lincoln	Lincoln to Don	Lincoln to Retford	Wrawby Jn to Don	Wrawby Jn to Retford
2 nd move ↓								
Retford to Wrawby Jn	–	5	4	3	3	No conflict	3	No conflict
Retford to Lincoln	5	–	4	–	3	No conflict	4	4
Don to Wrawby Jn	4	4	–	5	No conflict	No conflict	No conflict	No conflict
Don to Lincoln	3	–	5	–	No conflict	No conflict	3	3
Lincoln to Doncaster	3	3	No conflict	No conflict	–	–	5	4
Lincoln to Retford	No conflict	No conflict	No conflict	No conflict	–	–	3	5
Wrawby Jn to Don	3	4	No conflict	4	5	4	–	4
Wrawby Jn to Retford	No conflict	4	No conflict	4	4	5	4	–

West Burton East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from West Burton PS	Pass to Clarborough Junction	4
Pass to Clarborough Junction	Depart Pass from West Burton PS	3

West Burton West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to West Burton PS	Pass from Junction	4
Pass from Trent Junction	Pass to West Burton PS	3

Clarborough Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Cottam PS	Pass from West Burton SB	4
Pass from West Burton SB	Pass to Cottam PS	3

Retford Low Level

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Arrive siding	Pass Thrumpton West to Worksop	Same time
Pass Thrumpton West to Worksop	Arrive siding	8

Minimum Turnround

10 Only from Worksop direction via UGL from Low Level Up Platform to Low Level Down Platform. Not permitted from Gainsborough direction.

Manton Wood

Junction Margins

First Movement	Second Movement	Margin
Arrive reception from Worksop	Pass to Worksop	4
Pass Down Main	Arrive Up reception	3

Worksop		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Departing Down platform to Mansfield Approaching Shireoaks East Junction	Differential junction speed	½
Departing Up platform to Mansfield Approaching Shireoaks East Junction	Differential junction speed	1
Departing Up platform to Sheffield Approaching Shireoaks East Junction	Differential junction speed	½
Departing from Worksop Up Reception	Acceleration	3
Pass from Retford to Down Reception Line 1	Approach Control, approaching Worksop	2
Pass from Retford to Down Reception Line 2	Approach Control and need for driver to obtain permission from signaller to pass stop board. Approaching Worksop	4 (can be reduced to 2 if train less than 21 HTAs)
Movement Up		
Movement Up	Reason	Value
Terminating services with extended dwell, (greater than 1½ minutes)	Approach Control	½
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Up platform to Shireoaks East Junction	Arrive Up platform form West	4
*May be reduced by 1" if {1} applied approaching Worksop		
Minimum Turnround		
	6 Same platform for trains from Nottingham or Sheffield	
	10 Re-platform for trains from Nottingham or Sheffield [^]	
[^] If re-platforming is required, ECS can only be shunted from Worksop Up platform to Worksop Down platform at Worksop East crossover for trains from Sheffield or Nottingham. For trains from the Gainsborough direction, the ECS can only be shunted from Worksop Down platform to Worksop Up platform via Worksop West crossover.		

Shireoaks East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Worksop Yard after Shireoaks East Junction	Differential junction speed	1
Trains not stopping at Worksop going towards Woodend Junction Approaching Shireoaks East Jn	Differential junction speed and approach control	1
Passenger/Light Engines from a stop at Worksop, going towards Woodend Junction. Approaching Shireoaks East Junction	Differential junction speed and approach control	½
Movement Up	Reason	Value
Train from Mansfield to Worksop Approaching Worksop	Differential junction speed	½ (1 for above 1400t/TR85)
Train to Worksop Yard Approaching Shireoaks East Jn	Differential junction speed	1
Junction Margins		
First Movement	Second Movement	Margin
Pass from Woodend Junction	Pass to Shireoaks station	3
Pass to Shireoaks station	Pass from Woodend Junction	3
Restriction:		
<ul style="list-style-type: none"> No allowances to be applied between Shireoaks East Junction and either Yard and/or Reception lines in either direction Up Reception Lines 1 and 2 can accommodate loco + 26 HTA wagons Worksop Yard manager can be contacted on 01302-575203 		

Shireoaks Station (West Junction)		
Junction Margins: Times based on Shireoaks station		
First Movement	Second Movement	Margin
Pass to Woodend Junction	Arrive/pass from Shireoaks East Junction	5
Pass from Shireoaks East Junction	Pass to Woodend Junction	3
Depart Shireoaks station to Sheffield	Pass to Woodend Junction	3
Pass from Woodend Junction	Pass to Woodend Junction	4

Brancliffe East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Maltby Between Shireoaks & Brancliffe East Jn.	Approach Control	1
Movement Up	Reason	Value
Pass from Maltby Between Brancliffe East Jn. & Shireoaks	Differential junction speed	1
Junction Margins		
First Movement	Second Movement	Margin
Pass/depart to Maltby	Pass from Kiveton Park	4
Pass from Kiveton Park	Pass/depart to Maltby	2
Restrictions:		
<ul style="list-style-type: none"> A train from Woodend, going to Dinnington on South Yorkshire Joint, or vice versa, must be allowed a minimum total of 3½ minutes, SRT and { }, between Shireoaks Station and Brancliffe East Junction, and vice versa, due to combination of line speeds and Approach Control signalling An up train from Kiveton Park must pass Brancliffe Junction at least 1 minute before a following train can arrive or pass Kiveton Park. 		

Woodhouse Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Beighton Junction from Woodburn	Pass from Kiveton Park	4
Pass to Beighton Junction from Woodburn	Depart Sidings to Kiveton Park (see also Restrictions) Clear 10s(MU) 1m(LH) reset 30s move 30s	1½ after MU 2½ after LH
Pass from Kiveton Park	Pass to Beighton Junction	4
Arrive Sidings	Depart Sidings	2

Woodburn Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Tinsley East Junction	Pass to Tinsley East Junction	4
Pass from Tinsley East Junction	Pass to Woodhouse Junction	4
Pass to Woodhouse Junction	Pass from Tinsley East Junction	3
Pass to Deepcar	Pass from Tinsley East Jn / Nunnery ML Jn	4
Pass from Woodhouse Jn/Tinsley East Jn	Pass to Deepcar	3
*+1 if second train LH		
Restriction:		
<ul style="list-style-type: none"> Tokenless One Train Working on Stocksbridge Line EMR Class 5s turn-back on Up Worksop, east of Woodburn Junction 		

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

Great Coates No1 Signal Box

Operating Stop	All trains to/from Grimsby Union Dock Branch must have a 2 minute 'OP' stop to collect /return the staff used for OT(S) working
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Pyewipe Road Signal Box

Operating Stop	All trains to/from Immingham East Junction must have a 2 minute 'OP' stop for token exchange purposes
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Humber Road Junction

Adjustment to Sectional Running times

Movement Up	Reason	Value
Up services to the N.C.B Coal Terminal or Reception Sidings (including RR1,RR7 and ESL)	Approach Control	1

The junction margins for Humber Road Jn are to be replaced with those detailed in the following matrix:

Table 1: Junction Margin Matrix for IMNGHRJ Humber Road Junction (NB: *the matrix continues on the next page*)

There is one train working at the NCB 1, RR1, and RR7 coal loading points

At Reception Sidings, roads 3, 4 and 5 are available for trains arriving at the yard itself. RR1 consists of Roads 1 and 2, and RR7 consists of Roads 6 and 7

ESL is a bi-directionally worked siding line with stop boards. Trains can exit into Immingham Sorting Sidings at the eastern end of ESL

Humber Road Junction							196 Routes Detailed in the Matrix							
2 nd Move →	Pass Up Main to Up Killingholme	Pass Up Main to NCB Arrivals	Pass UM to Reception Sidings (via Arrival/Dep. Line)	Pass UM to Reception Road 7 (via Arrival/Dep. Line)	Pass UM to Reception Road 1 (via Arrival/Dep. Line)	Pass UM to ESL	Pass UM to Up Grimsby	Pass DM from Down Killingholme	Pass DM from NCB	Pass DM from Reception Sidings (via Arrival/Dep. Line)	Pass DM from Reception Road 7 (via Arrival/Dep. Line)	Pass DM from Reception Road 1 (via Arrival/Dep. Line)	Pass DM from ESL	Pass DM from Down Grimsby
1 st Move ↓														
Pass UM to Up Killingholme	H	H	H	H	H	H	H	P	P	P	P	P	P	P
Pass UM to NCB Arrivals	7½*	n/a	H	H	H	H	7½*	7½	n/a	P	P	P	P	P
Pass UM to Reception Sidings (via Arrival/Dep. Line)	8*	H	10½*	10½*	10½*	10½*	12½*	8	10½	21†	25½†	25½†	20†	11½
Pass UM to Reception Road 7 (via Arrival/Dep. Line)	8*	H	10½*	n/a	10½*	10½*	12½*	8	10½	21†	n/a	25½†	20†	11½
Pass UM to Reception Road 1 (via Arrival/Dep. Line)	8*	H	10½*	10½*	n/a	10½*	12½*	8	10½	21†	25½†	n/a	20†	11½
Pass UM to ESL	8*	H	9½*	9½*	9½*	9½*	11½*	8	10½	16½†	21†	21†	n/a	10½
Pass UM to Up Grimsby	H	H	H	H	H	H	H	5	7½	5	9½	9½	5	4

Pass DM from Down Killingholme	P	3	3	3	3	3	5	H	10*	H	H	H	H	H
Pass DM from NCB	P	3	3	3	3	3	5	H	n/a	H	H	H	H	H
Pass DM from Reception Sidings (via Arrival/Dep. Line)	P	P	3	3	3	3	5	H	10*	H	H	H	H	H
Pass DM from Reception Road 7 (via Arrival/Dep. Line)	P	P	3	3	3	3	5	H	10*	H	n/a	H	H	H
Pass DM from Reception Road 1 (via Arrival/Dep. Line)	P	P	3	3	3	3	5	H	10*	H	H	n/a	H	H
Pass DM from ESL	P	P	3	3	3	3	5	H	10*	H	H	H	H	H
Pass DM from Down Grimsby	P	P	3	3	3	3	5	H	10*	H	H	H	H	H
	Pass Up Main to Up Killingholme	Pass Up Main to NCB Arrivals	Pass UM to Reception Sidings (via Arrival/Dep. Line)	Pass UM to Reception Road 7 (via Arrival/Dep. Line)	Pass UM to Reception Road 1 (via Arrival/Dep. Line)	Pass UM to ESL	Pass UM to Up Grimsby	Pass DM from Down Killingholme	Pass DM from NCB	Pass DM from Reception Sidings (via Arrival/Dep. Line)	Pass DM from Reception Road 7 (via Arrival/Dep. Line)	Pass DM from Reception Road 1 (via Arrival/Dep. Line)	Pass DM from ESL	Pass DM from Down Grimsby
<p>P = Parallel move; H = a following move on headway (6 minutes for LN740/742); —* = a following move in the same direction with differential value detailed; n/a = Move not applicable, one train working in terminal. † = the conflict occurs within Reception Sidings yard. The stated margin describes the pass time at Humber Road Jn for a 2nd move departure from the yard immediately following a 1st move arrival.</p>														

Immingham West Junction								196 Routes Detailed in the Matrix						
2 nd Move →	Pass on Up K'holme to IBT Ore Line	Pass on Up K'holme to IBT Coal Pad 1	Pass on Up K'holme to IBT Coal Pad 2	Pass on Up K'holme to HIT No. 1 or No.2 Arrival/Departure	Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) †	Pass on Up K'holme to Henders on Quay	Pass on Up K'holme to Mineral Quay	Pass on DN K'holme from Mineral Quay	Pass on DN K'holme from Henders on Quay	Pass on DN K'holme from Western Jetty Departure Line (from Simon Storage West)	Pass on DN K'holme from HIT No.1 or No.2 Arrival/Departure Line	Pass on DN K'holme from IBT Coal Pad 2	Pass on DN Ki'holme from IBT Coal Pad 1	Pass on DN Ki'holme from IBT Ore Line
1 st Move ↓														
Pass on Up K'holme to IBT Ore Line	n/a	H	H	H	H	H	H	P	P	P	P	9	9	n/a
Pass on Up K'holme to IBT Coal Pad 1	H	n/a	H	H	H	H	H	P	P	P	P	9	n/a	9
Pass on Up K'holme to IBT Coal Pad 2	H	H	n/a	H	H	H	H	P	P	P	P	n/a	9	9
Pass on Up K'holme to HIT No. 1 or No.2 Arrival/Departure	6½*	6½*	6½*	n/a	H	H	H	8	8	8	7	9	9	9
Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) †	6½*	6½*	6½*	H	n/a	H	H	8	10½	n/a	7	9	9	9
Pass on Up K'holme to Henderson Quay	6½*	6½*	6½*	H	H	n/a	H	8	n/a	12½	7	9	9	9
Pass on Up K'holme to Mineral Quay	6½*	6½*	6½*	H	H	H	9½*	14½	8	8	7	9	9	9

Pass on DN K'holme from Mineral Quay	P	P	P	3	3	3	3	8½*	6½*	6½*	H	H	H	H
Pass on DN K'holme from Henderson Quay	P	P	P	3	3	3	3	6½*	n/a	9½*	H	H	H	H
Pass on DN K'holme from Western Jetty Dep. Line (from Simon Storage West)	P	P	P	3	3	3	3	6½*	9½*	n/a	H	H	H	H
Pass on DN K'holme from HIT No.1 or No.2 Arrival/Departure	P	P	P	3	3	3	3	6½*	6½*	6½*	n/a	H	H	H
Pass on DN K'holme from IBT Coal Pad 2	2½	2½	2½	2½	2½	2½	2½	H	H	H	H	n/a	H	H
Pass on DN K'holme from IBT Coal Pad 1	2½	2½	2½	2½	2½	2½	2½	H	H	H	H	H	n/a	H
Pass on DN K'holme from IBT Ore Line	2½	2½	2½	2½	2½	2½	2½	H	H	H	H	H	H	n/a
	Pass on Up K'holme to IBT Ore Line	Pass on Up K'holme to IBT Coal Pad 1	Pass on Up K'holme to IBT Coal Pad 2	Pass on Up K'holme to HIT No. 1 or No.2 Arrival/Departure	Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) †	Pass on Up K'holme to Henderson Quay	Pass on Up K'holme to Mineral Quay	Pass on DN K'holme from Mineral Quay	Pass on DN K'holme from Henderson Quay	Pass on DN K'holme from Western Jetty Departure Line (from Simon Storage West)	Pass on DN K'holme from HIT No.1 or No.2 Arrival/Departure Line	Pass on DN K'holme from IBT Coal Pad 2	Pass on DN K'holme from IBT Coal Pad 1	Pass on DN K'holme from IBT Ore Line
P = Parallel move; H = a following move on headway (6 minutes for LN740/742); —* = a following move in the same direction with differential value detailed; n/a = Move not applicable, one train working in terminal; †= With the exception of LD moves, all trains destined for Simon Storage West are required to perform a run round on the Western Jetty Arrivals line and propel into the terminal. This requires the use of the Down Killingholme Line.														

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

Immingham West Junction (junction margins are detailed above in the matrix)

Adjustment to Sectional Running times

Movement Up	Reason	Value
Up services to the H.I.T. Arrival/Departure Line No.1 or No.2, Western Jetty Arrival Line, Henderson Quay or Mineral Quay	Approach Control	½
Up services to the I.B.T. Ore Terminal, Coal Pad 1 or Coal Pad 2	Approach Control	1

Ulceby

Dwell Time

All	½
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Junction Margins

First Movement	Second Movement	Margin
Depart to Barton	Arrive from Barton	4
Depart to Barton	Pass from Immingham or Brocklesby	4
Pass from Immingham	Arrive from Habrough/Barton	4
Pass from Brocklesby	Depart to Barton	3
Pass from Brocklesby	Arrive from Barton	4

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

Thornton Abbey

Dwell Time

All	½
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All trains in the down direction must come to a stand to wait for the Drivers White Lights for Barton Road Level Crossing

Goxhill

Dwell Time

All	½
-----	---

New Holland

Dwell Time

All	½
-----	---

Barrow Haven

Dwell Time

All	½
-----	---

Barton on Humber

Minimum Turnround | 5

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

Wrawby Junction

Refer to LN736

See entry under route LN736 Cleethorpes to Nunnery Main Line Jn via Retford

Foreign Ore Branch Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch	Down train pass Appleby	2
Down train pass Appleby	Pass from Branch	6
Pass from Branch	Re-occupy Branch	5

North Lincoln Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from GL	Pass/arr Scunthorpe from Wrawby Junction	6
Pass/arr Scunthorpe from Wrawby Junction	Pass from GL	Same time

Trent Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Up side	Before Up passenger departs Scunthorpe	2
Pass to Up side	Before Up passes Scunthorpe	3
Pass from Down side	Before down pass/arr Scunthorpe	5
Pass from Trent FD	Pass to Trent FD	5

Scunthorpe

Dwell Time

All | 1

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 1 to Doncaster	Arr/pass Platform 1 from Doncaster	4
Pass to E line	Depart from Scunthorpe	3
Depart from Scunthorpe	Pass to E line	4
Train departing from or passing through Up or Down platforms	Departure to Doncaster from Plat. 2 (Down) of train from the East end (Up) bay (includes shunt moves)	7

Minimum Turnround | 5 (10 if re-platformed) from Doncaster or Cleethorpes.

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Scunthorpe

10 from beyond Doncaster

If the turnround is substantially more than 10 minutes, then the train must be replatformed to the East End Bay

Gunhouse Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Loop	Stopping depart Althorpe	4
Arrive Loop	Non-stop arrives Scunthorpe	8
Stopping service depart Althorpe	Depart Loop	3
Depart Loop	Non-stop arrives Scunthorpe	Same time

Thorne Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Train from Up Slow Line. Approaching Crowle	Differential Junction Speed	1

Junction Margins

First Movement	Second Movement	Margin
Pass to Hull	Pass from Hull	4
Pass from Hull	Pass to Hull/Cleethorpes	4*
Pass to Cleethorpes	Pass from Hull	3
Pass from Cleethorpes	Pass from Hull if calling at Hatfield and Stainforth	3

* May be reduced to 3 if the service calls at Hatfield and Stainforth

Hatfield and Stainforth

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from Applehurst Jn. To Up Slow Line Approaching Thorne Jn	Acceleration	1
Trains from Applehurst Jn. To Up Fast Line Approaching Thorne Jn.	Acceleration	2

Junction Margins

First Movement	Second Movement	Margin
Pass to Branch	Pass/Arrive from Doncaster	4
Pass/Arrive from Doncaster	Pass to Branch	2½
Pass to Branch	Arrive from Thorne	3

Kirk Sandall Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch to SL	Pass from Doncaster ML	*
Pass from Branch	Pass to Doncaster	4
Pass to Doncaster	Pass from Branch	3
Pass from Branch	Pass to Branch	4

* Same time as train passes/departs Doncaster or 1 before a freight train passes Bentley Junction

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

Scunthorpe Roxby Gullet/Dragonby Sidings

Operating Restriction

Trains running to/from Roxby Gullet/Dragonby Sidings require to be in possession of a Train Staff issued by North Lincoln Junction. A second train cannot proceed along the branch to Roxby Gullet/Dragonby Sidings until the first train has completed its journey on the branch and the Train Staff is surrendered by the driver and returned to North Lincoln Junction, to be re-issued to the second train. A minimum of 30 minutes for Dragonby services and a minimum of 45 minutes for Roxby Gullet services should be allowed for this to take place before the second train can proceed on the branch.

This also applies to trains returning from Roxby Gullet/Dragonby Sidings to North Lincoln Junction.

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

Dinnington Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Single line	Pass to Single line	6*
Pass from Single line	Depart to Single line	2

* May be reduced to 4 minutes if train has at least an additional 2 minutes in the schedule.

Restrictions

When services are held at Dinnington Junction, WP607 waiting acceptance onto Single Line towards Maltby services in rear cannot pass Brancliffe East Junction towards Maltby if the first train exceeds 420m.

Maltby Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Loop from either direction	Arrive/Pass from other direction	3
Arrive from Dinnington	Depart to Dinnington	4
Pass from Dinnington	Depart to Dinnington	3
Pass/Arrive from St Catherines Junction	Depart to St Catherines Junction	2

Restrictions

Physical Loop Lengths:

Up Single Line Down (DUSY) – M34 to M35 – 355m

Passing Loop/Run-Round (DUPL)– M29 to M8 – 418m, M29 to M7 – 524m

Maltby Loop

Services held on Passing Loop/Run-Round exceeding 418 metres beyond M8 locks out Arrivals and Departures Line in the Dinnington direction.
Arrival/Departures (DUAD) – M25 to M9- 415m
Specific lines (DUSY, DUPL and DUAD) to be allocated to match required train lengths as above.

St Catherines Junction Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Maltby	Depart to Maltby	2
All other conflicts		3

Restrictions

Physical Loop Lengths:
Up/Down St Catherines Curve – D220 to D227 – 499m
Up/Down South Yorkshire – D218 to D225 – 499m

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

Shirebrook

Junction Margins

First Movement	Second Movement	Margin
Pass from Shirebrook East Junction	Pass to Clipstone Junctions	2
Pass to Clipstone Junctions	Pass from Shirebrook East Junction going to Shirebrook	4

Shirebrook East Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4

Langwith Whaley–Thorns

Dwell Time

All	1 08.00 – 18.00 EWD
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Creswell

Dwell Time

All	1 08.00 – 18.00 EWD
-----	---------------------

Whitwell

Dwell Time

All	1 08.00 – 18.00 EWD
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Woodend Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Shirebrook	Pass Shireoaks West Jn to Woodend	7
Pass from Shireoaks West Jn	Pass from Shirebrook	8

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION		
Boughton Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Single line	Re-occupy Single line	4

Thoresby Colliery Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Ollerton	Depart from Run-round sidings	2
Depart Run-round sidings towards Clipstone	Pass from Ollerton/arrive Run-round	6

Clipstone East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Clipstone West Junction	Pass from Clipstone South Junction	4
Pass from Clipstone South Junction	Pass to Clipstone West Junction	4

Rufford Junction/Clipstone Colliery Junction		
Junction Margins		
First Movement	Second Movement	Margin
All margins to/from single lines		4

Clipstone West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Clipstone South Junction	Pass from Clipstone East Junction	5
Pass from Clipstone East Junction	Pass to Clipstone South Junction	3

Warsop Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Shirebrook East Junction	Pass from Shirebrook Junction	4
Pass from Shirebrook Junction	Pass to Shirebrook East Junction	4

LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD

Dronfield

Dwell Time

DMU	½
22X	1½

Dore South Junction

Junction Margins

First Movement	Second Movement	Margin
Pass Dore Station Junction towards Tapton Junction, not stopping at Dronfield	Pass from Dore West Junction	3
Pass Dore Station Junction towards Tapton Junction, not stopping at Dronfield	Depart having come from Dore West Junction	3
Up depart Dronfield	Pass from Dore West Junction	Same time
Up depart Dronfield	Depart having come from Dore West Junction	Same time
Pass Dore Station Junction to Sheffield, from Tapton Junction	Depart having come from Dore West Junction	1
Pass Dore Station Junction to Sheffield, from Tapton Junction	Pass from Dore West Junction	1½
Pass to Dore West Junction	Pass Dore Station Junction towards Sheffield	5
Pass from Dore West Junction	Pass Dore Station Junction towards Sheffield	5½
Pass from Dore West Junction	Pass to Dore West Junction	4

Planning Note

For regulating purposes, ARR and DEP times with activities A and * to be used and not any allowances for trains from Dore West Junction.

Dore Station Junction

Adjustments to Sectional Running Times

Westbound Movement	Reason	Value
Up passenger pass to Dore West Jn	Flashing Yellow Aspects and Differential Junction Speed	½

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Dore West Junction	Pass from Tapton Jn	3 *
Freight pass to Dore West Junction	Pass from Tapton Jn	3½ *
Pass from Tapton Jn	Pass to Dore West Junction	3 *
Pass from Tapton Jn	Pass from Dore & Topley having stopped there	3

* Margin can be reduced by 1 if second train has minimum (1) approaching Dore Station Jn

Restrictions

Trains from the Hope Valley requiring pathing stops are to have the stop shown at Dore & Topley and not Dore Station Junction as Signal DE5124 protecting the junction is at Dore & Topley station.

No allowances to be applied in either direction between the station and Dore Station Junction.

Heeley Up Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Loop	Depart/pass Sheffield	1
Pass Dore Station Junction	Depart Loop	1

Sheffield Signal S77		
Junction Margins		
First Movement	Second Movement	Margin
Pass via Heeley Down Loop to Sheffield station	Pass Dore Station Junction towards Sheffield	1

Sheffield		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains arriving into Platform 2c or Down Station Siding	Approach control	½
Movement Up	Reason	Value
Trains departing from Platforms 1, 2, 2c, Through Line or Down Station Siding to the south	Differential linespeed – to be applied approaching Dore Station Junction	½
Trains passing Platforms 1, 2 or Through Line to the south	Differential linespeed – to be applied approaching Dore Station Junction	1
Trains arriving Down or Up Station Sidings from the north	Approach control	1
Connectional Allowance	7	
Dwell Time		
22x	2	
TPE	2	
Northern	2	
DMU reversing	3 except: 4 EMR Anglia services	
All other services	3	
Minimum Turnround		
	LH	DMU
East Midlands Railway to/from London St Pancras		15
East Midlands Railway (other)		5
Fuel	60	60
Lincoln, Wakefield, Huddersfield		7*
To/from Hope Valley		10*
From beyond Manchester, Doncaster, Adwick, Huddersfield or Leeds		15# #Can be 10 for services from Hull/York
Other not specified above		10*
XC	20 (10 by exception and in agreement with Network Rail)	
*Reductions to be requested through the Operational Planning Manager LNE, Network Rail		

Sheffield		
Overlap restrictions		
A minimum of 3 minutes should be allowed between the following movements:		
Movement	Conflict	
Arrive Platform 1a from South	Arrive Platform 1b from North (and vice versa)	
Arrive Platform 2 from South	Depart Down Station Siding (and vice versa)	
Arrive Platform 2 from North	Arrive Down Station Siding/Platform 1 from the South (and vice versa)	
Arrive Platform 6 from North	Arrive/depart Platform 7 (and vice versa)	
Arrive Platform 8 from North	Arrive/depart Platform 7 (and vice versa)	
Platform End Conflicts		
First Movement	Second Movement	Margin
Train Arrive	Conflicting movement depart	1
Depart Platform 1 or 1a to the North	Arrive Platform 1a from the South	3 (no restriction if departure is from 1b)
Depart Platform 1 to the North	Arrive platform 1 or 1b from the South	3 2 if departure is from 1b
Depart Platform 1a to the South	Arrive Platform 1 from the North	3 (no restriction if departure is from 1b)
Depart Platform 1 to the South	Arrive Platform 1 from the North	3 2 if departure is from 1b
Depart Platform 1, 2, 3, 4 or 5 to the North	Arrive Platform 1 or 2 from the North	4
Depart Platform 2 or 5 to the North	Arrive same Platform from the South	4
Depart Platform 3, 4, or 5 to the North	Arrive Platform 3, 4, or 5 from the North	3*
Arrive Platform 1 from the South	Arrive Platform 2 from the North	4
Arrive Platform 2 from the North	Arrive Platform 1 from the South	4
Arrive Platform 2 from the North	Depart Platform 1 to the South	2
Arrive Platform 6 or 8 from the North	Arrive Platform 7 from the South	3
Arrive Platform 7 from the South	Arrive Platform 6 or 8 from the North	3
Arrive Platform 8 from the South	Arrive Platform 6 from the North	4
Depart Platform 1 or 2 to the South	Arrive Platform 1, 2, 2c or 5 from the South	4½
Depart to the South	Arrive Platform 7 or 8 from the South	5
Depart Platforms 2, 5, 6 or 8 to the South	Arrive same Platform from the North	4
Depart Platform 2c or 5 to the South	Arrive Platform 2c or 5 from the South	4½
Depart Platform 7 to the South	Arrive Platform 6 from the North	3
* 4 via 'A' line when confliction occurs		
Restrictions		
<ul style="list-style-type: none"> • North end Bay Platform couplings are preferred to take place in Platform 3 • Passenger services cannot arrive on Platform 6 from the South • Passenger services cannot depart Platforms 6 or 8 to the North • Trains following into the same platform – not called on – 4 from South, 3 from North • ECS services can depart Platform 6 to the north via S133 however can't be dispatched by Platform staff therefore agreement must be sought with the relevant TOC beforehand • ECS services arriving into Platform 6 to be routed via DPL from SHEF77 		

Sheffield

- Services arriving into Platform 7 and 8 to be routed via DPL from SHEF77
- Trains should not be planned to pass through the Down or Up Station Sidings

Nunnery Main Line Junction

Junction Margins

First Movement	Second Movement	Margin
Pass UM	Pass to Woodburn Junction	2½
Pass to Woodburn Junction	Pass UM	3
Pass from Sheffield	Diverging pass from Sheffield – train must have stopped at Sheffield	2

Mill Race Junction

Junction Margins

First Movement	Second Movement	Margin
Pass UML to Sheffield	Pass to GL	Same time as Up service passes Nunnery ML Junction
Pass to GL	Pass UML	3 before Up service passes Wincobank Jn/Brightside Junction 4

Brightside Up & Down East Slow

Planning Note

It is not possible to perform run-rounds on Brightside Up & Down East Slow

Brightside Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down ML	Pass from Slow	1 after Down service passes Wincobank Junction
Pass from Slow	Pass Down ML	1½ before Down service passes Nunnery ML Junction
Pass UML	Pass from Slow	½ before Up ML service passes Nunnery ML Jn
Pass from Up/Dn Goods	Pass on Up Main (non-stop)	3½ before Up non-stop passes Wincobank Jn
Pass from Up/Dn Goods	Pass on Up Main (stopping at Meadowhall)	2½ before Up stopping train passes Wincobank Jn
Pass on Up Main	Pass from Up/Dn Goods	2½ after Up train passes Wincobank Jn

Wincobank Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop trains to Barnsley	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Down Main to Down Main pass or stop at Meadowhall	Up Barnsley to Up Main not stopping at Meadowhall	3
Down Main to Down Main pass or stop at Meadowhall	Up Barnsley to Up Main having stopped in Meadowhall Platform 3	2
Pass from Barnsley	Pass Down Main	3
Planning Note		
No pathing allowances should be applied between Wincobank Junction and Meadowhall as there are no intermediate signals		

Meadowhall		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains via Masborough Junction stopping at Meadowhall. Approaching Holmes Junction	Differential junction speed	-½ DMU
Dwell Time		
All	1	
Minimum Turnround		
	5. 4 only from Barnsley	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platforms 1 – 4	Arrive same platform from same direction	3
Depart Platform 4 to Barnsley	Arrive Platform 4 from Barnsley	4
Depart Platform 4 to SL	Arrive Platform 4 from Sheffield	3
Planning Note		
No pathing allowances should be applied between Meadowhall and Wincobank Junction as there are no intermediate signals		

Holmes Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains via Masborough Junction stopping at Meadowhall. Approaching Meadowhall	Faster approach speed	-½ DMU
Junction Margins		
First Movement	Second Movement	Margin
Pass from Aldwarke Junction	Pass to Rotherham Central	2½
Pass to Rotherham Central	Pass from Aldwarke Junction	3½*
Pass from Rotherham Central	Pass to Rotherham Central	3
Pass to Rotherham Central	Pass Down ML	3½
Pass UML	Pass from Rotherham Central	2½
*May be reduced by ½ minute if second train has at least 1 minute pathing allowance between Aldwarke Junction and Holmes Junction.		

