

# **NETWORK RAIL**

# **London North Eastern**

# **Route**

# **LNE**

Week No.

# **49**

## **PERIODICAL OPERATING NOTICE**

### **CONTAINING**

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS  
INCLUDING NATIONAL OPERATING INSTRUCTIONS  
MISCELLANEOUS INSTRUCTIONS AND NOTICES

### **INCORPORATING**

SUPPLEMENT NO. 70 TO THE LNE ROUTE  
SECTIONAL APPENDIX

**SATURDAY 01 MARCH 2025**  
**to**  
**FRIDAY 06 JUNE 2025**  
**Inclusive**

For additional items during the currency of this Notice, see Section D of the  
Weekly Operating Notice (WON).

Published quarterly, on the first Saturday of March, June, September, and December.

**This notice comprises of 34 pages**

**For queries regarding the content of this publication contact:**  
**PlanningPublications@networkrail.co.uk**

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## ACKNOWLEDGEMENT SLIP

Please complete the Acknowledgement Slip below (if appropriate), detach it and hand it to your Supervisor/Manager.

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 70 to the LNE Route Sectional Appendix effective from Saturday 01 March 2025 to Friday 06 June 2025

I undertake to familiarise myself with the contents and observe the instructions therein which apply to me.

**Full Name** (in capitals): \_\_\_\_\_

**Signature** (in full): \_\_\_\_\_

**Location:** \_\_\_\_\_

**Date:** \_\_\_\_\_

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## Introduction

This Periodical Operating Notice (PON) composed of two sections:-

Part 1 contains items published for the first time in the PON. Items published in this first section that have not been published in the Weekly Operating Notice (WON) are additionally noted by a vertical line in the margin.

Part 2 contains items previously published in the PON that are still valid.

Items marked \* \* will not appear in future issues of the PON and a note must be taken of them.

### **Supplement to the Sectional Appendix**

Attached to the back of this Notice are updates to the existing Sectional Appendix in the form of a Supplement. This is not part of the PON. It is a document in its own right. It has been physically attached to the PON to:

- ensure its effective distribution to all users
- reduce the amount of raw materials consumed in its generation and distribution
- reduce costs associated with production

The Supplement is identified as Supplement No. 70 and is dated 01 March 2025. In line with current industry standards items published in the Supplement will not appear in future PONs.

**Enquiries concerning amendments to the Sectional Appendix must be e-mailed to the  
Planning Publications mailbox  
[PlanningPublications@networkrail.co.uk](mailto:PlanningPublications@networkrail.co.uk)**

**Enquiries concerning amendments to the :  
NATIONAL OPERATING PUBLICATIONS should be addressed to  
STEVE RAY, NETWORK OPERATIONS.**

**Amendments to the Rule Book and Working Manuals for Railway Staff are produced by Rail Safety  
& Standards Board.**

**NETWORK RAIL LNE ROUTE TAKE NO RESPONSIBILITY FOR ANY ERRORS THAT MAY BE  
CONTAINED IN THESE AMENDMENTS**

**Enquiries concerning amendments to the Rule Book and Working Manual should be addressed  
to:**

**RSSB  
The Helicon  
1 South Place  
London  
EC2M 2RB**

Email: [enquirydesk@rssb.co.uk](mailto:enquirydesk@rssb.co.uk)

### **RECORDING OF CONVERSATIONS**

Telephone calls to Network Rail Signal boxes, Electrical Controls and Production Controls may be recorded for the purposes of monitoring the quality of safety related information being exchanged and to assist with investigations into incidents.

**This publication is printed and distributed by APS Group**

***Telephone:***

0161 495 4515

***E-mail:***

[nrrons@theapsgroup.com](mailto:nrrons@theapsgroup.com)

**LATE OR NON-DELIVERY**

Please contact APS Group if you have not received your PON by 15.00 hours on the Wednesday prior to the operative Saturday of this publication, thus allowing adequate time to expedite tracking and replacement procedures as necessary.

If you receive this publication from your line manager or a local distribution point arrangement, then please contact them direct and NOT APS Group

## Part A - Foreword

### A1 Introduction

This document contains new and previously published amendments to National Operations Publications, which are considered too urgent to await a complete reissue of the document concerned.

### A2 Scope

This document is primarily used to publish minor changes to National Operations Publications. However, it may also be used to publish material changes that have already been consulted on but do not justify the reissue of a Rule Book module and / or handbook.

### A3 Implementation

The publication date of this document is **01 March 2025**.

### A4 Technical content

The technical content of this document has been approved by James Webb, Professional Head of Rail Operations, RSSB. Enquiries should be directed to RSSB at <https://customer-portal.rssb.co.uk/>.

### A5 Definitions

#### Material change

Where duty holders are required by a Railway Group Standard to do something physically different.

#### Minor change

A minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety, or
- Changes to operational documents affecting only one duty holder, provided that the duty holder consents to those changes.

### National Operations Publications

These are Railway Group Standards which set out mandatory requirements for direct application in the workplace and which are subject to frequent changes. These include any modules or handbooks forming part of the Rule Book (GERT8000) or its associated information handbooks with references in the RS500 series.

### Periodical Operating Notice

An official document for publishing details of changes to National Operations Publications and local operational publications to the railway industry. This is often referred to as the PON.

## Part B - Changes since previous issue

Amendment No	Publication and section
Part C - New amendments to National Operations Publications	
	<b>No new amendments</b>
Amendment No	Publication and section
Part D - Previous amendments to National Operations Publications	
	<b>No change to previous amendments</b>

## **Part C - New amendments to National Operations Publications**

**No new amendments**

**I**

## Part D - Previous amendments to National Operations Publications

### GERT8000 Rule Book

#### Handbook RS523 GSM-R Handbook

#### 8 Broadcast calls

##### Explanation of change

A GSM-R acknowledged safety broadcast can now be used by a signaller to inform drivers that a warning board or speed indicator for a temporary speed restriction is missing or obscured. Section 8.4 has been amended to include this. (This addition was first published in the December 2017 Periodical Operating Notice).

The '**Poor rail conditions**' section has now been changed to refer to 'reportable' railhead conditions to match the changes that have been made in Rule Book module TW1 'Preparation and movement of trains' to describe rail conditions.

### 8.4 Acknowledged (safety) broadcast calls

Safety broadcast calls are used to reach a clear understanding by using non verbal acknowledgement.

After listening to the message in its entirety and after the call has been terminated the driver acknowledges their understanding of the message by pressing the **ST** button.

#### Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

- Poor rail conditions.
- Animals on the line (Not tunnels).
- Defective Emergency Indicators.
- Missing or obscured Temporary Speed Restriction (TSR) board.
- Unusual events (Not Track or Signalling).

#### Scripts for safety broadcasts

The following scripts set out the content of a pre-recorded safety broadcast:

### Poor rail conditions

"This is a safety broadcast from the signaller at \_\_\_\_\_. There are reportable railhead conditions at/on\* the approach to \_\_\_\_\_. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

\*Delete as appropriate.

### Animals on or near the line

"This is a safety broadcast from the signaller at \_\_\_\_\_. There are animals on or near the line at/between\* \_\_\_\_\_ and\* \_\_\_\_\_, proceed at caution. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

\*Delete as appropriate.

### Defective Emergency Indicators

"This is a safety broadcast from the signaller at \_\_\_\_\_. There is a defective emergency indicator for a \_\_\_\_\_ mph emergency speed restriction at \_\_\_\_\_. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

### Missing or obscured TSR board

"This is a safety broadcast from the signaller at \_\_\_\_\_. There is a missing/obscured\* warning board or speed indicator\* for the \_\_\_\_\_ mph temporary speed restriction at \_\_\_\_\_. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

\*Delete as appropriate

\*\* Insert name or location.

Note: If more than one TSR board is missing or obscured for a speed restriction then a GSM-R berth-triggered broadcast message cannot be used for this purpose.

### Unusual events

"This is a safety broadcast from the signaller at \_\_\_\_\_. \* \_\_\_\_\_. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

\*Insert details of the incident, location and any speed restriction in the main body of the broadcast.

Note: unusual events can include overcrowding on station platforms. The location of the event must be easily identifiable by the signaller and the driver.

Changes to various modules and handbooks as a result of the term 'manned level crossing' being replaced by 'manually-controlled level crossing'



**Explanation of change**

It has been pointed out that the use of the term 'manned level crossing' in the Rule Book suggests that the person operating the crossing must be a man. This is not correct and the wording has been changed as necessary to refer to these crossings as 'manually-controlled'.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at [www.rsb.co.uk](http://www.rsb.co.uk) or in the Rule Book App.

<b>Rule Book module or handbook</b>	<b>Section or regulation</b>	<b>Amendment</b>
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided	5.9	Amend 'manned level crossing' to 'manually-controlled level crossing'

**Changes to various modules and handbooks as a result of the term 'pilotman' being replaced by 'pilot'**

**Explanation of change**

It has been pointed out that the use of the term 'pilotman' in Rule Book modules P1 *Single line working* and P2 *Working single and bi-directional lines by pilotman* suggests that the person carrying out the role must be a man. This is not correct and the term has been changed to 'pilot'.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at [www.rssb.co.uk](http://www.rssb.co.uk) or in the Rule Book App.

Rule Book module or handbook	Section or regulation	Amendment
G1 General safety responsibilities and personal track safety for non-track workers	5.3 5.6	Amend 'pilotman' to 'pilot'
T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided.	7.2	Amend 'pilotman' to 'pilot'
TS3 Absolute block regulations	9.1 9.2.2 9.2.4 9.5	Amend 'pilotman' to 'pilot'
TS4 Electric token block regulations	2.2 8.1.1 8.2.1 8.6.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '.
TS4 Electric token block regulations	8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8	Amend 'pilotman' to 'pilot'

TS5 Tokenless block regulations	8.1 8.2	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS5 Tokenless block	8	Amend 'pilotman' to 'pilot'

regulations	8.1 8.2 8.3 8.4 8.5 8.5.2	
TS7 No-signaller token regulations	2.2 8.1.1 8.2.1 8.3.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS7 No-signaller token regulations	3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4	Amend 'pilotman' to 'pilot'
TS8 One-train working regulations	8.1 8.4.1	Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> '
TS8 One-train working regulations	3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2	Amend 'pilotman' to 'pilot'
Handbook 5 Handsignalling duties	4 6.1	Amend 'pilotman' to 'pilot'

## Handbook RS524 List of Dangerous Goods and their United Nations numbers

**Table 1**

**Explanation of change**

The 2023 RID regulations include a number of changes to the details of UN numbers which are as shown below.

**Delete:** the following which ceased to be valid after 30<sup>th</sup> June 2023:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1169	Extracts, aromatic, liquid			

**Amend:** the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1197	Extracts, liquid for flavour or aroma	3		II, III
1345	Rubber scrap or Rubber shoddy, powdered or granulated not exceeding 840 microns and rubber content exceeding 45%	4.1		II
1872	Lead dioxide	5.1		III
1891	Ethyl bromide (Bromoethane)	3	6.1	II
2015	Hydrogen peroxide, stabilized or hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide	5.1	8	I

**Add:** the following new entry:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3550	Cobalt dihydroxide powder, containing not less than 10% respirable particles	6.1		I

## Handbook 9 IWA or COSS setting up safe systems of work within possessions

### Explanation of change

As a result of the reissue of Handbooks 6 and 7 the cross-references to those handbooks have now been changed. Sections 3.3, 3.4 and 3.5 are amended as shown below to include the new cross-references. There are no changes to any other part of section 3.

### 3.3 Safe system of work where all lines are blocked (safeguarded)

Before you can treat your safe system of work as safeguarded, you must agree with the ES or SWL that:

- there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

You must make sure that any other line at your site of work that is not inside the work site is blocked as shown in section 4.2 of handbook 6 or 4.3 of handbook 7.

### 3.4 Safe system of work using a safety barrier (fenced)

Before you can treat your safe system of work as fenced, there must be a safety barrier as described in section 3.3 of handbook 6 or section 6.5 of handbook 7 between your site of work and any open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

### 3.5 Safe system of work (separated)

Before you can treat your safe system of work as separated, you must carry out the instructions shown in section 6.6 of handbook 7 for any adjacent open line.

You must also:

- reach a clear understanding with the ES or SWL that there will be no train or OTP movements at your site of work, or
- if there are train or OTP movements at your site of work, they will be made at no greater than 5 mph (10 km/h).

A person acting as an IWA cannot use a site warden as part of this safe system of work.

## Module TS1 General signalling regulations

### Explanation of change

The module published in September 2024 incorrectly included a change to regulation 12.1 which it was finally decided would not be progressed. The wording of this regulation will now revert to that previously published, as shown below. There are no changes to any other part of regulation 12.

### **12.1 When this general signalling regulation must be used**

You must carry out this regulation if you are told that a train cannot be signalled normally because a track circuit actuator (TCA) on the train has become defective.

You must pass on the details to the next signaller who is to signal that train.

## Handbook RS524 List of Dangerous Goods and their United Nations numbers

**Table 1**

### Explanation of change

The 2025 RID regulations include a number of changes to the details of UN numbers which are as shown below.

**Amend:** the following as shown:

UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
1835	Tetramethylammonium hydroxide aqueous solution	8		II, III
2870	Aluminium borohydride in devices	4.2	4.3	
3165	Aircraft hydraulic power unit fuel tank (containing a mixture of anhydrous hydrazine and methyl hydrazine) (M86 fuel)	3	6.1 8	
3292	Batteries containing metallic sodium or sodium alloy cells, containing metallic sodium or sodium alloy	4.3		
3423	Tetramethylammonium hydroxide solid	6.1	8	I

**Add:** the following new entries:



UN Number	Substance	Dangerous Goods Class	Subsidiary Hazard(s)	Packing Group
3551	Sodium ion batteries with organic electrolyte	9		
3552	Sodium ion batteries contained in equipment or sodium ion batteries packed with equipment, with organic electrolyte	9		
3553	Disilane	2.1		
3554	Gallium contained in manufactured articles	8		
3555	Trifluoromethyltetrazole-sodium salt in acetone, with not less than 68% acetone, by mass	3		II
3556	Vehicle, lithium ion battery powered	9		
3557	Vehicle, lithium metal battery powered	9		
3558	Vehicle, sodium ion battery powered	9		
3559	Fire suppressant dispersing devices	9		
3560	Tertramethylammonium hydroxide aqueous solution with not less than 25% tetramethylammonium hydroxide	6	8	I

## Part E - Amendments summary

### GERT8000 Rule Book

Module, Issue and Section amended	Number	Published
Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4	02/18	June 2018
Various modules and handbooks	01/22	December 2022
Various modules and handbooks	02/22	December 2022
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/23	March 2023
GERT8000-HB9, issue 8, IWA or COSS setting up safe systems of work within possessions, sections 3.3 to 3.5	01/24	December 2024
GERT8000-TS1, issue 18, General signalling regulations, regulation 12.1	02/24	December 2024
Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1	03/24	December 2024

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## Miscellaneous Instructions

### **SIGNAL BOX AND GSM-R TELEPHONE NUMBERS** **LONDON NORTH EASTERN**

**Note:** GSM-R calls and messages will be diverted to another signal box/panel if:

- the signal box has closed ('switched out') while the line remains open
- the panel/workstation is unstaffed during 'Light Duty Working'.