Masborough Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Down Barrow Hill	Pass to Up Barrow Hill	3
Pass to Up Barrow Hill	Pass from Down Barrow Hill	4*
Pass to Up Barrow Hill	Depart from Down Barrow Hill	1½
Up pass Holmes Jn from Up Main	Depart from Down Barrow Hill	Simultaneous
Down pass Holmes Jn to Down Main	Depart from Down Barrow Hill	2
Up pass Holmes Jn from Up Main	Pass from Down Barrow Hill	2 after Up service passes Holmes Jn

Masborough Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Down Barrow Hill	Up pass Holmes Jn from Up Main	1 ½ before Up service passes Aldwarke Jn
* can be reduced to 3 if the second movement has at least (1) approaching Masborough Jn		

Aldwarke Junction			
Adjustments to Sectional Running Times			
Movement Down	Reason	Value	
Trains from Masborough Junction. Approaching Swinton	Differential junction speed	-1½ 142/150	
Trains from Rotherham Central Approaching Swinton	Differential junction speed	1 185/22x*/HST* 1½ 158 *Can be reduced to ½ if train is routed towards Mexborough at Swinton	
Trains to the Roundwood Chord Approaching Aldwarke Junction	Approach control	1½	
Movement Up	Reason	Value	
Trains from Roundwood Chord to Masborough Jn Approaching Holmes Junction	Acceleration	1	
Junction Margins			
2nd Move →	Pass from Rotherham Central	Pass UML from Swinton	Pass to Thrybergh Junction
1st Move ↓			
Pass UML from Swinton	2½		3
Pass from Rotherham Central	No conflict	4	3
Pass to Thrybergh Jn	3	4	
Pass DML from Masborough Jn	2½	No conflict	
Pass from Thrybergh Jn	4	4*	4
*Different routes Trains from Rotherham Central to Roundwood Chord can run via UML and not conflict with train on DML			

Swinton					
Adjustments to Sectional Running Times					
Movement Down		Reason		Value	
Trains towards Doncaster approaching Swinton		Differential junction speed		1 Freight ½ CrossCountry 22X/HST	
Movement Up		Reason		Value	
Trains from Doncaster direction, Approaching Aldwarke Junction		Acceleration		½ LH/HST/ 22X	
Junction Margins					
2 nd move →	Pass from Moorthorpe	Arrive from Moorthorpe	Pass to Doncaster	Depart to Doncaster	Depart to Sheffield from other route
1 st move ↓					
Pass to Doncaster	4	4½	No conflict	No conflict	
Depart to Doncaster	5	5	No conflict	No conflict	
Pass from Moorthorpe	No conflict	No conflict	4	1	2
Arrive from Moorthorpe	No conflict	No conflict	4	1	Simultaneous
Pass from Doncaster	3	Simultaneous	No conflict	No conflict	2

Moorthorpe		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from South Kirkby Junction	Pass to Pontefract Baghill	4
Arrive/pass from South Kirkby Junction	Depart to Pontefract Baghill	1
Depart/pass to Pontefract Baghill	Arrive / Pass from South Kirkby Junction	4
Arrive Down Loop	Arrive/pass Moorthorpe station	5
Arrive Up Loop	Arrive/pass Moorthorpe station	5
Minimum Turnround	5 Arrive loaded from Sheffield before departing ECS to Sheffield	
Restriction. Trains with more than three minutes pathing time between Ferrybridge Junction/Pontefract Baghill and Moorthorpe should instead be timed to have an 'A' stop at Moorthorpe signal L6586. No allowances to be applied between Moorthorpe signal L6586 and Moorthorpe Station/Moorthorpe Goods Loop		

Ferrybridge North Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Pontefract East Jn	Acceleration	1 Approaching next timing point
Movement Up	Reason	Value
Pass to Pontefract East Jn	Deceleration	2 Freight 1 Passenger
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

Milford Jn			
Adjustments to Sectional Running Times			
Movement Down		Reason	Value
Train Ferrybridge to Church Fenton Approaching Milford Jn		Approach control	1
Train from Castleford to Gascoigne Wood Approaching Milford Jn		Approach control	2
Movement Up		Reason	Value
Trains from Church Fenton to Ferrybridge Approaching Milford Jn		Approach control	1
Trains from Gascoigne Wood to Castleford Approaching Castleford		Acceleration	1 Passenger 2 Freight
Trains from Milford West Sidings or Up Loop to Castleford/Ferrybridge North Jn After Milford Jn		Acceleration	3 Freight
Junction Margins			
First Movement		Second Movement	Margin
All conflicting moves			4
Planning Restriction			
Any propelling movement into Milford West Sidings must stop to pick up a radio requiring 2 minute OP stop, prior to propelling at Milford Jn.			
Service from Hambleton West		Service from Church Fenton	
Gascoigne Wood Jn arr	xxOP00	Milford Loop arr	xxOP00
Gascoigne Wood Jn dep	xxOP02	Milford Loop dep	xxOP02
Milford Jn arr	xxPRRM08	Milford Jn arr	xxPRRM06
Milford Jn dep	xxPRRM10	Milford Jn dep	xxPRRM08
Milford West Siding arr	xxPR17	Milford West Siding arr	xxPR15

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

Barrow Hill South Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Branch	Pass from Beighton Junction	4
Pass from Beighton Junction	Pass to Branch	3

Barrow Hill North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from sidings	Pass from Beighton Junction	4
Pass from Beighton Junction to Chesterfield	Pass from sidings	3

Foxlow Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch	Pass to Chesterfield	4
Pass to Chesterfield	Pass from Branch	3

Beighton Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Barrow Hill Line to Woodhouse Junction Approaching Beighton Junction	Approach Control	½ Passenger 1 Freight

Movement Up	Reason	Value
Pass from Woodhouse Junction to Up Barrow Hill Line. Approaching Barrow Hill	Acceleration	½ Passenger 1 Freight

Junction Margins

First Movement	Second Movement	Margin
Pass from Woodhouse Junction	Pass to Treeton Junction	4
Pass to Treeton Junction	Pass from Woodhouse Junction	4

Masborough Sorting Sidings South Junction/Canklow Loop		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Train to Canklow Loop or stopping on Up line, before propelling to Freight Depot	Stop at Signal S406 to collect radio then draw slowly forward	3
Junction Margins		
First Movement	Second Movement	Margin
Down pass Treeton Junction heading towards Masborough Junction	Depart FD	4
Down pass Treeton Junction heading towards Masborough Junction	Depart Canklow Loop towards FD	4
Down pass/Arrive Masborough Junction	Depart Canklow Loop towards Masborough Junction	Same time
Up pass Masborough Junction towards Treeton	Depart FD to Treeton	4½
Up pass Masborough Junction towards Treeton	Depart Canklow Loop towards FD or Masborough Junction	4
Depart FD	Depart to FD	5½
Depart FD	Pass to FD from Treeton	6½
Depart FD	Down pass Treeton Junction towards Masborough Junction	4
Depart Up Side to FD	Down pass Treeton Junction towards Masborough Junction	3
Depart Up Side to FD or Masborough Junction	Up pass Masborough Junction towards Treeton	4½
Arrive Canklow Loop	Up pass Masborough Junction towards Treeton	1
Arrive Canklow Loop	Depart FD to Treeton	1
Up pass Masborough Junction towards Treeton Junction	Depart FD to Up Side	4½
Up pass Treeton Junction	Up depart Canklow Loop	1

LN807 DORE SOUTH JN TO DORE WEST JN
Dore South Jn
Planning Note
The standage at Signal S48 (Dore South Jn) on the Dore Single is 552 metres / 86SLUs, clear of Dore West Jn. This does not include any standback allowance from the signal.

LN808 DORE STATION JUNCTION TO EARLES SIDINGS (EXCL.)
Dore & Totley
Planning Note
Up trains requiring pathing stops are to have the stop shown at Dore & Totley and not Dore Station Junction as Signal DE5124 protecting the junction is at Dore & Totley station.
No allowances to be applied in either direction between the station and Dore Station Junction.

LN808 DORE STATION JUNCTION TO EARLES SIDINGS (EXCL.)

Dore & Totley

Planning Note

Up trains requiring pathing stops are to have the stop shown at Dore & Totley and not Dore Station Junction as Signal DE5124 protecting the junction is at Dore & Totley station.

No allowances to be applied in either direction between the station and Dore Station Junction.

Dore West Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Dore & Totley station (having stopped there)	Acceleration	½ *
Pass from Dore South Jn	Acceleration	1½ Passenger* ½ Freight *

* Applies approaching next timing point

Movement Up	Reason	Value
Pass towards Dore South Jn	Approach control	1½ Passenger 2 Freight

Junction Margins

First Movement	Second Movement	Margin
Pass from Dore Station Jn/Dore & Totley	Pass to Dore South Jn	2
Pass from Dore Station Jn/Dore & Totley	Depart to Dore South Jn	1
Pass from Dore South Jn	Pass to Dore South Jn	3
Pass from Dore South Jn	Depart to Dore South Jn	2
Pass/depart to Dore South Jn	Pass from Dore Station Jn (not stopping at Dore & Totley)	4½
Pass/depart to Dore South Jn	Pass from Dore & Totley (having stopped there)	3½

Planning Note

The standage at signal DE5117 (Dore West Jn) on the Dore Single is 560 metres / 87SLUs, clear of Dore South Jn. This does not include any standback allowance from the signal.

For regulating purposes, ARR and DEP times with activities A and * to be used and not any allowances for trains which have been timed passing Dore South Junction.

Bamford Up Loop

Junction Margins

First Movement	Second Movement	Margin
Passenger pass/depart Hathersage	Freight depart Bamford Up Loop	1
Freight pass Hathersage having departed Bamford Up Loop	Passenger pass/depart Bamford	1½

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON

St James Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Hexthorpe Junction	Pass to Bridge Junction	5½

Hexthorpe Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Sheffield	Pass to GL	3
Pass to GL	Pass from Doncaster	4
Pass to Doncaster	Pass from Avoiding Line	3
Pass from Avoiding Line	Pass to Doncaster	4

Mexborough

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains approaching Mexborough towards Thrybergh Jn	Differential junction speed	½ Class 1, 5 or 9
Movement Up	Reason	Value
Trains approaching Hexthorpe Jn from Thrybergh	Acceleration	½ Class 1, 5 or 9

Junction Margins

First Movement	Second Movement	Margin
Pass to Swinton	Pass from Thrybergh Junction (not stopping at Mexborough Signal S706)	4
Passenger pass to Swinton/Hexthorpe Jn	Depart Mexborough Signal S706	1
Freight pass to Swinton/Hexthorpe Jn	Depart Mexborough Signal S706	1½
Pass from Thrybergh Junction	Pass to Swinton	4
Pass from Thrybergh Junction	Pass to Thrybergh Junction	4
Pass to Thrybergh Junction	Pass from Thrybergh Junction	5

LN828 MEXBOROUGH JUNCTION TO ALDWARKE JUNCTION VIA KILNHURST

Thrybergh Junction

Junction Margins

First Movement	Second Movement	Margin
Train from Single Line	Train to Single Line	4

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

Aldwarke UES

Junction Margins

First Movement	Second Movement	Margin
Train arrives Aldwarke UES from north	Pass Aldwarke Junction	3
Train arrives Aldwarke UES from south	Pass Aldwarke Junction	4

Parkgate Junction

Minimum Turnround

Supertram 3*

*Reductions to be agreed between the TOC & Operational Planning Manager LNE, Network Rail

Junction Margins

First Movement	Second Movement	Margin
Up Pass/Dept Rotherham Central	Tram Depart Parkgate	3
Tram Depart Parkgate	Up Depart Rotherham Central	1½
Tram Depart Parkgate	Up Pass Rotherham Central	2

Rotherham Central

Dwell Time

Supertram	½
All	1

Junction Margins

First Movement	Second Movement	Margin
Arrive from Holmes Junction	Depart to Holmes Junction	1½
Arrive/pass from Woodburn Junction	Depart to Holmes Junction	1
Pass/depart to Holmes Junction	Arrive/pass from Woodburn Junction	4
Supertram Arrive from Parkgate	Supertram depart to Parkgate	1

Operating Restriction

Only 1 Supertram between Rotherham Central and Parkgate in either direction at any one time. This is due to the power being drawn from the overhead lines.

Tinsley East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Woodburn Junction	Pass to Woodburn Junction/Supertram	4
Down Pass Tinsley East Junction	Pass from Supertram	2½

Tinsley North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Supertram	Up Pass Tinsley South Junction	3
Down Pass Tinsley East Junction	Pass from Supertram	2½

Tinsley South Junction

OPERATING RESTRICTION

All trains towards Shepcote Lane Junction must be planned with an “OP” stop of 2 minutes for driver instructions.

Broughton Lane Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Tinsley Yard	Pass from Tinsley South Junction	4
Pass to Tinsley South Junction	Pass from Tinsley Yard	3

OPERATING RESTRICTION

All trains towards Shepcote Lane Junction must be planned with an “OP” stop of 2 minutes for driver instructions.

LN832 DONCASTER BRIDGE JUNCTION TO ST. JAMES JUNCTION

Bridge Junction

Refer to LN101

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN

Carcroft Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Branch	Pass Up Main line	1 before Up non-stop passes South Kirkby Jn Same time as Up stopping service departs South Elmsall
Pass Up Main	Arrive Adwick from Doncaster, if terminating and shunting via Carcroft Junction	2½ after non-stop passes Adwick 1 after up stopping train departs Adwick
Pass to Branch	Pass Down Main	Same time as Class 1 or Class 9 stopping service departs Doncaster; 1 minute before Class 1 or Class 9 non-stop departs Doncaster
Pass Up Main	Arrive Adwick from Branch	2½ after non-stop passes Adwick
Pass to Branch	Pass from Branch (and vice versa)	4 (Single Lead)

Adwick Junction

Junction Margins

First Movement	Second Movement	Margin
Pass Up Main	Pass from Branch	3
Pass from Branch	Pass Up Main	4
Pass to/from Branch	Pass to/from Branch (single lead)	4

South Kirkby Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Moorthorpe Approaching Hare Park	Acceleration	1 except 22X and Freight Classes 6/7/8
Trains from Moorthorpe that are passing South Kirkby and stopping at Fitzwilliam	Differential Junction Speed	½
Trains from Doncaster	Differential junction speed	-½ 22X
Movement Up	Reason	Value
Trains to Moorthorpe	Differential junction speed	½ HST
Trains to Doncaster	Differential junction speed	-1 22X
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Main	Pass to Branch	3
Pass to Branch	Pass Down Main	4 Passenger 5 Freight

Hemsworth Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Down Loop	Pass Down Main	Arrive 1 before Down Passenger passes South Kirkby Jn (from Moorthorpe). Arrive 2 before Down Passenger passes South Kirkby Jn (from Doncaster).
Pass Down Main	Depart Down Loop	Depart 1 before Down non-stop Passenger train passes Hare Park Junction. Depart 1 after Down stopping Passenger departs Fitzwilliam.
Arrive in Up Loop	Pass Up Main	Arrive Up Loop 1½ before Up Passenger passes Hare Park Jn. Arrive Up Loop 3 before Up stopping Passenger departs Fitzwilliam.
Pass Up Main	Depart Up Loop	Depart same time as Up Passenger passes South Kirkby Jn

Hare Park Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains to Crofton West Junction – Approaching Hare Park	Approach Control	1
Movement Up	Reason	Value
Passenger trains from Crofton West Junction Approaching South Kirkby	Acceleration Hare Park – South Kirkby	1
Junction Margins		
First Movement	Second Movement	Margin
Pass from Wakefield Westgate	Pass to/from Crofton West Jn	3
Pass to Crofton West Jn	Pass from Wakefield Westgate	4
Pass from Wakefield Westgate	Depart from Up Crofton	2

Wakefield Westgate		
Connectional Allowance		7
Dwell Time		
EMU/DMU	1	
LH/802/22x	1½	
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Depart Down Main	Arrive Down Main	3
Pass Down Main	Arrive Down from Wakefield Kirkgate	2½
Depart Up to Wrenthorpe Sidings	Arrive Up Main	5
Depart Up to Wrenthorpe Sidings	Depart Down Main	3
Depart Down Main to Wakefield Kirkgate	Arrive Down Main	4½
Depart Up Main	Arrive Up Main	3½*
Depart Down platform in Up direction	Arrive Up Main	Simultaneous
Depart Down platform in Up direction to Wakefield Kirkgate	Depart Up	3
Depart/pass Up Main	Arrive Up or Down from Wakefield Kirkgate	4½
Depart Up Main	Arrive from Wrenthorpe Sidings	3
Arrive Down Main from Wakefield Kirkgate	Arrive Up Main	Simultaneous
Arrive Down from Wakefield Kirkgate	Depart Up Main	2
Depart / pass Down Main	Depart Wrenthorpe to Up or Down	3
* May be reduced by 1 minute if second train has at least 1 minute pathing allowance approaching Wakefield Westgate, however this should not be used for consecutive trains		
Minimum Turnround		
Arrive ECS from sidings, depart loaded	1	
Arrive loaded, depart ECS	1½	
Arrive ECS not from sidings, depart loaded	2	
No shunting from Knottingley or Leeds	5	
No shunting from Manchester	10	

Copley Hill West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Copley Hill East	Pass Holbeck Junction to Wakefield	3
Pass Holbeck Junction to Wakefield	Pass to Copley Hill East	4*
Pass from Copley Hill East	Pass to Copley Hill East	4*

* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Copley Hill

Holbeck Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Wakefield	Pass to Bradford	2½
Pass to Bradford	Pass to Leeds from Wakefield	2½

Whitehall Road Ground Frame

Planning Note

Services using Whitehall Road Sidings will need to use the Up Huddersfield at Whitehall Ground Frame (Signal L3625) for 45 minutes. This is shown as a stop at Whitehall Ground Frame (Signal L3625)

For an Arrival

1. Train clears Signal L3625; this is the arrival time at Whitehall Ground Frame
2. Train propels into Whitehall Road Sidings, leaving half the wagons on one of the sidings. Note that the front of the train is still occupying Line F/Up Huddersfield
3. Driver seeks permission from signaller and draws forward so the front half of the train is clear of L3625.
4. Train then propels into Whitehall Road Siding to use the other siding. This is the departure time at Whitehall Ground Frame.

For a Departure

1. The loco and the front half of the train draws onto the Up Huddersfield behind L3625. This will be the arrival time at Whitehall Ground Frame
2. The service propels back into Whitehall Road Siding and couples to the rear part of the train and carries out a brake test.
3. The train then passes Signal L3625, this is the departure time at Whitehall Ground Frame

This is the normal Method of Working for trains longer than one of the two sidings and is subject to change.

Whitehall Junction

Junction Margins

First Movement	Second Movement	Margin
Pass To/from Leeds	Freight depart ex Engine Shed or Armley Jn	1
Pass To/from Leeds	Freight pass ex Engine Shed or Armley Jn	4
Freight pass ex Armley Jn or Engine Shed	Pass To/from Leeds	3*
Freight depart ex Armley Jn or Engine Shed	Pass To/from Leeds	4*
Pass to Copley Hill Chord	Pass from Morley	4½ [#]
Pass from Copley Hill Chord	Pass to Copley Hill Chord	3
Pass from Morley	Pass to Copley Hill Chord	3

* May be reduced by 1 minute for Light Diesel locomotives

May be reduced by one minute if the second train has at least 1 minute pathing time approaching Whitehall Jn

Leeds West Junction (Crossing moves from Methley Junction)

Junction Margins

First Movement	Second Movement	Margin
Pass from Leeds	Pass to Leeds	3½*
Pass to Leeds	Pass from Leeds	2

* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Leeds West Jn

Leeds

Connectional Allowance

10

Dwell Time

XC Peak	3 (07:30 to 09:30, 16:00 to 18:00)
XC Off Peak	2
TPE	3 – May be reduced to 2 with prior agreement from the operator
All other Passenger	3

Minimum Turnround

To/from London King's Cross	21
EMU from Bradford FS/Skipton/Ilkley	5 but not two consecutive. The total of two consecutive turnrounds must not be less than 15 minutes.
Short distance DMU	6
	<u>Exception:</u> Between 1600 and 1900 EWD, trains to/from Sheffield via Barnsley may turnround in 5 minutes, where the incoming service has a total of 5 minutes performance and pathing allowance approaching Engine Shed Jn & Holbeck Depot Jn /Leeds West Jn.
EMU from Doncaster	10 Can reduce to 7 but not two consecutive
Long distance DMU	15
XC	20 (10 by exception and in agreement with Network Rail)
TPE	8 (5 for trains starting from York)

Platform End Conflicts

First Movement	Second Movement	Margin
Arrive	Depart	1
Depart	Arrive	4½*
Depart to East	Arrive Platforms 7/8 from East	6*
Arrive/Depart 10AB from West	Arrive 11/11AB from East	4*
Arrive 11/11AB from East	Arrive/Depart 10AB from West	4*
Arrive Platform 11C/D from the west	Arrive Platform 9 from the east	4
Arrive Platform 12C/D from the west	Pass Through Road	4
Arrive Platform 12C/D from the west	Arrive Platform 11 A/B (via Through Line) from the east	4
Through Line Margins		3½
Arrive in through platform from opposite ends		4
Following into through/bay platform after first arrival		4*

* May be reduced by one minute for trains that have at least 1 minute pathing time between Whitehall and Leeds West Junctions or Neville Hill West Junction and Leeds

Leeds	
Platform Preferred Usage	
Trains should where possible use the following platforms	
LNER turnrounds (91/HST)	Platform 6 or 8
CrossCountry Trains Eastbound	Platform 9 or 11
CrossCountry Trains Westbound	Platform 11 or 12
Through T.P.E. Eastbound	Platform 15
Through T.P.E. Westbound	Platform 16
Leeds NW/Harrogate lines	Platforms 0 – 5
Calderdale/Doncaster lines turnrounds	Platforms 10/11A/12A
Huddersfield/Normanton lines turnrounds	Platforms 12A/13/17
Platform Re-occupation	3 (same direction)
Restrictions:	
Trains from the West via the Through Road, planned to stop in Platform 12CD must not exceed 2x3 car class 185s.	
LNER services not to be planned in Platforms 15 and 16 as services exceed platform length	
Trains required to stand on through-platforms for longer than 45 minutes to be discussed with and agreed by Network Rail Timetable Production Team	
LNER Class 80x units that are required to attach or detach should not be planned into Platform 9	
Planning Note:	
Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Junction.	
When a train is showing as occupying Platform 1 or 1a, then the non-preferred route for arrival into Platform 2 needs to be used	
Train Watering Points	Leeds Station Platforms 1, 2, 3, 5, 6, 8, 11, 13 and 14

Marsh Lane Junction		
Junction Margins		
First Movement	Second Movement	Margin
Cross to DGL	Depart Leeds	½
Arrive Leeds	Cross to/from UGL	Same time

Neville Hill West Junction		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Pass from Neville Hill TMD towards Leeds on the ML	Acceleration from 15mph turnout	2* To be applied after Neville Hill West Junction

Neville Hill West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Neville Hill Depot	Pass from Leeds (ML)	4
Pass to Up Sidings from Down	Pass from Cross Gates	4
Pass to Up Sidings from Down	Pass from Leeds (ML)	4
Pass from Branch to Down	Pass from Cross Gates	4
Pass from Leeds (ML)	Pass from Depot to UFL	3
Pass from Neville Hill Depot	Pass from Cross Gates	4
Pass from Cross Gates	Pass from Neville Hill Depot to UGL	3

Planning Note:

Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Junction.

Neville Hill TMD

Planning Restriction:

No more than 4 LNER/CrossCountry trains to arrive at Neville Hill TMD Reception Roads in any 45 minute period.

Planning Note:

Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Junction.

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

Armley Junction

Refer to LN922

Horsforth

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Train from Turnback Siding, not stopping Horsforth station, to be applied after Horsforth station	Acceleration from 15mph pointwork	½

Junction Margins

First Movement	Second Movement	Margin
Train terminates in Turnback Siding	Next Down train arrive	4
Train terminates in Turnback Siding	Down pass station	3½
Arrive/pass Up platform from Turnback Siding	Down arrive station	4
Arrive/pass Up platform from Turnback Siding	Down pass station	3½
Down depart to Harrogate	Depart Turnback Siding	2
Down pass to Harrogate	Depart Turnback Siding	1½

Dwell Time

MU 1

Horsforth	
Minimum Turnround in turnback siding	Terminates from Leeds – Depart to Leeds 3
Restriction:	
<ul style="list-style-type: none"> All moves to/from Turnback Siding to be fully timed Standage on Turnback Siding is 112m maximum Trains going to Turnback Siding require a minimum 30s OP stop in station, access to Siding from Position Light Signal Down train cannot arrive station whilst train is signalled from Turnback Siding or vice versa, due to signal overlap Trains can reverse on Down Main adjacent to Turnback Siding 	

Harrogate		
Dwell Time		
All		2
Adjustments to Sectional Running Times: From Starbeck		
<ul style="list-style-type: none"> When arriving platform 3 from Starbeck and a train is ready to depart from platform 1 to Horsforth, to enable signaller to be satisfied that train from Starbeck has come to a stand, an extra {1} shall be added approaching Harrogate When arriving platforms 1 or 2 or Through Siding from Starbeck, an extra {1} is required due to slower approach 		
Adjustments to Sectional Running Times: To Leeds		
Depart Platform 1 to Leeds	Differential Speed	1/2
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to Leeds	Arrive from Leeds, having stopped Hornbeam Park	5½**
Depart Platform 1 to Leeds	Arrive from Leeds, not stopping Hornbeam Park	5**
Depart Platform 1 to Leeds	Arrive Platform 1 from York	3
Depart to Starbeck	Arrive from Horsforth, having stopped Hornbeam Park	8*
Depart to Starbeck	Arrive from Leeds, not stopping Hornbeam Park	7½*
Depart to Horsforth, calling at Hornbeam Park	Arrive from Starbeck	8½**
Depart to Horsforth, not calling Hornbeam Park	Arrive from Starbeck	7½**
Pass/Depart Harrogate into Sidings	Arrive Platform 3 From Starbeck	5½**
Pass/Depart Platform 3	Arrive Platform 3 from Leeds	5
Depart Platform 1 or 2 to Knaresborough	Arrive Platform 2 from Knaresborough	3
*Can be reduced to 3½ if {1} added approaching Harrogate		
**Can be reduced to 4 if {1} added approaching Harrogate		

Harrogate	
Minimum Turnround	
Same platform	8 MU/80X*
Replatform	15
* 8 minutes is also the minimum time to change ends on an 80x before commencing a shunt into Harrogate Platform 1	
Notes	
<ul style="list-style-type: none"> Up direction Platform 3 reoccupation is 3" for units which have shunted from other platform or Through Line. Train shunting reverse on Starbeck direction line. Although shunt moves within station limits are not timed, planners must satisfy themselves that such moves are robustly achievable A 9/10 car 80x using platform 1 will block Platform 2 and the through line Platform 2 is only used for ECS moves 	

Knaresborough		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Cattal	Depart to Cattal	1
Arrive from Starbeck ECS (to shunt)	Following depart Starbeck	5½
Depart to Cattal	Following depart Starbeck	2
Depart Up platform to Starbeck	Arrive from Cattal	4
Arrive from Cattal	Depart Up platform to Starbeck	1½
Minimum Turnround		
Arrive loaded from Starbeck, depart ECS	5	
Arrive ECS from Starbeck, depart loaded	9	
Arrive loaded from Starbeck or Cattal, depart loaded	10	
Restrictions.		
<ul style="list-style-type: none"> An up train cannot pass/depart Starbeck whilst preceding train is in up platform at Knaresborough, whether continuing towards Cattal or shunting between platforms. Reflected in margins above. When shunting between platforms, trains normally use crossover on viaduct. Departure from Up platform towards Starbeck should not be planned for passenger traffic 		

Cattal		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Knaresborough	Depart to Knaresborough	1
Arrive/Pass from Knaresborough	Pass to Knaresborough	1½
Arrive from Hammerton	Arrive from Knaresborough	Simultaneous
Arrive from Knaresborough	Arrive from Hammerton	Simultaneous

Hammerton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Poppleton	Depart to Poppleton	1
Arrive/Pass from Poppleton	Pass to Poppleton	2½
Arrive from Cattal	Arrive from Poppleton	Simultaneous
Arrive from Poppleton	Arrive from Cattal	Simultaneous

Poppleton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Hammerton	Arrive from York	2
Arrive from Hammerton	Depart to Hammerton	1
Arrive from York	Arrive from/pass Hammerton	2
Arrive/Pass from Hammerton	Pass from York	2

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION		
Applehurst Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Joan Croft Junction	Pass from Skellow Junction	4
Pass from Skellow Junction	Pass to Joan Croft Junction	3

Skellow Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Adwick Junction	Pass from Carcroft Junction	4
Pass from Carcroft Junction	Pass to Adwick Junction	4

LN848 HARE PARK JN TO CROFTON WEST JN		
Hare Park Jn		
See entry under route LN836 Doncaster Marshgate Jn to Neville Hill East Jn		

Crofton West Jn		
See entry under route LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn		

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

Bradford Interchange

Adjustment to Sectional Running Times

Movement	Reason	Value
Arriving into an Occupied Platform	Slower approach for Permissive Working	½

Dwell Time

All	3
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Junction Margins (when conflicting)

First Movement	Second Movement	Margin
Depart to Halifax/Leeds	Arrive from Halifax	5
Depart to Halifax/Leeds	Arrive from Leeds via Down Bradford	6
Depart to Halifax	Arrive from Leeds via Up Bradford	9
Arrive from Halifax	Arrive from Leeds via Up Bradford	7

Minimum Turnround

From Leeds, Huddersfield or Hebden Bridge	5
From other locations	10
From London	30

Planning Restriction:

No Pathing, Engineering or Performance allowances should be placed between Mill Lane Junction and Bradford Interchange as there are no signals between these two timing points.

Hammerton Street Junction

Junction Margin

First Movement	Second Movement	Margin
Up train passes Mill Lane Junction towards Leeds	Down train crosses to Up Bradford	7

LN854 HALL ROYD JN TO COLTON JN

Hebden Bridge

Junction Margins

First Movement	Second Movement	Margin
Dep Platform 1 to Leeds	Arr Platform 1 ex Leeds	3½

Minimum Turnround

From Leeds utilising same platform	6
From Leeds and replatformed	10

Milner Royd Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Hebden Bridge from Halifax	Pass towards Greetland Junction	2
Pass towards Greetland Junction	Pass from Halifax	3½
Pass from Halifax not stopping at Sowerby Bridge	Depart from Greetland Junction direction	3
Pass from Halifax stopping at Sowerby Bridge	Depart from Greetland Junction direction	5

Greetland Junction

Adjustments to Sectional Running Times

Movement Eastbound	Reason	Value
Pass from Dryclough	Acceleration from 20 mph	½. To be applied after Greetland Junction
Movement Westbound	Reason	Value
Pass to Dryclough Junction	Approach Control	½. To be applied approaching Greetland Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Dryclough Junction	Pass from Milner Royd Junction	3
Pass to Dryclough Junction	Depart to Bradley Wood	1
Pass from Milner Royd Junction	Pass to Dryclough Junction	2½
Pass from Milner Royd Junction	Depart to Dryclough Junction	1
Pass from Milner Royd Junction	Pass from Dryclough Junction	3½

Note:

- Trains from Huddersfield, going to Halifax, must include all allowances for acceleration and Approach Control, as shown under Bradley Wood and Greetland Junctions

Brighouse

Dwell Time

180	1½ - May be reduced to 1 with prior agreement from the operator
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Bradley Wood Junction		
Adjustments to Sectional Running Times		
Movement Westbound	Reason	Value
Trains from Bradley Jn	Acceleration from 20mph turnout	½ To be applied after Bradley Wood Junction
Movement Eastbound	Reason	Value
Trains going to Bradley Junction	Approach Control	½. To be applied approaching Bradley Wood Junction
Junction Margins		
First Movement	Second Movement	Margin
Pass to Bradley Junction	Up Freight pass from Heaton Lodge Junction	4
Pass to Bradley Junction	Up Passenger/Light Engine pass from Heaton Lodge Junction	3½
Pass to Bradley Junction	Depart Up L&Y towards Brighouse	2
Pass from Bradley Junction/Heaton Lodge Junction	Pass to Bradley Junction	2

Heaton Lodge Junction (for Up Trains only) NB Copy at LN860		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Fast	Depart Up Slow, towards same route	2
Pass Up Fast	Depart Up Slow, towards different route	1½
Pass Up Fast or Up Slow	Pass from Up Fast or Up Slow towards either route	2½
Passenger/Light Engine depart Up Slow	Pass Up Fast going to either route	3½
Freight depart Up Slow	Pass Up Fast going to either route	4
Note:		
<ul style="list-style-type: none"> Normally trains from Dewsbury on Up Slow Line timed to be passed by a train on the Up Main, should be timed to stop at Heaton Lodge Jn 		

Mirfield NB Copy at LN860	
Dwell Time	
180	1½ - May be reduced to 1 with prior agreement from the operator

Mirfield East Jn NB Copy at LN860		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains crossing to USL, having called at Ravensthorpe; to be applied approaching Mirfield East Jn	Slower speed from rest	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to Up Huddersfield Fast or Up Huddersfield Slow	Pass to Down L & Y (not stopping Mirfield)	2
Pass to Up Huddersfield Fast or Up Huddersfield Slow	Pass to Down L & Y (having stopped at Mirfield)	½
Pass to Up Huddersfield Slow	Pass to Up Huddersfield Fast	2½

Thornhill LNW Junction NB Copy at LN860		
Junction Margins		
First Movement	Second Movement	Margin
Pass towards Healey Mills	Pass from Dewsbury, not stopping Ravensthorpe	2*
Pass towards Healey Mills	Up arrive Ravensthorpe	3
*2½ if First Movement is a freight train		
Restriction		
Up trains from Dewsbury cannot be accepted into Ravensthorpe station when a train has already been routed towards Healey Mills, due to the overlap extending across Thornhill LNW Junction		

Dewsbury East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Dewsbury Blue Circle*	Pass Thornhill LNW Junction towards Healey Mills	1
Arrive Dewsbury Blue Circle*	Pass Mirfield East Junction from Healey Mills	5½
Pass Thornhill LNW Junction towards Healey Mills	Pass towards Dewsbury Blue Circle	5½
Pass Thornhill LNW Junction towards Healey Mills	Depart towards Dewsbury Blue Circle	4
*Includes arriving at signal HM66 for light engine run-round moves from Healey Mills		

Horbury Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Barnsley to Slow Line	Differential junction speed	½ to be applied after Horbury Junction
Movement Up	Reason	Value
Pass from Fast Line to Barnsley	Differential junction speed	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to Healey Mills	Pass from Barnsley	3
Passenger Pass from Healey Mills to FL	Pass from Barnsley to SL	3
Passenger Pass from Healey Mills to SL	Pass from Barnsley to FL	3
Freight Pass from Healey Mills to FL	Pass from Barnsley to SL	3½
Freight Pass from Healey Mills to SL	Pass from Barnsley to FL	3½
Passenger Pass from Barnsley	Pass to Healey Mills from FL	4
Freight Pass from Barnsley	Pass to Healey Mills from FL	5
Passenger Pass from Barnsley	Pass to Healey Mills from SL	4
Freight Pass from Barnsley	Pass to Healey Mills from SL	4
Passenger Pass from Barnsley to FL	Pass from Healey Mills to SL	3
Freight Pass from Barnsley to FL	Pass from Healey Mills to SL	4
Passenger Pass from Barnsley to SL	Pass from Healey Mills to FL	3
Freight Pass from Barnsley to SL	Pass from Healey Mills to FL	4

Wakefield Kirkgate		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Fast Line to Altofts Jn via through line	Approach Control	1
Pass from Horbury to Calder Bridge Jn	Approach Control	1
Arrive Platform 2/3 from Fast Line	Approach Control	1
Pass from Wakefield Westgate to Altofts Jn	Acceleration	1 Applied approaching next timing point
Pass to Wakefield Down Goods Loop	Approach Control	1
Movement Up	Reason	Value
Pass from Altofts Jn via through line	Approach Control	1
Pass from Altofts Jn to Wakefield Westgate	Approach Control	1
Pass from Altofts Jn to Fast line	Approach Control	1
Connectional Allowance	4	
Dwell Time		
DMU	1	
802/Class68 mk5/180	1½	

Wakefield Kirkgate		
Minimum Turnround	5 Platform 3 only for services from Knottingley	
Minimum Turnround	10	
Junction Margins (when conflicting)		
First Movement	Second Movement	Margin
Depart to Wakefield Westgate	Arrive pass from Horbury Junction	4
Depart Platform 3 to Wakefield Westgate	Depart Platform 1/2 to Horbury Junction	2
Depart to Horbury Junction	Depart to Wakefield Westgate	2
Depart to Horbury Junction	Arrive from Wakefield Westgate	3
Depart to Horbury Junction	Arrive from Calder Bridge Jn	3
Depart to Horbury Junction	Arrive pass from Horbury Junction	4
Depart to Altofts Junction	Arrive same platform from west	3
Depart to Calder Bridge Junction	Arrive from Calder Bridge Junction	4
Arrive Platform 2 from Horbury/Wakefield Westgate	Pass through line from Altofts Junction	4½
Arrive Platform 3 from Horbury Junction/Wakefield Westgate	Pass from Altofts Junction	3½
Pass to Calder Bridge Junction	Pass from Altofts Junction	4½
Pass from Altofts Junction	Pass to Calder Bridge Junction	3½
Pass to Calder Bridge Junction	Arrive Platform 2 from Altofts Junction	4½**
Arrive Platform 3 from Wakefield Westgate	Arrive Platform 2 from Altofts Junction	3**
Arrive Platform 3 from Calder Bridge Jn	Arrive Platform 2 from Altofts Junction	3**
Arrive Platform 2 from Altofts Junction	Arrive or Pass Platform	3
** Can be simultaneous if Arrival into Platform 2 from Altofts Junction is given an additional 2 adjustment allowance		
Notes:		
<ul style="list-style-type: none"> Standage at Wakefield Kirkgate: Up/Down Through Line 705 feet/33slu; Up Goole (either direction) 637 feet/30 SLU 		

Turners Lane Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass-Wakefield Kirkgate	Pass from Calder Bridge	3
Pass from Calder Bridge	Pass to Wakefield Kirkgate	3
Planning Note		
Trains standing at K1246 signal that are longer than 457m/71 SLU will foul Calder Bridge Jn		

Altofts Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Calder Bridge going to Europort	Approach Control	3
Trains from Wakefield Kirkgate going to Europort	Approach Control	2
Movement Up	Reason	Value
Trains coming from Europort	Acceleration from rest	1 To be applied after Altofts Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Whitwood Junction	Pass from Methley Junction	3
Pass to Whitwood Junction	Depart from Europort	1½
Passenger pass from Methley Junction	Pass to Whitwood Junction (not stopping Normanton)	3
Freight pass from Methley Junction	Pass to Whitwood Junction (not stopping at Normanton)	3½
Passenger pass from Methley Junction	Pass to Whitwood Junction (Stopping at Normanton)	2
Freight pass from Methley Junction	Pass to Whitwood Junction (Stopping at Normanton)	2½
Passenger pass from Methley Junction/Whitwood Junction	Pass to Europort	2
Freight pass from Methley Junction/Whitwood Junction	Pass to Europort	2½
Pass from Europort	Pass to Whitwood Junction (not stopping Normanton)	4
Pass from Europort	Pass to Whitwood Junction (Stopping at Normanton)	3½
Pass to Europort	Pass from Methley Junction	6½
Pass to Europort	Pass from Whitwood Junction	5½
Pass to Europort	Pass to Whitwood Junction (not stopping Normanton)	6½
Pass to Europort	Pass to Whitwood Junction (Stopping at Normanton)	5½
Pass to Europort	Pass to Methley Junction (not stopping Normanton)	4
Pass to Europort	Pass to Methley Junction (Stopping at Normanton)	4

Restriction: Trains going to Europort block **all** lines when going into terminal, until train is completely 'inside' terminal (except for trains going towards Methley Junction). This is reflected in margins, above

Note: Wakefield Europort has restricted capacity. If more than one train present, confirmation the further train(s) can be accommodated should be obtained from the operator

Whitwood Junction

Junction Margins

First Movement	Second Movement	Margin
Pass Altofts Junction to Castleford	Pass to Methley Junction	3
Pass to Methley Junction	Pass Altofts Junction to Castleford	1

Castleford		
Junction Margins		
First Movement	Second Movement	Margin
Depart Castleford to Altofts Junction	Arrive Castleford from Pontefract Monkhill	5½
Depart Platform 1 to Pontefract Monkhill	Arrive from Altofts Jn	2½
Pass Up Main	Arrive from Pontefract Monkhill	3
Depart Platform 1 to Pontefract Monkhill	Pass Up Main,	4
Arrive Platform 1 from Pontefract Monkhill	Pass Up Main	4
Depart to Altofts Jn	Arrive from Signal CD5209	1½
Pass Castleford to Altofts Jn	Arrive from Pontefract Monkhill	5
Pass/Depart Platform 2 to Wheldon Road/Milford Jn	Arrive from Milford	6½
Minimum Turnround	5	
Planning Restriction: Trains routed via Platform 2 to Wheldon Road/Milford must have ½ op stop for signalling purposes.		
Reversal	3	

Wheldon Arrival/Departure Line		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Wheldon Road Siding	Arrive/Pass Castleford Platform 1	2½
Depart/Pass Castleford to Milford	Depart Wheldon Road Siding	2
Depart Weldon Road	Pass/Depart Castleford Platform 1	2

Milford Junction
Please Refer to LN804

Sherburn Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Non-stop crossing from LSL at Church Fenton	Acceleration	1
Stopping train from LSL at Church Fenton After Church Fenton	Acceleration	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to Milford Junction	Pass from Gascoigne Wood	Same time as southbound service passes Milford Junction
Pass from Gascoigne Wood	Pass to Milford Junction,	Same time as southbound service passes Church Fenton or 1 minute behind southbound service departing Sherburn in Elmet

Church Fenton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train crossing to LSL at Church Fenton Approaching Church Fenton	Approach control	1
Non-stop train from Sherburn crossing to LSL Approaching Colton Junction	Acceleration	2
Movement Up	Reason	Value
Non-stop trains through platform 3 Approaching Church Fenton	Approach control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass to Leeds	Depart to Leeds	2½
Pass to York (Normanton lines)	Depart to Milford (Platform 3)	1
Pass to York (Normanton lines)	Pass to Milford (Platform 3)	3½
Pass/depart Platform 3 to Milford	Pass/arrive from Milford	4*
Arrive from York	Pass from York	3
Pass/arrive from York	Depart to York (crossing NNL)	1
Depart to York (crossing NNL)	Pass from York	3½
Depart to York (crossing NNL)	Arrive from York	5
Pass/depart to York (Platform 3)	Pass from York	5
Pass/depart to York (Platform 3)	Arrive from York	4
Pass from York (LSL or NNL)	Arrive Platform 3 via different line from NNL	3 \$
Pass from York (LSL)	Pass to York (crossing from DL to NNL)	4
Pass from York (NNL to LSL)	Pass from Milford (NNL)	1½
Pass from Milford (NNL)	Pass from York (NNL to LSL)	4
* May be reduced by ½ if stopping at Sherburn \$ May be reduced to 2 if second train has a minimum of 2 minutes pathing time on approach.		

Colton South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Up LSL pass Colton Junction	Down Crossing movement from NNL pass Colton Junction	6
Up LSL pass Colton Junction	Down Crossing movement depart from NNL signals at Colton South Junction	2
Down Crossing movement pass Colton Junction	Up LSL pass Colton Junction	3
Up Crossing movement pass Colton Junction	Down NNL pass Colton Junction	6
Down NNL pass Colton Junction	Up Crossing movement pass Colton Junction	3

LN858 MILNER ROYD JUNCTION TO MILL LANE JUNCTION

Dryclough Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
From Halifax to Greetland Junction	Deceleration	½
Movement Down	Reason	Value
Pass from Greetland Junction	Acceleration	½ * To be applied after Dryclough Junction
Junction Margins		
First Movement	Second Movement	Margin
Pass from Greetland Jn	Depart from Halifax (to Milner Royd Jn)	1
Depart/Pass from Halifax (to Milner Royd Junction)	Pass from Greetland Jn	2½

Halifax

Dwell Time

180	1½ - May be reduced to 1 with prior agreement from the operator
All other	1

Junction Margins

First Movement	Second Movement	Margin
Depart/pass	Arrive/pass from the opposite direction	5*

* May be reduced to 4 minutes if second train has at least 1 minute pathing time approaching Halifax

Minimum Turnround

From Leeds using same platform	5
From Leeds and replatformed	10

Low Moor

Dwell Time

158/180	1
All other unit types	½

Mill Lane Junction (including conflicts at Ripley Junction)

Junction Margins

First Movement	Second Movement	Margin
Up pass routed W or M Line from Bradford towards Halifax	Down pass from Halifax	5 if first train is passenger 6 if first train is freight
Down pass from Halifax routed W Line to Bradford Platform 1	Up pass routed M Line from Bradford Platforms 2/3/4 towards Halifax	2
Down pass from Halifax routed W Line to Bradford Platform 2	Up pass routed M Line from Bradford Platforms 3/4 towards Halifax	2

Mill Lane Junction (including conflicts at Ripley Junction)

Junction Margins

First Movement	Second Movement	Margin
Down pass from Halifax routed M Line to Bradford Platform 2	Up pass routed W Line from Bradford Platform 1 towards Halifax	2
Down pass from Halifax routed M Line to Bradford Platform 3/4	Up pass routed W Line from Bradford Platform 1/2 towards Halifax	2

**LN860 GREENFIELD (EXCL.) TO COPLEY HILL EAST JN
(To be used from September 2025 – subject to confirmation) (EIS G)**

Diggle Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains running via the Down Diggle Loop	Approach Control	½ *

* allowance to be incorporated into the schedule between Greenfield and Diggle Jn

Junction Margins

First Movement	Second Movement	Margin
Pass on Down Huddersfield Line	Depart from Down Diggle Loop towards Marsden	2
Pass on Down Huddersfield Line	Depart from Down Diggle Loop on Down Huddersfield Line towards Uppermill Junction	½

Marsden (To be used from September 2025 – subject to confirmation) (EIS G)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Departing Platform 2 or Platform 3 (SL4729) towards Huddersfield	Acceleration from 15mph pointwork	1

Movement Up	Reason	Value
Train arriving Platform 3	Approach Control	1
Train arriving SL4724 signal	Approach Control	1½
Train departing Platform 3	Acceleration from 15mph pointwork	½
Train departing SL4724 signal	Acceleration from 15mph pointwork	0

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 2 (SL4731) or Platform 3 (SL4729) onto Down Huddersfield Line	Pass on Up Huddersfield Line	3½
Depart Platform 2 (SL4731) or Platform 3 (SL4729) onto Down Huddersfield Line	Arrive Platform 2	3½
Depart Platform 2 (SL4731) or Platform 3 (SL4729) (in Down direction)	Arrive Platform 3 or Up Marsden Loop (SL4724)	3½
Pass/arrive Up Marsden Loop or Up Huddersfield Line	Depart Platform 2 (SL4731) or Up Marsden Loop (SL4729) (in Down Direction)	½
Pass on Up Huddersfield Line	Depart Up Marsden Loop	3½

Minimum Turnround	
	5 from Huddersfield or Leeds

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used until September 2025 – subject to confirmation)

Marsden

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Departing up platform or UPL towards Huddersfield	Acceleration from 15mph pointwork	1

Movement Up	Reason	Value
Train Arriving Platform 3	Approach Control	1
Train departing Platform 3	Acceleration from 15mph pointwork	½

Junction Margins

First Movement	Second Movement	Margin
Depart Marsden Up Loop or Up Main (in down direction)	Marsden pass in Up Direction	4½
Depart Up Loop or Up Main (in Down Direction)	Arrive Platform 2 or UPL (not stopping Slaithwaite)	5½
Depart Up Loop or Up Main (in Down Direction)	Up arrive Slaithwaite (see Restriction)	2
Pass/arrive Up	Depart Up Loop or Platform 2 (in Down Direction)	1
Pass Diggle Junction	Depart Up Loop	1

Restriction: Whilst a train is Departing Up Loop or Up Main in the Down Direction, an Up stopping train cannot arrive at Slaithwaite; reflected in margins above

Minimum Turnround | 5 from Huddersfield or Leeds

Huddersfield (To be used from September 2025 – subject to confirmation) (EIS G)

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Arriving if platform already occupied	Approach control	½

Movement Down	Reason	Value
Train from Penistone Single via any through platform	Approach control	½

Dwell Time

TPE	1½
All other	1

Junction Margins (NB includes moves impacted by restrictive overlaps)

First Movement	Second Movement	Margin
Arrive in through platform from opposite ends		4

West End movements

Arrive	Depart	1
Depart towards Marsden	Depart towards Penistone (when conflicting)	1½
Depart towards Penistone	Depart towards Marsden (when conflicting)	2
Up arrive Platform 2	Arrive Platform 3 from Penistone	3½
Up depart Platform 3	Up arrive Platform 2	3

Huddersfield (To be used from September 2025 – subject to confirmation) (EIS G)		
Up depart Platform 2	Up arrive Platform 3	3
Up arrive Platform 2	Up depart Platform 3	Timeout value
Depart Platform 2 or Platform 3 towards Marsden	Arrive Platform 3 or Platform 2 from Penistone	4
Depart Platform 3 towards Marsden	Arrive Platform 3 from Marsden	3½
Arrive Platform 3 from Penistone	Up arrive Platform 2	2½
Arrive Platform 2 or Platform 3 from Penistone	Depart Platform 1	Simultaneous
East End movements		
Arrive	Depart	1
Down depart	Up arrive	4
Down depart	Up pass	4½
Minimum Turnround		
From Leeds, Sheffield, Bradford Interchange, Castleford or Manchester		5
From other locations beyond Leeds, Sheffield, Bradford Interchange, Castleford or Manchester		10 (can be reduced to 5 minutes if an <i>additional</i> 5 minutes dwell is included at Leeds, Sheffield, Bradford Interchange, Castleford or Manchester)
To or from London		10
Platform Reoccupation		
		3
Restrictions		
Note: All shunt moves to be fully timed		
Train Watering Points		
		TBA

Huddersfield (To be used until September 2025 – subject to confirmation)		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Arriving trains Platforms 5	Approach control	1
Arriving trains Platform 6	Approach control	½
Arriving trains Platform 4 if already occupied	Approach control	½
Dwell Time	1 All, except	
TPE	1½	
Junction Margins (NB includes moves impacted by restrictive overlaps)		
First Movement	Second Movement	Margin
Up arrive Platform 1	Arrive Platform 4 from Penistone	3½
Up depart Platform 1	Up arrive Platform 1	2½

Huddersfield (To be used until September 2025 – subject to confirmation)

Depart Platform 1 towards Marsden	Arrive Platform 4 from Penistone	4
Depart Platform 1 towards Marsden	Depart Platform 4 towards Penistone	2½
Depart Platform 1 towards Penistone	Depart Platform 4 towards Marsden	2½
Arrive Platform 2	Depart Platform 1 or 4 towards Penistone	Simultaneous
Up arrive Platform 4	Down arrive Platform 4	1½
Up arrive Platform 4	Depart Platform 5 or 6	1
Down arrive Platform 4	Up arrive Platform 4	2
Down arrive Platform 4 from Penistone	Up arrive Platform 1	4+
Down arrive Platform 4 from Penistone	Up depart Platform 1	1
Down arrive Platform 4 from Penistone	Depart Platform 2	Simultaneous
Down arrive Platform 4	Arrive Platform 5 or 6	2½
Down arrive Platform 4	Down depart Platform 4, 5 or 6	1
Up depart Platform 4	Up arrive Platform 1	2½
Depart Platform 4 towards Marsden	Depart Platform 1 towards Penistone	2½
Depart Platform 4 towards Penistone	Depart Platform 1 towards Marsden	2½
Up depart Platform 4	Up arrive Platform 4	2½
Up depart Platform 4	Down arrive Platform 4 from Marsden	4+
Depart Platform 4 towards Marsden	Arrive Platform 4 from Penistone	4
Down depart Platform 4	Up arrive Platform 4	3½+
Down depart Platform 4	Down arrive Platform 4	4+
Down depart Platforms 4	Up arrive Platforms 5 or 6	3
Arrive Platforms 5/6	Down arrive Platform 4	4*
Arrive Platforms 5/6	Down depart Platform 4, 5 or 6	1
Depart Platforms 5/6	Up arrive Platforms 4	3½+
Depart platforms 5/6	Down arrive Platform 4	4½*
Depart Platforms 5/6	Arrive Platforms 5/6	3
Arrive Sidings (Downside)	Down depart Platform 4/5/6	1
Arrive Sidings (Downside)	Down depart Platform 8	1½
Arrive Sidings (Downside)	Down pass	3½
Shunt Move depart HU1412 signal towards Platform 4 5 or 6	Down pass Platform 8	3

Minimum Turnround

From Leeds, Sheffield or Manchester	5
From other locations beyond Leeds, Sheffield or Manchester	10 (can be reduced to 5 minutes if an <i>additional</i> five minutes dwell is included at Leeds, Sheffield or Manchester)
To or from London	10

* Can be reduced to 3 minutes if {½} added approaching Huddersfield for Approach Control
+Can be reduced to 3 minutes if {1} added approaching Huddersfield for Approach Control

Train Watering Points | Platform 4 emergency use only

Platform Restrictions

Platform 6: This platform is not permissive from Up line (signal HU770) but is permissive from HU1412 sub-signal on Down Line. Class 153 units are not able to attach to any other unit in platform 6

Note
All Shunt moves to be fully timed.