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
Allington	03 62162	01302 362162	AL	74 8140 01
Alnmouth	03 84640	01665 830960	A	74 8220 01
Alrewas	05 65447	01332 265447	AS	74 6025 01
Ancaster	TBC	03308584568	AR	74 8141 01
Ashington				
Ashwell	05 68618	0330 8584740	AL	74 7125 01
Aycliffe TSC	08526014	033085 26014	T	N/A
Bardon Hill	05 65491	01332 265491	BH	74 7124 01
Bardon Mill (usually switched out)	NO PHONE		BM	
Barnsley	03 37096	01226 730808	BY	74 8100 01
Barton Hill	085 20177	03308 520177	BE	74 8257 01
Batley	03 39734	01132 479734	B	74 8110 01
Beckingham	03 62588	01302 362588	B	74 8163 01
Bedlington North	03 79914	01670 530085	BN	74 8297 01
Bedlington South	03 79915	01670 823444	BS	
<b><u>Bedford</u></b>	085 84899	004 8582		
Luton North Jn to Oakley.	(0330 858 4899)	(020 7644 8582)		
Beighton Station Jn.	03 37389	01142 889010	BX	74 7149 01
Bellwater Jn	N/A	01205 270513	BJ	74 8122 01
Beverley	08587752	3308587752	BS	74 8260 01
Blaydon	03 82412	0191 4147704	BN	74 8224 01
Boston West Street Junction	N/A	01205 352510	WS	74 8124 01
Brampton Fell	03 79921	01697 73306	BF	74 6451 01
Bridlington	03 79910	01262 670378	BN	74 8259 01
Brigg	03 66485	01472 266485	B	74 8238 01
Castleford	08588056	03308588056	CD	74810801
Cattal	03 79903	01423 331471	C	74 8301 01
Caverswall	05 30419	01270 530419	CL	74 7120 01
Clipstone	TBC	03308588038	C CJ	74 7157 01
Common Road	085 20176	03308 520176	-	-
Corby Gates	05 80219	01228 561244	CG	74 6450 01
Crag Hall	03 79912	01287 678209	C	74 4241 01
Cricklewood	00 48653	0207 6448653	CD	74 7167 01
Cutsyke Jn	03 39278	01132 479278	CJ	74 8119 01
Creswell	TBC	03308588043	E	74 7126 01

## Miscellaneous Instructions- Continued

### SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued

#### LONDON NORTH EASTERN – Continued

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
<b>DERBY, EAST MIDLANDS</b>				
<b>CONTROL CENTRE</b>				
<b><u>Burton WS (DY)</u></b>	05 63689	01332 263689	DY	74 7106 01
Elford to Sunny Hill (Exclusive)/				
Chellaston line/N.Staffs line				
<b><u>Chesterfield Workstation</u></b>	08 552427	01332 442427	PK, RT, SS, ST, TC, TD	74 7111 01
Clay Cross Tunnel/Morton Jn				
to Tapton Jn (inclusive)				
<b><u>Erewash Workstation</u></b>	08 552421	01332 442421	PK, RT, SS, ST, TC, TD	74 7110 01
Trent East Jn (excl) to Clay				
Cross North Jn (excl) &				
Kirkby Lane End Jn (excl)				
<b><u>Kettering Workstation</u></b>	085 52402 05 68040	01332 442402	LR	74 7153 01
Sharnbrook Jn (excl) /				
Hinkley to Wigston North Jn				
<b><u>Leicester Workstation</u></b>	085 52403 05 68245	01332 442403	LR	74 7154 01
Knighton Jn to				
Loughborough North Jn /				
Bagworth and Syston South				
/ North to Frisby (excl)				
<b><u>Mansfield Workstation</u></b>	085 52396	01332 442396	KS, MS	74 7155 01
Lincoln Street to				
McKenzies UWC				
<b><u>Netherfield Workstation</u></b>	085 52401	01332 442401	NN, GN	74 7104 01
Nottingham East Jn. (excl)				
To Bulcote / Bingham Road				
<b><u>Nottingham Workstation</u></b>	085 52399	01332 442399	MS, NN, RT, TN	74 7105 01
Attenborough Station (excl)				
To Nottingham East Jn				
Mansfield Jn to Trowell				
South Jn. (excl) / Lincoln				
Street (excl)				
<b><u>Trent Workstation</u></b>	085 52395	01332 442395	SS,ST,TC,TD,TN	74 7109 01
Loughborough North Jn. excl) to				
Castle Donnington /Spondon (excl) /				
Attenborough Station.				
<b><u>Derby (DY) Centre Panel -</u></b>	05 63688	01332 263688	DY, TD,DC, DW & EC	74 7114 01
Sunny Hill – (Inclusive) Derby station				
/ Spondon / Etches Park to				
Ambergate / Matlock / Wingfield.				
Diggle	05 85110	01457 873762	DE	74 6472 01

## Miscellaneous Instructions- Continued

### SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued LONDON NORTH EASTERN - Continued

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
<b>DONCASTER</b>				
Duty Shift Manager	<b>08586066</b>	<b>033 08586066</b>	D	74 8205 01
Stoke Tunnel – B. Bay LC Doncaster Panel 1 -100 m – 139m 71ch	08586055 08586056 08586057	08586055 08586056 08586057	D	74 8200 01
Botany Bay LC - Belmont Firbeck Jn - St Caths Jn Black Carr - Park Drain Doncaster Panel 2 139m 71ch – 154m 36ch	08586058 08586054	033 08586058 033 08586054	D	74 8201 01
Belmont - Arksey LC Kirk Sandall Jn - Marshgate Jn Conisbrough Tunnel - St - James Jn Marshgate Jn - Bentley LC Doncaster Panel 3 154m 36ch – 158m 02ch	08586061	033 08586061	D	74 8202 01
Arksey LC - Balne LC Womersley - Shaftholme Kirk Sandall - Markham Doncaster Panel 4 157m 52ch – 160m	08586059	033 08586059	D	74 8203 01
Thorne N. - K. Sandall Jn Thorne Jn - Keadby Doncaster Panel 5 1m 04ch – 18m 13ch	08586060 08586062	033 08586060 033 08586062	D	74 8204 01
Doncaster - Skellow Jn - Stainforth Jn	08586060	033 08586060	D	
Driffild	03 79911	01377 257751	D	74 8261 01
Eastfield	03 59251	01733 297251	E	74 8168 01
Egginton Jn	05 65407	01332 265407	EN	74 7115 01
Elmton & Creswell	03 66647	01909 720277	E	74 7126 01
Ferrybridge Panel 1 (Knottingley/Ferrybridge)	03 75156	01904 525156	FE	74 8114 01
Ferrybridge Panel 2 (Hensall/Sudforth Lane)	03 75128	01904 525128	FE	74 8114 01
Fine Lane Crossing	05 65415	01332 265415		
Foley Crossing	05 30367	01782 320798	FY	74 7121 01
Freemans	03 84334	01670 520008	F	74 8310 01
Frisby	05 68396	0330 8525134	F	74 7139 01
Gainsborough Central	03 66391	07515 620680	GC	74 8241 01
Gainsborough Trent Jn	085 84998	03308 584998	C	74 7109 01
Gascoigne Wood	03 75553	01904 525553	GW	74 8115 01
Goole	03 62878	01405 761959	G	74 8271 01
Goole Bridge	03 62848	01430 430012	GB	74 8272 01
Goxhill	03 65289	01302 357659	G	74 4237 01
Grangetown	03 85260	01325 345260	G	74 8276 01
Great Coates No.1	03 66259	(UN-MANNED)	GC	74 8228 01
Haltwhistle	03 79922	01434 320232	HW	74 6453 01
Hammerton	03 79902	01423 330250	H	74 8300 01
Harrogate	03 79906	01423 528735	LH	74 8304 01
Haydon Bridge	03 79923	01434 684610	HB	74 6455 01

## Miscellaneous Instructions- Continued

### SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued LONDON NORTH EASTERN - Continued

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
Heaton Control Tower	03 84795	0191 2214795	CT	
Heckington	TBC	03308584569	HN	74 8126 01
Heighington	08526008	033085 26008	H, S, T	74 8283 01
Hellifield	03 31736	01729 851387	HD	74 6425 01
Hessle Road	08588048	03308588048	HR	74826201
Hexham	03 82506	01434 609126	HE	74 6456 01
Hilton Crossing	05 65426	01332 264526	HE	74 6456 01
Holton-le-Moor	03 66487	01673 828998	HM	74 8243 01
Horbury Jn	03 39912	01132 479912	HJ	74 8106 01
Hubberts Bridge	N/A	01205 290576	HB	74 8125 01
Hutton Bonville TSC	08526018	033085 26018	Y, T	N/A
Hull Paragon	08588051	03308588051	HP	74826301
Immingham Rec Sidings	03 65280	01469 578028	IR	74 8229 01
Immingham West Jn.	03 65281	01463 572967	IW	74 8230 01
Keadby Canal	03 66479	01472 266479	N/A	N/A
<b><u>Kentish town</u></b>	08584896	085 86421		
St Pancras (HL)-/- dock in north to Belsize tunnel	(0330 858 4896)	(0330 858 6241)		
Ketton	03 59389	0330 8525590	K	74 7150 01
Kirkham Abbey	03 73201	01653 618013	K	74 8256 01
Kiveton	TBC	03308584990	KS	74 8244 01
Kirton Lime Sidings	03 66409	01909 536631	K	74 8239 01
Kiveton Park	03 66645	01909 536645	KS	74 8250 01
Knaresborough	03 79904	01423 860260	K	74 8302 01
Langham Jn	05 68617	0330 8525139	LN	74 7156 01
Langworth	03 66378	01522 753702	L	74 8244 01

## Miscellaneous Instructions- Continued

### SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued LONDON NORTH EASTERN - Continued

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
<b>LINCOLN CONTROL</b>				
<b>CENTRE</b>				
<b><u>City Workstation #1</u></b>	03 66348	01472 266348	BL/LG/SL	74 8155 01
Metheringham (excl) to East Holmes Jn (inclusive)		01522 787533		
<b><u>East Workstation # 3</u></b>	03 66344	01472 266344	WS/SL	74 8166 01
Gosberton (excl) to Metheringham (inclusive)		01522 533559		
<b><u>South Workstation # 4</u></b>	03 66355	01472 266355	WS	74 8157 01
Werrington Jn (excl) to Gosberton (inclusive)		01522 536298		
<b><u>West Workstation.#2</u></b>	03 66347	01472 266347	LG NL	74 8156 01
East Holmes Jn (excl) to G. Trent E JN & C. Willingham (excl) to Hykeham		01522 787530		
Lichfield TV Jn SB	085 55726	01543 410191	TV	74 6026 01
Longbeck	03 85453	01325 345453	L	74 4240 01
Low Gates	08526021 08526019	033085 26021 033085 26019	LG, Y	74 8280 01
Low Row	03 79924	01697 746242	LR	74 6452 01
Maltby Colliery	03 62596	01709 815106	M	74 7145 01
Malton	03 73204	01904 523204	M	74 8255 01
Mantle Lane	05 65403	01332 265403	ML	74 7163 01
Manton Jn	05 68605	0330 8586233	MJ	74 7165 01
Melton Mowbray	05 68248	0330 8525581	MN	74 7166 01
Middlesbrough	03 85317	01325 345317	M	74 8274 01
Milford	N/A	01904 525527	M	74 8109 01
Moira West Jn (MW)	05 65487	01332 265487	MW	74 7169 01
Morpeth	03 84340	01670 503575	M	74 8219 01
Northorpe	(03 66420 faulty)	07710 938240	N	74 8240 01



## Miscellaneous Instructions- Continued

Nunthorpe	03 85449	01642 324768	N	74 8273 01
Northallerton TSC	08526018	033085 26018	Y, T	N/A
Oakham	05 68613	0330 8525138	OM	74 7162 01
Oxmarsh Crossing	03 65209	01469 563209	OM	74 4238 01
Redcar	03 85452	01325 345452	R	74 8277 01
<b>PETERBOROUGH</b>				
Duty Shift Manager	085 84004	0330 858 4004		74 8139 01
<b><u>Peterborough South Panel</u></b>				
<u>Sandy – Holme LC</u>	085 25180	0330 852 5180	P	74 8137 01
Holme LC – Peterborough station south	085 25182	0330 852 5182		
<b><u>Peterborough North Panel</u></b>				
Peterborough Station south – Tallington LC	085 25181	0330 852 5181	P	74 8137 01
Tallington LC - Stoke	085 25179	0330 8525179	P	74 8138 01
Poppleton	03 73730	01904 523730	P	74 8299 01
Prince of Wales	03 75137	01904 525137	P	74 8116 01
Preston Panel A	05 82270	01772 551 270	PN	74 3546 01
Preston Panel B	05 82266	01772 551 266	PN	74 3547 01
Preston Panel C	05 82265	01772 551 265	PN	74 3548 01
Preston Panel D	05 82605	01772 551 605	PN	74 3549 01
Prudhoe	03 82502	01661 835270	PE	74 8222 01
Pyewipe Road	03 66237	(UN-MANNED)	P	74 8227 01
Rauceby	TBC	03308525003	RY	74 8142 01
Redcar Central	03 85452	01325 345452	R	74 8277 01
Roddige Crossing	05 65416	01332 265416	N/A	N/A
Scropton	085 84094	0330 8584094	SN	74 7117 01
Scunthorpe	03 66461	01472 266461	S	74 8245 01/74 4239 01
Seamer	03 73212	01904 523212	SR/YS	74 8253 01
Selby	03 75528	01904 525528	S	74 8270 01
Shildon	03 83205	01388 777958	S	74 8282 01
Shirebrook Jn	TBC	03308588040	SJ	74 7122 01
Sibsey			S	74 8123 01
Skegness	N/A	01754 764859	S	74 8120 01
Sleaford East	03 62179	01529 415808	SE	74 8145 01
Sleaford West	03 62154	01529 307476	SW	74 8146 01
Starbeck	03 79905	01423 881503	S	74 8303 01
Strensall	085 20175	03308 520175	S	74 8258 01
Sudbury	085 84098	0330 8584098	SY	74 7118 01
Swinderby	03 66396	01522 869481	S	74 8164 01
Tees	03 85237	01325 345437	TY	74 8278 01
Thoresby Colliery Jn	03 66764	01623 824627	T	74 8313 01
Thorpe Culvert	N/A	01754 880385	TC	74 4236 01
<b>THREE BRIDGES ROC</b>				
<b><u>(TWH) Core Central Workstation</u></b> Farrington (EXCL) / St Pancras to Dock Jn	085 75367	01293 621367	TWH	74 3325 01
<b><u>(TVS) Core South Workstation</u></b> Farrington (INC) to Loughborough Jn / Elephant and Castle	085 75369	01293 621369	TVS	74 3326 01

## Miscellaneous Instructions- Continued

### SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued LONDON NORTH EASTERN - Continued

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
Thrumpton	08587753	03308587753	TN	74824901
Tutbury	05 64127	01332 264127	TY	74 7116 01
Tweedmouth	03 84440	0191 2214440	TW	74 8221 01
Thoresby	TBC	03308588039	T	74 8313 01
Tursdale TSC	08526000	033085 26000	T	N/A
<b>TYNESIDE</b>				
<b>Tyneside ROC Duty Shift Manager</b>	03 82670	0191 2213670		
<b>Tyneside ROC Ashington Workstation</b>	085 86238	03308 586238	BA	74 8225 01
<b>Tyneside ROC Darlington Workstation N.</b> Northallerton T970/T971 to Chester Moor T283/T286.	03 82816	0191 2330446	T	74 8216 01
<b>Tyneside ROC Gateshead Workstation</b> Chester Moor T281/T284 , Blaydon T266/T267 to KEB T241/T243/T245/T247, HL via Greensfield T547/T549 , Heworth T58/T57.	03 82566	0191 2330447	T	74 8215 01
<b>Tyneside ROC Newcastle Workstation</b> KEB T481/T483/T485/T487 to HL via Station T522/T524, Plassey T671/T674	03 82662	0191 2330448	T	74 8214 01
<b>Tyneside ROC Sunderland Workstation</b> Heworth T63/T64 to Ryhope T6203/T6204, + South Hylton and Tyne Dock branches.	03 82369	0191 2213369	T	74 8217 01
Uffington	03 59429	0330 8584060	UN	74 7186 01
Uttoxeter	085 84095	03308584095	UR	74 7119 01
Uttoxeter Fax	085 84100	0330 8584100		
Wainfleet	N/A	01754 880365	W	74 8121 01
Wakefield Kirkgate	03 39928	01132 479928	WK	74 8107 01
Weaverthorpe	03 73208	01904 523208	W	74 8254 01
<b>WEST HAMPSTEAD (WH)</b>				
Belsize tunnel to elstree tunnel	085 84897 (0330 858 4897)	004 8577 (020 7644 8577)		
West Hampstead SSM	085 52478	01332 442478		74 7100 01
<b>(WH) Panel 1</b> –see TBROC				
<b>(WH) Panel 2</b> - Dock Jn Nth (excl) to Crickwood Jn	00 48577	020 7644 8577	WH	74 7159 01
<b>(WH) Panel 3</b> - Brent Curve Jn to Luton North Jn (incl)	00 48578	020 7644 8578	WH	74 7160 01
<b>(WH) Panel 4</b> - Luton N Jn excl) - Sharnbrook.	00 48582	020 7644 8582	WH	74 7164 01
Whissendine	03 85466	0330 8584738	N	74 8287 01
Whitehouse				
Wickenby				
Winning				
Woodburn Jn				
Woodhouse Jn				
Woolley Coal Siding				
Worksop				
Wyfordby Crossing	05 68358	0330 8525130		
Wylam	03 82501	01661 853547	WM	748 223 01
Wymondham Crossing	05 68278	0330 8584739		
Worksop	TBC	03308521569 03308525170	WP	74 7127 01

## Miscellaneous Instructions- Continued

### SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued

### LONDON NORTH EASTERN - Continued

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
<b>York Rail Operating Centre (YROC)</b>				
<b>YORK ROC</b>				
<b>Shift Signalling Manager</b> (Kings Cross Sub-ROC)	085 42108 085 42107	033 08542108 033 08542107	YA, K	74 8151 01
Hitchin Workstation		020 89290508	K	74 8136 01
Langley Workstation		020 89290505	WL, K	74 8135 01
Wood Green Workstation		020 73144137	K	74 8150 01
Finsbury Park Workstation		020 89290503	K	74 8133 01
Kings Cross Workstation		020 89290502	YA, K	74 8132 01
<b>Shift Signalling Manager</b> (Sheffield Sub-ROC)	033 085 42008	033 085 42008		74 8159 01
<b>Hartlepool Workstation</b>	085-42009	033-085-42009	NS, NF & RG	74 8281 01
<b>Halifax Workstation</b>				
Weasel Hall Tunnel (Inclusive) and Greetland Jn (Exclusive) to Bradford Interchange (Inclusive). Bradford Interchange (Inclusive) to Holbeck Jn (Exclusive)	085-42007	033-085-42007	HG, MM, DH, HB	74 8152 01
<b>Huddersfield Workstation</b>				
Standedge Tunnel (Inc) and Greetland Jnc (Incl) to Dewsbury Station and Horbury Junction SB (Exc)	085-42005	033-085-42005	HU, DH, HM	74 8154 01
Clayton West Junction (Incl) to Huddersfield Station				
<b>North Lincolnshire WS 1</b>	085-42003	033-085-42003	BD, BG, BL, CB, B	74 8158 01
Brocklesby West Jn (Incl) to Brigg (Excl)				
Wrawby Jn (Incl) to Holton le Moor (Excl)				
Wrawby Jn (Incl) to Foreign Ore Branch Jn (Excl)				
<b>North Lincolnshire WS 2</b>				
Cleethorpes to Brocklesby East Jn (Excl)	085-42004	033-085-42004	ST, P, CB, MB	74 8159 01
Ulcerby North Jn (Inc) to Goxhill SB (Excl)				
Ulceby North Jn to Humber Road Jn				
Immingham East (Excl) to Pyewipe Road SB (Excl) and Immingham reception				
Marsh West Jn to Great Coates No 1 Signalbox (Excl)				
Brocklesby West Jn (Excl) to Ulceby North Jn (Incl)				
<b>Rotherham WS</b> Hexthorpe Junction (exclusive), Bolton-Upn-Dearne (inclusive) Tapton Junction (exclusive) Woodburn (exclusive) Beighton Jnc (Exclusive) and Meadowhall (Exclusive) Barrow Hill, Masborough and Rotherham Central	085-42002	033-085-42002	S	74-8161-01
<b>Sheffield WS</b> Sheffield Station. Totley Tunnel East (exclusive), Dronfield (inclusive) and Tapton Junction (exclusive). and Meadowhall (Inclusive)	085-42001	033-085-42001	S	74-8160-01
<b>YORK ROC Brough WS</b> Howden (exclusive) to Hessle (exclusive) and Goole Bridge (exclusive) to Gilberdyke Jn (inclusive)	085-42006	033-085-420-06	TG, SG, GH	74-8153-01
Signaller Shift Manager (Leeds Sub-ROC)	03 72757	01904 644252		74 8213 01

## Miscellaneous Instructions- Continued

### SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued

### LONDON NORTH EASTERN - Continued

Signal Box	Internal	Alternative	Signal Prefix	GSM-R Contact Number
<b><u>York North Workstation</u></b> (Skelton to Northallerton)	0330 853 5772	0330 854 2382	Y	74 8206 01
<b><u>York South Workstation</u></b> (Heck to York Station, also Scarborough Branch)	0330 853 5773	0330 854 2381	Y	74 8207 01
YROC Middlesbrough Workstation	085 42010	033 085 42010	DS, MW	74 8274 01
<b><u>Leeds East Workstation</u></b>	0330 853 5771	0330 854 2378	L	74 8208 01
<b><u>Leeds East Assist Workstation</u></b>	0330 853 5770	0330 854 2349	CF	74 8209 01
<b><u>Leeds North West Workstation</u></b>	0330 853 5776	0330 854 2376	L	74 8211 01
<b><u>Leeds West Workstation</u></b> (Leeds W. Jn - Armley Jn / New Purse/ Cot Tingley/ Ardsley Tun / Woodlesford)	0330 853 5774	0330 854 2377	L, S	74 8210 01
<b><u>Leeds Ardsley Workstation</u></b> (Ardsley Tun – S. Elmsall Goldthorpe – South Kirkby Jn)	0330 853 5775	0330 854 2380	L	74 8212 01
<b><u>St Pancras (HL) / Dock Jn North to Oakley.</u></b> Shift Signaller Manager	085 84900 (01332 442478)	085 84900 (0330 858 4900)		

All Drivers are reminded to use the above numbers in order to contact Signalling staff on NRN radio.