Hillhouse Carriage Sidings
(To be used from September 2025 – subject to confirmation) (EIS G)

Junction Margins

First Movement	Second Movement	Margin
Pass/Depart Huddersfield to Bradley Junction	Depart Hillhouse Carriage Sidings	2
Depart Hillhouse Carriage Sidings	Pass/Depart Huddersfield to Bradley Junction	3
Depart Hillhouse Carriage Sidings	Arrive/Pass Huddersfield from Bradley Junction (when conflicting)	3½
Depart Hillhouse Carriage Sidings Reception line	Depart Hillhouse Carriage Sidings Reception line	15 tbc
Arrive Hillhouse Carriage Sidings	Pass/Depart Huddersfield to Bradley Junction	2½
Arrive Hillhouse Carriage Sidings for reception road turnback	Depart Hillhouse Carriage Sidings	5 tbc (excludes internal workings)
Arrive Hillhouse Carriage Sidings Reception line	Arrive Hillhouse Carriage Sidings Reception line	15 tbc
Arrive/Pass Huddersfield from Bradley Junction	Depart Hillhouse Carriage Sidings (when conflicting)	1½

Planning Restrictions:

TBA

Hillhouse Temporary Platform
(To be used from September 2025 – subject to confirmation) (EIS G)

Junction Margins

First Movement	Second Movement	Margin
Pass/Depart Huddersfield to Bradley Junction	Arrive Hillhouse	4½
Pass/Depart Huddersfield to Bradley Junction	Depart Hillhouse	3
Depart Hillhouse	Pass/Depart Huddersfield to Bradley Junction	2½
Depart Hillhouse	Arrive Hillhouse	4½
Arrive Hillhouse	Pass/Depart Huddersfield to Bradley Junction	Simultaneous
Arrive Hillhouse	Arrive/Pass Huddersfield from Bradley Junction	3
Arrive/Pass Huddersfield from Bradley Junction	Arrive Hillhouse	5

Minimum Turnround

From Leeds, Bradford Interchange or Castleford	5
From other locations beyond Leeds, Bradford Interchange or Castleford	10 (can be reduced to 5 minutes if an <i>additional</i> 5 minutes dwell is included at Leeds, Bradford Interchange or Castleford)
To or from London	10

Bradley Junction (To be used from September 2025 – subject to confirmation) (EIS G)		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Pass from Bradley Wood Junction (not stopping at Deighton)	Acceleration	1 To be applied approaching next timing point
Pass from Bradley Wood Junction (stopping at Deighton)	Acceleration	1 To be applied approaching next timing point
Movement Down	Reason	Value
Pass to Bradley Wood Junction (not stopping at Deighton)	Approach Control	½
Pass to Bradley Wood Junction (stopping at Deighton)	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Up pass from Heaton Lodge Junction	Pass from Branch	3
Up pass from Heaton Lodge Junction	Depart from Branch	1½
Depart Deighton to Huddersfield	Pass from Branch	2
Depart Deighton to Huddersfield	Depart from Branch	1
Pass from Branch	Down pass to Heaton Lodge East Junction (not stopping Deighton)	4
Pass from Branch to Hillhouse Temporary Platform	Down pass to Heaton Lodge East Junction (not stopping Deighton)	6½
Pass from Branch	Down pass to Heaton Lodge East Junction (with stop at Deighton)	5 plus Deighton dwell
Depart from Branch	Down pass to Heaton Lodge East Junction (not stopping Deighton)	4½
Depart from Branch to Hillhouse Temporary Platform	Down pass to Heaton Lodge East Junction (not stopping Deighton)	7½
Depart from Branch	Down pass to Heaton Lodge East Junction (with stop at Deighton)	6 plus Deighton dwell
Down pass to Heaton Lodge East Junction	Pass from Branch	2
Down pass to Heaton Lodge East Junction	Depart from Branch	½
Depart Deighton to Heaton Lodge East Junction	Pass from Branch	3½
Depart Deighton to Heaton Lodge East Junction	Depart from Branch	2
Pass from Branch	Pass to Branch	5
Depart from Branch	Pass to Branch	5½
Pass to Bradley Wood Junction	Pass to Heaton Lodge East Junction	2½
Pass to Heaton Lodge East Junction	Pass to Bradley Wood	2½
Pass from Branch	Up pass from Heaton Lodge Junction	2½
Depart from Branch	Up pass from Heaton Lodge Junction	5

Bradley Junction (To be used until September 2025 – subject to confirmation)

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Pass from Bradley Wood Junction (not stopping at Deighton)	Acceleration from 15mph	2. To be applied after Bradley Junction
Pass from Bradley Wood Junction (stopping at Deighton)	Acceleration from 15mph	½. To be applied after Bradley Junction
Movement Down	Reason	Value
Pass to Bradley Wood Junction (not stopping at Deighton)	Approach Control	1½. To be applied Approaching Bradley junction
Pass to Bradley Wood Junction (stopping at Deighton)	Approach Control	1. To be applied Approaching Bradley junction

Junction Margins

First Movement	Second Movement	Margin
Up pass from Heaton Lodge	Pass from Branch	2½
Up pass from Heaton Lodge	Depart from Branch	2
Pass from Branch	Down pass to Heaton Lodge East Junction (not stopping Deighton)	2½
Pass from Branch	Down pass to Heaton Lodge East Junction (with stop at Deighton)	3 plus Deighton dwell
Depart from Branch	Down pass to Heaton Lodge East Junction (not stopping Deighton)	3½
Depart from Branch	Down pass to Heaton Lodge East Junction (with stop at Deighton)	4 plus Deighton dwell
Down pass to Heaton Lodge East Junction	Depart from Branch	1
Down pass to Heaton Lodge East Junction	Pass from Branch	2½
Pass from Branch	Pass to Branch	2
Depart from Branch	Pass to Branch	2½
Pass to Bradley Wood Junction	Pass to Heaton Lodge East Junction	2½

Restriction:

- No pathing time to be inserted between Deighton station and Bradley Junction in either direction
- If an Up train is standing in Deighton station, a second Up train CANNOT pass Bradley Junction

Heaton Lodge Junction (for Up Trains only) NB Copy at LN854

Junction Margins

First Movement	Second Movement	Margin
Pass Up Fast	Depart Up Slow, towards same route	2
Pass Up Fast	Dep Up Slow towards different route	1½
Pass Up Fast or Up Slow	Pass from Up Fast or Up Slow towards either route	2½
Passenger/Light Engine depart Up Slow	Pass Up Fast going to either route	3½
Freight depart Up Slow	Pass Up Fast going to either route	4

Normally trains from Dewsbury on Up Slow Line timed to be passed by a train on the Up Main, should be timed to stop at Heaton Lodge Jn

Mirfield NB Copy at LN854

Dwell Time

180	1½ - May be reduced to 1 with prior agreement from the operator
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Mirfield East Jn NB Copy at LN854

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains crossing to USL, having called at Ravensthorpe; to be applied approaching Mirfield East Jn	Slower speed from rest	½

Junction Margins

First Movement	Second Movement	Margin
Pass to Up Huddersfield Fast or Up Huddersfield Slow	Pass to Down L & Y (not stopping Mirfield)	2
Pass to Up Huddersfield Fast or Up Huddersfield Slow	Pass to Down L & Y (having stopped at Mirfield)	½
Pass to Up Huddersfield Slow	Pass to Up Huddersfield Fast	2½

Thornhill LNW Junction NB Copy at LN854

Junction Margins

First Movement	Second Movement	Margin
Pass towards Healey Mills	Pass from Dewsbury not stopping Ravensthorpe	2*
Pass towards Healey Mills	Up arrive Ravensthorpe	3

*2½ if First Movement is a freight train

Restriction

Up trains from Dewsbury cannot be accepted into Ravensthorpe station when a train has already been routed towards Healey Mills, due to the overlap extending across Thornhill LNW Junction

Dewsbury		
Dwell Time		
DMU	1	
80x/Class 68 Mk5	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Down platform	Pass Down Main	3
Pass Down Main	Depart Down Platform (stopping service)	1½

Batley East Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Leeds	Pass from Leeds to Down Line	3
Pass to Leeds	Depart to Down Line	½

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD		
Penistone		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Arrive/pass when passing down train arriving less than 3" before	Overlap extends over points: approach control	2
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive / pass from Barnsley	Depart to Barnsley	1
Arrive / pass from Clayton West Junction	Depart single line to Clayton West Junction	1
Arrive from Clayton West Junction	Arrive / pass from Barnsley	3
Arrive from Barnsley	Arrive / pass from Clayton West Junction	3
Minimum Turnround	10 from Sheffield or Huddersfield	
Notes: Reversing trains: trains from south reverse in platform: from north must shunt via south end points		

Clayton West Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Penistone	Pass to Penistone	3

Stocksmoor		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from Huddersfield	Depart to Huddersfield	1
Arrive/pass from Huddersfield	Pass to Huddersfield	2

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY		
Meadowhall		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Barnsley to Platform 4	Approach Control	1
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 4 to Barnsley	Arrive Platform 4 from Barnsley	4
Depart Platform 4 to Sheffield via SL	Arrive Platform 4 from Sheffield via DF	3
Minimum Turnround		
	5 Platform 4 only from Barnsley or Sheffield	

Barnsley		
Dwell Time		
All	1	
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Up Train arriving down platform	Approach control	1
Up train from Penistone, not stopping	Acceleration	½
Platform 2 to Up Main	Low speed crossover	½
Movement Down	Reason	Value
Down train to Penistone, not stopping	Approach control	2
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from Penistone	Depart to Penistone	Same time
Arrive/pass from Penistone	Pass to Penistone	1
Arrive/pass from Penistone	Pass to Wakefield	3½
Depart/pass to Wakefield	Arrive/pass from Penistone	4
Arrive/pass from Penistone	Depart to Wakefield	1
Depart to Sheffield from Down platform	Arrive/pass Down platform from Sheffield	4½
Depart/pass Down platform to Penistone/Wakefield	Arrive Down platform from Penistone/Wakefield	4
Depart to Sheffield	Arrive from Wakefield or from Penistone	4

Barnsley	
Minimum Turnround	
From Sheffield, Huddersfield or Leeds	7
From Sheffield, Huddersfield or Leeds including shunt	12
From other locations excluding London St Pancras beyond Sheffield, Huddersfield or Leeds including shunt if required	15
From London St Pancras including shunt if required	20

Horbury Junction
Refer to LN854

LN870 WAKEFIELD TURNERS LANE JUNCTION TO CALDER BRIDGE JUNCTION
Turners Lane Junction
Restriction
Trains standing at K1246 signal that are longer than 457m/71SLU will foul Calder Bridge Jn

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION		
Methley Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Whitwood Jn (not stopping at Woodlesford)	Acceleration	1 Freight ½ Passenger To be applied approaching next timing point
Movement Up	Reason	Value
Pass to Whitwood Jn (not stopping at Woodlesford)	Differential junction speed	½
Junction Margins		
First Movement	Second Movement	Margin
Pass from Whitwood Jn	Pass to Altofts Jn– non-stop Passenger	3
Pass from Whitwood Jn	Pass to Altofts Jn stopping at Woodlesford	3½
Pass to Altofts Jn	Pass from Whitwood Jn	3
Pass to Whitwood Jn	Pass to Altofts Jn	3½
Pass to Altofts Jn	Pass to Whitwood Jn	4
Pass from Altofts Jn (not stopping at Woodlesford)	Pass from Whitwood Jn (stopping at Woodlesford)	3½
Pass from Altofts Jn	Depart Methley Jn from Whitwood Jn (not stopping at Woodlesford)	2

Stourton Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to FLT or A/D Line.	Deceleration	1
Movement Up	Reason	Value
Pass from A/D Line or Leeds FLT	Acceleration	2 to be applied approaching next timing point
Trains starting from Leeds FLT	Brake test	3* to be applied approaching the next timing point

* This should be applied in addition to the acceleration adjustment

Junction Margins

First Movement	Second Movement	Margin
Pass from FLT or A/D Line	Pass Down Midland	4*
Pass Down Midland	Pass from FLT or A/D Line	2
Pass from FLT or A/D Line	Pass to FLT or A/D Line	2½*
Up Passenger Pass from Engine Shed Jn.	Freight from Stourton RMC/Balm Rd. passes Hunslet South Jn.	4
Up Freight. Pass from Engine Shed Jn.	Freight from Stourton RMC/Balm Rd. passes Hunslet South Jn.	5

* To be increased by ½ if the first train is over 600m long

Hunslet Station Junction

Junction Margins

First Movement	Second Movement	Margin
Down train pass Stourton Junction	Pass to FLT or A/D Line	5
Pass to FLT or A/D Line from Up main	Down train pass Stourton Junction	3½

Engine Shed Junction & Holbeck Depot Junction												
1st Move ↓ 2nd Move →	Pass to Leeds	Pass to Whitehall Junction	Pass from Leeds UM	Pass from Whitehall	Depart L3859	Depart Shunt Neck	Pass to Shunt Neck	Pass Stourton to Depot	Depart Whitehall Curve	Depart L4491 to Depot	Arrive L3859 from Leeds	Arrive L4491 from Leeds
Pass to Leeds	H	H	S	2.5	H	H	1	H	1	1	4	4
Pass to Whitehall Junction	H	H	S	2.5	H	H	1.5	H	1.5	1	4	4
Pass from Leeds UM	S	S	H	H	S	S	H	S	H	N	S/H	H
Pass from Whitehall	4	4	H	H	2	2	H	3	H	N	H	H
Depart L3859 to Leeds	H	H	S	2	N/A	H	2	H	2	H	2	S
Depart Shunt Neck	H	H	S	1.5	H	N/A	2	H	2	1.5	1.5	S
Pass to Shunt Neck	3	3	H	2.5	1.5	N	N/A	2	1.5	1.5	H	H
Pass Stourton to Depot	H	H	S	2.5	N	1.5	1.5	H	1.5	N	4.5	4.5
Depart Whitehall Curve	4.5	4.5	H	H	2.5	2.5	H	3	N/A	N	H	N
Depart L4491 to Depot	1.5	1.5	3	3	2	2	2	H	2	N/A	5	5
Arrive L3859 From Leeds	N	N	H	H	T	0.5	H	S	0.5	N	N/A	3.5
Arrive L4491 from Leeds	S	S	H	H	S	0.5	H	N	N	N	3.5	N/A
S = Simultaneous H = Headway N = Not Possible												
Note: Margins shown at signal numbers are for reference only and are timed as a stop at Engine Shed Junction & Holbeck Depot Junction												

LN880 YORK TO SCARBOROUGH

York

Refer to LN600

Scarborough Bridge Junction

Refer to LN600 under York

Malton		
Dwell Time		
DMU	1	
80x/Class68 mk5	1½	
Junction Margins		
First Movement	Second Movement	Margin
Up depart platform	Down arrive	3½
Up depart platform	Down pass	2½
Down depart	Up arrive platform	4*
Down pass	Up arrive platform	4*
*Can be reduced by one minute if {1} added approaching Malton		
Note: A train may stand on the Up Main, level with the station platform. Maximum length 276 yards		

Seamer		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Non-stopping trains towards Filey; approaching Seamer	Approach Control	½
Dwell Time		
All	1*	
* ½ for classes 14x, 150		
Junction Margins		
First Movement	Second Movement	Margin
Depart to York	Arrive/pass from Filey	5
Pass to York	Arrive from Filey	4
Arrive/pass from Filey	Depart to York	1
Arrive/pass from Filey	Pass to York	1½
Arrive from Filey	Depart to Filey	Same time*
*For single line occupancy at Seamer South Jn		

Scarborough		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train entering occupied platform	Calling on signal	1
Junction Margins (when conflicting)		
First Movement	Second Movement	Margin
Arrive from Seamer	Depart to Seamer	1
Depart to Seamer	Arrive From Seamer	5*
Depart platform 1 to Seamer	Depart Excursion Sidings	2½
*Can be reduced by one minute if {1} added approaching Scarborough		
Minimum Reversal	5 DMU	

Scarborough

Minimum Turnround

From Hull or York	10
From points beyond Hull or Leeds	20**

** This may be reduced to a minimum of 10 minutes by the number of minutes of additional station dwell at Hull, Bridlington, or York, of the incoming service

Train Watering Points

Scarborough station. Both the platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked whilst the operation takes place

Restriction: Platform 5 is barred to classes 153 156 185 150 155

Excursion Sidings. Trains arrive into platform 1, then propel into the Excursion Sidings, then run-round, propelling back into platform 1 before departure. The Excursion Sidings can accommodate a second train, but this can only take place after the first train has completed a run round; therefore can only leave platform 1, 30 minutes after the first. The second train can only commence a run round after the first train has returned to platform 1; planners must satisfy themselves there is adequate time between the first train arriving platform 1, and the second train moving to that platform. All such moves to be fully timed

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

Wakefield Kirkgate

[Refer to LN854](#)

[See entry under route LN854 Hall Royd Jn to Colton Jn](#)

Calder Bridge Junction

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Pass to Calder Up Goods Loop	Shunt signal Approach Control at Signal K1991 and low speed crossover	1½

Junction Margins

First Movement	Second Movement	Margin
Pass to Turners Lane Junction	Pass from Wakefield Kirkgate	2½
Pass from Wakefield Kirkgate	Pass to Turners Lane Junction from Oakenshaw Junction	2
Arrive Up Goods Loop	Pass Up Main	4

Oakenshaw Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Crofton West Junction	Pass to Oakenshaw South Junction	3
Pass to Oakenshaw South Junction	Pass to Oakenshaw South Junction	4

Crofton West Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains to Pass to Hare Park Jn approaching Crofton West Junction	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hare Park Junction	Pass from Crofton East Junction	4
Pass from Crofton East Junction	Pass to Hare Park Junction	3

Crofton East Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Crofton East Spur Crofton Down Sidings Headshunt	Deceleration	1 180, 185, XC 22x
Movement Up	Reason	Value
Pass from Crofton East Spur Crofton Down Sidings Headshunt	Acceleration	½* 180, 185, XC 22x
* Approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Oakenshaw South Junction	Pass from Crofton West Junction	3
Pass from Crofton West Junction	Pass to Oakenshaw South Junction	3

Crofton Depot	
Departure margin	
Second train cannot depart Crofton Depot until 1 minute after the first train has passed or arrived (if reversing) at Crofton East Junction	
Arrival margin	
Second train cannot pass/depart Crofton East Junction until 1 minute after the first train has arrived at Crofton Depot	

Crofton Down Sidings Headshunt East Spur	
Minimum Reversal	
Grand Central 180	7
XC 1 x 22x	5
XC 2 x 22x	8

Pontefract Monkhill		
Dwell Time		
180	1½ - May be reduced to 1 with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Castleford	Arrive from Crofton East Junction	4½ 3½
Depart Platform 2 to Crofton East Jn	Arrive Platform 2 from Castleford	5
Depart Platform 2 to Crofton East Jn	Arrive Platform 2 from Crofton East Jn	4½
Arrive from Crofton East Junction	Depart to Castleford	4 2½
Passenger depart to Glasshoughton	EDU shunt arrive from Pontefract East Jn. (Monkhill Goods Branch Single Line)	3
Minimum Turnround		
11 minutes for trains from Wakefield, if shunting between platforms via Pontefract East Junction. Turnrounds can be undertaken in Platform 2.		

Pontefract East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Ferrybridge North Jn	Pass to Knottingley West Junction	4
Pass to Knottingley West Junction	Pass from Ferrybridge North Jn	3

Knottingley West Junction								
Adjustments to Sectional Running Times								
Movement Up	Reason							Value
Trains from Pontefract to Knottingley C & W (Knottingley Depot) Approaching Knottingley West Junction Pass to Wagon Repair Depot and Knottingley TMD	Approach control							1
Junction Margins								
2 nd move →	From Shaft-holme to Crofton	From Shaft-holme to Ferry-bridge	From Goole to Crofton	From Goole to Ferry-bridge	From Ferry-bridge to Goole	From Ferry-bridge to Shaft-holme	From Crofton to Goole	From Crofton to Shaft-holme
4 th move ↓								
From Shaft-holme to Crofton	-	4	4	4	No conflict	No conflict	No conflict	No conflict
From Shaft-holme to Ferrybridge	4	-	4	4	No conflict	No conflict	4	4
From Goole to Crofton	4	4	-	4	No conflict	4	No conflict	4
From Goole to Ferrybridge	4	4	4	-	No conflict	4	4	4
From Ferry-bridge to	No conflict	No conflict	No conflict	No conflict	-	4	4	3

Knottingley West Junction

Geele								
From Ferrybridge to Shaftholme	No conflict	No conflict	3	3	4	-	3	3
From Crofton to Geele	No conflict	3	No conflict	3	4	3	-	4
From Crofton to Shaftholme	No conflict	3	3	3	3	4	4	-

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting moves		3
Exceptions:		
Diverging movements to Pontefract West Jn or Ferrybridge North Jn		4
Converging movements from Pontefract West Jn or Ferrybridge North Jn		4
Pass from Pontefract West Jn to England Lane Level Crossing	Pass from Knottingley South Jn to Pontefract West Jn	4
Pass from England Lane Level Crossing to Pontefract West Jn	Pass from Pontefract West Jn or Ferrybridge North Jn to Knottingley South Jn	4
Pass from England Lane Level Crossing to Ferrybridge North Jn	Pass from Ferrybridge North Jn or Pontefract West Jn to Knottingley South Jn or England Lane Level Crossing	4
Pass from England Lane Level Crossing to Ferrybridge North Jn	Pass from Pontefract West Jn to Knottingley South Jn or England Lane Level Crossing	4

- Operating Restriction**

Knottingley West Junction must be clear before train is allowed to depart Ferrybridge Signal 6624 for environmental reasons. This does not apply to those trains worked by Class 59, 60 or 66 locomotives

Knottingley

Minimum Turnround	5 minutes for trains from Leeds or Wakefield. When required ECS can run via England Lane and UGL
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Knottingley East Junction (England Lane)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Freight trains from Knottingley TMD or Knottingley South Junction. After Knottingley East Jn	Differential junction speed	3

Junction Margins

First Movement	Second Movement	Margin
Pass from Shaftholme	Pass to Crofton	5
Pass to Crofton	Pass from Shaftholme Junction	3
Pass from Knottingley South Junction	Pass to Knottingley South Junction	5

England Lane Level Crossing

Adjustments to Sectional Running Times

Pass from Knottingley South Jn. Adjustment applies approaching next timing point

Train Class	Trailing Load	Reason	Value
Class 4	Up to 800t	Acceleration from slower speed route	{1}
	1000t to 1600t		{1½}
Class 6	Up to 800t		{1}
	1000t to 1600t		{1½}
	1800t to 2600t		{2}
	2800t and above		{2½}

Junction Margins

First Movement	Second Movement	Margin
Pass from Knottingley East Jn	Pass to Knottingley West Jn	5
Pass to Knottingley West Jn	Pass from Knottingley East Jn	3
Pass from Knottingley East Jn	Pass to Knottingley East Jn	5

Sudforth Lane SB

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Sudforth Lane Sidings towards Whitley Bridge.	Acceleration	2 Approaching next timing point
Movement Up	Reason	Value
Trains from Sudforth Lane Sidings towards Knottingley East Jn.	Differential junction speed	2 Approaching next timing point

Whitley Bridge

Junction Margins

First Movement	Second Movement	Margin
Pass from Eggborough Power Station	Depart/Pass to Hensall	TBC
Depart/Pass to Hensall	Pass from Eggborough Power Station	TBC

Whitley Bridge Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Eggborough PS	Pass Down Goole	4
Pass Down Goole	Pass from Eggborough PS	4

Drax Branch Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Drax Power Station	Pass Down Goole	4
Pass Down Goole	Pass from Drax Power Station	4

Gowdall Lane Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Snaith	Pass to Rawcliffe	3?

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

Monk Bretton Loop

Restriction:

One train working exists between Oakenshaw South Junction and Monk Bretton. Monk Bretton loop is only used for locomotive run round

LN888 HATFIELD AND STAINFORTH (STAINFORTH JUNCTION) TO FERRYBRIDGE NORTH JUNCTION

Knottingley South Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains towards Knottingley East Junction Approaching Knottingley South Jn	Approach control	2

Movement Up	Reason	Value
Trains from Knottingley East Junction After Knottingley South Jn	Acceleration	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Knottingley East Junction	Pass to Knottingley East Junction	3
Pass from Knottingley West Junction	Pass to Knottingley East Junction	3
Pass to Knottingley East Junction	Pass from Knottingley West Junction	4

Thorpe Marsh Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Haywood Junction	Pass from Applehurst Junction	3
Pass from Applehurst Junction	Pass to Haywood Junction	3

Haywood Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Thorpe Marsh Junction	Pass to Shaftholme Junction	3
Pass to Shaftholme Junction	Pass from Thorpe Marsh Junction	3

LN898 NEVILLE HILL EAST JUNCTION TO HULL		
Neville Hill East Jn		
Restriction		
Access to Neville Hill Depot via Neville East Jn is controlled by Neville Hill East Ground Frame. Any moves planned across this junction must have authorisation from the Local Operations Manager and Neville Hill Depot. This does not apply to movements via the Up Hull Goods Loop.		

Cross Gates	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

Garforth	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

East Garforth	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

Micklefield		
Junction Margins		
All junction margins are 3 minutes with the following exceptions:		
First Movement	Second Movement	Margin
Pass from York	Arrival from Hull	2½
Pass from Hull	Arrival from York	2½
Restrictions Trains of classes 4, 6, 7 and 8 which are over 2000 tonnes in weight must be given a clear run from Hambleton to Micklefield. No pathing time is to be planned.		

Gascoigne Wood		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger trains from Sherburn/Milford Junction.	Acceleration	½ To be applied approaching Hambleton West Jn
Freight Pass from Sherburn Junction	Acceleration	60mph Freight ½ Up to 800t 1 1000t and above 75mph Freight 1 Up to 800t 1½ 1000t and Above To be applied approaching Hambleton West Jn
Freight Pass from Milford Junction	Acceleration	1 Up to 1400t 1½ 1600t and above 75mph Freight 1½ Up to 1400t 2 1600t and Above To be applied approaching Hambleton West Jn
Movement Up	Reason	Value
Passenger trains to Sherburn/Milford Junction	Approach control	1
Freight Pass to Milford Junction/Sherburn Junction	Approach control	1½

Gascoigne Wood

Junction Margins

First Movement	Second Movement	Margin
Pass from Micklefield	Pass to/from Sherburn Junction	3½
Pass to/from Micklefield	Pass from Milford Junction	5
Pass from Micklefield	Depart Down Milford from Milford Junction	2½
Pass to Micklefield	Depart Down Milford from Milford Junction	2
Pass from Sherburn Junction	Pass to Sherburn Junction	3½
Pass to Sherburn Junction	Pass from Micklefield	3
Pass to Sherburn Junction	Pass from Milford Junction/West Yard	5
Pass to Sherburn Junction	Pass from Sherburn Junction	4½*
Freight depart/pass from Milford Junction	Pass to Micklefield	3½
Freight depart/pass from Milford Junction	Freight pass to Milford Junction	3
Freight pass to Milford Junction	Freight pass from Milford Junction	6

* 4 if non-stop at Sherburn

Hambleton West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Hambleton South Junction	Pass from Selby	3½
Pass from Selby	Pass to Hambleton South Junction	2½

Hambleton East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Hambleton North Junction Approaching Selby	Differential junction speed	½

Movement Up	Reason	Value
Trains to Hambleton North Junction Approaching Hambleton East Junction	Approach control	½

Junction Margins

All junction margins are 3 minutes with the following exceptions:

First Movement	Second Movement	Margin
Pass from Hambleton West Junction	Depart from Hambleton North Curve	2

Selby		
Dwell Time		
LNER	2	
Other	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Leeds	Arrive Platform 3 from Leeds via Up main	7
Depart to Leeds or Doncaster from Platform 1	Arrive Platform 1 from Leeds or Doncaster	4½
Depart to Leeds or Doncaster from Platforms 1/2/3	Arrive Platform 2 from Hull	3
Depart to Doncaster from Platform 2	Arrive Platform 3 from Leeds	6
Depart to Doncaster from Platform 2	Depart Platform 3 to Leeds	2
Arrive from Leeds (Platform 3)	Arrive from Hull (Platform 2)	3
Arrive from Doncaster (Platform 1)	Arrive from Leeds (Platform 3)	3½
Freight crosses at Selby West Junction to Temple Hirst Junction	Depart Selby to Leeds	1
Note: Trains conveying passengers are not permitted to arrive in Platform 2 from Leeds.		
Minimum Turnround		
From Doncaster or York	5*	
From Leeds	7*	
From beyond Doncaster, Leeds or York	10*	
* An additional 10 minutes is required if the train needs to be replatformed		

Gilberdyke		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Services approaching Gilberdyke non-stop to Goole	Differential junction speed	½
Movement Down	Reason	Value
Services Passing Gilberdyke from Goole	Acceleration	½ * to be applied after Gilberdyke
Junction Margins		
First Movement	Second Movement	Margin
Pass to Selby	Pass from Goole	3½
Pass to Selby	Arrive from Goole	4
Depart to Selby	Pass/arrive from Goole	4½
Pass/arrive from Goole	Pass to Selby	2½
Pass/arrive from Goole	Depart to Selby	1
Pass to Selby	Pass to Goole	3
Pass to Goole	Pass to Selby	3
Depart to Selby	Pass to Goole	4
Depart to Goole	Pass to Selby	3½

Brough	
Dwell Time	
All	1
Hull Trains (802)	1
80X	2

Ferriby		
Junction Margins		
First Movement	Second Movement	Margin
Pass Hessle Road Junction towards Brough	Depart Ferriby towards Brough	7½

Hessle East Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Yards	Before stopping service departs Hessle	1
Pass from Yards	After fast service departs Brough	3
Pass from Yards	After fast service passes Brough	2
Depart Hessle	Pass from Yards	5
Pass Brough	Pass from Yards	8
Depart Brough	Pass from Yards	10

Hessle Road Junction		
Junction Margins		
First Movement	Second Movement	Margin
Depart/pass from Branch	Pass to Hull	4
Pass to Hull	Depart/pass from Branch	3
Pass to/from Branch	Next train to/from Branch	4

Anlaby Road Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Branch	Before Down service arrives Hull	5
Arrive Hull	Pass from Branch	1

Hull		
Dwell Time		
All	3 plus any differential allowance for arriving train	
Fueling allowances		
The following allowances must be made when fueling is required (only one trip at any one time)		
2 cars	10	
3 cars	15	
4 cars	20	
6 cars	30	
8 cars	40	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platforms 4 to 7 from Selby or Bridlington	Depart Platforms 1 to 3 or Station Sidings to Selby	Same time
Arrive Platforms 1 to 3 or Station Sidings from Selby or Bridlington	Depart Platforms 4 to 7 to Selby or Bridlington	1
Arrive from Selby	Arrive from Bridlington and vice versa	3
Depart Platforms 1 to 3 or Station Sidings to Selby	Depart Platforms 4 to 7 to Bridlington	Same time
Depart Platforms 4 to 7 to Selby	Depart Platforms 1 to 3 or Station Sidings to Bridlington	3
Depart to Selby	Arrive from Selby or Bridlington	4
Depart to Bridlington	Arrive from Bridlington	5
Depart to Bridlington	Arrive from Selby	4
Arrive Signal 1005 or Arrive Headshunt	Arrive Hull Station or Station Sidings	4
ECS from Botanic Gardens must arrive 5 minutes in front of or behind where conflicts occur		
Minimum Turnround		
From Beverley	7	
From Bridlington/Doncaster/Leeds/ Scarborough and York	10	
From Halifax	15	
From beyond Doncaster/Leeds/ York	20	
LNER 80X from Class 1 or 9 to ECS or ECS to Class 1 or 9	13	
Station Sidings Lengths		
Siding A	105 metres	
Siding B	119 metres	
Siding C	162 metres	
Siding D	166 metres	
Siding E	238 metres	

LN902 MICKLEFIELD JUNCTION TO CHURCH FENTON NORTH JUNCTION		
Church Fenton		
Refer to LN854		

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

Goole

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Services approaching Goole with an extended dwell (greater than 2 minutes)	Approach Control	1½
Up freight arriving into Goole Loop Approaching Goole Pass to Goole Goods Loop	Approach Control	2
Pass to Snaith	Approach Control	TBC

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Arrive from Doncaster	Depart to Knottingley	Same time
Depart to Knottingley	Arrive from Doncaster	5
Terminate from Doncaster or Knottingley	Arrive from Doncaster or Knottingley	8
Arrive in East End siding	Arrive from Hull	5
Down Freight pass/arr	Up train pass/dep	Same time
Down Passenger pass/arr	Up Freight depart/pass	Same time
Up Freight pass/dep	Down Freight pass/arr	8
Up Passenger dep/pass	Down Freight pass/arr	7
Freight pass to Snaith	Passenger pass/arrive from Thorne Jn	4
Passenger depart to Snaith	Passenger pass/arrive from Thorne Jn	3
Freight pass to Snaith	Freight pass from Thorne Jn	4½
Passenger depart to Snaith	Freight pass from Thorne Jn	3½
Down freight pass to Gilberdyke	Up freight pass from Gilberdyke	13
Up freight pass from Gilberdyke	Down freight pass to Gilberdyke	3

Minimum Turnround

10 trains from Doncaster, Hull Leeds and Sheffield. Trains can turnback in either Platform 1 or 2, or shunt via Goole Signal TG1672 Must be replatformed

Restrictions

Freight trains must not be timed to pass each other over Goole Swing Bridge. The following two margins should therefore apply

Up Freight passes Goole same time as Down freight passes Goole

Down Freight passes Goole 10 minutes before Up Freight passes Goole

LN914 HULL (PARAGON) TO SEAMER WEST JUNCTION

Hull

Refer to LN898

Cottingham	
Dwell Time	
All	1 Trains arriving Hull 0730 – 0900 weekdays, or departing Hull 1600 – 1800 weekdays

Beverley		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Depart Down platform to Hull	Arrive Down platform from Hull	4
Minimum Turnround		
From Hull Same platform	5	
From Hull replatform, also From Doncaster, Leeds or York	10	
From beyond Doncaster, Leeds or York.	20*	
* May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull		

Driffield	
Dwell Time	
All	1

Bridlington		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Hunmanby	Depart to Hunmanby.	1
Depart to Driffield	Conflicting arrival from from Driffield	4
Arrive Platform 6	Pass from Hunmanby	3
Minimum Turnround		
From Hull	6 (not shunting between platforms) 12 (shunting between platforms)	
From Doncaster, or York	10 12 (shunting between platforms)	
From Scarborough	12	
From beyond Doncaster, or York.	20*	
* May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull		

Hunmanby		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from Bridlington	Depart to Bridlington	1
Restriction:		
Up train on Up line – Additional requirements associated with train lengths.		
If it is necessary for a train with a length of more than 450 yards (420 metres) to pass over the crossing in the Up direction on the Up Bridlington line, the crossing must be under local control and the attendant advised in sufficient time before the train approaches the crossing		
Reason for restriction:-		
Signal SR124 at the west end of Hunmanby Station is designed not to clear to a proceed aspect until a train has come to a stand at it. The design of the crossing means there is a possibility that the barriers will raise, and the lights extinguish before a train with a length of more than 450 yards (420 metres) has passed clear of the crossing. Therefore, when such trains are planned to run over this route, arrangements must be made in advance for the crossing to be placed under local control		

Filey		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from Scarborough	Depart to Scarborough	1
Arrive/pass from Scarborough	Pass to Scarborough	1½
Minimum Turnround		
From Scarborough	5	
Arrive loaded from other locations, return ECS or arrive ECS, return loaded	8	
From other locations, arrive and depart in service	10	

LN916 HESSLE ROAD JUNCTION TO SALTEND		
Springbank South Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Single Line	Re-occupy Single Line	3

Hull Dock Security Gates	
Operating Stop	4 All trains to stop for handover of 2 way radio.

Bridges Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hull Docks	Pass from Hull Docks	5
Pass to Hull Docks	Start from Hull Docks	3

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION		
Armley Junction		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Shipley (Passenger)	Cross from Down Harrogate to Shipley	3
Pass Up Shipley (Freight)	Cross from Down Harrogate to Shipley	4
Cross from Down Harrogate to Shipley	Pass Up Shipley	3
Cross from Down Harrogate to Shipley	Freight depart Down Shipley	2
Pass to Harrogate	Cross from Up Shipley to Up Harrogate	3
Cross from Up Shipley Slow to Up Harrogate	Pass to Harrogate	2½

Kirkstall Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Down Loop	Pass Armley Junction in Down direction	1
Pass Apperley Junction in Down direction	Depart Down Loop	Same time
Arrive Up Loop	Pass Apperley Junction in Up direction	Same time
Pass Armley Junction in Up direction	Depart Up Loop	Same time

Apperley Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Ilkley non-stop to Leeds Approaching Armley Junction	Acceleration	½
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Pass to Branch	3
Pass to Branch	Pass Up Main	3
Pass from Branch	Pass to Branch	3

Dockfield Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Leeds to Skipton approaching Dockfield Junction requiring Shipley Platform 2W only	Approach control	½
Junction Margins		
First Movement	Second Movement	Margin
Pass from Ilkley	Pass to Ilkley/Leeds	3
Pass to Shipley Platform 2	Pass from Shipley Platform 3	3
Pass to Leeds	Pass from Ilkley	2½
Pass from Shipley Platform 3	Pass to Shipley Platform 2	3
Pass from Shipley Platform 1	Pass from Shipley Platform 3 (one train to Leeds, one to Ilkley)	2½
Pass from Shipley Platform 3	Pass from Shipley Platform 1 (one train to Leeds, one to Ilkley)	2½
Note: When a loco hauled or HST service approaches Platform 3 from Bradford it has to pass the Starting signal to platform the train, thus the route has to be cleared across Shipley East and Dockfield Junction. Therefore 4 minutes must be allowed after any other movement across Shipley East/Dockfield Jn		

Shipley		
Adjustments to Sectional Running Times		
Movement Up Forster Square/Down Shipley	Reason	Value
Trains from Bradford to Leeds/Ilkley approaching Shipley Platform 3W	Approach control	½
Trains from Bradford to Skipton	Acceleration from low speed	½ to be applied approaching next timing point
Movement Up Shipley/Down Forster Square		
Movement Up Shipley/Down Forster Square	Reason	Value
Trains from Skipton to Bradford Approaching Shipley Platform 5 or 5W	Approach control	½
Dwell Time		
DMU/EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 3 from Bradford	Depart Platform 5 to Bradford	1
Depart Platform 3 or 5 to Bradford	Arrive Platform 3 or 5 from Bradford	4
Arrive Platform 3 or 4 from Dockfield Jn.	Depart Platform 5 to Bradford	3
Depart Platform 5 to Bradford	Arrive Platform 3 or 4 from Dockfield Jn	4
Arrive Platform 5 from Keighley	Depart Platform 2 to Keighley	1
Depart Platform 2 or 5 to Keighley	Arrive Platform 5 from Keighley	4½
Depart Platform 4 to Bradford	Depart Platform 5 to Bradford	3½
Depart Platform 3 to Leeds 80x 9/10 Car	Depart Platform 5 to Bradford	1½
Depart Platform 3 to Leeds 80x 9/10 Car	Arrive Platform 3 or 5 from Bradford	4
Arrive Platform 3 from Bradford 80x 9/10car	Arrive Platform 5 from Skipton	Simultaneous
Arrive Platform 5 from Skipton	Arrive Platform 3 from Bradford 80x 9/10car	Simultaneous

Shipley

Due to the positioning of Stop Boards, the following apply to LNER trains running to/from Bradford Forster Square.

- All LNER passenger trains to/from Bradford Forster Square must use platform 3 when calling.
- Passenger trains towards Leeds formed of Class 91 + nine Mark IV stop beyond signal L3966 when calling therefore no conflicting train movements should be planned through Shipley East Junction and Dockfield Jn. Platform 3W cannot be used as a workaround for this, Platform 3x must be used for Class 91+ nine Mark IV. Additional detail and the junction margin can be found on the Dockfield Junction entry.
- Trains towards Leeds formed of 9 or 10 car Class 80X will block Shipley South Jn while calling. See junction margins

Overlap Restrictions

Movement	Conflict	Margin
Arrive Platform 5 from Bradford	Arrive Platform 2 from Leeds (and vice versa)	3*
Arrive Platform 3 from Bradford	Arrive Platform 2 from Leeds (and vice versa)	3*

*These moves can be made simultaneous by using the short overlap, planned using platforms 2W, 3W and 5W, and with appropriate adjustment as above.

Saltaire

Dwell Time	
	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD

Bingley

Dwell Time	
DMU	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD
EMU	1

Crossflatts

Dwell Time	
	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD

Keighley

Dwell Time		
DMU/EMU	1	
Minimum Turnround		
	10 including shunt	
Junction Margins		
First Movement	Second Movement	Margin
Train terminate Keighley	Following train arrive Keighley	7

Steeton and Silsden	
Dwell Time	
	1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD

Skipton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger trains arriving in Platform 1, 2 or 4	Approach control	½ DMU
Down Passenger trains routed via/depart Platform 4	Differential junction speed	1
Down Freight trains routed via Platform 4	Differential junction speed	2
Up trains routed via Platform 3	Approach control	2
Dwell Time		
All		2
Junction Margins		
First Movement	Second Movement	Margin
Depart to Leeds	Arrive from Leeds	4
Arrive from Leeds	Depart to Leeds	1
Depart to sidings	Arrive from North	5
Arrive from sidings	Depart to sidings	2
Arrive from North	Depart to sidings	1
Arrive Platform 1	Arrive Platform 2 from North	3
Arrive Platform 2 from North	Arrive Platform 1	3
Arrive Platform 2X from South	Arrive Platform 3 from North	5
Depart Platforms 1/3/4 to the South	Arrive Platform 2 from North	3
Re-occupy platforms in either direction		4
Minimum Turnround		
DMU/EMU	5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes.	
80X	10	
Other Restriction		
Up Freight trains requiring to be held for pathing purposes to stand at Signal L4046. This branch line to Rylstone line operates as one-train working with no train staff, therefore only one train is allowed on this branch line at any one time. A second train is not allowed to enter the branch line/depart Skipton Down Shipley Slow until the first train has returned to Skipton, or its loco if it has left wagons at Rylstone and has returned to Skipton. Only one train can perform a run round movement at Skipton at a time.		
Train Watering Points	Available at the station	

Gargrave	
Dwell Time	
All	½

LN924 APPERLEY JUNCTION TO ILKLEY

Guiseley/Esholt Junctions

Junction Margins

First Movement	Second Movement	Margin
Arrive Guiseley from Leeds	Depart to Leeds	Same time
Arrive Guiseley from Bradford	Depart to Bradford	1
Arrive Guiseley from Leeds	Depart to Bradford	1
Depart Guiseley to Bradford	Arrive from Leeds	5

Guiseley

Dwell Time

All	1
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Burley-in-Wharfedale

Dwell Time

All	1
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Ilkley

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains arriving in Platform 2	Approach control	½
Trains arriving into an occupied platform	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 2	Depart Platform 1	1
Depart Platform 1	Arrive Platform 2	5
Depart Platform 1	Arrive Platform 1	4
Depart Platform 2	Arrive Platform 2	5

Minimum Turnround

5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes.

Operating Note: The penultimate and last arriving trains of the night should be planned to run in and be berthed in Platform 2 for cleaning and maintenance purposes.

LN928 SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE		
Bradford Forster Square		
Minimum Turnround	5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes.	
80X	10	
Platform End Conflicts		
First Movement	Second Movement	Margin
Arrive Platform 2 or 3	Depart Platform 1, 2 or 3	1
Depart Platform 2 or 3	Arrive Platform 2 or 3	3
Depart Platform 1	Arrive Platform 1, 2 or 3	5
Train Watering Points	Available at the station	

LN930 SKIPTON MIDDLE JUNCTION TO RYLSTONE
RYLSTONE
<p>Operating Note: This Line operates as 'One Train Working With No Train Staff'. Therefore, only one train is allowed on this branch line at any one time. A second train is not allowed to enter the branch line/depart Skipton Down Through Siding until the first train has returned to Skipton, or its loco if it has left wagons at Rylstone and has returned to Skipton. Only one train can perform a run round movement at Skipton at a time.</p>

LN932 SHIPLEY SOUTH JUNCTION TO SHIPLEY WEST JUNCTION		
ShipleY		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Depart Platform 5 towards Bradford	Acceleration	1 to be applied after ShipleY

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.

STATION	PLATFORM	USABLE LENGTH	NOTES
Acklington	Down	114	
Acklington	Up	114	
Adwick	Down	104	
Adwick	Up	104	
Alexandra Palace	Down Hertford	169	
Alexandra Palace	Down Slow	170	
Alexandra Palace	Up Fast	167	
Alexandra Palace	Up Slow	169	
Allens West	Down	122	
Allens West	Up	97	
Alnmouth for Alnwick	Down	233	
Alnmouth for Alnwick	Up	233	
Althorpe	Down	102	
Althorpe	Up	102	
Ancaster	Down	87	
Ancaster	Up	88	
Apperley Bridge	Down	143	
Apperley Bridge	Up	120	
Arlesey	Down	245	
Arlesey	Up	245	
Arram	Down	79	
Arram	Up	81	
Ashington	Bay	103	
Ashwell and Morden	Down	168	
Ashwell and Morden	Up	167	
Baildon	Single	102	
Baldock	Down	168	
Baldock	Up	168	
Bamford (Derbyshire)	1	101	
Bamford (Derbyshire)	2	103	
Bardon Mill	Down	95	
Bardon Mill	Up	91	
Barnetby	Down Fast	116.5	
Barnetby	Down Slow	103.5	
Barnetby	Up Fast	115	
Barnetby	Up Slow	116.5	
Barnsley	Down	163	
Barnsley	Up	102	
Barrow Haven	Up	61.5	
Barrow Haven	Down	46	
Barton on Humber	Single	55	
Batley	Down	119	
Batley	Up	126	
Battersby	Single	155	

STATION	PLATFORM	USABLE LENGTH	NOTES
Bayford	Down	123	
Bayford	Up	122	
Bedlington	Down	100	
Bedlington	Up	96	
Bempton	Single – Down	117	
Bempton	Single – Up	93	
Ben Rhydding	Down	99	
Ben Rhydding	Up	99	
Bentley (S Yorkshire)	Down	104	
Bentley (S Yorkshire)	Up	104	
Berry Brow	Single	65	
Berwick upon Tweed	Down	233	
Berwick upon Tweed	Up	234	
Beverley	Down	104	
Beverley	Up	104	
Biggleswade	Down Fast	247	
Biggleswade	Down Slow	247	
Biggleswade	Up Fast	246	
Biggleswade	Up Slow	246	
Billingham	Down	146	
Billingham	Up	146	
Bingley	Down	143	
Bingley	Up	143	
Bishop Auckland	Single	80	
Blaydon	Down	97	
Blaydon	Up	97	
Blyth Bebside	Down	100	
Blyth Bebside	Up	100	
Bolton upon Dearne	Down	96	
Bolton upon Dearne	Up	96	
Boston	Down	173	
Boston	Up	174	
Bottesford	Down	139	
Bottesford	Up	121	
Bowes Park	Down	138	
Bowes Park	Up	138	
Bradford Forster Square	1	273	
Bradford Forster Square	2	266	
Bradford Forster Square	3	101	
Bradford Interchange	1	209	
Bradford Interchange	2	203	
Bradford Interchange	3	126	
Bradford Interchange	4	126	
Bramley	Down	102	
Bramley	Up	102	
Brampton (Cumbria)	Down	106	
Brampton (Cumbria)	Up	107	
Bridlington	4	165	
Bridlington	5	168	
Bridlington	6	131	
Brigg	Down	140	
Brigg	Up	154	

STATION	PLATFORM	USABLE LENGTH	NOTES
Brighthouse	Down	118	
Brighthouse	Up	119	
British Steel Redcar	Down	60	
British Steel Redcar	Up	60	
Brockholes	Single	65	
Brockley Whins	Down	65	
Brockley Whins	Up	65	
Brookmans Park	Down Fast	123	
Brookmans Park	Down Slow	123	
Brookmans Park	Up Fast	123	
Brookmans Park	Up Slow	123	
Broomfleet	Down	95	
Broomfleet	Up	95	
Brough	Down	184	
Brough	Up	184	
Burley in Wharfedale	Down	141	
Burley in Wharfedale	Up	118	
Burley Park	Down	97	
Burley Park	Up	97	
Castleford	Down 1	101	
Castleford	Up 2	97	
Castleton Moor	Single	77	
Cattal	Down	86	
Cattal	Up	86	
Chapelton	Down	85	
Chapelton	Up	85	
Chathill	Down	83	
Chathill	Up	164	
Chester le Street	Down	110	
Chester le Street	Up	110	
Chesterfield	1	212	
Chesterfield	2	204	
Chesterfield	3	240	
Church Fenton	1	101	
Church Fenton	2	132	
Church Fenton	3	132	Down direction
Church Fenton	3	121	Up direction
Church Fenton	4	119	
Cleethorpes	1	202	DMU restricted to 170
Cleethorpes	2	205	DMU restricted to 174
Cleethorpes	3	205	DMU restricted to 174
Cleethorpes	4	203	
Collingham	Down	54	
Collingham	Up	52	
Commondale	Single	51	
Conisbrough	Down	117	
Conisbrough	Up	97	
Cononley	Down	116	
Cononley	Up	95	
Corbridge	Down	97	
Corbridge	Up	100	
Cottingham	Down	108	

STATION	PLATFORM	USABLE LENGTH	NOTES
Cottingham	Up	108	
Cottingley	Down	85	
Cottingley	Up	85	
Cramlington	Down	101	
Cramlington	Up	101	
Creswell	Down	79	
Creswell	Up	79	
Crews Hill	Down	126	
Crews Hill	Up	126	
Cross Gates	1	151	
Cross Gates	2	148	
Crossflatts	Down	102	
Crossflatts	Up	102	
Crowle	Down	90	
Crowle	Up	89	
Cuffley	Down	126	
Cuffley	Up	126	
Danby	Single	90	
Darlington	1	354	Up direction
Darlington	1	347	Down direction to T887 signal
Darlington	2	181	
Darlington	3	200	
Darlington	4	458	Both directions
Darlington	4	238	Up direction to T888 signal
Darlington	4a	134	Down direction to T895 signal
Darlington	4b	251	Down direction clear of 1080B points
Darnall	Down	108	
Darnall	Up	108	
Darton	Down	104	
Darton	Up	104	
Deighton	Down	74 61	OOU from EIS G until EIS J
Deighton	Up	74	OOU from EIS G until EIS J
Denby Dale	Single	65	
Dewsbury	Down	150	
Dewsbury	Up	166	
Dinsdale	Down	97	
Dinsdale	Up	97	
Dodworth	Single	95	
Doncaster	0	96	
Doncaster	1	327	Down direction
Doncaster	1	234	Down direction to D1481 Signal
Doncaster	1	318	Up direction to D278 Signal
Doncaster	2	105	
Doncaster	3a	246	Up direction from D292 to D282 Signal
Doncaster	3b	165	
Doncaster	4	299	Down Direction
Doncaster	4	257	Up Direction
Doncaster	5	57	
Doncaster	6	109	
Doncaster Middle Siding	Down	96	
Doncaster	7	105	
Doncaster	8	325	Down Direction

STATION	PLATFORM	USABLE LENGTH	NOTES
Doncaster	8	285	Up Direction
Dore & Totley	1	152	
Dore & Totley	2	152	
Drayton Park	Down	124	
Drayton Park	Up	124	
Driffield	Down	124	
Driffield	Up	103	
Dronfield	Down	111	
Dronfield	Up	111	
Dunston	Down	94	
Dunston	Up	93	
Durham	Down	295	
Durham	Up	264	
Eaglescliffe	Down	208	
Eaglescliffe	Up	190	
East Boldon	Down	65	
East Boldon	Up	65	
East Garforth	Down	102	
East Garforth	Up	102	
Eastrington	Down	90	
Eastrington	Up	90	
Egton	Single	80	
Elland	Up	125	
Elland	Down	125	
Elsecar	Down	130	
Elsecar	Up	99	
Enfield Chase	Down	126	
Enfield Chase	Up	125	
Essex Road	Down	128	
Essex Road	Up	128	
Featherstone	2 (Down)	104 72	
Featherstone	1 (Up)	104 72	
Fellgate	Down	65	
Fellgate	Up	65	
Ferriby	Down	110	
Ferriby	Up	170	
Filey	Down	119	
Filey	Up	112	
Finsbury Park	1	245	
Finsbury Park	2	245	
Finsbury Park	3	257	To sighting point of K384 signal. Full length 263m
Finsbury Park	4	249	
Finsbury Park	5	246.5	
Finsbury Park	6	178	
Finsbury Park	7	239.5	
Finsbury Park	8	168	
Fitzwilliam	Down	93	
Fitzwilliam	Up	93	

STATION	PLATFORM	USABLE LENGTH	NOTES
Frizinghall	Down	98	
Frizinghall	Up	98	
Gainsborough Central	Down	138	
Gainsborough Central	Up	138	
Gainsborough Lea Road	Down	145	
Gainsborough Lea Road	Up	144	
Garforth	1	151	
Garforth	2	149	
Gargrave	Down	92.3	
Gargrave	Up	88.8	
Gilberdyke	Down	110	
Gilberdyke	Up	110	
Glaisdale	Down	92	
Glaisdale	Up	86	
Glasshoughton	2 (Down)	99 97	
Glasshoughton	1 (Up)	99 97	
Goldthorpe	Down	92	
Goldthorpe	Up	92	
Goole	Down 1	115	
Goole	Up 2	104 106	
Gordon Hill	Bay	122	
Gordon Hill	Down	122	
Gordon Hill	Up	122	
Goxhill	Down	83	
Goxhill	Up	83	
Grange Park	Down	129	
Grange Park	Up	129	
Grantham	1	290	
Grantham	2	289	
Grantham	3	64	Platform 4 side. Additional 31m on Platform 2 side
Grantham	4	249	
Great Ayton	Single	84	
Great Coates	Down	55	
Great Coates	Up	80	
Grimsby Docks	Single	97	
Grimsby Town	1	135	
Grimsby Town	2	137	Down direction
Grimsby Town	2	136	Up direction
Grimsby Town	3	138	
Grindleford	1	93	
Grindleford	2	95	
Grosmont	Single	83	
Guiseley	Down	143	
Guiseley	Up	143	
Gypsy Lane	Single	98	81m only in Down direction
Habrough	Down	110	
Habrough	Up	115	

STATION	PLATFORM	USABLE LENGTH	NOTES
Hadley Wood	Down Fast	126	
Hadley Wood	Down Slow	186	
Hadley Wood	Up Fast	126	
Hadley Wood	Up Slow	186	
Halifax	Down	187	
Halifax	Up	186	
Haltwhistle	Down	97	
Haltwhistle	Up	97	
Hammerton	Down	89	
Hammerton	Up	86	
Harringay	Down	125	
Harringay	Up	126	
Harrogate	1	221	Trains from Leeds, departing in York direction
Harrogate	1	191	To H26 signal. Trains from Leeds or York, departing in Leeds direction
Harrogate	3	243	
Hartlepool	1	76	
Hartlepool	2	153 Down direction 137 Up direction	
Hartlepool	3	150.89	
Hatfield	Down Fast	170	
Hatfield	Down Slow	170	
Hatfield	Up Slow	170	
Hatfield and Stainforth	Down	111	
Hatfield and Stainforth	Up	107	
Hathersage	1	95	
Hathersage	2	100	
Havenhouse	Down	48	
Havenhouse	Up	34	
Haydon Bridge	Down	108	
Haydon Bridge	Up	110	
Headingley	Down	97	
Headingley	Up	97	
Healing	Down	56	
Healing	Up	56	
Hebden Bridge	Down	110	
Hebden Bridge	Up	121	
Heckington	Down	96	
Heckington	Up	108	
Heighington	Down	103	
Heighington	Up	90	
Hensall	Down	50 49	
Hensall	Up	50 62	
Hertford North	1	154	
Hertford North	2	153	
Hertford North	3	145	
Hessle	Down	105	
Hessle	Up	105	
Heworth	Down	120	
Heworth	Up	120	
Hexham	Down	102	

STATION	PLATFORM	USABLE LENGTH	NOTES
Hexham	Up	102	
Highbury and Islington (Northern City Line)	Down	126	
Highbury and Islington (Northern City Line)	Up	128	
Hillhouse Temporary Platform	Single	150	To be used from September 2025 – subject to confirmation (TRU EIS G)
Hitchin	Down	249	
Hitchin	Up	247	
Honley	Single	65	
Hope (Derbyshire)	1	95	
Hope (Derbyshire)	2	95	
Horden	1	100	
Horden	1	100	
Hornbeam Park	Down	87	
Hornbeam Park	Up	86	
Hornsey	Down	124	
Hornsey	Up	126	
Horsforth	Down	110	
Horsforth	Up	115	
Howden	Down	123	
Howden	Up	120	
Hubberts Bridge	Down	78	
Hubberts Bridge	Up	23	
Huddersfield *	1	180	
Huddersfield *	2	65	
Huddersfield *	4	213	Down direction
Huddersfield *	4	172	Up direction to HU764 signal
Huddersfield *	4a	82	Usable length between 3-car stop board and HU763 in rear
Huddersfield *	4b	76.5	Usable length between 3-car stop board and HU764 in rear
Huddersfield *	5	39	A class 150 set can use Platform 5 as the driver's cab can be beyond the end of the usable passenger length.
Huddersfield *	6	73	
Huddersfield *	8	147	
Huddersfield ^	1	100	Penistone Single
Huddersfield ^	2	202	Up Huddersfield
Huddersfield ^	3	212 %	Down Huddersfield % Usable length for westbound starter and turnback to be confirmed
* To be used until September 2025 – subject to confirmation			
^ To be used from September 2025 – subject to confirmation (TRU EIS G)			
Hull	1	75	
Hull	2	176	
Hull	3	171	
Hull	4	170	
Hull	5	229	
Hull	6	231	
Hull	7	224	
Hunmanby	Down	92	
Hunmanby	Up	92	

STATION	PLATFORM	USABLE LENGTH	NOTES
Huntingdon	1	166	
Huntingdon	2	295	
Huntingdon	3	247	
Hutton Cranswick	Down	83	
Hutton Cranswick	Up	60	
Hykeham	Down	78	
Hykeham	Up	80	
Ilkley	1	199	
Ilkley	2	199	
James Cook	Single	102	
Keighley	Down	225	
Keighley	Up	201	
Kildale	Single	38	
Kirk Sandall	Down	104	
Kirk Sandall	Up	104	
Kirkstall Forge	Down	143	
Kirkstall Forge	Up	143	
Kirton Lindsey	Single	129	
Kiveton Bridge	Down	75	
Kiveton Bridge	Up	75	
Kiveton Park	Down	75	
Kiveton Park	Up	74	
Knaresborough	Down	82	
Knaresborough	Up	83	
Knebworth	Down Fast	169	
Knebworth	Down Slow	169	
Knebworth	Up Fast	169	
Knebworth	Up Slow	169	
Knottingley	2 (Down)	101 66	
Knottingley	1 (Up)	101 92	
Langwith Whaley Thorns	Down	79	
Langwith Whaley Thorns	Up	79	
Lealholm	Single	100	
Leeds	0	204	
Leeds	1	274	When a train is showing as occupying Platform 1 or 1a, then the non-preferred route for arrival into Platform 2 needs to be used
Leeds	2	209	
Leeds	3	132	
Leeds	4	154	
Leeds	5	206	
Leeds	6	279	
Leeds	7	105	
Leeds	8	342	
Leeds	8ab	166	
Leeds	8cd	166	
Leeds	9	265	
Leeds	9b	106	
Leeds	9cd	148	

STATION	PLATFORM	USABLE LENGTH	NOTES
Leeds	10	99	
Leeds	11	368	
Leeds	11ab	149	
Leeds	11cd	147	
Leeds	12	309	
Leeds	12ab	91	
Leeds	12cd Westbound	146	
Leeds	12cd Eastbound	123	
Leeds	13	111	
Leeds	14	80	
Leeds	15	221	
Leeds	15a	104	
Leeds	15b	106	
Leeds	16	218	
Leeds	16a	107	
Leeds	16b	100	
Leeds	17	106	
Leeds	Through Road (full length)	327	
Leeds	Through Road West	100	
Leeds	Through Road East	105	
Letchworth	Down	184	
Letchworth	Up	184	
Lincoln	1	92	
Lincoln	2	54	
Lincoln	3	144	
Lincoln	4	144	
Lincoln	5	165	
Lockwood	Single	65	
London King's Cross	0	305	Buffer stop to end of platform. Buffer to signal is 329m, which may be used by Caledonian Sleeper services only.
London King's Cross	1	304	Buffer stop to end of platform
London King's Cross	2	285	Buffer stop to end of platform
London King's Cross	3	289	Buffer stop to end of platform
London King's Cross	4	290	Buffer stop to end of platform
London King's Cross	5	270	Buffer stop to end of platform
London King's Cross	6	288	Buffer stop to end of platform
London King's Cross	7	288	Buffer stop to end of platform
London King's Cross	8	289	Buffer stop to end of platform
London King's Cross	9	176	Buffer stop to end of platform
London King's Cross	10	176	Buffer stop to end of platform
Longbeck	Down	84	
Longbeck	Up	83	
Low Moor	1	96	
Low Moor	2	96	
Malton		150	

STATION	PLATFORM	USABLE LENGTH	NOTES
Manors	Down	84	
Manors	Up	82	
Market Rasen	Down	71	
Market Rasen	Up	74	
Marsden	Down	100	
Marsden	Up	99	
Marsden	Up Passenger Loop	698	
Marske	Down	137	
Marske	Up	134	
Marton	Single	81	
Meadowhall	1	105	
Meadowhall	2	105	
Meadowhall	3	105	
Meadowhall	4	105	
Menston	Down	143	
Menston	Up	98	
Metheringham	Down	57	
Metheringham	Up	57	
MetroCentre	Down	100	
MetroCentre	Up	100	
Mexborough	Down	112	
Mexborough	Up	112	
Micklefield	Down	101	
Micklefield	Up	90	
Middlesbrough	Down	265	
Middlesbrough	Up	201	
Millfield	Down	65	
Millfield	Up	65	
Mirfield	1 (Down)	150	
Mirfield	2 (Up)	150	
Mirfield	3 (Up)	102	To be used until September 2025 (TRU EIS G)
Moorthorpe	Down	110	
Moorthorpe	Up	120	
Morley	Down	117	
Morley	Up	117	
Morpeth	Down	232	
Morpeth	Up	234	
Mytholmroyd	Down	122	
Mytholmroyd	Up	122	
Nafferton	Down	80	
Nafferton	Up	58	
New Barnet	Down Fast	177	
New Barnet	Down Slow	160	
New Barnet	Up Fast	165	
New Barnet	Up Slow	165	
New Clee	Single	144	
New Holland	Single	43	
New Pudsey	Down	122	
New Pudsey	Up	122	