### **GSM-R - ELECTRICAL CONTROL ROOM (ECR) CONTACT NUMBERS**

ELECTRICAL CONTROL ROOM		GSM-R CONTACT NUMBER
<b>ECO York</b>		74 4081 03
<b>ECO Derby</b>		NO GSM-R CONTACT NUMBER
Emergency: 178 or 085 40970 / 033 085 40970 085 49150 / 033 085 49150 No fax <a href="mailto:derbyecr@networkrail.co.uk">derbyecr@networkrail.co.uk</a> Covers City Thameslink / London St. Pancras High Level (domestic platforms 1-4) to Kettering North Jn / Corby		
ELECTRICAL CONTROL ROOM		GSM-R CONTACT NUMBER
ECR YORK		
Emergency: 173 + 174 / 0845 6020 173 + 0845 6020 174 <a href="mailto:york.ecryork@networkrail.co.uk">york.ecryork@networkrail.co.uk</a>	03 75622 / 01904 525 622 <u>0375952/01904525952</u>	No fax
Planning Office <a href="mailto:yorkecr.planning@networkrail.co.uk">yorkecr.planning@networkrail.co.uk</a>	085 42185 / 033 085 42185 085 42186 / 033 085 42186	No fax
From 27 <sup>th</sup> May 2023 City Thameslink / London St. Pancras Hi controlled by new ECR at Derby, see above.	High Level (domestic platforms 1-4	to Kettering North Jn / Corby now

## Miscellaneous Instructions- Continued

### GSM-R – ROUTE CONTROL CONTACT NUMBERS

NETWORK RAIL OPERATIONS CONTROL	GSM-R CONTACT NUMBER
Route Control Manager London North Eastern	74 3081 02
Route Control Manager East Midlands	74 3072 02

### OPERATIONS CONTROL OFFICE TELEPHONE (AND FAX) NUMBERS – MIDLANDS

NETWORK RAIL CONTROL		BRT	BT
Route Control Manager		085 54587	0121 345 6587
Duty Control Manager		085 54540	0121 345 6540
Fax		085 54644	0121 345 644
<b>Emergency Line</b>		<b>085 54665</b>	<b>0121 345 6665</b>
<b>Internal Emergency</b>		<b>085 54650</b>	<b>0121 345 6650</b>
<b>External Emergency</b>			<b>0121 345 6249</b>
Control Fax Numbers		085 54641	0121 345 6641
		085 54642	0121 345 6642
		085 54643	0121 345 6643
EAST MIDLANDS CONTROL	INTERNAL	EXTERNAL	FAX
<b>ROUTE CONTROL MANAGER</b>	<b>085-52400</b>	<b>01332-442400</b>	<b>085-52369, 01332-442369</b>
Line 2	085-52312	01332-442312	
			<b>085-52370,</b>
<b>TRAIN RUNNING CONTROLLER</b>	<b>085-52316</b>	<b>01332-442316</b>	<b>01332-442370</b>
Line 2	085-52317	01332-442317	
			<b>085-52362,</b>
<b>INCIDENT CONTROLLER</b>	085-52324	01332-442324	<b>01332-442362</b>
Line 2	085-52325	01332-442325	
			<b>085-52362,</b>
TECHNICAL SUPPORT ENGINEER	085-52323	01332-442323	<b>01332-442362</b>
EXTERNAL EMERGENCY	056-2333	01332-262333	
TEAM ORGANISER	085-52322	01332-442322	
CURRENT OPERATIONS MANAGER	085-52309	01332-442309	
<b>POSTAL ADDRESS</b>			
EAST MIDLANDS CONTROL CENTRE			
NETWORK RAIL			
BATEMAN STREET			
DERBY			
DE23 8JQ			

## Miscellaneous Instructions- Continued

### **NETWORK RAIL LONDON NORTH EASTERN OPERATIONS CONTROL** **OFFICE TELEPHONE (AND FAX) NUMBERS**

#### **LONDON NORTH EASTERN RAILWAY (LNER)**

<b>Pre-ICC Route Controllers</b>	<b>Internal Phone</b>	<b>External Phone</b>	<b>Fax Internal</b>	<b>Fax External</b>
Route Control Manager	085 - 35031	01904 - 718031	085 - 35003	01904-718003
Incident Controller East Coast	085 - 35030	01904 - 718030	085 - 35002	01904-718002
Incident Controller North East	085 - 35029	01904 - 718029	085 - 35002	01904-718002
Incident Controller West Yorks	085 - 35028	01904 - 718028	085 - 35001	01904-718001
Incident Controller Central	085 - 35027	01904 - 718027	085 - 35001	01904-718001
Incident Controller Infrastructure	085 - 35015	01904 - 718015	085 - 35004	01904-718004
Incident Support Controller East Coast / North East	085 - 35021	01904 - 718021	085 - 35002	01904-718002
Incident Support Controller West Yorks / Central	085 - 35024	01904 - 718024	085 - 35001	01904-718001
Train Running Controller Freight	085 - 35025	01904 - 718025	085 - 35006	01904-718006
Train Running Controller Passenger	085 - 35023	01904 - 718023	085 - 35006	01904-718006
VSTP Section (1)	085 - 35012	01904 - 718012	085 - 35005	01904-718005
VSTP Section (2)	085 - 35013	01904 - 718013	085 - 35005	01904-718005
Technical Support Engineer	085 - 35016 085 - 35058	01904 - 718016 01904 - 718058 01904 - 525745	085 - 35004	01904-718004

#### **SERVICE DELIVERY TEAM AT YORK ROC** **TELEPHONE NUMBERS**

The following contact numbers should be used for contacting the LNER Delivery Team.

In an emergency, or where the safety of the line is affected, *ALWAYS* contact the controlling signaller first.

<b>Post</b>	<b>BT</b>	<b>Internal</b>
GSM-R Contact Number (Driver Helpline)		037 5726
Emergency Line	01904 718111	085 35111
Duty Operations Mgr	01904 718124	085 35124
Resource Controller	01904 718127	085 35127
Train Crew controller	01904 718121	085 35121
Customer Service Controller	01904 718126	085 35126
Performance Analyst	01904 718122	085 35122
Maintenance Controller	01904 718129	085 35129
Drivers Emergency Help Line	01904 718125	085 35125

**All telephone calls to the London North Eastern Railway Service Delivery Team at York ROC, including the GSM-R, are digitally recorded.**

## Miscellaneous Instructions- Continued

### BRITISH TRANSPORT POLICE

#### SENTINEL HOTLINE

The telephone number for the SENTINEL Hotline for verifying PTS/IWA/COSS/PC/PICOP competencies is 0330 7262222. Please note that:

- Calls are charged at the normal rate and **not** at 60p/minute.
- All callers will receive a message warning that the call will be charged at 60p/minute. This is an OFTEL requirement and callers using this number should disregard this message.

Electrical Control Room	Internal Phone		External Phone
	Short Code #	Railway ETD	
Cathcart	176	04 53989/ 90 04 56399/ 62695	0141 632 3688 0141 632 5724
Lewisham	177	00 28400	0208 692 6786
Romford	175	00 57980/ 81/ 82	01708-730292 01708-730314
Rugby (including former Willesden area)	177 & 172	05 06422/ 533/ 47/ 46	01788 576256/ 57 01788 555422
York (North of North Muskham neutral section at Newark)	173	03 74691/ 962/ 963/ 872/ 5622	01904 525622
York (Sth of Nth Muskham At Newark)	174	03 75836/ 7 03 74902/ 06 / 03 75952	01904 525836
Derby between City Thameslink / St. Pancras (High Level) & Kettering North Jn/Corby)	178	085 49150 085 40970 (emergency)	0330 85491 0330 854 0970 (emergency)

\* If busy use the "P" button to obtain priority call.

# For emergency purposes only. Not implemented over the complete ECR area

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<b>32I</b>	<b>01 March 2025</b>
<b>32J</b>	<b>01 March 2025</b>
<b>32K</b>	<b>01 March 2025</b>
<b>32L</b>	<b>01 March 2025</b>
<b>32M</b>	<b>01 March 2025</b>
<b>32N</b>	<b>01 March 2025</b>
33	31 August 2019
34	31 August 2019
35	05 June 2021
36	05 June 2021
36A	03 June 2023
36B	03 June 2023
36C	03 June 2023
36D	03 June 2023
<b>37</b>	<b>01 March 2025</b>
<b>38</b>	<b>01 March 2025</b>
39	01 June 2024
40	01 June 2024
41	02 March 2024
42	02 March 2024

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43	02 March 2024
44	02 March 2024
45	02 March 2024
46	02 March 2024
47	<b>01 March 2025</b>
48	<b>01 March 2025</b>
49	<b>01 March 2025</b>
50	<b>01 March 2025</b>
51	07 December 2024
51A	07 December 2024
51B	01 June 2024
51C	01 June 2024
51D	04 March 2017
52	04 March 2017
52A	07 September 2024
52B	07 September 2024
53	04 June 2016
54	04 June 2016
55	04 June 2022
56	04 June 2022
57	04 June 2022
58	04 June 2022
59	04 June 2022
60	04 June 2022
61	04 June 2022
61A	04 June 2022
61B	04 June 2022
61C	04 June 2022
61D	04 June 2022
61E	04 June 2022
61F	04 June 2022
62	04 June 2022
63	05 March 2016
64	05 March 2016
65	02 December 2017
66	02 December 2017
67	03 December 2011
68	03 December 2011
69	04 June 2016
70	04 June 2016
71	03 June 2017
72	03 June 2017
73	06 June 2015
74	06 June 2015
75	04 June 2016
76	04 June 2016
77	06 June 2015
78	06 June 2015
79	07 June 2014
80	07 June 2014
81	06 June 2015
82	06 June 2015
83	06 June 2015
84	06 June 2015
85	02 December 2017
86	02 December 2017
87	06 June 2015
88	06 June 2015

89	02 December 2017
90	02 December 2017
91	06 June 2015
92	06 June 2015
93	06 December 2014
94	06 December 2014
95	02 June 2018
Page	Date Last Changed
96	02 June 2018
97	07 June 2014
98	07 June 2014
99	03 June 2017
100	03 June 2017
101	07 June 2014
102	07 June 2014
103	02 December 2017
104	02 December 2017
105	02 June 2018
106	02 June 2018
107	06 June 2015
108	06 June 2015
109	06 June 2015
110	06 June 2015
111	02 June 2012
112	02 June 2012

## Rule Book Module TS1 - General signalling regulations

### Section 13 Clause 13.2.4 – Additional Protection ZKL

#### Sections of line when a ZKL can be used.

Note Where the use of ZKL is prohibited between specified arrears, the restriction in use applies to all lines between these locations unless otherwise stated.

Routes and locations on which ZKL's can be used	Line	To and from (Signal/Points)	TC for ZKL	ELR
North and East				
Neville Hill to Micklefield	Up Hull	CF812 to L785 and L786	166	HUL4
	Dn Hull	L2320Bpts to CF813	N15	HUL4

London North Eastern Route GI - Dated: 20/12/24

## Rule Book Module TS1 - General signalling regulations

### Power Operated Points - Wrong Direction Movements

For the purposes of the Rule Book Module TS1, Section 9.2 "Movement of vehicles conveying passengers over points not fitted with locking apparatus", and Module P1, Section 2.6 (c) "points that do not need to be worked", all power operated points in running lines which are normally trailing, except those listed below, may be regarded as being equipped with facing point locks.

<u>Signal Box</u>	<u>Point Nos.</u>
Prince of Wales	2098

London North Eastern Route GI - Dated: 14/12/2019

## Rule Book Module TW1, Section 7, Dead locomotives, and Section 16, Locomotives at both ends of the train or in tandem

DB Cargo have been authorised dead haul a Class 66 locomotive in an intermediate position in trains formed of HTA vehicles, between York Yards North or South and Carlisle Kingmoor via Tyne Yard in the Down direction only.

The maximum length of the trains is 42 HTA vehicles and 2 Class 66 locomotives (including the hauling locomotive).

Where the permissible speed on the route is 75 mph or less, the trains will travel at 5 mph below the permissible speed.

London North Eastern Route GI - Dated: 27/12/18

## Rule Book Module TW1 - Preparation and movement of trains : General

### Section 7 - Hauling dead traction units

When more than two locomotives (including hauling and dead locomotives) are to be coupled together, it will not be necessary to obtain the authority of the Track Engineer, provided any conditions in the Route Availability for Diesel and Electric Locomotives are complied with.

London North Eastern Route GI - Dated: 02/12/06

# Rule Book Module TW1 - Preparation and movement of trains : General

## Section 28 - Rail Adhesion

### Poor Adhesion display sign sites (PADS Sites)

An Advance Warning sign consisting of an orange L.E.D. flashing indicator alternatively reading 'POOR (then) ADHESION' is provided at all of the following locations.

Retro-reflective black and white signs (900mm by 900mm) as below will also be provided at these sites.

[pid=6048; href=activetext\\_img\\_6048.gif:](#)

When the Advance Warning Sign is illuminated poor adhesion conditions will exist at that site and Drivers will not be stopped specially and advised.

• PADS Sites	• <u>Line</u>	• <u>PADS</u> <u>Board</u>	• <u>"C"</u> <u>Board</u>	• <u>"T" Board</u>
<b>LN3201 ST. PANCRAS TO CHESTERFIELD (VIA DERBY)</b>				
• Napsbury – Harpenden • Chiltern Green - Napsbury	• Down • Slow • Up • Slow	• 18.72 • 26.40	• 19.18 • 25.20	• 24.75 • 19.18
• Chiltern Green – Leagrave Jn • Leagrave Jn – Chiltern Green	• Down • Slow • Up • Slow	• 26.50 • 35.10	• 27.20 # • 33.20 #	• 32.70 # • 27.20 #
• Leagrave Jn – Flitwick Jn • Flitwick Jn – Harlington	• Down • Slow • Up • Slow	• 33.60 • 41.39	• 36.40 • 40.50	• 40.30 • 36.79

# "C" & "T" boards also on DFL & UFL

**DATED: 27/12/2023**  
**ARCHIVED: 27/12/2023**

### Dock Junction Link Line

The Dock Junction Link Line is normally blocked by CTRL using the CTRL rules. However when it is blocked by Network Rail the Modular Rule Book T3 is authorised as supplemented by Network Rail local procedures.

**London North Eastern Route GI - Dated: 27/12/2023**

National exceptions to MU trains

- Class 185 trains are not permitted to run at MU or DMU speeds
- Class 390 trains are not permitted to run at MU or EMU speeds
- Class 253 and 254 trains formed with less than three coaches between the power cars are not permitted to run at MU or DMU speeds

**National GI - Dated: 22/06/20**

## ANIMALS ON THE LINE

### NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS

Where the rules and regulations (General Signalling Regulation 18.2 and Rule Book Module TW1 section 20) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

- domestic, for example, dogs
- deer
- not more than six sheep

However, drivers are still required to make an initial report of the animals being 'on the line' and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.

Once a report is received from a driver, then a general call will be put out via GSM-R / CSR to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.

Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

### SWANS ON THE LINE

A train need only be cautioned for a swan on the line if the swan is reported to be within the "four foot" of the line concerned

**London North Eastern Route GI - Dated: 07/05/16**

## AXLE COUNTERS

### The following Lines of Route are equipped with axle counters

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules TS1 Regulation 13.2, T3 protection and Handbook 8, and Handbook 21:

- Re-railing, resleepering or reballasting
- Removal of rails with axle counter heads
- Tamper operations past axle counter heads, other than:
  - those using a split-head tamping machine suitable for tamping single sleepers around axle counters
  - journeys of the tamper to or from the work site
- Stoneblower or ballast cleaner/regulator operations past axle counter heads, but not including journeys to or from the work site
- Any other work, which may affect axle counter heads.