STATION	PLATFORM	USABLE LENGTH	NOTES
New Southgate	Down Fast	172	
New Southgate	Down Slow	172	
New Southgate	Up Fast	172	
New Southgate	Up Slow	172	
Newark Castle	Down	97	
Newark Castle	Down	97	
Newark Castle	Up	66	
Newark Castle	Up	66	
Newark North Gate	Down	255	
Newark North Gate	Passenger Loop	302	Down direction
Newark North Gate	Passenger Loop	238	Up direction
Newark North Gate	Up	255	
Newcastle	1	161	
Newcastle	2	362	
Newcastle	3	304	
Newcastle	4	268	
Newcastle	5	68	
Newcastle	6	97	Platforms 5 and 6 can be combined with a total length of 217m
Newcastle	7	115	
Newcastle	8	41	Platforms 7 and 8 combined with a total length of 209m in Down direction, and 212m in Up direction
Newcastle	9	112	
Newcastle	10	114	
Newcastle	11	130	
Newsham	Down	100	
Newsham	Up	100	
Newton Aycliffe	Down	59	
Newton Aycliffe	Up	59	
Normanton	Down	81	
Normanton	Up	81	
North Road	Single	60	
Northallerton	Down	261	
Northallerton	Up	270	
Northumberland Park	Single	100	
Nunthorpe	Down	86	
Nunthorpe	Up	84	
Oakleigh Park	Down Fast	173	
Oakleigh Park	Down Slow	173	
Oakleigh Park	Up Fast	174	
Oakleigh Park	Up Slow	174	
Old Street	Down	128	
Old Street	Up	128	
Outwood	Down	93	
Outwood	Up	93	
Pallion	Down	65	
Pallion	Up	65	
Palmers Green	Down	127	

STATION	PLATFORM	USABLE LENGTH	NOTES
Palmers Green	Up	137	
Pannal	Down	91	
Pannal	Up	91	
Park Lane	Down	65	
Park Lane	Up	65	
Pegswood	Down	89	
Pegswood	Up	89	
Penistone	Down	102	
Penistone	Up	121	
Peterborough	1	326	No longer a bay platform
Peterborough	2	319	
Peterborough	3	265	
Peterborough	4	265	
Peterborough	5	265	
Peterborough	6	188	
Peterborough	7	188	
Pontefract Baghill	Down	127	
Pontefract Baghill	Up	102	
Pontefract Monkhill	2 (Down)	101	
Pontefract Monkhill	1 (Up)	96	
Pontefract Tanshelf	2 (Down)	101	
Pontefract Tanshelf	1 (Up)	101	
Poppleton	Down	84	
Poppleton	Up	84	
Potters Bar	Down Fast	166	
Potters Bar	Down Slow	166	
Potters Bar	Up Fast	164	
Potters Bar	Up Slow	164	
Prudhoe	Down	98	
Prudhoe	Up	95	
Rauceby	Down	91	
Rauceby	Up	91	
Ravensthorpe	Down	85	
Ravensthorpe	Up	85	
Rawcliffe	Single	46 47	Includes 8m of substandard width
Redcar Central	Down	102	
Redcar Central	Up	128	
Redcar East	Down	84	
Redcar East	Up	83	
Retford	1	255	
Retford	2	253	
Retford	3	135	Low Level Platforms
Retford	4	135	Low Level Platforms
Riding Mill	Down	94	
Riding Mill	Up	100	
Rotherham Central	1	112	
Rotherham Central	2	108	
Rotherham Central	3	30	For tram (class 399) use only
Rotherham Central	4	30	For tram (class 399) use only
Royston	Down	169	
Royston	Up	236	
Ruskington	Down	57	

STATION	PLATFORM	USABLE LENGTH	NOTES
Ruskington	Up	57	
Ruswarp	Single	101	Down direction
Ruswarp	Single	80	Up direction
Saltaire	Down	143	
Saltaire	Up	143	
Saltburn	1	156	
Saltburn	2	157	
Saltmarshe	Down	71	
Saltmarshe	Up	71	
Sandal and Agbrigg	Down	93	
Sandal and Agbrigg	Up	93	
Sandy	Down Slow	246	
Sandy	Up Slow	246	
Saxilby	Down	107	
Saxilby	Up	97	
Scarborough	1	277	
Scarborough	2	183	
Scarborough	3	163	
Scarborough	4	129	
Scarborough	5	122	
Scunthorpe	Down	143	
Scunthorpe	Up	138	
Seaburn	Down	65	
Seaburn	Up	65	
Seaham	Down	115	
Seaham	Up	115	
Seamer	Down	120	
Seamer	Up	125	
Seaton Carew	Down	125	
Seaton Carew	Up	125	
Selby	Bay Platform	120	
Selby	Down	200	
Selby	Up	257	
Sheffield	1	330	
Sheffield	1a	68	Down direction to S112 signal
Sheffield	1a	68	Up direction to S101 signal
Sheffield	1b	146	Down direction clear of 4060B points
Sheffield	1b	143	Up direction to S116 signal
Sheffield	TL	293	Between S102 and S123, between S102 and S113 64m
Sheffield	DSS	293	
Sheffield	2	345	Down direction to S127 signal
Sheffield	2	329	Up direction to S104 signal
Sheffield	2c	58	54m on east side
Sheffield	3	126	Down direction to S128 signal
Sheffield	4	112	
Sheffield	5	326	Down direction
Sheffield	5	237	Up direction to S106 signal
Sheffield	USS1	247	
Sheffield	USS2	247	
Sheffield	6	351	
Sheffield	7	107	135m on east side

STATION	PLATFORM	USABLE LENGTH	NOTES
Sheffield	8	368	To S139 signal in down direction
Sheffield	8	378	Up direction
Shepley	Down	65	
Shepley	Up	65	
Sherburn in Elmet	Down	77	
Sherburn in Elmet	Up	83	
Sildon	Down	81	
Sildon	Up	105	
ShIPLEY	1	143	
ShIPLEY	2	106	Down direction
ShIPLEY	2	115	Up Direction
ShIPLEY	3	240	Down direction
ShIPLEY	3	215	Up Direction
ShIPLEY	4	198	
ShIPLEY	5	98	
Shirebrook	Down	79	
Shirebrook	Up	79	
Shireoaks	Down	97	
Shireoaks	Up	97	
Silkstone Common	Single	102	
Skegness	2	201	
Skegness	3	201	
Skegness	4	245	
Skegness	5	245	
Skipton	1	99	
Skipton	2	200	Up direction
Skipton	2	197	Down direction
Skipton	3	183	Down direction
Skipton	3	155	Up direction
Skipton	4	182	Down direction
Skipton	4	154	Up direction
Slaithwaite	Down	99	
Slaithwaite	Up	99	
Sleaford	1	224	
Sleaford	2	186	
Sleaford	3	186	
Sleights	Single	74	
Snaith	Single	42 35	
South Bank	Down	75	
South Bank	Up	74	
South Elmsall	Down	91	
South Elmsall	Up	91	
South Hylton		130	
South Milford	Down	68	
South Milford	Up	91	
Sowerby Bridge	Down	118	
Sowerby Bridge	Up	121	
Spalding	Down	145	
Spalding	Up	183	
St Neots	Down Fast	249	
St Neots	Down Slow	249	
St Neots	Up Fast	249	
St Neots	Up Slow	249	

STATION	PLATFORM	USABLE LENGTH	NOTES
St Peters	Down	65	
St Peters	Up	65	
Stadium of Light	Down	65	
Stadium of Light	Up	65	
Stallingborough	Down	85	
Stallingborough	Up	86	
Starbeck	Down	139	
Starbeck	Up	139	
Steeton and Silsden	Down	102	
Steeton and Silsden	Up	102	
Stevenage	Down Fast	247	
Stevenage	Down Slow	247	
Stevenage	Up Fast	247	
Stevenage	Up Slow	247	
Stevenage	Platform 5 (turnback)	127	
Stocksfield	Down	109	
Stocksfield	Up	119	
Stocksmoor	Down	66	
Stocksmoor	Up	66	
Stockton	Down	104	
Stockton	Up	104	
Streethouse	Down	101	
Streethouse	Up	103	
Sunderland	1	72	Up direction
Sunderland	1	77	Down direction
Sunderland	2	61	Up direction
Sunderland	2	84	Down direction. Platforms 1 and 2 can be combined with a total length of 179 metres in the Up direction and 206 metres in the Down direction.
Sunderland	3	60	Down and Up directions
Sunderland	4	72	Down direction
Sunderland	4	80	Up direction. Platforms 3 and 4 can be combined with a total length of 174 metres in the Down direction and 177 metres in the Up direction.
Swinderby	Down	75	
Swinderby	Up	60	
Swineshead	Down	94	
Swineshead	Up	89	
Swinton (S Yorkshire)	1	92	
Swinton (S Yorkshire)	2	92	
Swinton (S Yorkshire)	3	92	
Teesside Airport	Up	76	
Thirsk	Down	135	
Thirsk	Up	148	
Thornaby	Down	143	
Thornaby	Up	146	
Thorne North	Down	89	
Thorne North	Up	90	
Thorne South	Down	90	

STATION	PLATFORM	USABLE LENGTH	NOTES
Thorne South	Up	90	
Thornton Abbey	Down	55	
Thornton Abbey	Up	55	
Thorpe Culvert	Down	61	
Thorpe Culvert	Up	62	
Thurnscoe	Down	92	
Thurnscoe	Up	92	
Ulceby	Single	44	
Ulleskelf	Down	106	
Ulleskelf	Up	106	
University	Down	65	
University	Up	65	
Wadsley Bridge	Single	111	Out of use
Wainfleet	Down	96	
Wainfleet	Up	96	
Wakefield Kirkgate	1	92	
Wakefield Kirkgate	2	120	
Wakefield Kirkgate	3	103	
Wakefield Westgate	Down	255	
Wakefield Westgate	Up	255	
Watton at Stone	Down	126	
Watton at Stone	Up	126	
Weeton	Down	88	
Weeton	Up	86	
Welham Green	Down	129	
Welham Green	Up	129	
Welwyn Garden City	Down Back	185	
Welwyn Garden City	Down Slow	185	
Welwyn Garden City	Up Back	185	
Welwyn Garden City	Up Slow	185	
Welwyn North	Down	170	
Welwyn North	Up	170	
Wetheral	Down	95	
Wetheral	Up	74	
Whitby	1	177	
Whitby	2	173	
White Rose	Up	150	
White Rose	Down	150	
Whitley Bridge	Down	65 50	
Whitley Bridge	Up	59	
Whitwell	Down	79	
Whitwell	Up	79	
Widdrington	Down	90	
Widdrington	Up	90	
Winchmore Hill	Down	136	
Winchmore Hill	Up	135	
Wombwell	Down	134	
Wombwell	Up	99	
Woodhouse	Down	84	
Woodhouse	Up	84	
Woodlesford	Down	100	

STATION	PLATFORM	USABLE LENGTH	NOTES
Woodlesford	Up	101	
Worksop	Down	121	
Worksop	Up	113	
Wressle	Down	95	
Wressle	Up	79	
Wylam	Down	92	
Wylam	Up	107	
Yarm	Down	78	
Yarm	Up	78	
York	1	184	
York	10	315	Down direction
York	10	266	Up direction
York	11	329	Down direction
York	11	329	Up direction
York	2	169	
York	3	242	Down direction
York	3	272	Up direction
York	4	157	
York	5	391	Down direction
York	5	410	Up direction
York	6	264	
York	7	249	
York	8	152	
York	9	318	Down direction
York	9	375	Up direction

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following locations. All lengths are in SLU (Standard Length Unit – an SLU measures 21 feet) and metres. All lengths are measured from the signal at the exit of the loop to the block joint in rear unless otherwise stated. Check Sectional Appendix for locations where standage is not quoted.

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Claypole	Up	92/588	
Claypole	Down	113/723	In Down directions, train in excess of 350 yards (50 SLU) in length are only permitted to stand for a maximum of 15 minutes
Newark Northgate	Up/Down	76/486	Bi-directional
Carlton	Up	118 / 755	
Carlton	Down	118 / 755	
Retford	Up	118 / 755	Up Platform Loop
Ranskill	Up	118 / 755	
Ranskill	Down	118 / 755	

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Royston	Down	28 / 181	

LN150 FLYOVER EAST JUNCTION TO DECOY NORTH JUNCTION			
LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Down Decoy Reception Siding 1	Down	261 / 1672	
Down Decoy Reception Siding 2	Down	258 / 1650	
Down Decoy Reception Siding 3	Down	264 / 1694	
Down Decoy Reception Siding 4	Down	264 / 1694	
Down Decoy Reception Siding 5	Down	223 / 1430	
Down Decoy South Loop	Down	55 / 352	
Doncaster Royal Mail Terminal	Down	275 / 1760	

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Beckingham Down Goods Loop	Down	100 / 640	
Beckingham Up Goods Loop	Up	100 / 640	
West Holmes Down Gainsborough Slow	Down	89 / 570	
West Holmes Up Gainsborough Slow	Up	100 / 640	

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Darlington UGL	Up	89 / 569	
Darlington DPL	Down	105 / 672	
Ferryhill UGL	Up	70 / 448	
Durham UPL	Up	88 / 563	
Durham Down Slow	Down	80 / 512	
Low Fell Down/Up Goods	Down/Up	35 / 224	
Heaton DGL South	Down	117 / 748	
Heaton DGL South + North	Down	383 / 1307	
Heaton UGL	Up	107 / 684	
Morpeth UPL	Up	67 / 428	
Chevington DPL	Down	131 / 838	
Chevington UPL	Up	135 / 864	
Wooden Gate DPL	Down	76 / 486	
Wooden Gate DRS	Down	61 / 390	
Wooden Gate UPL	Up	137 / 876	
Crag Mill DPL	Down	160 / 1024	
Crag Mill UPL	Up	170 / 1088	
Tweedmouth No. 1 Reception	Up	60 / 384	
Berwick-upon-Tweed DGL	Down	119 / 761	
Berwick-upon-Tweed UGL	Up	60 / 384	

LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Down Cliff House Loop	Down	109 / 700	Reversal possible in the loop
Up Cliff House Loop	Up	311 / 1991	
East Boldon Up Loop	Up	69 / 442	
Down Pelaw Goods Loop	Down	50 / 320	
Up Pelaw Goods Loop	Down/Up	60 / 384	

LN632 STOCKTON CUT JUNCTION TO SALTBURN

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Redcar Down Loop	Down	53 / 380	

LN696 HEPSCOTT JUNCTION TO MORPETH JUNCTION

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Morpeth DMU Reverse Siding	Up/Down	19 / 121	

LN804 TAPTON JUNCTION TO GASCOIGNE WOOD VIA SHEFFIELD

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Heeley Up Loop	Up	106 / 680	Standage from S70 to clear of track circuit in rear

LN808 DORE STATION JN TO EARLES SIDINGS (EXCL.)

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Bamford Up Loop	Up	106 / 680	Standage from DE5108 to clear of axle counter section in rear

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Up Calder Goods Loop	Up/Down	70 / 453	
Up Goole Goods Loop Down	Down	36 / 231	Between Signals FE6423 and FE6421
Up Goole Goods Loop Down	Down	76 / 491	Between Signals FE6423 and FE6402
Up Goole Goods Loop Down	Up	26 / 171	Between Signals FE6402 and FE6411
Up Goole Goods Loop Down	Up	76 / 491	Between Signals FE6402 and FE6423

LN912 Thorne Jn to Gilberdyke Jn

LOCATION	DIRECTION	USABLE LENGTH SLU/METRES	NOTES
Goole Goods Loop	Down/Up	61 / 392	
Goole Siding	Down	12 / 80	

5.5 Timing Allowances

All allowances shown are in minutes.

LH/HST/22x/80X	Refers to non-freight locomotive hauled trains and all trains capable of running over 100 mph. Performance allowance does not apply to empty coaching stock moves and freight services
MU/LL	Refers to all forms of multiple unit, whether diesel or electric as well as to light locomotives, not capable of running at over 100 mph. Performance allowance does not apply to light locomotives
CI 4	Refers to locomotive hauled Class 4 freight trains
CI 6	Refers to locomotive hauled Class 6 freight trains

All allowances are indicative for the Final Principal Rules and are subject to change.

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

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.

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN					
Timing Section	Type	LH HST 80X 22X	MU	Freight	Remarks
Down					
Approach Welwyn Garden City	E		1		Applied for trains terminating at Welwyn Garden City Only
Approach Stevenage	P	1*	1*		*Not applicable to trains from Hertford Loop
	E			1*	
Approach Holme Jn	E	1*	1*	1*	* May be shown approaching Fletton Jn if required
Approach Newark Northgate	E	1	1	1	
Approach Loversall Carr Jn	E	1	1	1	
Up					
Approach Doncaster	E	1*	1*	1	*Not required for services that are routed towards Sheffield
Approach Newark F.C.	E	1*	1*	1*	*May be shown approaching Newark Northgate for trains booked to call there
After Tallington	E	1	1	1	Does not apply to trains from Stamford direction (LN3615) or EMR services from Nottingham Branch Junction
Approach Welwyn Garden City	E			1	
Approaching Potters Bar	P	1	1		
Approach Belle Isle	E	1*	1*	1	Services routed towards the North London Lines (LN115) are to receive this allowance approaching Copenhagen Jn. *This does not apply to ECS moves to King's Cross originating at Bounds Green, Hornsey EMUD or Ferme Park sidings, or Hornsey or Bowes Park Reversing Sidings.

LN105 MOORGATE TO FINSBURY PARK JUNCTION					
Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Up – Weekdays					
Approach Moorgate	E		1		

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION

Timing Section	Type	LH	MU	Freight	Remarks
Up					
Approach Canonbury West Junction	E	1	1	1	

LN120 WOOD GREEN NORTH JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD)

Timing Section	Type	LH HST 80x	MU	Freight	Remarks
Down					
Approach Langley Junction	P	1	1*		*Does not apply to services terminating at Stevenage
	E		1#	1	#Applies only to services terminating at Stevenage
Approach Hertford North	E		1		Applies only to services terminating at Hertford North
Approach Gordon Hill	E		1		Applies only to services terminating at Gordon Hill
Up					
Approach Alexandra Palace	P	1	1*		*Allowance for MU only applies to trains originating from North of Stevenage
	E		1*	1	*Applies only to services terminating at Alexandra Palace and ECS services to Hornsey EMUD (not applicable to reversals from Bowes Park/Bowes Park RRL)

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

Timing Section	Type	LH	MU	Freight	Remarks
Down					
Approach Letchworth/Baldock/Royston	E	1	1	1	Terminating Trains Only

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)

Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Spalding	E	1	1	1	Terminating trains only
Approach Sleaford South Jn	E	1	1	1	
Approach Pelham Street Jn	E	1	1	1	
Approach Gainsborough Trent Jn	E	1	1	1	Trains to Doncaster only
Approach Bessacarr Junction	E	1	1	1	
Up – Weekdays					
Approach Gainsborough Trent Jn	E	1	1	1	
Approach Lincoln Pyewipe Jn	P		1		Trains from Sheffield route direction
	E	1	1	1	
Approach Sleaford North Jn	E	1	1	1	
Approach Spalding	E	1	1	1	
Approach Glinton Junction	E	1	1	1	

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Skegness	E	1	1	1	
Up – Weekdays					
Approach Sleaford	E	1	1	1	Trains from Boston direction

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Pelham Street Junction	E	1	1	1	
Up – Weekdays					
Approach Wrawby Junction	E	1	1	1	

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Boultham Junction	E	1	1	1	
Up – Weekdays					
Approach Newark Crossing East Junction	E	1	1	1	

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

Timing Section	Type	LH HST 80x 22x	MU	Freight	Remarks
Down					
Approach Colton Jn	E	1	1	1	
Approach Darlington/Darlington DGL	P	1	1		
Approach Birtley Jn	E	1	1	1	
Approach Berwick	E	1	1	1	Services which Terminate between Newcastle and Berwick are to receive this allowance approaching their terminating location
Up					
Approach Heaton South Jn	E	1	1	1	Services which have originated on Blyth & Tyne routes (LN694/LN702/LN704) do not require this allowance
Approaching Darlington	P	1	1		
Approaching Skelton Jn	E	1	1	1	Services on the SL are to receive this allowance approaching Skelton Bridge Jn

LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

Timing Section	Type	LH HST 80x	MU	Freight	Remarks
Down					
Approach Eaglescliffe	E	1	1	1	Approaching Eaglescliffe from Yarm
Approach Hartlepool	E	1	1		Terminating services only
Approach Sunderland	E	1	1	1	Approaching Sunderland from Ryhope Grange Jn
Approach Pelaw Metro Jn	E		1		Tyne & Wear Metro only
Approach Park Lane Jn	P	1	1		
	E	1	1	2	
Up					
Approach Sunderland	E	1	1*	1	All Northern and TWM terminating services only
Approach Northallerton East Junction	E	1	1	1	

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Weekdays					
Approach South Hylton	E		1		

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

Timing Section	Type	LH	MU	Freight	Remarks
Up					
Approach Darlington	E	1	1	1	
	P		1		

LN632 STOCKTON CUT JUNCTION TO SALTBURN

Timing Section	Type	LH 80X	MU	Freight	Remarks
Down					
Approach Middlesbrough	E	1	1*	1	*Terminating trains only
	P		1		
Approach Saltburn	E	1	1	1	
Up					
Approach Whitehouse Jn	E	1	1	1	

LN634 GUISBOROUGH JUNCTION TO WHITBY

Timing Section	Type	LH	MU	Freight	Remarks
Down					
Approach Nunthorpe	E	1	1	1	
Approach Whitby	E	1	1	1	
Up					
Approach Nunthorpe	E		1		
Approach Cargo Fleet Road Signal MW6984	P	2			
	E		1	2	

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Ferryhill South Junction	E	2		2	

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE					
Timing Section	Type	LH HST	MU	CI 6	
Down – Weekdays					
Approaching Bishop Auckland	P	1			
	E	1		1	
Up – Weekdays					
Approaching Darlington	P	1	1		
	E	1		1	

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO CARLISLE NORTH JN PETTERIL BRIDGE JUNCTION					
Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Hexham	E	1	1	1	
Approach Petteril Bridge Junction	E	1	1	1	
Up – Weekdays					
Approach Hexham	E	1	1	1	
Approach Norwood Jn	P		1		Not for trains starting at Metro Centre
	E	1	1	1	

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Gainsborough Central	E		5		[5] is required to operate track circuits whilst passenger operation is Saturdays only
Approach Retford	E	2	2	2	
Approach Worksop	P		1		
Approach Nunnery Main Line Junction	E	1	1	1	
	P		1*		*Can be removed from Northern services if the arrival at Sheffield is advertised 1 minute later to the public
Up – Weekdays					
Approach Worksop	E	2	1	2	Terminating trains only
	P		½		Terminating trains only
Approach Retford	E	2	1* 5^	2	*Terminating trains only ^ [5] is required to operate track circuits whilst passenger operation is Saturdays only
	P		1		Terminating trains only
Approach Clarborough Junction	E	2	1	2	
Approach Gainsborough Central	P		1		Terminating trains only
Approach Marsh Junction/Grimsby Town	E	2	1	2	
	P		2		Terminating Grimsby Town only
Approach Cleethorpes	P		4*		2 minutes may be shown as advertised differential *For arrivals into Cleethorpes for services from Barton-on-Humber, the value of 1 minute performance should be presentable as either <1> before or as public timetable differential in Cleethorpes arrival.

LN742 KILLINGHOLME JUNCTION TO BROCKLESBY JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Ulceby	E	1		1	
Up – Weekdays					
Approach Humber Rd Junction	E	2		2	

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

Timing Section	Type	LH HST 22x	MU LL	Freight	Remarks
Down – Weekdays					
Approach Scunthorpe Foreign Ore Branch Jn	E	1	1	1	
Approach Thorne Jn	E	1		1	
Approach Doncaster	E	1	1	1	
	P	3	2*		*1 minute for trains starting at Goole or Scunthorpe
Up – Weekdays					
Approach Scunthorpe	P		1		Terminating trains only
	E	1	1*	1	*Terminating trains Only
Approach Wrawby Jn	E	1		1	

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Hexthorpe Junction	E	1	1	1	
Up – Weekdays					
Approach Bentley Junction	E	1	1	1	

LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Dore Station Junction	E	1*	1*	1*	*Can alternatively be applied approaching Sheffield if required
Approach Milford Junction	E	3	3	2	
Up – Weekdays					
Approach Pontefract Baghill/ Ferrybridge North Junction	E	2		2	
Approach Moorthorpe/Moorthorpe Signal L6586	E	3	3	3	
Approach Wincobank Junction	P	1*#^	1*		*Can be applied flexibly between Aldwarke and Nunnery Main Line Junctions if required #Nil for East Midlands Railway services ^Can be removed from CrossCountry and Northern services if the arrival at Sheffield is advertised 1 minute later to the public
Approach Nunnery Main Line Junction	E	1	1	1	

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Masborough Junction	E	2*	2*	2*	*Can be applied approaching Masborough Sorting Sidings South Junction
Up – Weekdays					
Approach Beighton Junction	E	2	2	2	

LN808 DORE STATION JN TO EARLES SIDINGS (EXCL.)

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Weekdays					
Approaching Grindleford	E	1	1	1	

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Doncaster	E	1	1	1	*Can be applied flexibly between Swinton Junction and Doncaster if required #Nil for East Midlands services.
	P	1*#	1*		

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Rotherham Central	E	1		2	

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION

Timing Section	Type	LH HST 80X 22X	MU	Freight	Remarks
Down					
Approach Holbeck Junction/ Copley Hill West Junction	E	1	1	1	
	P	1*\$	1*		*Does not apply to London North Eastern Railway services \$ Can be removed from CrossCountry services if the arrival at Leeds is advertised 1 minute later to the public
Up					
Approach Neville Hill West Jn	P	1	1		
	E			1	
Approach Doncaster	E	1	1*	1	*Does not apply to services starting at Adwick
	P		1		Terminating trains only. Does not apply services starting at Adwick.

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6	Remarks
Down (Leeds to Harrogate) – Weekdays					
Approach Harrogate	E	1	1		Terminating trains only
	P		1		Terminating trains only
Up (Harrogate to Leeds) – Weekdays					
Approach Armley Junction	E	1	1		
	P		1		
Up (Harrogate to York) – Weekdays					
Approach Knaresborough	E		1		Terminating trains only
Approach York	P		1		Can be located approaching Skelton Junc to aid planning
	E		1		Can be located approaching Skelton Junc to aid planning

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Applehurst Junction	E	3	3	3	

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Weekdays					
Approach Holbeck Junction	E		1		
	P		1		

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

Timing Section	Type	LH 22X	MU	Freight	Remarks
Down – Weekdays					
Approach Bradley Wood Junction	E		1		Trains to Huddersfield only
Approach Healey Mills/Horbury Junction	E	2	1	2*	*1 minute for Class 0 services
Approach Horbury Junction	P		1		Trains from Huddersfield
Approach Castleford	E			1	From Normanton direction only.
Approach Milford	E	2	2	2	
Approach Colton Junction	P	1	1		
Up – Weekdays					
Approach Brighouse	E		1		Terminating trains only
Approach Castleford	E	1	1	1	

LN858 MILNER ROYD JUNCTION TO BRADFORD MILL LANE JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Mill Lane Junction	E	2	1*		*Does not apply to services starting at Hebden Bridge
Up – Weekdays					
Approach Halifax	P		1		Terminating trains and trains to Huddersfield only

LN860 DIGGLE JN TO COPLEY HILL EAST JN					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Huddersfield	E	1	1	1	
Approach Whitehall Jn	E	1	1	1	
	P		1*		* Applies to stopping services only.
Up – Weekdays					
Approach Heaton Lodge Jn	E		1		Stopping services from Leeds and Wakefield
	P		1		Stopping services from Leeds and Wakefield

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD					
Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Penistone	P		1		
Approach Huddersfield	E	1	1		
	P		½		
Up – Weekdays					
Approach Barnsley	E	1	1		
	P		1		

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Barnsley	E	1		1	
Approach Horbury Junction	P		1		
Up – Weekdays					
Approach Barnsley	P		1		Trains starting from Leeds only
Approach Wincobank Junction	E	1		1	

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Engine Shed Junction & Holbeck Depot Junction	E	2	1	2	Approaching Stourton for trains that terminate or call
	P		1		

LN880 YORK TO SCARBOROUGH

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Malton	E	1	1	1	
Approach Scarborough	P	3	1		
Up – Weekdays					
Approach Malton	P		1		
Approach York	P	2			
	E	1	1	1	

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Pontefract	E		1*		* Trains terminating from Wakefield direction
	P		1*		
Approach Knottingley	E	1	1*	1	*Terminating trains only
	P		1*		
Approach Goole	P		2		
Up – Weekdays					
Approach Knottingley	P		1		
Approach Wakefield Kirkgate	E		1		

LN898 NEVILLE HILL EAST JUNCTION TO HULL

Timing Section	Type	LH HST 80X 22X	MU	Freight	Remarks
Down					
Approach Selby	P	1	1		Terminating Services Only
	E	1	1	1	
Approach Gilberdyke	P	1*	1*		*TPE and Northern Services Only
Approach Hessle Road Jn	E	1	1	1	
Up					
Approach Selby	E	1	1	1	
Approach Gascoigne Wood Jn	E	1	1*	1	*Does not apply to services starting at Selby

LN910 TEMPLE HIRST JUNCTION TO SELBY SOUTH JUNCTION

Timing Section	Type	LH HST 80X	MU	Freight	Remarks
Down					
Approach Selby	E	1	1	1	

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approaching Gilberdyke	P	1	1		
Approach Goole	P		1		Terminating trains only
Up – Weekdays					
Approach Thorne Junction	E		1		Northern services only. Does not apply to services starting at Goole

LN914 HULL (PARAGON) TO SEAMER WEST JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Beverley	P		1		Terminating Northern services only
Approach Bridlington	E	2	1		
	P		1		
Approach Seamer	E	2	1		
Up – Weekdays					
Approach Bridlington	E		1		
	P		1		
Approach Hull	E	2	1*		*Does not apply to services starting at Beverley
	P		1		

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION					
Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Skipton	E	1	1	2	
	P		1		Terminating trains only
Up – Weekdays					
Approach Skipton	E	2	2	2	
	P		1		
Approach Armley Junction	E	1	1	2	
	P		1		

LN924 APPERLEY JUNCTION TO ILKLEY					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Ilkley	E		1		
	P		1		

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Bradford Forster Square	E	1	1	2	
	P		1		

5.5.2 SX Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning					
King's Cross – Hitchin	E	3	3	3	00:01 TWThF – 05:45 TWThF All trains to be timed over the Slow lines with [3] approaching Holloway in the Up and Hitchin in the Down.
Hitchin to Peterborough	E	7 3 10* 3*	7 3 10* 3*	7 3 10* 3*	2300 FSX to 0600 MSX Down Fast approaching Huntingdon Down Main approaching Fletton Up Fast approaching Hitchin Up Slow approaching Hitchin *trains crossing at Cadwell to have [3] approaching that location only
Peterborough – Stoke	E	2 2	2 2	2 2	2300 SX to 0530 MX. All trains timed Slow lines Down Slow approaching Stoke Junction Up Slow after Tallington Junction
Stoke - Grantham	E	20	20	20	(B)
Grantham - Newark	E	20	20	20	(B)
Newark - Loversall Carr Junction	E	20	20	20	(B)
Loversall Carr Junction – Doncaster	E	5#	5#	5#	2250 SX – 0505 MX
(A) Only one allowance per train between King's Cross and Hitchin					
(B) Only one allowance per train between Stoke Jn – Loversall Carr Jn. To commence on the Down after the passage of 1D36 King's Cross – Leeds and finish before the passage of 1Y00 York to King's Cross. No other train should be timed to pass these services within SLW times.					
#Trains timed FL throughout only. Not applicable to trains starting or terminating in Doncaster Yards					

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance					
Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning					
Doncaster – Colton Junction					NIL
Colton Junction – York	E	3	3	3	2235 SX – 0550 MX. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York.
York – Skelton Junction	E	3	3	3	0030 MX – 0545 MX
Longlands Junction – Darlington South Junction	E	15	15	15	2300 SX – 0530 MX (B)
	E	2			Diverted Sleeper Services Only
Darlington South Junction – Tursdale Junction	E	15	15	15	2300 SX – 0530 MX (B)
	E	2			Diverted Sleeper Services Only
Tursdale Junction – Durham	E	15	15	15	2300 SX – 0530 MX (B)
	E	2			Diverted Sleeper Services Only
Durham – King Edward Bridge	E	15	15	15	2310 SX – 0520 MX (B)
	E	2			Diverted Sleeper Services Only
King Edward Bridge – Newcastle Newcastle – Heaton South Junction	E	2	2	2	2240 SX – 2335 SX (D) All FL trains to be timed over same line 2335 SX – 0525 MX (D) All trains to be timed over one line
	E	2	2	2	2330 SX – 0500 MX (D) All trains to be timed over one line
Heaton South Jn – Alnmouth	E	10	10	10	2315 SX – 0555 MX (C)
Alnmouth – Berwick	E	10	10	10	2315 SX – 0555 MX (C)
Berwick – Signals EG 402/3	E	10	10	10	2315 SX – 0555 MX (C)
A – Only one allowance per train between Stoke Junction and Loversall Carr Junction, to finish before the passage of 1A01 0505 Leeds – King’s Cross. No other train should be timed to pass these services within SLW times					
B – Maximum 17 minutes allowance per train between Longlands Jn. and King Edward Bridge					
C – Refer to ECML Route Strategy in Rules of the Route. Only one allowance per train between Heaton South Junction and Monktonhall Jn. This allowance to be utilised in conjunction with Scotland allowances EG402/3 to Monktonhall Jn to allow for all combinations of possessions.					
D – only one allowance per train King Edward Bridge to Heaton South Jn					

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance					
Down and Up – Weekdays					
Boughton Junction – Shirebrook Junctions	E	2	2	2	2200 SX – 0600 MX. Single Line Working. All trains to be timed over same line.