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and East Midlands Control Centre area, Engineering Possession Reminders must be applied for all possessions. A Signalling Technician must be provided for the reset in accordance with EPR procedures.

\* Where Sections of Line Equipped are marked with an asterisk, a Signalling Technician must be provided to re-set the equipment.

Permanent Way and S & T Equipment utilising wheels for movement along tracks, such as trolleys and engineering skates, must not be used without the permission of the COSS/PC/SWL/PICOP.

When giving up a possession, the PICOP must confirm that any affected axle counter sections are fit for use.

The following activities may be undertaken with lines open to traffic where a safe method of working has been established in advance that does not require Rule Book, Modules TS1 Regulation 13.2, T3 protection Handbook 8 and Handbook 21:

- Rail grinding past axle counter heads
- Any work near axle counter heads with tools or any equipment which cannot impact on the operation of the axle counter heads
- Loading and unloading of materials

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and the East Midlands Control Area Special Train Reminders must be applied by the Signaller. The Signaller may reset the axle counters, if necessary, in accordance with STR procedures.

### Rule Book Module TW5 Preparation and movement of trains - Defective or isolated vehicles and on-train equipment - Section 25.4 - Moving vehicles with wheelskates

Traction units or vehicles fitted with wheelskates must not pass over the above routes unless the movement has been planned and the signaller advised.

## London North Eastern Route Sectional Appendix Module LN1

Route	Sections of Line Equipped
LN101 – Kings Cross to Shaftholme Jn	All lines between 0m 0ch at Kings Cross station and Holloway 1m 40ch
LN101- Kings Cross Tto Shaftholme Jn	Down Slow / Down Fast / Down Main Lines between 18m 63ch and 35m 55ch Up Slow / Up Fast / Up Main lines between 19m 01ch and 38m 05ch
LN101 – Kings Cross to Shaftholme Jn	Down Slow / Down Stamford line and Up Stamford line between 78m 35ch (ECM 1) 20m 13ch (PMJ) and 79m 79ch (ECM 1) 18m 48ch (PMJ) (Helpston Jn)
LN105 – Finsbury Park to Moorgate	All lines between 03m 7ch at Drayton Park and 0m 00ch at Moorgate station.
LN115 – Copenhagen Junction to Camden Road Central Junction	North London incline 0m 0ch to 0m 7ch
LN120- Wood Green North Jn to Langley Jn via Hereford	Down Hereford line between 28m 05ch and 29m 0ch Up Hertford Line between 27m 75ch and 28m 01ch
LN125- Hitchin Cambridge Jn to Royston (Route Boundary)	Down Royston line Between 32m 11ch and 33m 75ch Up Royston line between 32m 11ch and 34m 15ch
LN126 Hitchin North Jn to Hitchin East Jn	Down Royston Flyover between 32m 53ch and 33m 32ch
LN3214 Canal Tunnel Junction to Belle Isle Junction	Up Canal Tunnel line between 0m 52ch and 0m 18ch, Down Canal Tunnel Line between 0m 50ch and 0m 53ch
LN145 – MARHOLM JN TO GLINTON JN	Up and Down Werrington lines between 0m 00ch and 1m 64ch
LN170 - WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN	All Down and Up lines between 80m 12ch (WEB 1) to 83m 29ch (West Holmes Jn). All Down and Up lines between 85m 20m (Pyewipe Jn Exclusive) and 98m 75ch (Gainsborough Trent West Jn)
LN185 ALLINGTON WEST JN TO SKEGNESS	Down Sleaford between Allington signal AL3433 & Ancaster signal AR2 / Up Sleaford between Ancaster signal AR28 & Allington signal AL3434
LN200 - WRAWBY JN TO PELHAM STREET JN	All lines between Down 38m 10ch / Up 39m 39ch and Pelham Street Jn. Down Barnetby 20m 78ch / Up Barnetby 20m 10ch to Wrawby Junction
LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA COAST	Down Main between 70m 17ch & 70m 71ch / Up Main between 71m 12ch & 70m 30ch / Up Loop between 71m 12ch & 69m 45ch Down Sunderland between 75m 10ch & 81m 64ch Up Sunderland between 74m 03ch & 82m 30ch Down Sunderland between 61m 01ch & 67m 06ch. Down Sunderland between 70m 17ch & 70m 71ch. Down Sunderland between 75m 10ch & 81m 64ch Up Sunderland between 60m 79ch & 67m 18ch. Up Sunderland between 70m 30ch & 71m 12ch. Up Sunderland between 74m 03ch & 82m 30ch. Up Cliff House Loop between 71m 12ch & 69m 45ch
LN632 Stockton Cut Jn. To Saltburn	All Up and Down Saltburn lines between 11m17ch and 14m 03ch. (Newport East Jn) All Up and Down Saltburn Slow Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn Fast Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn lines between 15m70ch (Whitehouse) and 16m 40ch Down Goods between 13m 44ch and 13m 64ch, Up Goods 1 form 13m 56ch to 13m 64, Up Goods 2 from 13m 21ch to 13m 64ch.
LN634 Guisborough Jn to Nunthorpe	Nunthorpe Single between 0m 00ch and 0m 17ch
LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JN	Down Ferryhill between 0m 00ch & 9m 09ch. Up Ferryhill between 9m 72ch & 0m 00ch

## London North Eastern Route Sectional Appendix Module LN1

LN652 BILLINGHAM-ON-TEES TO PORT CLARENCE JN	Down Belasis between 0m 00ch & 1m 03ch. Up Belasis between 1m 03ch & 0m 00ch
LN648 NORTON-ON-TEES WEST TO NORTHON-ON-TEES EAST	Down Norton Curve between 0m 28ch & 0m 00ch. Up Norton Curve between 0m 00ch & 0m 28ch
LN736 CLEETHORPES TO NUNNERY MAIN LINE VIA RETFORD	Cleethorpes Single Up direction from 93m 22ch all lines to Up Cleethorpes 97m 67ch. Up Cleethorpes from 100m 20ch to Up Cleethorpes 104m 52ch. Up Cleethorpes from 106m 15ch to Up Cleethorpes 108m 38ch. Down Cleethorpes from 108m 32ch to Down Cleethorpes 105m 60ch. Down Cleethorpes from 104m 65ch to Down Cleethorpes 99m 70ch Down Cleethorpes from 97m 00ch all lines to Cleethorpes Single Down direction 93m 22ch. Down Worksop between 49m 64ch & 42m 56ch. Up Worksop between 42m 56ch & 49m 04ch.
LN740 GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN	All Lines from Marsh West Junction (Inclusive) to Up Grimsby 108m 21ch Down Grimsby 108m
LN741 HABROUGH JN TO ULCEBY SOUTH JN	All
LN742 KILLINGHOLME TO BROCKLESBY JN	Up Immingham, Brocklesby East Junction (Exclusive) 99m 72ch to Immingham Reception Sidings (Exclusive) 102m 48ch Down Immingham, Immingham Reception Sidings (Exclusive) 102m 18ch to Brocklesby East Junction (Exclusive) 99m 72ch
LN744 ULCEBY NORTH JN to BARTON ON HUMBER	Down Barton Ulceby North Jn Inclusive to 100m 40ch to 101m 10ch Up Barton 100m 51ch to Ulceby North Jn Inclusive 100m 40ch
LN752 WRAWBY JN TO MARSHGATE JN	Up Scunthorpe from 26m 34ch to Wrawby Jn Inclusive 33m 34ch Wrawby Jn Inclusive 33m 34ch to Down Scunthorpe 26m 42ch. Up Line between 18m 15ch and 18m 22ch, Down Main 18m 24ch and 18m 15ch
LN804 TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)	All lines from Tapton Jn to 149m 62ch Down / 149m 20ch Up
LN806 TAPTON JN TO MASBROUGH JN	All lines from Tapton Jn to 147m 67ch Down / 147m 38ch Up
LN810 SHEPCOTE LANE WEST JUNCTION TO TINSLEY SOUTH JUNCTION	Down/Up South West Curve from Shepcote Lane West Jn 161m 24ch to Tinsley South Jn 161m 63ch
LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE	Down/Up Sheffield Tram Transfer line from Tinsley North Jn 0m 00ch to Spring Points 0m 22ch
LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER LINE	Down/Up Parkgate Tram Transfer Line from Parkgate Jn 0m 00ch to Parkgate Stabling Section 0m 15ch
LN816 BEIGHTON JN TO WOODHOUSE JN	Down Beighton between 46m 56ch and 47m 52ch Up Beighton between 46m 56ch and 47m 44ch
LN818 HOLMES CURVE	Down/Up Holmes Curve from Holmes Junction 0m 00ch to Rotherham Central Junction 0m 62ch
LN824 MOORTHORPE JN TO SOUTH KIRKBY JN	Down South Kirkby between 175m 0ch and 0m 5ch. Up South Kirkby between 0m 18ch and 0m 11ch.
LN830 WOODBURN JUNCTION TO ALDWARKE JUNCTION	Up Tinsley Line from Broughton Lane Jn 1m 36ch to Aldwarke New Site 6m 39ch Down Tinsley line from Aldwakre New Site 6m 39ch to Broughton Lane Jn 1m 36ch

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LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN	Down Doncaster between 161m 38ch and 174m 63ch. Up Doncaster between 162m 42ch and 174m 63ch
LN848 HARE PARK JN TO CROFTON JN	Down Crofton Branch between 171m 70ch and 172m 49ch. Up Crofton Branch between 171m 70ch and 172m 01ch.
LN860 – DIGGLE TO COPLEY HILL EAST JN	Down Huddersfield line between 32m 60ch and 41m 20ch Up Huddersfield line between 40m 44ch to 33m 25ch
LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)	Oakley to Kettering Station Up fast, Down Fast lines from 53m 72ch to 71m 73ch & Oakley to Kettering North Jn Up Slow & Down Slow lines from 53m 72ch to 74m 00ch. Loughborough North Jn (Exc) to all Lines up to Breadsall Down from 113m 07ch to 132m 7ch All Lines Up from 132m 48ch to 113m 46ch Wingfield (Exc) to Tapton Jn (Inc) All Lines Down 143m 17ch to 146m 59ch. All lines Up 146m 59ch to 142m 13ch
LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN	All lines except in Nottingham Station Platforms
LN3207 TRENT EAST JN TO CLAY CROSS NORTH JN	All
LN3228 TRENT EAST JN TO SHEET STORES JN	All
LN3232 WIGSTON NORTH JN TO HINCKLEY	Up line from Route Boundary to 2m 77ch (signal CT2982).
LN3239 DERBY NORTH JN TO CHADDESDEN SIDINGS	All lines, exclusive of storage sidings 5-7
LN3249 LENTON SOUTH Jn. TO LENTON NORTH Jn.	All
LN3252 MANSFIELD JN TO TROWELL SOUTH JN	All
LN3255 RADFORD Jn. TO KIRKBY LANE END Jn.	All lines from Radford Jn to 127m 20ch
LN3261 TRENT SOUTH JN TO TOTON SOUTH JN	All
LN3264 ATTENBOROUGH JN TO MEADOW LANE JN	All
LN3273 CODNOR PARK JN TO SHIREBROOK JN	Codnor Park Jn to 138m 09ch Down Kirkby / 137m 46ch Up Kirkby
LN3501 DERBY LONDON ROAD JN TO TAMWORTH EXCLUSIVE	Stenson Jn (Exc) to London Road Jn (inc) All Lines from 3m 60ch to 0m 00ch
LN3505 NORTH STAFFORD JN TO STOKE JN (EXCLUSIVE)	* Down Main between signals Uttoxeter 5 & Uttoxeter 6 / * Up Main between signals Caverswall 22 & Caverswall 23 / Between Foley Crossing SB & Stoke Jn
LN3515 MELBOURNE JN TO SINFIN	Single line from Melbourne Jn (Inc) to 130m 72ch.
LN3520 SHEET STORES JN TO STENSON JN	All lines Sheet Stores Jn to Down Chellaston 125m 11ch/Up Chellaston 124m 58ch
LN3601 KETTERING NORTH JN TO MANTON JN	Kettering Nth Jn (Inc) to Manton Jn (exc) Down Corby from 74m 00ch to MJ5 (exc) Up Corby MJ6 (Inc) to 74m 00ch
LN3605 CORBY BSC WORKS TO CORBY NORTH	Corby Station South Junction (Inc) to Corby BSC Works, (Exc)
LN3625 NOTTINGHAM EAST JN. TO NEWARK FLAT CROSSING (EXCLUSIVE)	All – Except, Down Newark 2m 40ch to 7m 18ch and Up Newark 6m 75ch to 2m 52ch.
LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN.	All lines from Down Grantham 122m 53ch / Up Grantham 123m 16ch to Netherfield Jn.
LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE	Up Harrogate 5m 40ch to 16m 67ch Down Harrogate 5m 53ch to 16m 62ch
LN898 NEVILLE HILL EAST JN TO HULL	All Down and Up lines between 20m 6ch (HUL1) to 6m 27ch (HUL1).
LN912 THORNE JN TO GILBERDYKE JN	All Down and Up lines between 02m 33ch (TGJ2) to 0m 00ch (Gilberdyke Jn).



## London North Eastern Route Sectional Appendix Module LN1

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules TS1 Regulation 13.2, T3 protection and Handbook 8; and Handbook 21:

- Re-railing, resleepering or reballasting
- Removal of rails with axle counter heads
- Tamper operations past axle counter heads, other than:  
those using a split-head tamping machine suitable for tamping single sleepers around axle counters
- journeys of the tamper to or from the work site
- Stoneblower or ballast cleaner/regulator operations past axle counter heads, but not including journeys to or from the work site
- Any other work, which may affect axle counter heads.

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and East Midlands Control Centre area, Engineering Possession Reminders must be applied for all possessions. A Signalling Technician must be provided for the reset in accordance with EPR procedures.

\* Where Sections of Line Equipped are marked with an asterisk, a Signalling Technician must be provided to re-set the equipment.

Permanent Way and S & T Equipment utilising wheels for movement along tracks, such as trolleys and engineering skates, must not be used without the permission of the COSS/PC/SWL/PICOP.

When giving up a possession, the PICOP must confirm that any affected axle counter sections are fit for use.

The following activities may be undertaken with lines open to traffic where a safe method of working has been established in advance that does not require Rule Book, Modules TS1 Regulation 13.2, T3 protection and Handbook 8 and Handbook 21:

- Rail grinding past axle counter heads
- Any work near axle counter heads with tools or any equipment which cannot impact on the operation of the axle counter heads
- Loading and unloading of materials

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and the East Midlands Control Area Special Train Reminders must be applied by the Signaller. The Signaller may reset the axle counters, if necessary, in accordance with STR procedures.

Rule Book Module TW5 Preparation and movement of trains - Defective or isolated vehicles and on-train equipment, Section 25.4 - Moving vehicles with wheelskates

Traction units or vehicles fitted with wheelskates must not pass over the above routes unless the movement has been planned and the signaller advised.

**London North Eastern Route GI - Dated: 27/12/2024**

## CAR F1 RESTRICTION

Car Shape F1 is prohibited to run on sections that have electrified lines. This is an existing out of gauge compatibility restriction on the existing electrified network South of Kettering North Junction. This restriction is now extended to Wigston South Junction (SPC3 95m 37ch).

**East Midlands Route GI – Dated: 28/07/2024**

## CLASS 87 LOCOMOTIVES

From 00:01 HOURS ON SUNDAY 28<sup>TH</sup> JULY 2024, Class 87 locomotives are prohibited from being hauled (pantograph down) or under their own power between Kettering North Junction and Wigston South Junction (ELR SPC3) due to electrical clearance constraints.

**East Midlands Route GI – Dated: 28/07/2024**

# CLASS 950 (formerly Class 150) TRACK RECORDING UNIT (TRU) ROUTES AND RESTRICTIONS

The Class 950 TRU (formerly Class 150) may be worked over all lines detailed in Table A of the London North Eastern Sectional Appendix subject to the following restrictions:

Route	Restriction
Moorgate – Drayton Park	Prohibited (diesel prohibition)
Northallerton Longlands Jn – Newcastle East Jn via the coast	Speed restriction of 40mph between Monkwearmouth and East Boldon; 91m 32ch - 93m 17ch

London North Eastern Route GI - Dated: 06/04/13

## CLASS 373/2 TRAINS: ROUTES AND RESTRICTIONS

The Class 373/2 may be worked over the lines listed below subject to the restrictions listed in 2.

### 1. Routes

#### North London Incline Line

- a) Camden Road Central Jn - Copenhagen Jn

#### East Coast Main Line

- d) All Main and Fast lines between Kings Cross and York
- e) All Slow and Goods lines and Passenger Loops between Kings Cross and York
- f) Ferme Park Carriage Sidings - Nos. 1, 2 and 3 lines
- g) Ferme Park North Jn to Wood Green South Jn - Down Carriage line
- h) Peterborough to New England North, Easfield South Down Arrival, Eastfield North Down Departure, Eastfield North Up Arrival, Eastfield South Up departure
- i) Between Loversall Carr Jn and Decoy North Jn via Down and Up Lincoln Flyover.
- j) Holgate Loop and Down Sidings
- k) Marshgate Jn to Down Thorne Limit of Shunt via Down Thorne (electrified sections only) except:
  - (i) Up Decoy Goods lines 1, 2 and 3 and Transfer line
  - (ii) No.1 Slow line Kings Cross – Belle Isle

#### Hertford Loop

- c) Wood Green South Jn to Langley Jn

### 2. Restrictions

#### 2.1 Speed Restrictions

Speed shall be restricted to the lower of 125 mph or the permissible line speed except:

- a) between the locations shown in figures i, ii, iii the maximum speed must not exceed 110mph:
  - (i) Down Fast line between 59m 10ch and 59m 30ch (Huntingdon North Jn)
  - (ii) between Grantham (105m 77ch) and Shaftholme Jn (160m 00ch Down/160m 20ch Up)
  - (iii) between Colton Jn (182m 75ch) and York
- b) Maximum speed of 60 mph if any trailer vehicle suspension deflated
- c) Hitchin Underbridge No.102 (32m 03ch)                      20 mph                      Up Slow
- d) Hitchin Underbridge No.102 (32m 03ch)                      50 mph                      Down Slow

**Note:** these speed restrictions are not signed at the lineside, except restriction (a) i,

## Line Clear Verification (LCV)

In accordance with Network Rail Standard "NR/L3/OCS/084 - Line Clear Arrangements Following Engineering Works in Axle Counter areas - Line Clear Verification Process", the following must be observed.

The LCV process applies to the following line of routes.

LCV will also apply at any signalling location where part of the applicable possession is within any of the following line of routes listed below:

<u>Route</u>	<u>Sections of Line Equipped</u>
LN101 – Kings Cross to Shaftholme Jn	All Lines Between 0m 00ch at Kings Cross Station and Holloway 1m 40ch
LN101 – Kings Cross to Shaftholme Jn	Down Slow / Down Stamford line and Up Stamford line between 78m 35ch (ECM 1) 20m 13ch (PMJ) and 79m 79ch (ECM 1) 18m 48ch (PMJ) (Helpston Jn)
LN105 – Moorgate to Finsbury Park	All lines from Drayton Park 3m 07ch to Moorgate station 0m 00ch
LN115 – Copenhagen Junction to Camden Road Central	North London Incline 0m 00ch to 0m 07ch
LN120 Wood Green North Jn to Langley Jn via Hertford	Down Hertford line Between 28m 05ch and 29m 0ch Up Hertford Line between 32m 11ch and 34m 15ch
LN125 Hitchin, Camebridge Jn to Royston (Route Boundary)	Down Royston line Between 32m 11ch and 33m 75ch Up Royston line between 32m 11ch and 34m 15ch
LN126 Hitchin North Jn to Hitchin East Jn	Down Royston Flyover between 32m 53ch and 33m 32ch
LN3214 – Canal Junction to Belle Isle Junction	All Canal Tunnel line between 0m 52ch and 0m 48ch Down Canal Tunnel line between 0m 50ch and 0m 53ch
LN145 – MARHOLM JN TO GLINTON JN	Up and Down Werrington lines between 0m 00ch and 1m 64ch
LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION VIA LINCOLN	All Down and Up lines between 80m 12ch (WEB) to 83m 29ch (West Holmes Jn). All Down and Up lines between 85m 2ch (Pyewipe Jn Exclusive) and 98m 75ch (Gainsborough Trent West Jn)
LN195 GRANTHAM, NOTTINGHAM BRANCH TO ALLINGTON WEST JN (INCLUSIVE)	Down Grantham 109m 55ch to Netherfield Jn Up Grantham Netherfield Jn to 109m 50ch
LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION	Up line from Pelham Street Jn 41m 26ch to Cherry Willingham 38m 40ch Down line from Pelham Street Jn 41m 26ch to Cherry Willingham 38m 15ch Down Barnetby 20m 78ch / Up Barnetby 20m 10ch to Wrawby Junction
LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA COAST	Down Sunderland between 61m 01ch & 67m 06ch. Down Sunderland between 70m 17ch & 70m 71ch. Down Sunderland between 75m 10ch & 81m 64ch Up Sunderland between 60m 79ch & 67m 18ch. Up Sunderland between 70m 30ch & 71m 12ch. Up Sunderland between 74m 03ch & 82m 30ch. Up Cliff House Loop between 71m 12ch & 69m 45ch
LN632 Stockton Cut Jn. To Saltburn	All Up and Down Saltburn lines between 11m17ch and 14m 03ch. (Newport East Jn) All Up and Down Saltburn Slow Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn Fast Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn lines between 15m70ch (Whitehouse) and 16m 40ch Down Goods between 13m 44ch and 13m 64ch, Up Goods 1 form 13m 56ch to 13m 64, Up Goods 2 from 13m 21ch to 13m 64ch.
LN634 Guisborough Jn to Nunthorpe	Nunthorpe Single between 0m 00ch and 0m 17ch
LN646 NORTON-ON-TEES SOUTH JN TO FERRYHILL SOUTH JN	Down Ferryhill between 0m 00ch & 9m 09ch. Up Ferryhill between 9m 72ch & 0m 0ch

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LN648 NORTON-ON-TEES WEST JN TO NORTHON-ON-TEES EAST JN	Down Norton Curve between 0m 28ch & 0m 00ch. Up Norton Curve between 0m 0ch & 0m 28ch
LN652 BILLINGHAM JN TO PORT CLARENCE JN	Down Belasis between 0m 00ch & 1m 03ch. Up Belasis between 1m 03ch & 0m 00ch
LN694 BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON	All lines between Bebside level crossing 14m 67ch and Coatsworth Junction 16m 15ch
LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN	Bedlington Junction 0m 0ch to Ashington 3m 05ch
LN736 CLEETHORPES TO NUNNERY MAIN LINE VIA RETFORD	All Lines Down Direction from 108m 32ch to 93m 22ch, Up Direction from 93m 22ch to 108m 38ch
LN740 GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN	All Lines from Marsh West Junction (Inclusive) to Up Grimsby 108m 21ch Down Grimsby 108m
LN741 HABROUGH JN TO ULCEBY SOUTH JN	All
LN742 KILLINGHOLME TO BROCKLESBY JN	Up / Down Immingham 99m 72ch (Brocklesby East Junction Exclusive) to Immingham Reception Sidings (Exclusive)
LN744 ULCEBY NORTH JN to BARTON ON HUMBER	Down Barton Ulceby North Jn Inclusive to 101m 10ch Up Barton 100m 05ch to Ulceby North Jn Inclusive
LN752 WRRAWBY JN TO MARSHGATE JN	Down / Up Scunthorpe from 26m 20ch to Wrawby Jn Inclusive.
LN804 TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD)	All lines from Tapton Jn to 149m 62ch Down / 149m 20ch Up
LN806 TAPTON JN TO MASBROUGH JN	All lines from Tapton Jn to 147m 67ch Down / 147m 38ch Up
LN807 DORE SOUTH JN TO DORE WEST JN	Dore Single between 153m 75ch and 154m 34ch.
LN808 DORE STATION JUNCTION TO EARLES SIDING	Up Hope Valley between 164m 66ch and 0m 60ch
LN810 SHEPCOTE LANE WEST JUNCTION TO TINSLEY SOUTH JUNCTION	Down/Up South West Curve from Shepcote Lane West Jn 161m 24ch to Tinsley South Jn 161m 63ch
LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE	Down/Up Sheffield Tram Transfer line from Tinsley North Jn 0m 00ch to Change of Operational Rules 0m 12ch
LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER LINE	Down/Up Parkgate Tram Transfer Line from Parkgate Jn 0m 00ch to Parkgate Stabling Section 0m 15ch
LN818 HOLMES CURVE	Down/Up Holmes Curve from Holmes Junction 0m 00ch to Rotherham Central Junction 0m 62ch
LN824 MOORTHORPE JN TO SOUTH KIRBY JN	Down South Kirkby between 175m 0ch and 0m 5ch Up South Kirkby between 0m 18ch and 0m 11ch
LN830 WOODBURN JUNCTION TO ALDWARKE JUNCTION	Up Tinsley Line from Broughton Lane Jn 1m 36ch to Aldwarke New Site 6m 39ch Down Tinsley line from Aldwarke New Site 6m 39ch to Broughton Lane Jn 1m 36ch
LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN	Down Doncaster between 161m 38ch and 174m 63ch Up Doncaster between 162m 42ch and 174m 63ch
LN848 HARE PARK JN TO CROFTON JN	Down Crofton Branch between 171m 70ch and 172m 49ch Up Crofton branch between 171m 70ch and 172m 01ch

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LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)	Oakley to Kettering Station Up fast, Down Fast lines from 53m 72ch to 71m 73ch & Oakley to Kettering North Jn Up Slow & Down Slow lines from 53m 72ch to 74m 00ch. Loughborough North Jn (Exc) to Derby North Jn (Exc) All Lines Down from 113m 07ch to 128m 04ch All Lines Up from 128m 04ch to 113m 46ch Wingfield (Exc) to Tapton Jn (Inc) All Lines Down 143m 17ch to 146m 59ch. All lines Up 146m 59ch to 142m 13ch
LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN	All
LN3207 TRENT EAST JN TO CLAY CROSS NORTH JN	All
LN3228 TRENT EAST JN TO SHEET STORES JN	All
LN3232 WIGSTON NORTH JN TO HINCKLEY	Up line from route boundary to 2m 77ch (signal CT2982).
LN3249 LENTON SOUTH JN TO LENTON NORTH JN	All
LN3252 MANSFIELD JN TO TROWELL SOUTH JN	All
LN3255 RADFORD JN TO KIRKBY LANE END	All lines from Radford Jn to 127m 20ch
LN3261 TRENT SOUTH JN TO TOTON SOUTH JN	All
LN3264 ATTENBOROUGH JN TO MEADOW LANE JN	All
LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)	All lines London Road Jnc (Inc) to Stenson Raynors UWC (Exc) 0m 00ch to 4m 16ch
LN3515 MELBOURNE JN (INC) TO SINFIN	Single Line, Melbourn Jnc (Inc) to Sinfen North (Exc) 131m 15ch to 130m 73ch
LN3601 KETTERING NORTH JN TO MANTON Jn	Kettering Nth Jn (Inc) to Manton Jn (exc) Down Corby from 74m 00Ch to MJ5 (exc) Up Corby MJ6 (Inc) to 74m 00ch
LN3605 CORBY BSC WORKS TO CORBY NORTH	Corby Station South Junction (Inc) to Corby BSC Works, (Exc)
LN3625 NOTTINGHAM EAST JN (excl) TO NEWARK FLAT CROSSING (excl)	All lines from Nottingham East Jn to Down Newark 2m 40ch / Up Newark 2m 52ch
LN3635 ALLINGTON WEST JN (excl) TO NETHERFIELD JN	All lines from Down Grantham 122m 53ch / Up Grantham 123m 16ch to Netherfield Jn
LN3273 CODNOR PARK JN TO SHIREBROOK JN	Codnor Park Jn to 138m 09ch Down Kirkby / 137m 46ch Up Kirkby
LN3505 NORTH STAFFORD JN TO STOKE JN (EXCLUSIVE)	Between Foley Crossing SB & Stoke Jn
LN3520 SHEET STORES JN TO STENSON JN	All lines Sheet Stores Jn to Down Chellaston 125m 11ch/Up Chellaston 124m 58ch
LN3625 NOTTINGHAM EAST JN. TO NEWARK FLAT CROSSING (EXCLUSIVE)	All – Except Down Newark 2m 40ch to 7m 18ch and Up Newark 6m 75ch to 2m 52ch
LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN	All lines from Down Grantham 122m 53ch / Up Grantham 123m 16ch to Netherfield Jn
LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE	Up Harrogate 5M 40ch to 16m 67ch Down Harrogate 5m 53ch to 16m 62ch
LN860 DIGGLE JN TO COPLEY HILL EAST JN	Down Huddersfield between 32m 59ch to 40m 30ch Up Huddersfield between 40m 25ch and 33m 25ch

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LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN	Down Cutsyke between 0m 50ch & 56m 43ch Down Cutsyke between 56m 43ch & 0m 10ch
LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN	Down Goole between 56m 16ch & 56m 65ch Up Goole between 56m 65ch & 56m 0ch
LN898 NEVILLE HILL EAST JN TO HULL	All Down and Up lines between 20m 6ch (HUL1) to 6m 27ch (HUL1).
LN912 THORNE JN TO GILBERDYKE JN	All Down and Up lines between 02m 33ch (TGJ2) to 0m 00ch (Gilberdyke Jn).

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## LINE OF ROUTE NUMBER REPLICATION

In order to facilitate production of 4 separate WONs for the LNE Territory (North, Centre, South and East Midlands), the NAU have allocated a second LOR number to all or part of some LORs listed in this appendix.

Only one of the replicated LORs has been built into this Sectional appendix, and the following table shows the relationship between replications.

LOR included in Sectional Appendix	Replicated LOR NOT shown in Sectional Appendix	Notes
LN101 - Kings Cross to Shaftholme Jn.	LN720 - Doncaster Black Carr to Skelton Bridge	Replicates part between Doncaster Black Carr and Shaftholme Jn
LN150 – Flyover East Jn to Decoy North Jn	LN722 – Flyover East Jn to Decoy North Jn	Complete LOR replicated.
LN170 - Werrington Jn to Flyover East Jn	LN726 - Gainsborough Lea Road to Flyover East Jn.	Replicates Gainsborough Lea Road to Flyover East Jn.
LN200 - Wrawby Jn to Pelham Street Jn	LN728 - Wrawby Jn to Pelham Street Jn	Complete LOR replicated.
LN210 - Newark Crossing Curve	LN732 - Newark Crossing Curve	Complete LOR replicated.
LN215 - Boultham Jn to Pyewipe Jn	LN734 - Boultham Jn to Pyewipe Jn	Complete LOR replicated.
LN600 - Shaftholme Jn. to Reston.	LN720 - Doncaster Black Carr to Skelton Bridge	Replicates part between Shaftholme Jn and Skelton Bridge
LN736 - Cleethorpes to Nunnery Main Line Jn (via Retford)	LN225 - Cleethorpes to Retford	Replicates Cleethorpes to Retford
LN748 - Retford Western Jn to Thrumpton West Jn	LN230 - Retford Western Jn to Thrumpton West Jn	Complete LOR replicated.
LN832 - Doncaster Bridge Jn to Saint James Jn	LN240 - Doncaster Bridge Jn to Saint James Jn	Complete LOR replicated.

**NOTE:** The only exception to the above is for the *Holgate Jn to Skelton Jn* Line of Route which is replicated in Module 3 under LN618 and in Module 7 under LN724.

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## LOCKOUT PROTECTION SYSTEMS

### STAFF PROTECTION SYSTEMS (LOCKOUT)

The provision and application of Staff Protection Systems (often referred to as Lockouts), are of the following types: -

A LOD (E) system inhibits moves in both directions on a section of line including moves into and out of the Protected Area and is a Captive Key system where the key is normally retained in the instrument.

A LOD (K) system prevents signalled moves into the Protected Area and is a Captive Key system where the key is normally retained in the instrument.

A LOD (T) system prevents signalled moves into the Protected Area and is a Key Enabled system where the authorised user must obtain the key before operation can commence.

LOD (P), system prevents signalled moves against one direction of traffic on a Bi-directional line, enabling staff to utilise lookout protection for a single direction. It is a Key Enabled system where the authorised user must obtain the key before operation can commence.

The LOD (E), LOD (K), LOD (T), equipment may be used as an alternative to the protection arrangements outlined in Rule Book Modules TS1, Regulation 13, and Handbook 8, however all relevant Rules for establishing a Safe System Of Work must be complied with.

The person requesting protection using the above equipment must be either a certified "Controller of Site Safety" (COSS), an "Individual Working Alone" (IWA), "Safe Work Leader" (SWL), or a "Protection Controller" (PC) who has been trained and authorised to use the specific lockout and if it is a Key(s) Enabled System, issued with the appropriate key(s). LOD (E) systems may also be used by authorised TOC & FOC staff, where appropriate and Staff have been trained.

In this instruction, where the instruction refers to the COSS, the instruction also applies to an IWA/ SWL/ PC/ TOC & FOC Staff, where appropriate and Staff have been trained.

Only in exceptional circumstances may the COSS hand over to relief provided they advise the signaller of their name, employer, location and contact telephone number.

The area of protection provided by the lockout system is normally displayed and clearly defined in the lockout cabinets. The COSS should ensure the area of protection provided by the lockout provides adequate protection for the activity / work. When required, permission may be requested for the use of more than 1 lockout system and / or may cover more than one line. All communications regarding the protection arrangements must be made directly between the Signaller and the authorised COSS.

The Signaller must, before granting any lockout protection, ensure that protecting signals are placed and maintained at Danger and routes leading to the protected area are cancelled and the protected area is clear of trains. The Signaller should not authorise any un-signalled moves into the area covered by the lockout(s) when in use. The COSS must advise the signaller of any failure of operation of the lockout unit / system, or if a lockout key is lost / damaged, immediately considering the protection as no longer in place. Signallers when making entries in the TRB need not issue authority numbers unless specifically outlined in local instructions.

Other instructions, variations to the above instructions and alternative local protection systems are covered in the Local Instructions sections and / or Signal Box Local Instructions.

#### Obtaining permission to use a LOD (E), or a LOD (K)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which "lockout" section(s) they require to be protected and for how long. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. Then the Signaller may operate the Key release and instruct the COSS to remove the Lockout Key.

#### When permission to use the LOD (E), or LOD (K) is to be given up

When the protected area(s) is/are clear and safe for trains to run on, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must replace the Key, and return it to the locked "traffic" position. The Signaller must be advised and he/she must check that the normal indication has been restored, advising the COSS person and make an entry in the train register.

#### Obtaining permission to use a LOD (T)

The COSS must telephone the Signaller giving their Name, Employer, location and contact telephone number. They must state which "lockout" section(s) they require to be protected and for how long. If use of the "lockout" is agreed, the Signaller must record these details in the train register book and repeat them back to the COSS who must confirm they are correct. The Signaller should then instruct the COSS to insert the Key and turn it to the operate position, the signaller will then operate the release and instruct the COSS to operate the "locked out" button / switch. The COSS should then observe the "locked out" indication has illuminated correctly and advise the signaller, then turn the key to the normal position and remove the KEY.