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Church Fenton – Colton Junction	E	3	3	3	2300 SX – 0600 MX. To be coordinated with Colton Jn – York. Only one allowance between Church Fenton and York
Horbury Junction – Wakefield Kirkgate	E	3	3	3	2200 SX – 0600 MX

5.5.3 SO Daytime (See routes for applicable times)

The values shown in SX Daytime apply to SO Daytime

5.5.4 SO Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Saturday night/Sunday morning					
London King's Cross to Hitchin	E	3	3	3	23:50 SO – 07:50 Sun All trains to be timed over the Slow Lines with an additional [3] approaching Holloway in the Up and Hitchin in the Down
Hitchin to Peterborough	E	3	3	3	23:50 SO – 07:50 Sun All trains to be timed over the Slow Lines with an additional [3] approaching Hitchin Cambridge Jn in the Up and Fletton Jn in the Down.

LN600 SHAFTHOLME JUNCTION TO RESTON GSP					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Saturday night/Sunday morning					
Colton Junction – York	E	3	3	3	2315 Sat – 0800 Sun. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York
Newcastle – Heaton South Junction	E	2	2	2	2145 Sat – 1000 Sun. All trains to be timed over the same line

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION					
Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up Saturday night/Sunday morning					
Church Fenton – Colton Jn	E	3	3	3	2330 Sat – 0830 Sun. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York.

5.5.5 Sunday Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN105 MOORGATE TO FINSBURY PARK JUNCTION					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sundays					
Approach Moorgate	E		1		

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)					
Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Spalding	E	1	1	1	Terminating trains only
Approach Sleaford South Jn	E	1	1	1	
Approach Pelham Street Jn	E	1	1	1	
Approach Gainsborough Trent Jn	E	1	1	1	Trains to Doncaster only
Approach Bessacarr Junction	E	1	1	1	
Up – Weekdays					
Approach Gainsborough Trent Jn	E	1	1	1	
Approach Lincoln Pyewipe Jn	P		1		Trains terminating Lincoln
	E	1	1	1	
Approach Sleaford North Jn	E	1	1	1	
Approach Spalding	E	1	1	1	
Approach Glington Junction	E	1	1	1	

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Skegness	E	1	1	1	
Up - Weekdays					
Approach Sleaford	E	1	1	1	Trains from Boston direction

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Pelham Street Junction	E	1	1	1	
Up – Weekdays					
Approach Wrawby Junction	E	1	1	1	

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION					
Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Boultham Junction	E	1	1	1	
Up – Weekdays					
Approach Newark Crossing East Junction	E	1	1	1	

LN627 NORTHALLERTON LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sunday					
Approach Sunderland	E		1		All Northern and TWM terminating services only

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sunday					
Approach South Hylton	E		1		

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Ferryhill South Junction	E	2	2	2	

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Retford	E	2	2	2	
Approach Worksop	P		1		
Approach Nunnery Main Line Junction	E	1	1	1	
	P		1		
Up – Sundays					
Approach Worksop	E	2	2	2	Terminating trains only
	P		½		Terminating trains only
Approach Retford	E	2	2	2	Terminating trains only
	P		2		Terminating trains only
Approach Clarborough Junction	E	2	2	2	
Approach Gainsborough Central	P		1		Terminating trains only
Approach Marsh Jn/Grimsby Town	E	2	1	2	
	P		2		Nil for trains from Barton on Humber
Approach Cleethorpes	P		2*		*For arrivals into Cleethorpes for services from Barton-on-Humber, the value of 1 minute performance should be presentable as either <1> before or as public timetable differential in Cleethorpes arrival.

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Scunthorpe Foreign Ore Branch Jn	E	1	1	1	
Approach Thorne Jn	E	1		1	
Approach Doncaster	E	1	1	1	
	P	3	2*		*1 minute for trains starting at Goole or Scunthorpe
Up – Weekdays					
Approach Scunthorpe	P		1		Terminating trains only
	E	1	1*	1	*Terminating trains Only
Approach Wrawby Jn	E	1		1	

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach St. Catherine’s Jn	E	15	15	15	Applies only to the first train on the route.
Up – Sundays					
Approach Brancliffe Jn	E	15	15	15	Applies only to the first train on the route.

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Hexthorpe Junction	E	1	1	1	
Up – Sundays					
Approach Bentley Junction	E	1	1	1	

LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD					
Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Dore Station Junction	E	1*	1*	1*	*Can alternatively be applied approaching Sheffield if required
Approach Milford Junction	E	3	3	2	
Up – Sundays					
Approach Pontefract Baghill/Ferrybridge North Junction	E	2	3	2	
Approach Moorthorpe/Moorthorpe Signal L6586	E	3	3	3	
Approach Wincobank Junction	P	1*#^	1*		*Can be applied flexibly between Aldwarke and Nunnery Main Line Junctions if required #Nil for East Midlands Railway services *Can be removed from CrossCountry and Northern services if the arrival at Sheffield is advertised 1 minute later to the public
Approach Nunnery Main Line Junction	E	1	1	1	

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Masborough Junction	E	2	2	2	
Up – Sundays					
Approach Beighton Junction	E	2	2	2	

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON					
Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Up – Sundays					
Approach Doncaster	E	1	1	1	*Can be applied flexibly between Swinton Junction and Doncaster if required #Nil for East Midlands services.
	P	1*#	1*		

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Applehurst Junction	E	3	3	3	

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sundays					
Approach Holbeck Junction	P		2*		* 1 minute for trains from Halifax, Hebden Bridge or Huddersfield.

LN860 DIGGLE JN TO COPLEY HILL EAST JN

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Huddersfield	E		1		Terminating trains only
	P		1		Terminating trains only
Up – Sundays					
Approach Huddersfield/Marsden	E		1		Terminating trains only
Approach Heaton Lodge Jn	P		1		Stopping services from Leeds direction

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Penistone	P		1		
Approach Huddersfield	E	1	1		
	P		½		
Up – Sundays					
Approach Barnsley	E	1	1		
	P		1		

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELEY

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Barnsley	E	1		1	
Up – Sundays					
Approach Barnsley	P		1		Trains starting from Leeds only
Approach Wincobank Junction	E	1		1	

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Engine Shed Junction & Holbeck Depot Junction	E	2	2*	2	Approaching Stourton for trains that terminate or call * 1 minute for trains from Knottingley direction
	P		2		

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Pontefract	E		1*		* Trains terminating from Wakefield direction
	P		1*		* Trains terminating from Wakefield direction
Approach Knottingley	E	1	1	1	
	P		1		
Approach Goole	P		2		
Up – Sundays					
Approach Knottingley	P		1		
Approach Wakefield Kirkgate	E		1		
	P		1		

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approaching Gilberdyke	P	1	1		
Approach Goole	P		1		Terminating trains only

LN914 HULL (PARAGON) TO SEAMER WEST JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Bridlington	E	2	2		Terminating trains only
	P		1		
Approach Seamer	E	2	2*		* Does not apply to trains starting from Filey and continuing to York or beyond
Up – Sundays					
Approach Bridlington	P		1		
Approach Hull	E	2	2*		* 1 minute for trains starting from Beverley
	P		1		

5.5.6 Sunday Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
King's Cross – Hitchin	E	3	3	3	00:01 M – 05:45 M All trains to be timed over the Slow lines with an additional [3] approaching Holloway in the Up and Hitchin in the Down.
Hitchin to Peterborough	E	7 3 10* 3*	7 3 10* 3*	7 3 10* 3*	23:00 Su – 06:00 M Down Fast approaching Huntingdon Down Main approaching Fletton Up Fast approaching Hitchin Up Slow approaching Hitchin *trains crossing at Cadwell to have [3] approaching that location only
Peterborough – Stoke	E	2	2	2	23:10 Su – 05:30 MO Down. All trains to be timed Slow line 23:10 – 05:30 MO Up. All trains to be timed Slow line
* 3 mins trains timed SL/GL					

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Loversall Carr Junction – Doncaster	E	5*	5*	5*	2230 Sun – 0530 Mon * 3 for trains timed SL/GL
Colton Junction – York	E	3	3	3	2200 Sun – 0550 Mon (A)
York – Skelton Junction	E	2	2	2	2240 Sun – 0545 Mon all trains to be timed over same line
Skelton Junction – Longlands Junction	E	2	2	2	2130 Sun – 0555 Mon all trains to be timed to run Slow line
Longlands Junction – Darlington South Junction	E	15	15	15	2145 Sun – 0545 Mon (B)
Darlington South Jn – Tursdale Jn	E	15	15	15	2230 Sun – 0545 Mon (B)
Tursdale Junction – Durham	E	15	15	15	2235 Sun – 0525 Mon (B)
Durham – King Edward Bridge	E	15	15	15	2230 Sun – 0525 Mon (B)
King Edward Bridge – Newcastle	E	2	2	2	2240 Sun – 2335 Sun All FL trains to be timed over the same line (C) 2335 Sun – 0525 Mon All trains to be timed over same line (C)
Newcastle to Heaton South Jn	E	2	2	2	2245 Sun – 0500 Mon All trains to be timed over same line (C)
(A) To be coordinated with Church Fenton – Colton. Only one allowance between Church Fenton and York					
(B) Only one allowance per train between Longlands and King Edward Bridge South					
(C) Only one allowance between KEB and Heaton South Junction					

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Wrawby Junction – Thorne Junction	E	2	2	2	2340 Sun – 0530 Mon.
Thorne Jn – Kirk Sandall Jn	E	2	2	2	2345 Sun – 0445 Mon all trains to be timed via slow lines

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Boughton Junction – Shirebrook Junctions	E	2	2	2	2200 Sun – 0600 Mon. Single Line Working. All trains to be timed over same line

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up Sunday night/Monday morning					
Heaton Lodge Jn – Thornhill LNW Jn					0015 Mon – 0530 Mon Up trains to be timed on Slow line
Church Fenton – Colton Jn	E	3	3	3	2300 Sun – 0600 Mon. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
ShIPLEY East Junction – Skipton	E	20	20	20	0001 Mon – 0515 Mon (A)
Skipton – Hellifield	E	20	20	20	2145 Sun – 0530 Mon (A)
(A) Only one allowance per train between Kirkstall Junction and Hellifield, to be co-ordinated with NW&C allowances. Refer to Section 5.5.6 of the NW&C Timetable Planning Rules					

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

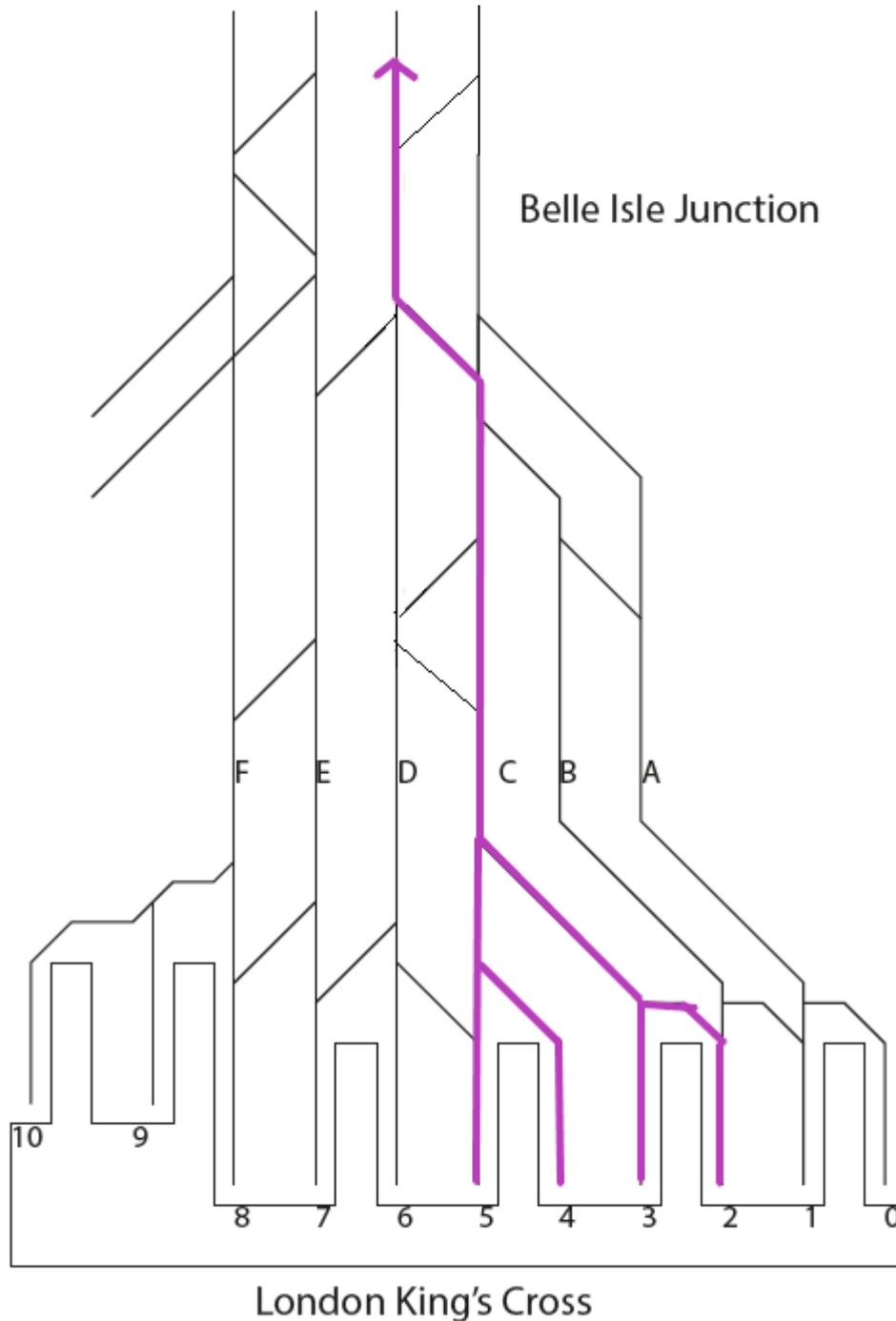
It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Manager.

Appendix A Route Code Diagrams

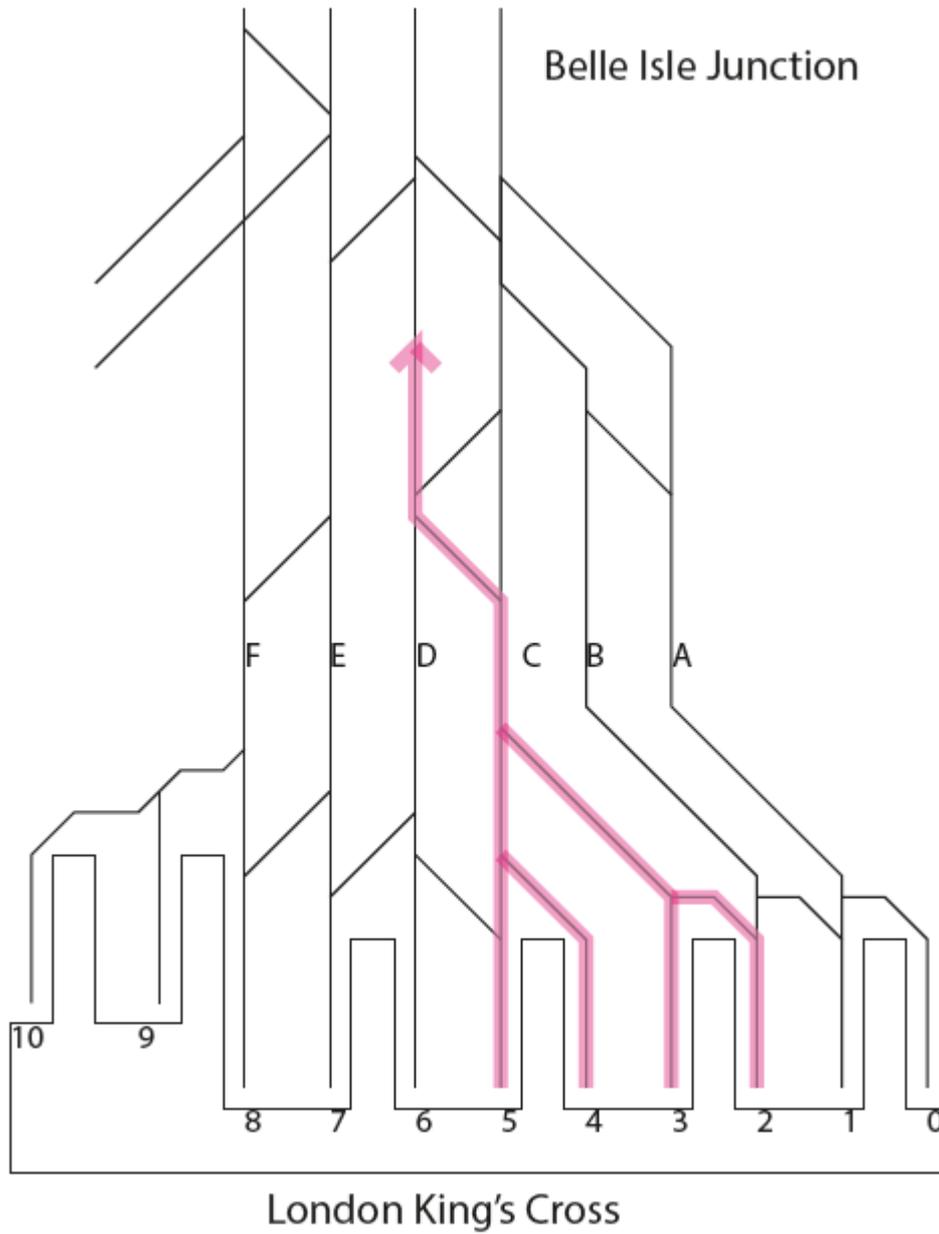
The following diagrams are supplementary to the information shown in Section 2.1

London King's Cross Area

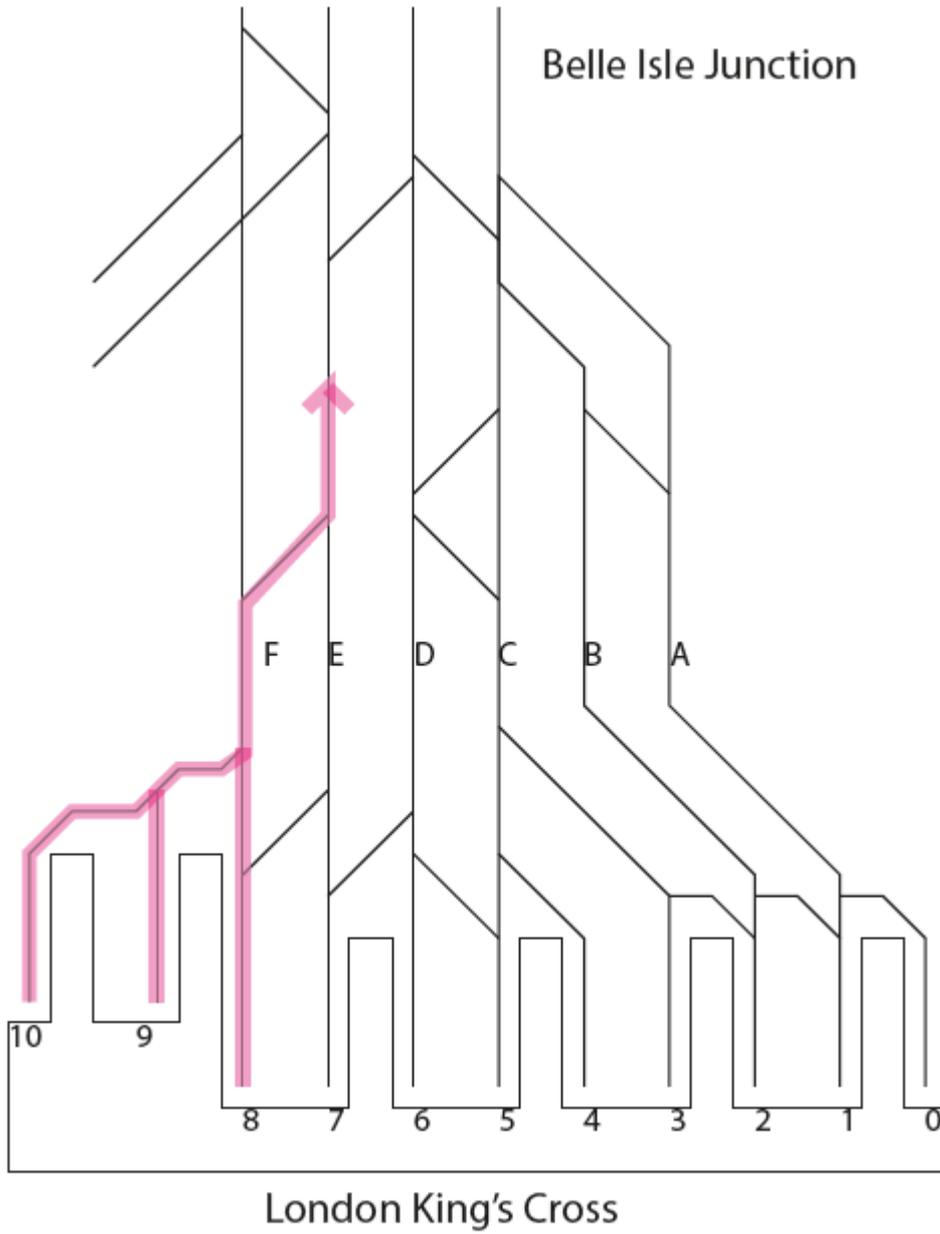
London King's Cross Route C (from Platforms 2-5)



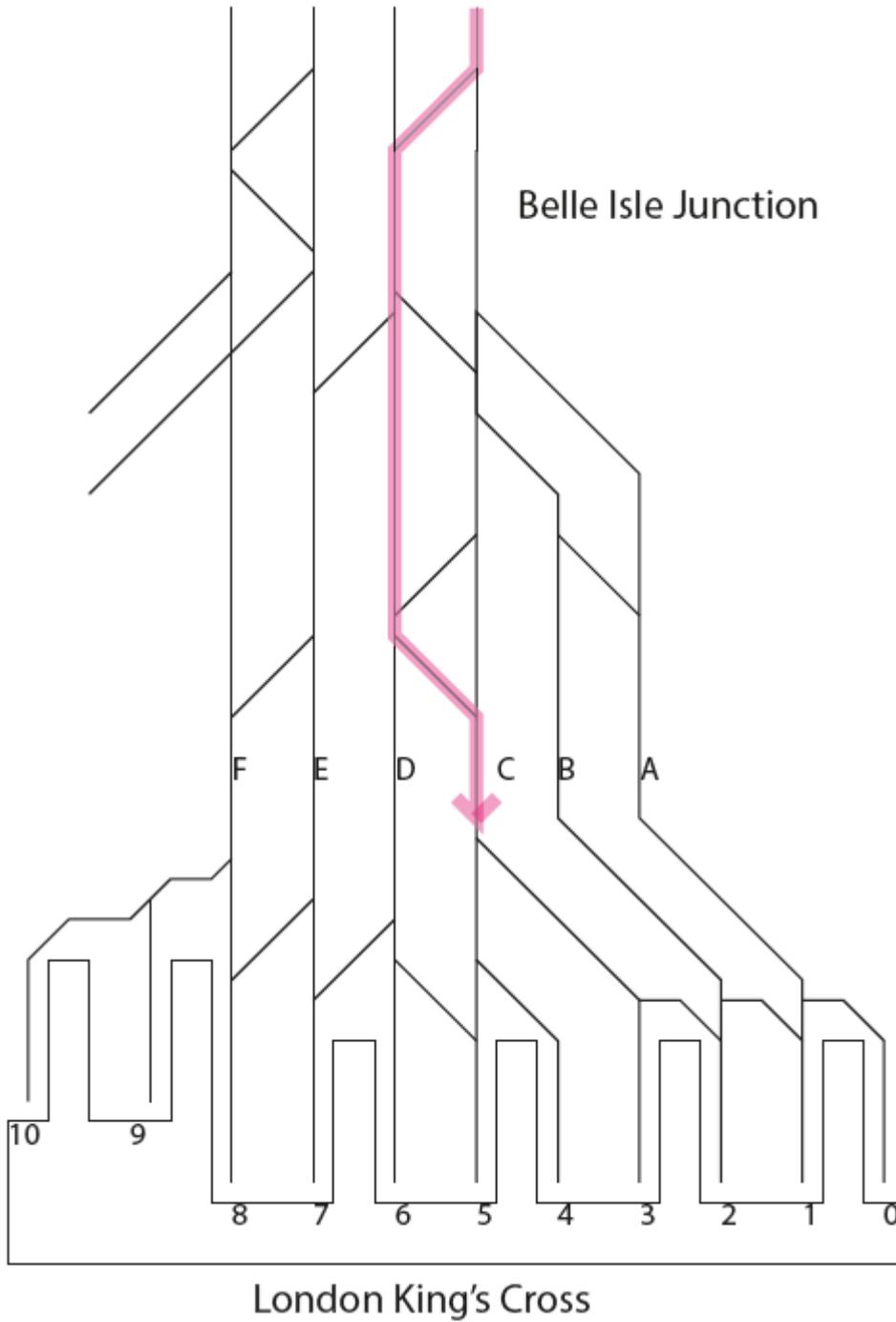
London King's Cross Route CX (from Platforms 2-5)