#### When permission to use the LOD (T) is to be given up

When the protected area(s) is/are clear and safe for trains to run on, the COSS must advise the Signaller of his/her Name, Employer and location. When advised to do so by the Signaller, the COSS must insert the Key, turn it to the "operate" position and observes the "locked out" indication illuminates. The signaller then operates the "Traffic Cancel Control" and COSS operates the "Traffic" button / switch to return it to the "traffic" position. The COSS should then observe the "traffic" indication has illuminated correctly and advise the signaller then turn the key to the normal position and extract the Key.



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	Up Sunderland and Down Sunderland (Norton on Tees South Junction) 2190, 2191 points.	LOD(K)	NS9011	Captive Key	Track Sections JCD, JCE, FZA, JWV at Norton on Tees South Junction
	Up Sunderland and Down Sunderland (Norton on Tees East Junction) 2192, 2193 points.	LOD(K)	NS9012	Captive Key	Track Sections JWR, JCH, JPS, JCK at Norton on Tees East Junction
	Down Sunderland / Shunt Neck (Ryhope Grange Junction) across 2888B 2890A/B, 2892A points	LOD(T)	NS9023	Key Enabled	Track sections NC, ND, NG at Ryhope Grange
LN646 NORTON-ON-TEES SOUTH JN TO FERRYHILL SOUTH JN	Up Norton Curve, Down Norton Curve, Up Ferryhill and Down Ferryhill (Norton on Tees West Junction) 2194, 2195 points	LOD(K)	NS9010	Captive Key	Track Sections FZU, FZV, JPV, FAD at Norton on Tees West Junction
LN694 BENTON NORTH Jn TO MORPETH NORTH Jn via BEDLINGTON	Benton East Jn	LOD (D)	BA9180	Key Enabled	Prevents all movements over this junction in any direction.
	Holywell Jn	LOD (K)	BA9181	Key Enabled	Prevents all movements over this junction in any direction.
	Seghill Jn	LOD (K)	BA9182	Key Enabled	Prevents all movements over this junction in any direction.
	Red House Farm Jn	LOD (K)	BA9182	Key Enabled	Prevents all movements over this junction in any direction.
	Bedlington South Jn	LOD (K)	BA9186 (South)	Key Enabled	Prevents all movements over Bedlington South junction and Bedlington Junction in any direction. Only one LOD North or South can be in use at any time.
	Bedlington Jn	LOD (K)	BA9186 (North)	Key Enabled	Prevents all movements over Bedlington South junction and Bedlington Junction in any direction. Only one LOD North or South can be in use at any time.
LN702 BEDLINGTON NORTH to LYNEMOUTH ALCAN	West Sleekburn Jn	LOD (K)	BA9189	Key Enabled	Prevents all movements over this junction in any direction.
	Marchey's Level Crossing	LOD (T)	BA9190 (1)	Twin Key Enabled	Provides a safe walking route to LOD BA9189 (2)
	Marchey's House Jn	LOD (T)	BA910 (2)	Twin Key Enabled	Prevents all movements over this junction in any direction.
	Ashington Station	LOD (T)	BA916 (1)	Twin Key Enabled	Provides a safe walking route to LOD BA9193 (2)
	Ashington Jn	LOD (T)	BA9196 (2)	Twin Key Enabled	Prevents all movements over this junction in any direction.

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LN736 – CLEETHORPES TO NUNNERY MAIN LINE VIA RETFORD	Wrawby Jn to Barnetby Station	LOD (T)	CB9104	Key enabled	Up Cleethorpes 93m 78ch to Up Cleethorpes Slow 94m 38ch
	Up Worksop, Woodhouse Jn 6672 and 6670A Points	LOD(K)	WN9086	Captive Key	Axle Counter sections UWCB(X) and UWCA(X)
	Down Worksop and Down Beighton, Woodhouse Jn points 6670B, 6671A & B, 6684 A & B, 6673 and 6674 A & B	LOD(K)	WN9087	Captive Key	Axle Counter sections DWRA (X), DWRB (X), DWRC (X), DWRD (X), UBAH (X), UBAG (X) and DBMG (X)
	Down Worksop, Woodburn Jn 311A and 308B points	LOD(K)	WN9091	Captive Key	Track Circuit section CP
	Up Worksop, Woodburn Jn 312A, 311B, 308A and 306B points	LOD(K)	WN9092	Captive Key	Track Circuit sections CC and CD
	Up/Down Tinsley, Woodburn Jn 312B and 306A	LOD(K)	WN9093	Captive Key	Track Circuit Sections AC and AD
LN752 – WRAWBY JN TO MARSHGATE JN	Elsham OD crossing to Wrawby Jn	LOD (T)	BD9100	Key Enabled	Up Scunthorpe 31m 35ch to 33m 12ch
			BD9101		Down Scunthorpe 33m 30ch to 31m 41ch
	Wrawby Jn to Barnetby Station	LOD (T)	CB9102	Key Enabled	Up Scunthorpe 33m 24ch to Up Cleethorpes Slow 94m 38ch
			CB9104		Down Cleethorpes Fast 94m 38ch to Down Scunthorpe 33m 24ch
LN804 Tapton Junction to Gascoign Wood (via Sheffield)	Up Main, Down Main and connection to Down Hope Valley, DE4038 A/B and DE4034 points.	LOD(K)	DE9024	Captive Key	Down Main 154m 40ch to 154m 60ch. Up Main 154m 71ch to 154m 40ch.
	Down Main, connection to Up Hope Valley and DE4036 points.	LOD(K)	DE9025	Captive Key	Up Main 154m 60ch to 154m 71ch, Down Hope Valley 0m 45ch to DE4036 points.

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LN808 Dore Station Junction to Earles Sidings (Exclusive)	Up Hope Valley, Down Hope Valley and DE4010 points	LOD(K)	DE9016	Captive Key	Protects entrance to Up Bamford Loop
	Up Hope Valley, Down Hope Valley and DE4011 points	LOD(K)	DE9017	Captive Key	Protects exit from Up Bamford Loop
	Up Hope Valley, Down Hope Valley, Grindleford Down Siding, DE4012 A/B and DE4031 A/B points	LOD(K)	DE9019	Captive Key	Up Hope Valley 159m 13ch to 158m, Down Hope Valley 158m to 159m 13ch
	Up Hope Valley, Down Hope Valley, Grindleford Down Siding, DE4012 A/B and DE4031 A/B points, Totley Tunnel, and 4032A/B points	LOD(T)	DE9020	Key Enabled	Up Hope Valley 159m 13ch to 154m 47ch, Down Hope Valley 154m 47ch to 159m 13ch
	Up Hope Valley, Down Hope Valley, DE4032 A/B points, and DE4033 points.	LOD(K)	DE9021	Captive Key	Up Hope Valley 156m 29ch to 154m 47ch, Down Hope Valley 154m 47ch to 159m 13ch
LN820 – YORK TO SCARBOROUGH	Scarborough Station	LOD (E)	1471	Captive Key	Platform 1
	Scarborough Station	LOD (E)	1472	Captive Key	Platform 2
	Scarborough Station	LOD (E)	1473	Captive Key	Platform 3 & 4
	Scarborough Station	LOD (E)	1475	Captive Key	Platform 5
	Scarborough Station	LOD (K)	1476	Captive Key	Station Throat
LN836 – MARSHGATE JUNCTION TO NEVILLE HILL WEST JUNCTION	Leeds Station	LOD (E)	L9135	Captive Key	Platform 0
	Leeds Station	LOD (E)	L9136	Captive Key	Platform 1 & 2 Bays
	Leeds Station	LOD (E)	L9137	Captive Key	Platform 3 & 4 Bays
	Leeds Station	LOD (E)	L9138	Captive Key	Platform 5 & 6 Bays
	Sandal & Agbrigg Platform 1 Up Doncaster	LOD(T)	3001	Key Enabled	
	Sandal & Agbrigg Platform 2 Down Doncaster	LOD(T)	3002	Key Enabled	
	Viaduct 51 Up & Down Doncaster	LOD(T)	3005	Key Enabled	
	Hare Park Junction Up & Down Doncaster Up & Down Crofton Branch	LOD(K)	3008	Captive Key	Protects 2020, 2021A/B and 2022 points from all moves across or through Hare Park Jn.
	Winterset Sidings Up & Down Doncaster Winterset Bunker/Spur	LOD(K)	3011	Captive Key	Protects 2232A/B & 2233A/B. Up Doncaster protected 170m 42ch to 171m 20ch, Down Doncaster only 171m 04ch to 171m 20ch
	Up Hemsworth Passing Loop Up Doncaster	LOD(K)	3014	Captive Key	Protects 2235 and 2237 points, Up Hemsworth Loop.
	Down Hemsworth Passing Loop Up & Down Doncaster	LOD(K)	3017	Captive Key	Protects 2238 and 2239 points and inspections of the loop
	South Kirkby Junction, Up & Down Doncaster Up & Down South Kirkby	LOD(K)	3020	Captive Key	Protects 2243A/B, 2244A/B, 2245 & 2247
	Down Doncaster through South Elmsall platform 1	LOD(T)	3023	Key Enabled	Axle Counter section SKPH

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	Up Doncaster through South Elmsall platform 2	LOD(T)	3024	Key Enabled	Axle Counter sections SKKR and SKKS.
LN860 - DIGGLE TO COPLEY HILL EAST JN	Dewsbury Down Loop & Down Huddersfield covering points 7861 & 7862	LOD (K)	SL9401	Captive Key	Axel counter sections HHSL, HJSL, HKSL, and KASL
	Down Huddersfield & Up Huddersfield covering points 7865	LOD (K)	SL9402	Captive Key	Axel counter sections HWSL and PKSL
LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN	Up Cutsyke and Down Cutsyke between Pontefract West Jn and Parkside Farm LC across 2094 A/B Points	LOD (T)	FE5004	Key enabled	Axle counter sections JAG(X) JAK(X) JAL(X) JAM(X) JAN(X) JBA(X) JBD(X) and JBD(X)
LN882 – WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN	Knottingley West Jn. (inclusive) to Knottingley Depot staff crossing.	LOD (K)	FE4001	Captive Key	Knottingley West Jn & Down Goole / Up Goole Platform Lines
	Knottingley Depot staff crossing to England Lane level crossing (inclusive)	LOD (K)	FE4002	Captive Key	& Down Goole / Up Goole
	Crofton West Jn. (inclusive)	LOD (K)	WK2801	Captive Key	-
	Down Goole and Up Goole Pontefract West Jn 2097 A/BN2098 A/B 2099 AND 2100 points	LODK	FE5005	Captive key	Axle Counter Sections JCF (X) JAK(X) JAL(X) JAM(X) JAN(X) JBA(X) JBD(X) AND JBD(X)
	Crofton East Jn. (inclusive)	LOD (K)	WK2802	Captive Key	-
	Down Goole and Up Goole, Pontefract West Jn 2097 A/B, 2098 A/B, 2099 AND 2100 points.	LOD(K)	FE5005	<b>Captive Key</b>	Axle Counter sections JCF(X), JCK(X), JCM(X), JCP(X), JDB(X), JDC(X), JDE(X), JDF(X) and JDH(X)
LN888 – SHAFTHOLME JN TO FERRYBRIDGE NORTH JN	Knottingley West Jn. (inclusive)	LOD (K)	FE4001	Captive Key	Knottingley West Jn & Down Goole / Up Goole Platform Lines
LN898 NEVILLE HILL EAST JN TO HULL	Gilberdyke Jn	LOD (K)	GH9110	Captive Key	HUL1 Up and Down Hull, and Up and Down Saltmarshe lines – Protection to prevent Up and Down Direction Moves Located at 17m 6ch
	Ferriby Station to Ferriby Jn	LOD (K)	GH9113	Captive Key	HUL1 Down Hull Line – Protection to prevent Up and Down Direction Moves Located at 7m 37ch
	Ferriby Station to Ferriby Jn	LOD (K)	GH9114	Captive Key	HUL1 Up Hull Fast, and Up Hull Slow lines – Protection to prevent Up and Down Direction Moves Located at 7m 37ch

London North Eastern Territory GI - Dated: 03/02/2025

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## MULTIPLE UNIT TRAINS EQUIPPED WITH AUTOMATIC COUPLERS

To assist staff in identifying automatic couplers which could be damaged by coupling the train to another train, T&RS staff will fix a yellow and black "Non - multi" sign to the offside windscreen of the cab concerned so that the sign will be directly opposite the driver of another train.

During normal working, no attempt should be made to couple an automatic coupler so identified.

In the event of a train equipped with automatic couplers becoming disabled and requiring assistance, the Driver of the disabled train must, when requesting assistance, specifically advise the Signaller whether or not a "Non multi-" sign is displayed in either of the end cabs of the train. Similarly, the driver of the assisting train, before proceeding towards the disabled train, must specifically advise the Signaller whether or not a "Non Multi-" sign is displayed in the cab at the end which would be coupled to the disabled train.

If circumstances arise where assistance can only be provided in such a manner that one or other of the cabs to be coupled has a "Non Multi-" sign displayed, technical advice must be obtained. Under no circumstance should any attempt be made to couple the trains until this advice is received. Technical authority may be granted to couple the trains using the automatic couplers but subject to conditions which will be specified at the time. If such authority is not granted, it will be necessary to use an emergency coupling.

**London North Eastern Route GI - Dated: 02/12/06**

## MARK IV DOOR BARRIERS/ ATTENDANTS

There is a procedure in place for use when there is delay to a Mark IV train not at a designated platform and the train air conditioning is not available.

When such a failure exists, in addition to the standard Rules, the Traincrew will work in accordance with train operator instructions, which requires the Driver to establish that there is no danger to the train from damaged overhead line equipment. After the safety of the train has been established, the Driver will liaise with the Signaller as to whether after the door barriers or door attendants are in position, two train doors can be opened to assist the flow of fresh air through the train.

If the failure occurs on a two-track formation or on a multi track formation when the train is on the line adjacent to the cess. Provided the train is not standing at a place where it would be dangerous to open doors, e.g. on a viaduct, in a tunnel or where there is limited clearance, the barriers or attendants may be placed in position and two of the cess side doors opened. On no account must doors be opened on the six-foot side.

If the failure occurs on a multi-track formation and the train is not on a line adjacent to the cess, the Traincrew must assess the situation and decide if sufficient clearance exists before advising the Signaller and requesting that all trains over the adjacent line to the side on which doors are to be opened are cautioned and Drivers advised of the circumstances. When the Traincrew and the Signaller have reached a complete understanding about what is to be done, the barriers/attendants may be placed in position and the two doors opened.

If there is any doubt whether sufficient clearance exists the Traincrew must request that one adjacent line be blocked to traffic. Before the Signaller agrees to such a request, Network Rail Control must be consulted, Network Rail Control will liaise as necessary with train operators Control in order to agree priorities. When a strategy has been agreed, the appropriate line must be blocked to traffic and the traincrew advised. In these circumstances train movements over the blocked line must not resume until an assurance is received from the Traincrew that all doors have been closed.

Where it is known in advance that the OHL power will be off for some time or a train on which the air conditioning has failed will be stopped for some time, every effort should be made to route that train onto an appropriate line with an adjacent cess.

**London North Eastern Route GI - Dated: 25/02/2023**

## Opening droplight or quarterlight windows

Where vehicles are operating with manually opening droplight or quarterlight windows, the Train Operating Company must have a suitable safe system of work to mitigate the risk of injury associated with persons leaning out of windows

**London North Eastern Route GI - Dated: 16/09/24**

# OPERATIONAL STATION PLATFORM LENGTHS IN METRES

**NOTE – For lengths of East Midlands Platforms, see relevant Table ‘A’ in Module LN4**

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
ACKLINGTON	114	114	-	-
ADWICK	104	104	-	-
ALEXANDRA PALACE				
Platform 1 (Up Slow No. 2)	-	169.4	-	-
Platform 2 (Up Slow No.1)	-	167.7	-	-
Platform 3 (Down Slow)	170.2	-	-	-
Platform 4 (Down Hertford)	169.9	-	-	-
ALLENS WEST	122	97	-	-
ALNMOUTH	233	233	-	-
ALTHORPE	102	102	-	--
ANCASTER	87	88	-	-
APPERLEY BRIDGE	100	101	-	-
ARLESEY	244.7	244.7	-	-
ARRAM	79.5	81.5	-	-
ASHWELL & MORDEN	168.4	167.8	-	-
ASHINGTON				BAY 104
BAILDON	-	-	102	-
BALDOCK	168.8	168.2	-	-
BARDON MILL	95	91	-	-
BARNETBY				
Platform 1 (Up Cleethorpes Slow)	-	116.5	-	-
Platform 2 (Up Cleethorpes Fast)	-	103.5	-	-
Platform 3 (Down Cleethorpes Fast)	103	-	-	-
Platform 4 (Down Cleethorpes Slow)	116	-	-	-
BARNSLEY	163	102	-	-
BARROW HAVEN	-	-	60.5 Up 46 Down	-
BARTON-ON-HUMBER	-	-	55	-
BATLEY	119	126	-	-
BATTERSBY	-	-	155.6	-
BAYFORD	123.6	122.5	-	-
BEMPTON	-	-	93.8 Up 117.8 Dn	-
BEN RHYDDING	99	99	-	-
BENTLEY (STH YORKS)	104	104	-	-
BERRY BROW	-	-	65	-
BERWICK-UPON-TWEED	233	234	-	-
BEVERLEY	101	93	-	-
BIGGLESWADE				
Platform 4 (Down Slow)	247	-	-	-
Platform 3 (Down Fast)	246.7	-	-	-
Platform 2 (Up Fast)	-	246.3	-	-
Platform 1 (Up Slow)	-	244.4	-	-
BILLINGHAM	146	146	-	-
BINGLEY	111.5	111.5	-	-
BISHOP AUCKLAND	-	-	80	-
BLAYDON	97	97	-	-
BOLTON-ON-DEARNE	96	96	-	-
BOSTON	174	175	-	-
BOWES PARK	138	138	-	-
BRADFORD FORSTER SQUARE	-	-	-	Platform 1 273 Platform 2 266 Platform 3 101



## London North Eastern Route Sectional Appendix Module LN1

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
PETERBOROUGH				
Platform 1 (formally P2)	-	-	-	326
Platform 2 (formally P3)	-	-	-	319
Platform 3 (Up Fast)	-	265	-	-
Platform 4	-	-	-	265
Platform 5	-	-	-	265
Platform 6	-	-	-	188
Platform 7	-	-	-	188
PONTEFRAC T BAGHILL	127	102	-	-
PONTEFRAC T MONKHILL	97	102	-	-
PONTEFRAC T TANSHELF	101	101	-	-
POPPLETON	84	84	-	-
POTTERS BAR				
Platform 1 (Up Slow)	-	164.6	-	-
Platform 2 (Up Fast)	-	164.6	-	-
Platform 3 (Down Fast)	166	-	-	-
Platform 4 (Down Slow)	166	-	-	-
PRUDHOE	98	97	-	-
RAUCEBY	91	91	-	-
RAVENSTHORPE	117	122	-	-
RAWCLIFFE	-	-	46.7 *	* includes 8.9m. of sub-standard (1.55m) width
REDCAR CENTRAL	102	128	-	-
REDCAR EAST	84	83	-	-
RETFORD (GN)	255.3	253	-	-
RETFORD LOW LEVEL	135	135	-	-
RIDING MILL	94	100	-	-
ROTHERHAM CENTRAL				
Platform 1	112	-	-	-
Platform 2	-	108	-	-
Platform 3 – Low level platform (For use by Tram Trains only)	30	-	-	-
Platform 4 – Low level platform (For use by Tram trains only)	-	30	-	-
ROYSTON	261	247	-	-
RUSKINGTON	58	58	-	-
RUSWARP				
Down direction	-	-	101	-
Up direction	-	-	80	-
ST NEOTS				
Platform 1 (Down Slow)	249	-	-	-
Platform 2 (Down Fast)	249	-	-	-
Platform 3 (Up Fast)	-	249	-	-
Platform 4 (Up Slow)	-	249	-	-
ST PETER'S	67	67	-	-
SALTAIRE	102	102	-	-
SALTBURN				
Platform 1	-	-	-	156
Platform 2	-	-	-	157.8
SALTMARSHE	71.5	71.5	-	-
SANDAL & AGRIGG	93	93	-	-
SANDY	264.4	244.5	-	-
SAXILBY	106	96	-	-
SCARBOROUGH				
Platform 1	-	-	-	293
Platform 2 Boarding face	-	-	-	177
Platform 2 Non boarding face	-	-	-	94
Platform 3	-	-	-	186
Platform 4	-	-	-	152
Platform 5	-	-	-	149

## London North Eastern Route Sectional Appendix Module LN1

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
SCUNTHORPE	144	140	-	
SEABURN	64.6	64.6	-	-
SEAHAM	115	115	-	-
SEAMER	120	125.8	-	-
SEATON CAREW	125	125	-	-
SEATON DELAVAL			100	
SELBY	200.3	257	-	-
Platform 3 (Bay)	-	-	-	120
SHEFFIELD				
Platform 1	Down direction throughout			331
Platform 1	Up direction throughout to v/p of S101 signal			260
Platform 1A	Down direction to v/p of S112 signal			132
Platform 1A	Up direction from adjacent to 4060A Through line points to v/p of S101 signal			68
Platform 1B	Down direction clear of 4060B points			146
Platform 1B	Up direction to v/p of S116 signal			143
Platform 2	Down direction to v/p of S127 signal			350
Platform 2	Up direction to v/p of S104 signal			329
Platform 2C	Bay west side (normal use)			58
Platform 2C	Bay east side			54
Platform 3	Bay			127
Platform 4	Bay			113
Platform 5	Down direction			326
Platform 5	Up direction to v/p of S106 signal			237
Platform 6				352
Platform 7	Bay west side (normal use)			107
Platform 7	Bay east side			135
Platform 8	Down direction to v/p of S139 signal			368 (See Note 2)
Platform 8	Up direction			379
Notes :	1 includes 67m. at north end sub standard			
	2 includes 33m. at north end sub-standard			
	3 includes 43m. at north end sub standard			
	v/p = viewing point			
SHEPLEY	65	65	-	-
SHERBURN-IN-ELMET	77	83	-	-
SHILDON	81.7	105.3	-	-
SHIPLEY				
Platform 1	(Up Shipley Main)			102
Platform 2	(Down Shipley Main) – Down direction to Drivers viewing point of L3971 signal			106.2
Platform 2	(Down Shipley Main) – Up direction			115.2
Platform 3	(Up Forster Square Main) – Up direction to Drivers viewing point of L3966 signal			215.7
Platform 3	(Up Forster Square Main) – Down direction			240.7
Platform 4	(Down Forster Square Main)			98
Platform 5	(Down Forster Square Up)			98
SHIREBROOK	79	79	-	-
SHIREOAKS	97	97	-	-
SILKSTONE COMMON	-	-	102	-
SKEGNESS				
Platform 2	(90m. tarmac surface at buffer stop end, 110m. rough surface)			* 204
Platform 3	-			* 225
Platform 4	-			248
Platform 5	(181m. tarmac surface at buffer stop end, 54m. rough surface)			* 238
Platform 6	(181m. tarmac surface at buffer stop end, 54m. rough surface)			* 238
Platform 7	(32m.temp. out of use at buffer stop end. Normally 236m.. Rough surface throughout)			* 237
* = to viewing point of semaphore signal on platform				

## London North Eastern Route Sectional Appendix Module LN1

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
SKIPTON				
Platform 1 (Up Bay)				99
Platform 2 (Up Shipley Main) - Up direction				200.5
Platform 2 (Up Shipley Main) - Down direction to Drivers viewing point of L4033 signal				197.5
Platform 3 (Down Shipley Fast) - Down direction				183.6
Platform 3 (Down Shipley Fast) - Up direction to Drivers viewing point of L4036 signal				155
Platform 4 (Down Shipley Slow) - Down direction				182.2
Platform 4 (Down Shipley Slow) - Up direction to Drivers viewing point of L4038 signal				154.2
SLAITHWAITE	99	99		
SLEAFORD	176	176	-	-
Local line	-	-	-	184
SLEIGHTS	-	-	74.4	-
SNAITH	-	-	42	-
SOUTH BANK	75.1	74.9	-	-
SOUTH ELMSALL	91	91	-	-
SOUTH HYLTON	-	-	117.9	-
SOUTH MILFORD	97	94	-	-
SOWERBY BRIDGE	121	117	-	-
SPALDING	88	100 Up/Dn	-	-
STADIUM OF LIGHT	65.1	64.6	-	-
STALLINGBOROUGH	85.5	86.5	-	-
STARBECK	139	139	-	-
STEETON & SILSDEN	102	102	-	-
STEVENAGE				
Platform 1 (Up Slow)	-	265.3	-	-
Platform 2 (Up Fast)	-	265.3	-	-
Platform 3 (Down Fast)	256.2	-	-	-
Platform 4 (Down Slow)	254.0	-	-	-
Platform 5 (Up/Down Hertford)	-	-	-	Bay 129
STOCKSFIELD	109.3	119	-	-
STOCKSMOOR	66	66	-	-
STOCKTON	104	104	-	-
STREETHOUSE	101	101	-	-
SUNDERLAND				
Platform 1 Up direction	-	-	-	72
Platform 1 Down direction	-	-	-	77
Platform 2 Up direction	-	-	-	61
Platform 2 Down direction	-	-	-	84
Platforms 1 & 2 combined Up direction	-	-	-	179
Platforms 1 & 2 combined Down direction	-	-	-	206
Platform 3 Down direction	-	-	-	60
Platform 3 Up direction	-	-	-	60
Platform 4 Down direction	-	-	-	72
Platform 4 Up direction	-	-	-	80
Platforms 3 & 4 combined Down direction	-	-	-	174
Platforms 3 & 4 combined Up direction	-	-	-	177
SWINDERBY	76	60	-	-
SWINESHEAD	94	67	-	-

## London North Eastern Route Sectional Appendix Module LN1

STATION	DOWN	UP	SINGLE	MULTI-PLATFORM
SWINTON (SOUTH YORKS)				
Platform 1 (Down Main)	92	-	-	-
Platform 2 (Up Main)	-	92	-	-
Platform 3 (Down Doncaster)	92	-	-	-
TEESSIDE AIRPORT	76.4	76.4	-	-
THIRSK	135	148	-	-
THORNABY	143	146	-	-
THORNE NORTH	89	90	-	-
THORNE SOUTH	90	90	-	-
THORNTON ABBEY	55	55	-	-
THORPE CULVERT	62	63	-	-
THURNSCOE	92	92	-	-
ULCEBY	-	-	44.7	-
ULLESKELF	106	106	-	-
UNIVERSITY	65.4	65.4	-	-
WAINFLEET	98	99	-	-
WAKEFIELD KIRKGATE				
Platform 1 (Down L&Y)	92	-	-	-
Platform 2 (Up L&Y)	-	120	-	-
Platform 3 (Down Goole)	-	-	-	(Up/Down) 103
WAKEFIELD WESTGATE	254	253	-	-
WATTON-AT-STONE	126.6	126.5	-	-
WEETON	88	86.9	-	-
WELHAM GREEN	129	129	-	-
WELWYN GARDEN CITY				
Platform 1 (Up Back)	-	185	-	-
Platform 2 (Up Slow)	-	185	-	-
Platform 3 (Down Slow)	185	-	-	-
Platform 4 (Down Back)	185	-	-	-
WELWYN NORTH	170	170.1	-	-
WETHERAL	80	95	-	-
WHITBY	-	-	-	
Platform 1	-	-		177.3
Platform 2	-	-		172.0
WHITLEY BRIDGE	65	59	-	-
WHITWELL	79	79	-	-
WIDDRINGTON	90	90	-	-
WINCHMORE HILL	136.6	135.4	-	-
WOMBWELL	134	99	-	-
WOODHOUSE	82	82	-	-
WOODLESFORD	100	71	-	-
WORKSOP	121	113 (Up direction)	WORKSOP	121
WRESSLE	95	79.4	-	-
WYLAM	92	107	-	-
YARM	94	101	-	-
YORK				
Platform 1 Bay	-	-	-	184.8
Platform 2 Bay	-	-	-	169.7
Platform 3	-	-	-	Down 242.3 Up 272.6
Platform 4	-	-	-	157.5
Platform 5	-	-	-	Down 391.8 Up 410.6
Platform 6 Bay	-	-	-	264.5
Platform 7 Bay	-	-	-	249
Platform 8 Bay	-	-	-	152
Platform 9	-	-	-	Down 380.7 Up 401.4
Platform 10	-	-	-	Down 332.5 Up 330.1
Platform 11	-	-	-	Down 329.5

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## London North Eastern Route Sectional Appendix Module LN2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	023	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	08/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
North Muskham TSC OHNS		123 40			<div> <div>TCB RA8</div> <div>Doncaster SB (D) AC:York ECR</div> <div>GSM-R </div> </div> <p>Crossovers worked from Carlton Gate box</p> <p>DPL (755m / 2478 feet) UPL (755m / 2478 feet)</p> <p>TOWS Egmanton Curve both lines south of Egmanton LC to Tuxford Emergency Crossover. Must not be used when Emergency Crossover is to be used.</p>
Cromwell Lane LC (CCTV)		124 55			
HABD		124 55			
		125 42			
		125 53			
		125 60 *			
Carlton Loops		126 19 *			
		126 26			
Carlton LC (CCTV)		126 27			
Eaves Lane LC R/G Bridleway		127 02			
Egmanton LC (CCTV)		130 29			

## London North Eastern Route Sectional Appendix Module LN2

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN101	024	Kings Cross to Shaftholme Jn	ECM1	London North Eastern	10/08/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Tuxford GSP		131 50			<div>TCB RA8</div> <div>Doncaster SB (D) AC:York ECR</div> <div>GSM-R </div> <div>TOWS Lincoln Road Curve both lines 132 60 to 133 60</div>
Tuxford HABD Askham Tunnel (52m 57 yards)		134 48 * 134 37 134 37			
		134 40 *			
		136 29 *			
Eaton Lane Public Bridleway		136 44			
Grove Road LC (CCTV)		137 37			



## London North Eastern Route Sectional Appendix Module LN2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN195	003	Grantham, Nottingham Branch Jn to Allington West Jn (Inclusive)		NOG1	London North Eastern	04/03/2017
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
			THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN			

## London North Eastern Route Sectional Appendix Module LN2

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN206	001	Newark Flat Crossing (Incl) to West Holmes Jn		NOB1	London North Eastern	17/11/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Route Boundary		17 67			<div>TCB RA8</div> <div>Doncaster SB (D)</div> <div>GSM-R</div> <div>DN - Down Newark UN - Up Newark</div> <div>Newark Flat Crossing and Newark Crossing East Jn controlled by Doncaster (D) Signal box. TCB</div>	
Newark Flat Crossing		17 67				
Newark Crossing East Jn		17 74				
Crankley Point LC (R/G)		17 76				
Winthorpe LC (AHBC)		19 01				
Green Lane UWC		19 56				
Langford LC (AHBC)		20 24				
Church Lane No.1 UWC		20 33				
Cottage Lane LC (AHBC)		21 16				
Westbrook Lane LC (R/G)		21 44				
Collingham LC (AHBC)		22 13				
<b>COLLINGHAM</b>		22 17				
Winthorpe LC (AHBC)		19 01				

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19	02 March 2024
20	02 March 2024
21	03 June 2023
22	03 June 2023
23	05 March 2022
24	05 March 2022
25	05 March 2022
26	02 March 2024
27	02 March 2024
28	05 March 2022
29	05 March 2022

Page	Date Last Changed
30	05 March 2022
31	30 November 2019
32	30 November 2019
33	05 June 2021
34	05 June 2021
35	07 December 2024
36	07 December 2024
<b>37</b>	<b>01 March 2025</b>
<b>37A</b>	<b>01 March 2025</b>
37B	29 February 2020
38	29 February 2020
38A	03 March 2018
38B	03 March 2018
39	03 September 2022
40	03 September 2022
<b>41</b>	<b>01 March 2025</b>
<b>42</b>	<b>01 March 2025</b>
43	07 September 2024
44	07 September 2024
<b>45</b>	<b>01 March 2025</b>
<b>46</b>	<b>01 March 2025</b>
47	03 September 2022
48	03 September 2022
<b>49</b>	<b>01 March 2025</b>
<b>50</b>	<b>01 March 2025</b>
<b>51</b>	<b>01 March 2025</b>
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## London North Eastern Route Sectional Appendix Module LN3

LR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	001	Shaftholme Jn. to Reston GSP	ECM2	London North Eastern	08/01/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Shaftholme Jn		160 16 160 30 *			<div>TCB RA9</div> <div>Doncaster SB (D) AC:York ECR</div> <div>GSM-R</div> <div>UM = Up Main DM = Down Main</div> <div>OMSL - See General Instruction</div> <div>York ROC York South workstation (Y) AC: York ECR</div> <div>① - To/From Plasmor Sidings</div> <div>RA10</div> <div>DSY = Down Selby</div>
Joan Croft Jn		160 48			
Dormer Green LC (MCG)		161 23			
Noblethorpe LC (MCG)		161 35			
Barcroft LC (OD)		162 14			
Heyworth LC (OD)		162 55			
Moss LC (OD)		163 02			
Fenwick LC (OD)		164 14			
Balne Low Gate LC (OD)		165 22			
Balne LC (OD)		165 74			
APCO zone commencement (selective)		166 50			
Heck G. F.		167 19			
APCO zone commencement (selective)		168 78			
Temple Hirst Jn		169 16			

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN600	002	Shaftholme Jn. to Reston GSP	ECM3 ECM4		London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
APCO zone commencement (selective)		171 30			<div>TCB York ROC</div> <div>RA10 Hambleton Workstation (Y)</div> <div>AC:York ECR</div>	
APCO zone commencement (selective)		173 50			<div>UHSC = Up Hambleton South Curve</div> <div>UHSC = Up Hambleton South Curve</div> <div>HNC = Up Hambleton North Curve Down.</div>	
Hambleton South Jn		174 15			<div>TCB York ROC</div> <div>RA10 York Station Workstation (Y)</div> <div>AC:York ECR</div>	
Hambleton Jn FS OHNS		174 58	<div>[ Class 373/2 trains must not exceed 110 mph on the Down Main line between Colton Jn &amp; York - no lineside signs provided. ]</div>		<div>RA9</div>	
Hambleton North Jn		174 75			<div>UN = Up Normanton</div> <div>DN = Down Normanton</div> <div>UL = Up Leeds</div> <div>DL = Down Leeds</div>	
Colton Jn		182 79			<div>UN = Up Normanton</div> <div>DN = Down Normanton</div> <div>UL = Up Leeds</div> <div>DL = Down Leeds</div>	
Colton North Jn		183 50	<div>UN = Up Normanton</div> <div>DN = Down Normanton</div> <div>UL = Up Leeds</div> <div>DL = Down Leeds</div>		<div>RA9</div>	
Colton North Jn		183 65			<div>UN = Up Normanton</div> <div>DN = Down Normanton</div> <div>UL = Up Leeds</div> <div>DL = Down Leeds</div>	
HABDs		183 77 184 04			<div>UN = Up Normanton</div> <div>DN = Down Normanton</div> <div>UL = Up Leeds</div> <div>DL = Down Leeds</div>	