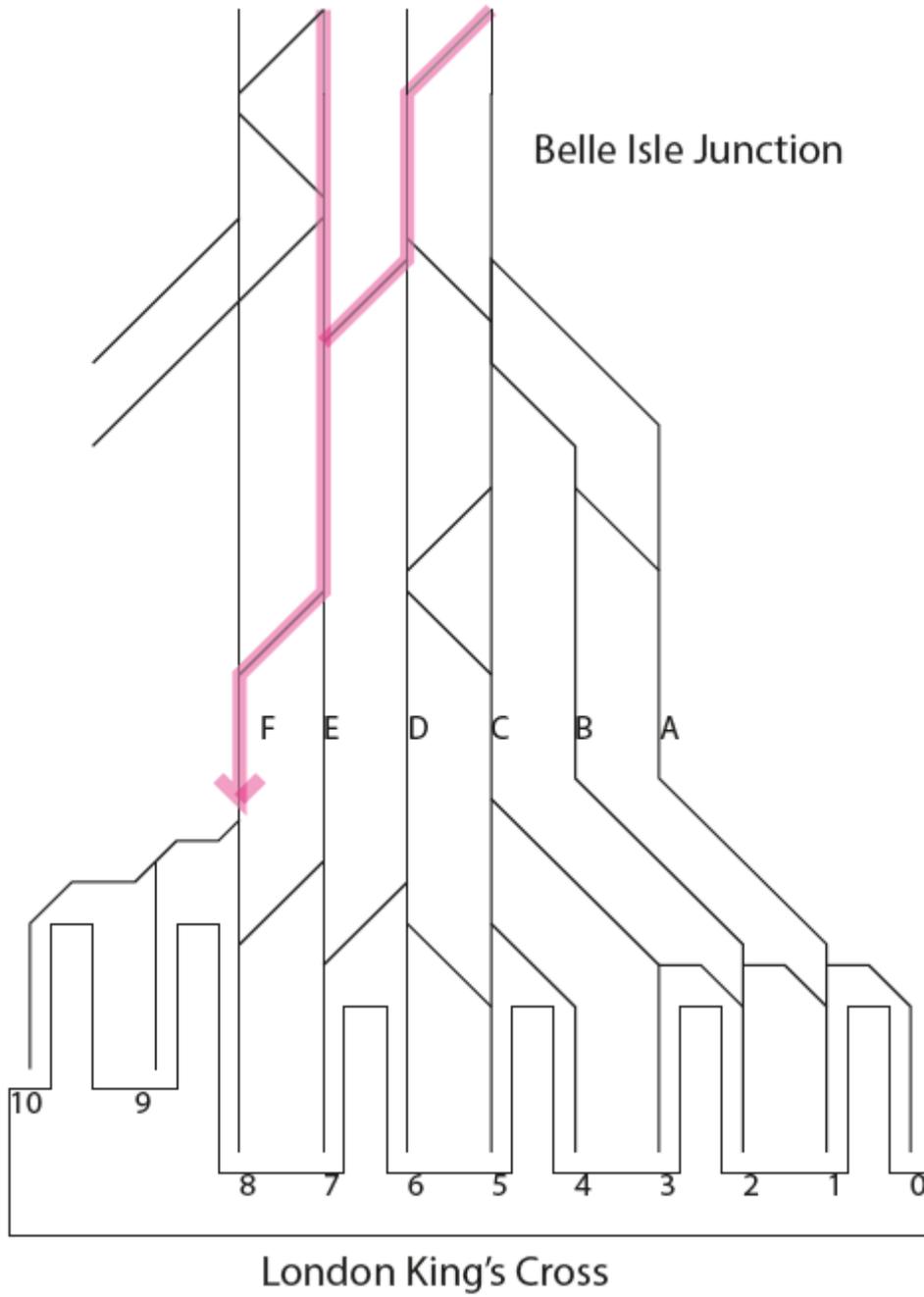
London King's Cross Route FX (from Platforms 8-10)



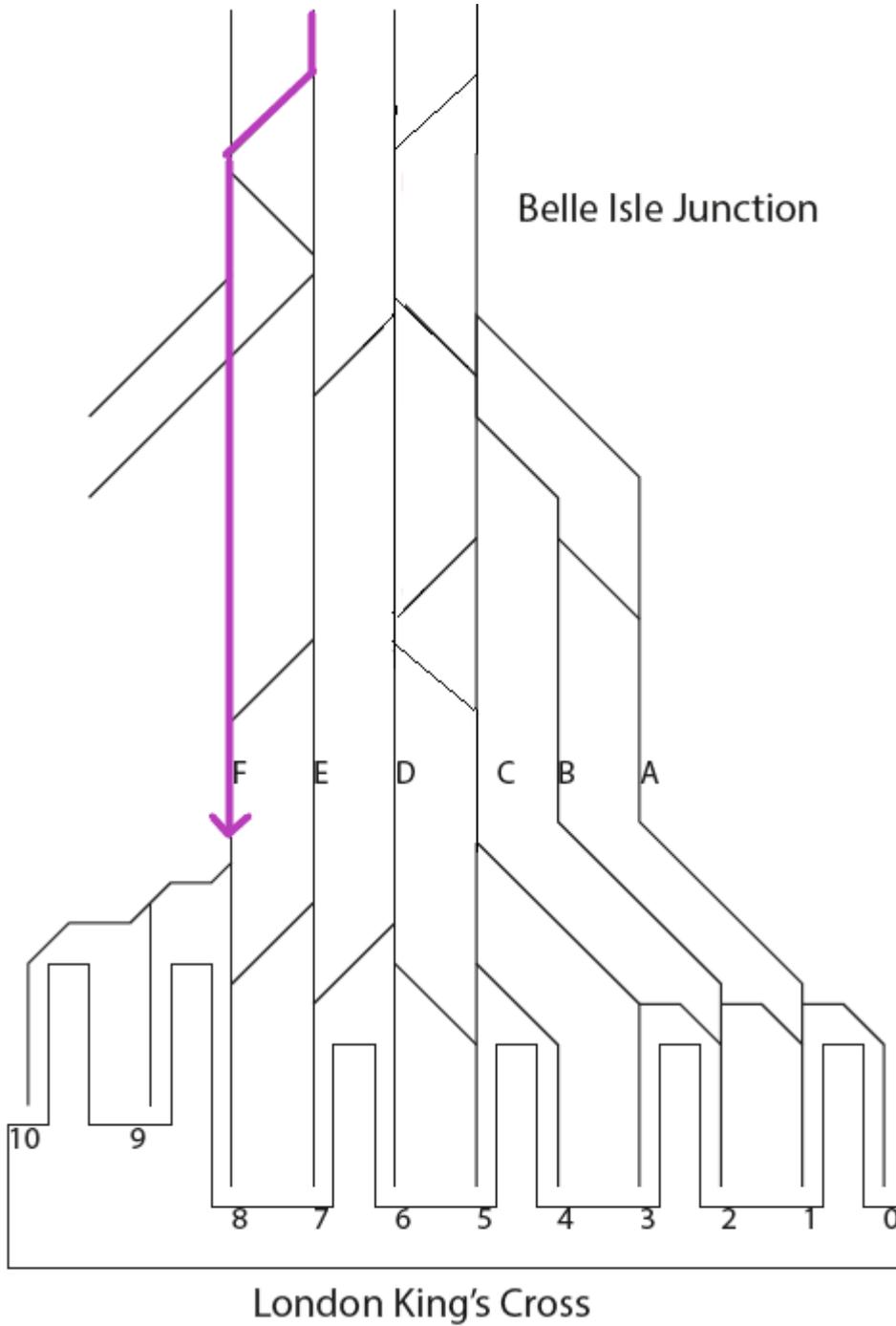
Belle Isle Route DX (into London King's Cross Platforms 2-5)



Belle Isle Route EX (into London King's Cross Platforms 8-10)



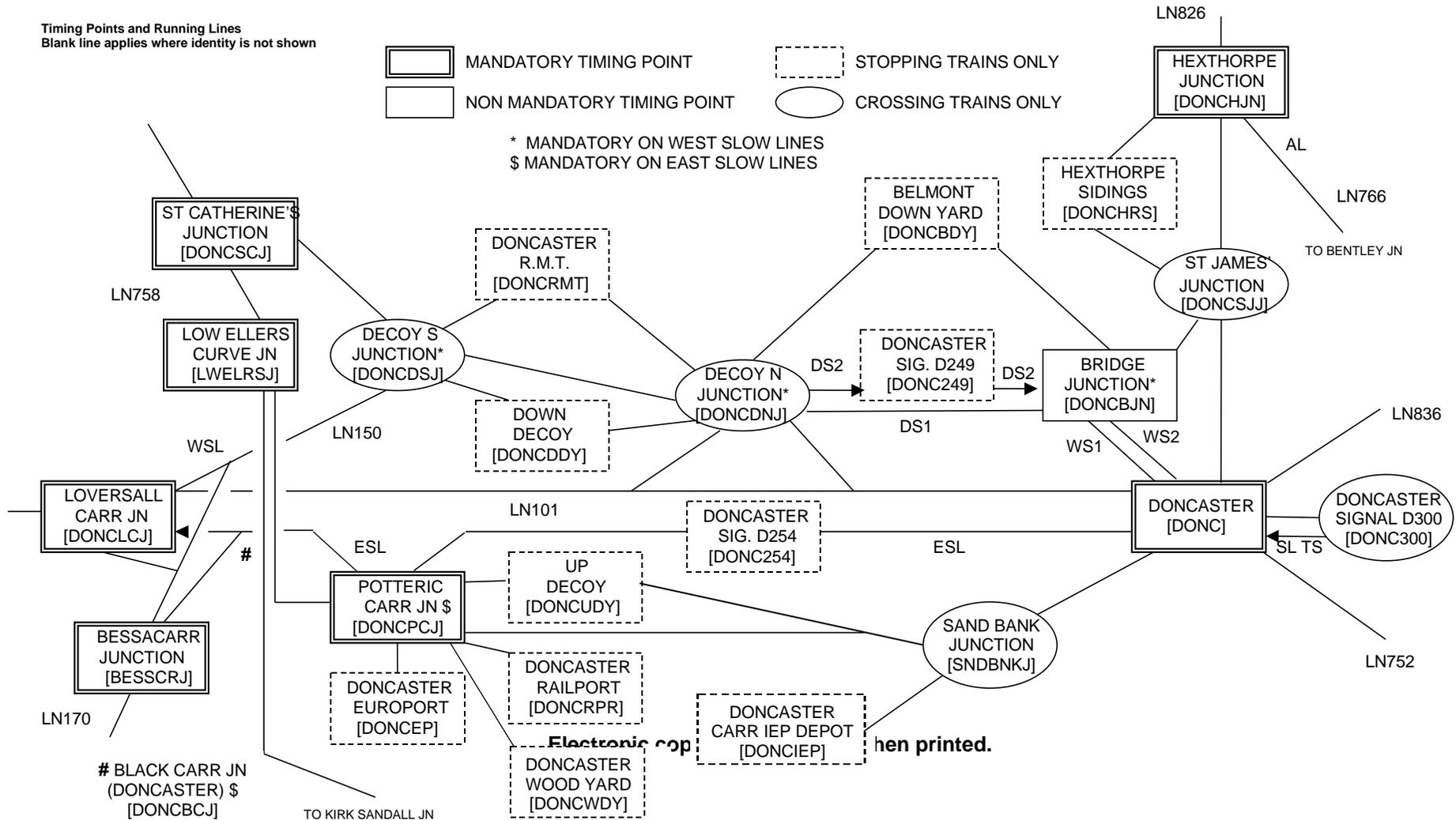
Belle Isle Route F (into London King's Cross platforms 8-10)



Appendix B Timing Point Diagrams

The following diagrams are supplementary to the information shown in Section 2.1

Doncaster Area Timing Points



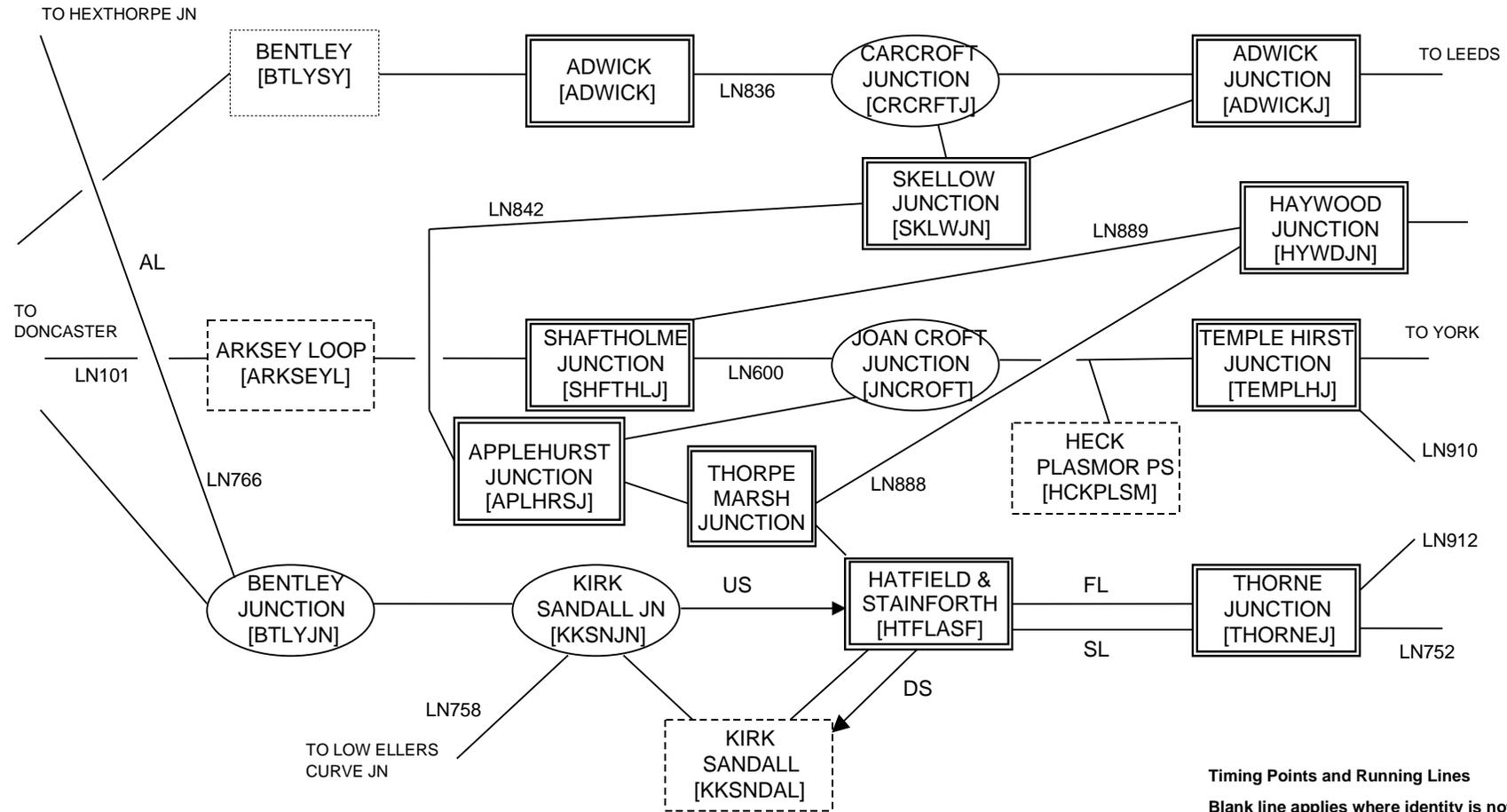
Doncaster Area Timing Points 2



MANDATORY TIMING POINT



CROSSING TRAINS ONLY

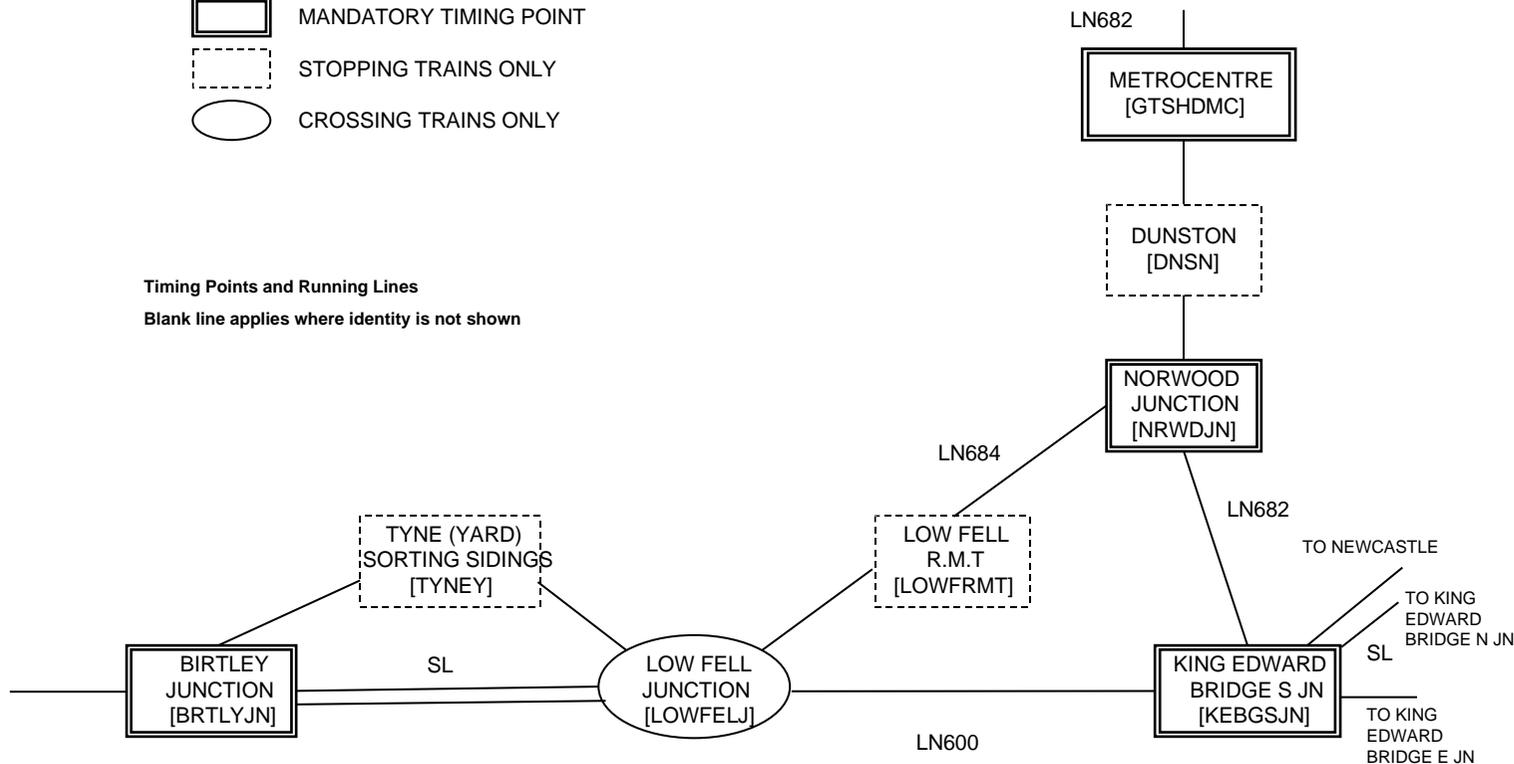


Timing Points and Running Lines
Blank line applies where identity is not shown

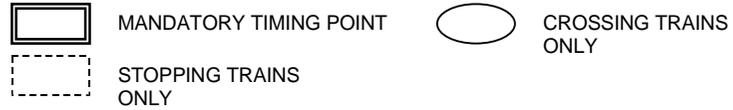
Newcastle Area Timing Points

-  MANDATORY TIMING POINT
-  STOPPING TRAINS ONLY
-  CROSSING TRAINS ONLY

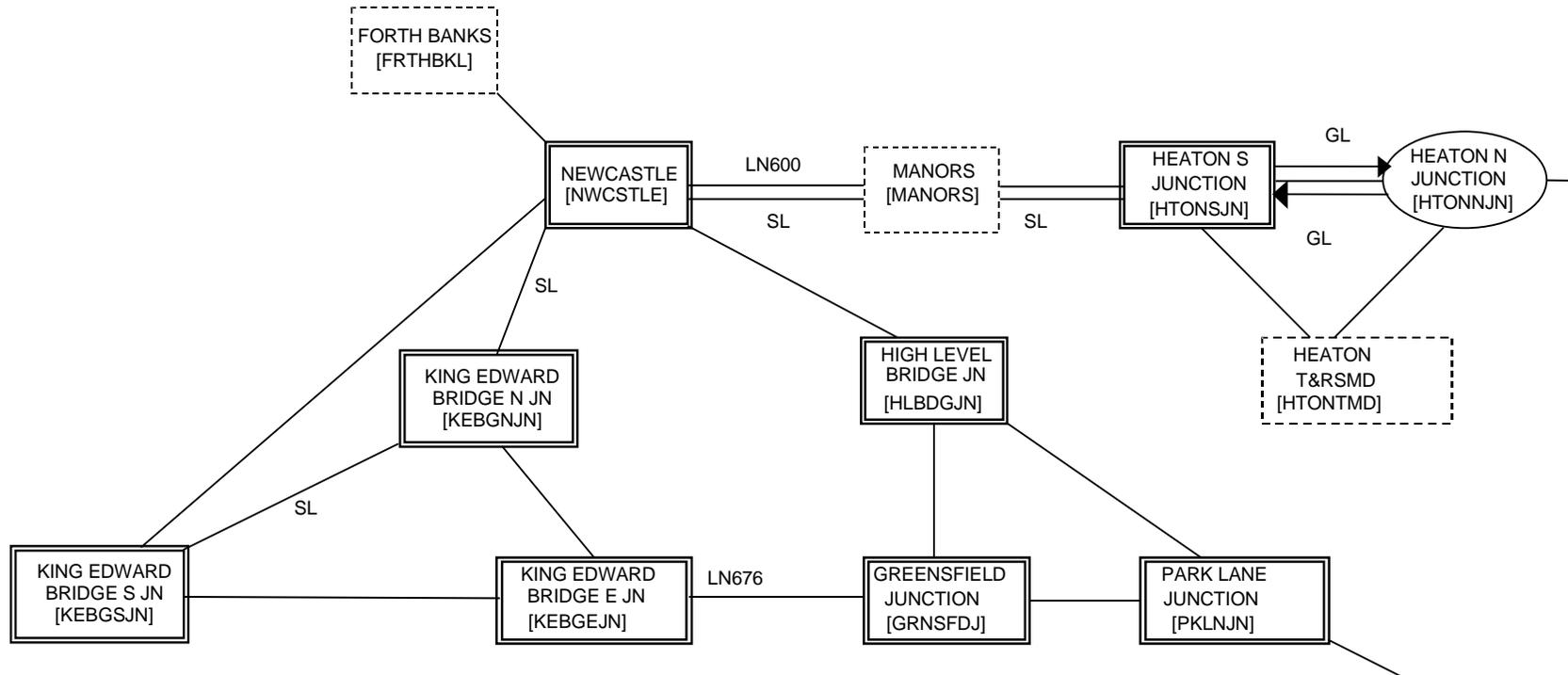
Timing Points and Running Lines
Blank line applies where identity is not shown



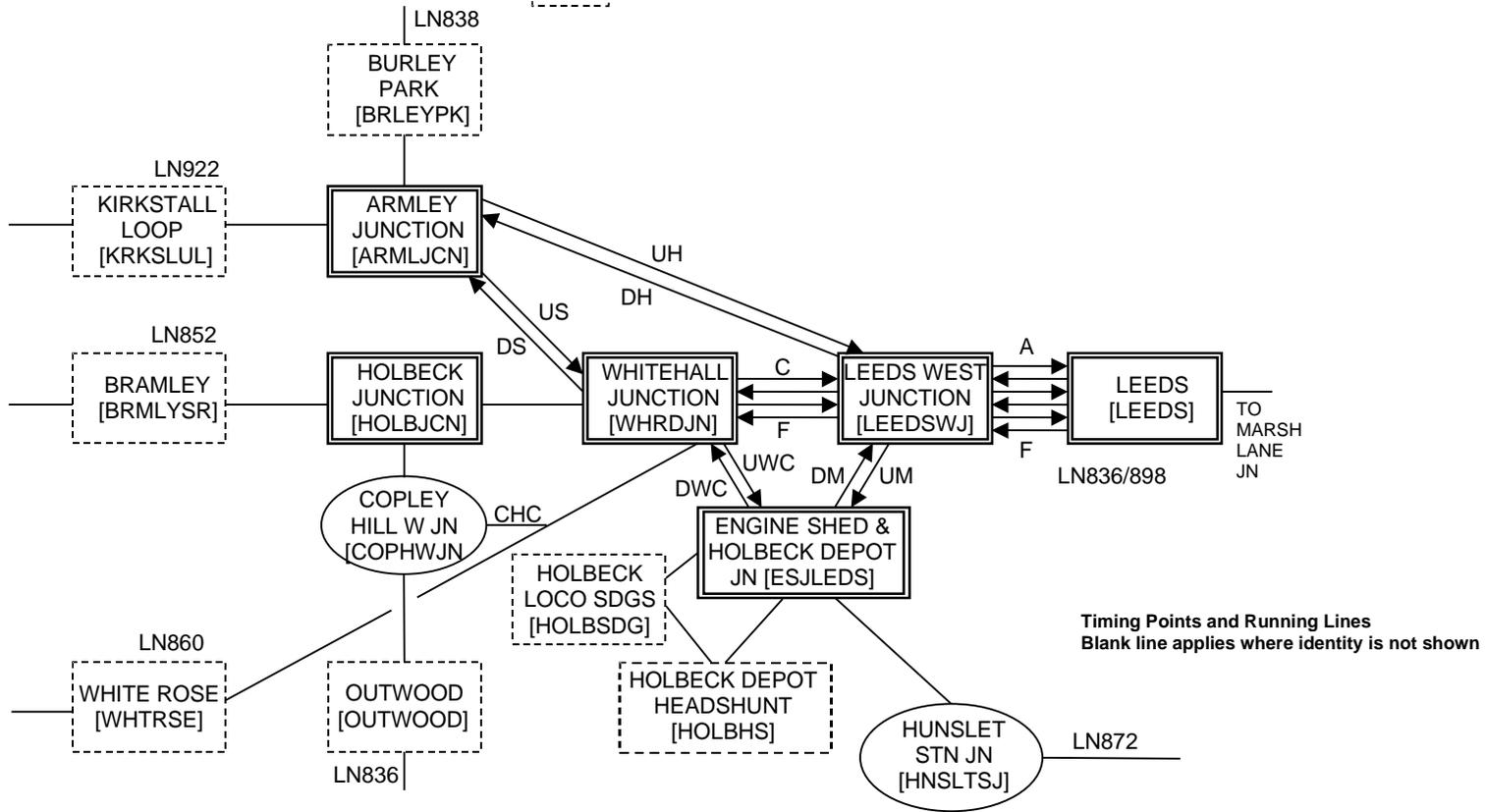
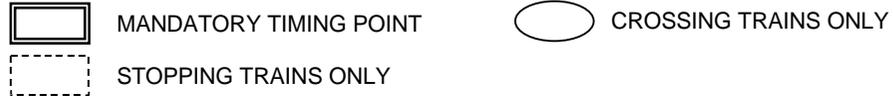
**Newcastle Area
Timing Points 2**



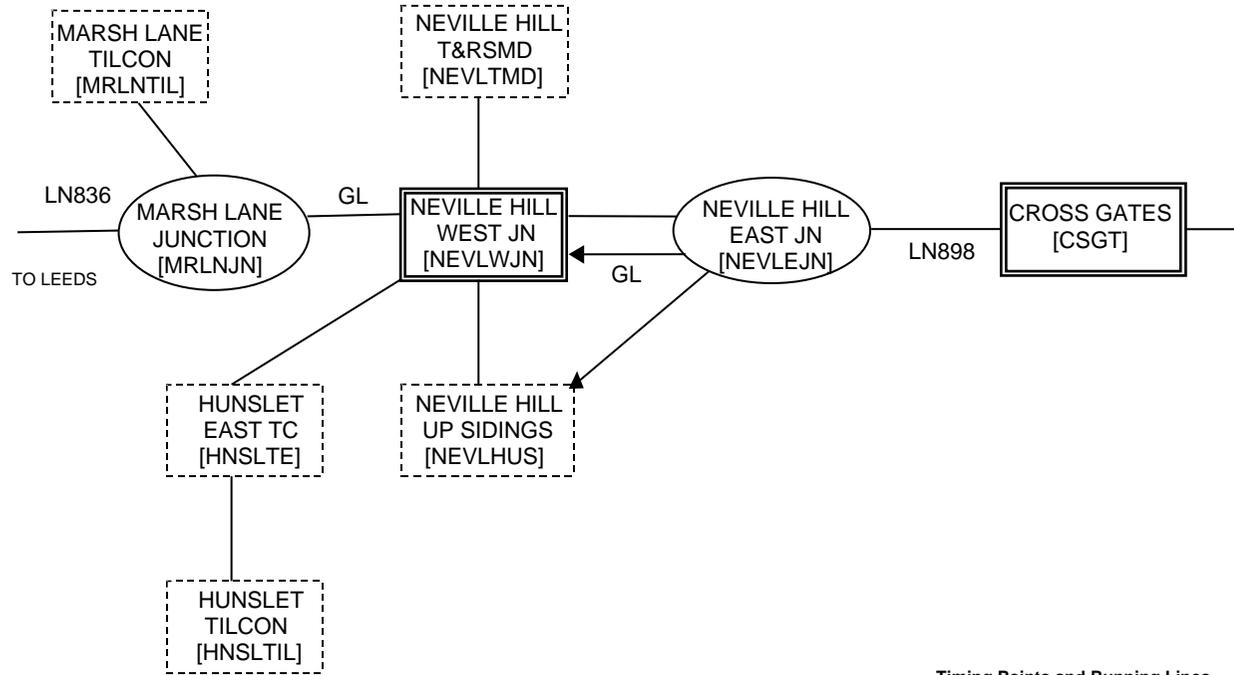
Timing Points and Running Lines
Blank line applies where identity is not shown



Leeds Area Timing Points



**Leeds Area
Timing Points 2**



Timing Points and Running Lines
Blank line applies where identity is not shown