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	003	Shaftholme Jn. to Reston GSP	ECM4	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div> <div> TCB RA9 </div> <div> York ROC York Station Workstation (Y) AC:York ECR </div> </div> <div> GSM-R  </div> <p>UL = Up Leeds DL = Down Leeds</p> <p>Class 373 / 2 trains must not exceed 110 mph on the Up Main line between York 186 20 and Colton Jn 182 75 (No lineside signs are provided for this speed)</p> <p>① - To/From Holgate Reception Sidings D/UHGL = Down and Up Holgate Goods Loop 505m / 1659 feet</p>
Copmanthorpe No. 2 LC (R/G)	185 19				
APCO Zone commencement (Selective)	185 57				
APCO Zone commencement (Selective)	185 61				
APCO Zone commencement (Selective)	186 00				
	186 20 *				
	186 43 *				
	187 25 *				
	187 43				
	187 78 *				
Holgate Jn	188 07 *				

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	004	Shaftholme Jn. to Reston GSP	ECM4 ECM5	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
York ROC		188 10 *			TCB RA9 York ROC (Y) York Station Workstation AC:York ECR GSM-R
		188 15			UL = Up Leeds DL = Down Leeds YS1 = York Loco No1 siding YS2 = York Loco No2 siding
		188 19 *			RA9 York Platform 2 and maintenance sidings: RA3 York Platform 4 and connecting line to LN880: RA8 York Platform 5 and connecting line to LN880: RA8
		188 21 *			PP-S for train class 1, 2, 3 (ECS), 5, 9 and 0 is authorised in platforms 1, 2, 6, 7 and 8. PP-A for train class 1, 2, 3 (ECS), 5, 9 and 0 is authorised in all platforms. PP-C for train class 1,2,3 (ECS), 5 and 9 is authorised in platforms 3, 4, 5, 9, 10 and 11.
		188 28 *			Platform Stabling for train class 1, 2, 3 (ECS) 5 and 0 is authorised in platforms 1, 2, 6, 7 and 8. Platform Stabling for train class 1,2,3 (ECS) and 5 is authorised in platforms 9, 10 and 11. Platform Stabling for train class 1, 2,3 (ECS) and 5 is authorised in platforms 3,4 and 5 for the purposes of supporting cyclical maintenance strategy at York Station.
<b>YORK</b> Change of milage / change of ELR		188 40	Network Rail Eastern Region York Depot and Railway Museum private sidings.		ES = Exam Sidings DSC = Down Scarborough USC = Up Scarborough
		00 00			RA9
York North Jn		0 22 *			YL = York Loco Line
		0 26 *			York ROC York North Workstation (Y)
York Loco Line boundary		0 36			
		0 42 *			



## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	005	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
					<div> <div>TCB</div> <div>RA9</div> </div> <div> <div>York ROC</div> <div>York North Workstation (Y)</div> <div>AC:York ECR</div> </div> <div> <div>GSM-R</div> <div></div> </div>
Skelton Jn (York)		1 09 * 1 23 * 1 25 *  1 50 *			① = to / from York Yard North Sidings
York FS OHNS		1 60 * 2 04 3 02 *			
Skelton Bridge Jn		3 11 3 17 3 23 3 25 * 3 28 *			TAWS between 3 15 and 5 08

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	006	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Beningbrough Footpath LC (R/G)	7 01	<p style="text-align: center;">US    UF    DF    DS</p> <p style="text-align: center;">↓    ↓    ↓    ↓</p> <p style="text-align: center;">65   125   70   70</p> <p style="text-align: center;">US    UF    DF    DS</p>		<div style="border: 1px solid black; padding: 5px;"> TCB RA9 <div style="float: right; text-align: right;">York ROC York North Workstation (Y) AC:York ECR</div> </div> <div style="margin-top: 10px;"> ① - To/From Tollerton Sidings </div> <div style="text-align: right; margin-top: 10px;"> GSM-R  </div>	
Tollerton	9 39				
	9 48				
	9 55				
	9 60 *				
	10 18				
Sessay WILD	16 65				

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	007	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Dalton TSC OHNS		19 09			<div> <div>TCB</div> <div>RA9</div> </div> <div> <div>York ROC</div> <div>York North Workstation (Y)</div> <div>AC:York ECR</div> </div> <div> <div>GSM-R</div> </div>
		20 40 *			
		21 03 *			
		21 72			
		21 79			
		22 03 *			
		22 18 *			
		22 30 *			
		22 35			
		22 60			
		22 65			
No 81 LC (R/G)		22 73			
No 82 LC (R/G)		23 33			
					TOWS between 23 60 and 24 60
No 89 LC (R/G)		27 58			APCO Zone commencement (selective) 27 28
		28 50 *			APCO Zone commencement (selective) 27 29

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	008	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	27/12/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Longlands Jn (Down)	28 58 28 68 28 71 *	<p>US 80 SP90</p> <p>UF 70</p> <p>DF 125</p> <p>DS 70</p> <p>50</p> <p>50</p> <p>50</p> <p>ULL</p> <p>70</p> <p>40</p> <p>UM</p> <p>1</p> <p>2</p> <p>DM</p> <p>15</p> <p>25</p> <p>125</p> <p>40</p> <p>UNL</p> <p>DNL</p> <p>40</p> <p>50</p> <p>25</p> <p>25</p> <p>RL</p> <p>RB</p> <p>15</p> <p>To / from Northallerton East Jn. see LN627 seq 001</p> <p>To / from Castle Hills Farm UWC / Route Boundary see LN624 seq 001</p> <p>see LN626 seq 001</p> <p>UM 125</p> <p>DM 50</p>	<div> <div>TCB RA9</div> <div>York ROC York North Workstation (Y) AC:York ECR</div> <div>GSM-R</div> </div>		
Longlands Jn (Up)	28 76 28 77 * 29 01		<p>ULL = Up Longlands Loop DLL = Down Longlands Loop</p> <p>APCO Zone commencement (selective) 29 75</p>		
<b>NORTHALLERTON</b>	29 56 29 76 29 78		<p>To / from Northallerton East Jn. see LN627 seq 001</p>		
Northallerton High Jn	30 09		<p>① - To/From Northallerton Up Sidings ② = Continuation of ULL / DLL under UM / DM</p>		
Castle Hills Jn	30 59 30 63 *		<p>Bi Directional Signalling Northallerton to Low Fell Jn 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions</p> <p>UNL = Up Northallerton Loop DNL = Down Northallerton Loop RL = Castle Hills Reversing Line</p>		
End of Castle Hills Reversing Line	31 09				
Danby Wiske HABD	33 50				

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	009	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	04/11/2023
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Hutton Bonville FS OHNS	35 05		<div> <div>TCB</div> <div>RA9</div> <div>Tyneside ROC (T)</div> <div>Darlington workstation</div> <div>AC:York EC</div> </div> <div>GSM-R</div> <p>Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.</p> <p>See General Instructions for SATWS details at East Cowton Crossovers</p> <p>TOWS between 39 75 and 41 50. Three independent systems covering:-  (1) Bridges 88 and 89.  (2) Bridge 87.  (3) Bridges 85 and 86.</p> <p>DDL = Darlington Down Loop 672m / 735 yds</p> <p>UD = Up Dinsdale  DD = Down Dinsdale</p>		
East Cowton Crossovers	37 50				
Eryholme HABD	38 72				
Croft Viaduct	40 05 *				
	41 08				
	41 50 *				
	42 72				
	43 00 *				
	43 42 *				
	43 50				
	43 52 *				
Darlington South Jn	43 61				

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN600	010	Shaftholme Jn. to Reston GSP	ECM5	London North Eastern	20/12/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Darlington South Jn		43 61		TCB RA9	
		43 66 *		Tyneside ROC (T) Darlington workstation AC:York EC	
		43 72 *		Simplified Bi Directional Signalling Northallerton - Tweedmouth. 50 mph maximum speed in wrong direction unless otherwise shown. See Local Instructions.	
		43 74 *		Ⓢ = Switched Diamonds DBP = Darlington Down Bypass = 128m / 131yds.	
Darlington Down sidings Ground Frame (Park Lane)		44 02		DSL = Darlington Station Loop	
		44 10		① To / from Darlington Down (Park Lane) sidings	
		44 14 *			
		44 24 *			
		44 36			
Darlington North Jn					③ Darlington Up Goods Loop and Up sidings temporary construction site.
				④ Chained Sleeper	
				BAS = Bishop Auckland Single.	

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN618	001	Holgate Jn to Skelton Jn.	HOS	London North Eastern	27/12/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
Holgate Jn	0 00		<div> <div>TCB RA9</div> <div>York ROC York Station Workstation (Y) AC:York ECR</div> <div>GSM-R</div> </div>		
	0 05 *		DL = Down Leeds UL = Up Leeds		
York Yard South Jn	0 21		<div> <div>York ROC York North Workstation (Y)</div> <div>York Up Sidings Complex - see local Instructions: - YH = York Yard South Headshunt</div> <div>YT = York Yard South Transfer (part electrified) ① = York Yard South Sidings</div> <div>York Down Sidings Complex - see local Instructions: - YD1 = York No1 Independent YD2 = York No2 Independent YD3 = York No3 Independent YTT = York Turn Table ⑦ = To / from Holgate Engineering Works (Private) ⑧ = To / from Klondyke Private Sidings</div> </div>		

## London North Eastern Route Sectional Appendix Module LN3

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN618	002	Holgate Jn to Skelton Jn.	HOS	London North Eastern	27/12/2024
Location	Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks		
York Yard North Jn	0 79	<p>To / from York see LN600 seq 005</p> <p>DF 125</p> <p>UF 125</p> <p>YT 5 10 25 15</p> <p>YR2</p> <p>YR1</p> <p>YN1</p> <p>YN2</p> <p>YN6</p> <p>YD1</p> <p>US 35</p> <p>DS 35</p> <p>50</p> <p>30</p> <p>50</p> <p>To / from Skelton Bridge Jn see LN600 seq 005</p> <p>S1</p> <p>S2</p> <p>S3</p> <p>S4</p>	<div> <div>TCB RA9</div> <div>York ROC York North Workstation (Y) AC York ECR</div> </div> <div>GSM-R</div> <p>York Up Sidings Complex - see local Instructions: -            YR1 = York Yard South No1 Up Arrival = 644m            YR2 = York Yard South No2 Up Arrival = 521m            YT = York Yard South Transfer</p> <p>① = To / from York Yard South Sidings</p> <p>York Down Sidings Complex - see local Instructions: -</p> <p>YD1 = York No1 Independent            YN1 = York Yard North No1 Siding (electrified)            YN2 = York Yard North No2 Siding            YN6 = York Yard North No6 Siding</p> <p>S1 = Skelton OTM1 siding            S2 = Skelton OTM2 siding            S3 = Skelton OTM3 siding            S4 = Skelton OTM4 siding</p>		
	1 07 *				
	1 13 *				
	1 35 *				
Skelton Jn	1 54 *				
	1 54				



**LN600 - SHAFTHOLME JN. TO RESTON GSP****Siemens Depot**

Drivers of inbound trains to the Depot must stop at the stop and telephone board on the York Loco line and contact the Siemens Depot controller for permission to proceed.

The person in charge of train despatch at York station must advise the signaller at York ROC SDC York Station when a train composed of more than 3 vehicles requires access to the Depot. The signaller at York must obtain an assurance from the Siemens Depot controller that the train can be dealt with before clearing the platform signal.

Drivers of outbound trains must stop at the exit stop and telephone board and contact the Siemens Depot controller for permission to proceed. The controller must obtain permission from the signaller at York ROC SDC York Station before authorising the train to proceed towards Y300 signal.

Drivers of trains from the National Railway Museum must stop at the stop and telephone board on the NRM line and contact the Siemens Depot controller for permission to proceed into the Depot. Once inside the Depot drivers must proceed beyond the outgoing stop board on the Depot line, clearing Depot point 2, and must then follow the procedure for outbound trains.

**Dated: 27/12/24****LN600 - SHAFTHOLME JN. TO RESTON GSP****YORK To NEWCASTLE****Movement of empty Class 14X/15X units between York and Newcastle**

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

**Dated: 02/12/06****LN600 - SHAFTHOLME JN. TO RESTON GSP****NORTHALLERTON To Tweedmouth Crossover****Working of trains in the "Wrong Direction" through simplified bi-directionally signalled sections of line.**

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

- a) planned engineering work on the adjoining line or
- b) in an emergency when a line is blocked due to a failed train, broken rail etc.
- c) to allow other trains to pass the Loram C21 Rail Grinding train when grinding. In these circumstances the train must be treated as a train stopping in section.

**Dated: 02/12/06****LN600 - SHAFTHOLME JN. TO RESTON GSP****NORTHALLERTON****Set-back movements Reversing line to Down Main**

The illumination of the "Off" indicator associated with Signal Y496 will be the Driver's authority to proceed and it will not be necessary for the Driver to comply with the 'Rule Book Module SS2, Section 4.2)', but the Driver must proceed cautiously, keeping a lookout and being prepared to act on handsignals.

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

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

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

**Dated: 27/12/18**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP DARLINGTON**

### **Train crew requiring access to/from the Darlington Station Loop at Darlington station**

Train crew requiring access to/from the Darlington Station Loop at Darlington station must adopt the following procedure:

#### Access to the Up/Down Station Loop

Access from platform 1 to the Up/Down Station Loop will require the Signaller (at Tyneside IECC Darlington Workstation) to be contacted from T900 signal and a request made for train movements to be stopped on both platform No1 line and the Darlington Station Loop. The Signaller will comply with Rule Book Module TS1 Regulation 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed both lines he/she must contact the Signaller from T898 signal and confirm that he/she is now clear and that normal running of trains may resume.

#### Access from Darlington Station Loop

Access from the Darlington Station Loop to platform 1 will require the Signaller to be contacted from T898 signal and a request made for train movements to be stopped on both the Darlington Station Loop and platform No1 line. The Signaller will comply with Rule Book Module TS1 Regulation 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed both lines he/she must contact the Signaller from T900 signal and confirm that he/she is now clear and that normal running of trains may resume.

**Dated: 27/12/2021**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP Darlington Up Siding**

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

Siding 3 must be used for stabling purposes only.

Siding 4 is out of use until further notice

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

**Dated: 02/12/06**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP Birtley Jn**

### **Sanding Signs**

A Marker Board is provided before reaching signal T178 and Drivers of south departing trains from Tyne Yard must bring their trains to a halt at this board when signal T178 is at danger and wait at this location for the signal to clear.

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

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

**Dated: 02/12/06**

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

### 3.7 Turning of Vehicles on the Turntable

Turning of vehicles on the turntable shall be performed by no less than two shunters. The yard chargeman or Team Leader Production also must be present when possible. Extreme care must be taken due to close proximity of overhead line stanchions.

### 3.8 Secondary Departure Roads No's 5 and 6

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

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

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

### 4. Emergency Depot Protection

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

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

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

**Dated: 27/07/24**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP MORPETH**

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

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

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

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

An 'S' car marker board is provided on the down platform for all Northern Trains terminating at Morpeth; terminating services should not pass this board until station duties have been completed and the correct signal to 'draw forward' has been received from the train conductor.

**Dated: 02/12/06**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP MORPETH**

### **DMU Reversing Siding**

When ready to depart, drivers of reversing trains must contact the signaller via GSMR before departing from either M120, M122 or M124 and then wait for the signaller's authority to proceed.

This instruction is replicated on LN696
---

**Dated: 18/01/2025**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP MORPETH**

### **Electrification Depot**

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

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

This instruction is replicated on LN696
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**Dated: 02/12/06**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP BERWICK-UPON-TWEED To Reston GSP**

### **Single Line Working Between Berwick and Reston**

When Single Line Working is introduced between Berwick and Reston, it must apply between No.535 Crossover at the north end of Berwick Station and Reston Crossovers.

When Single Line Working is in operation over the Down line, it will not be necessary to appoint a Handsignaller for Up direction trains. Drivers of Up direction trains must be instructed by the Pilotman to obey signals TW180R, TW180 and TW176. Rule Book Module P1, Section 3.5 a) and 6.2a) are modified accordingly.

Drivers of Up trains may be authorised to proceed without being accompanied by the Pilotman. Rule Book Module P1, Section 7.2 is modified accordingly.

The above arrangements are applicable in all weather conditions.

**Dated: 02/12/06**

## **LN600 - SHAFTHOLME JN. TO RESTON GSP**

### **Edinburgh Waverley Station To Chathill TSC**

**Railway Undertaking (TOC specific) Instructions regarding Power supply restrictions.**

**Edinburgh Waverley Station – Longniddry TSC – Reston TSC – Chathill TSC.**

**[Copy repeated in SC147 BERWICK TO HAYMARKET WEST JN (VIA WAVERLEY)]**

Details of the 3 existing power restrictions are detailed in separate Sectional Appendix Local Instructions.

**London North Eastern Railway (LNER) & TransPennine Express (TPE) only have the following instructions applicable to the Portobello, Innerwick, & Marshall Meadows OHL feeder stations between the following locations:**

-

Chathill TSC (45m 56ch) and Edinburgh Waverley Station 0m 00ch.

#### **Down Direction (LNER - Sundays only)**

Where identified planned trains services will be designated to transition to DIESEL mode dynamically at the APCo site (see Sectional Appendix General Instruction for APCo) on the approach to Chathill (see Table A for details) and these designated trains should continue to Edinburgh in Diesel mode.

#### **Down Direction (TPE - All days)**

All services must transition to diesel mode statically at the designated station (Morpeth) before approaching the restricted zone, continuing to Edinburgh Waverley station in Diesel mode.

#### **Up Direction (LNER - Sundays only)**

Where identified planned trains services will be designated to depart Edinburgh Waverley station in DIESEL mode and remain so throughout the restricted zone. Pantographs must not be raised until the MPCo site at Alnmouth 37m 31ch where ELECTRIC mode should be selected (see Sectional Appendix General Instruction for MPCo).

#### **Up Direction TPE (All days)**

All services to commence in diesel mode from Edinburgh Waverley station and remain in Diesel through the restricted zone. Pantographs must not be raised until the MPCo site at Alnmouth 37m 31ch where ELECTRIC mode should be selected (see Sectional Appendix General Instruction for MPCo).

**Dated: 16/01/21**

## LN618 - HOLGATE JN TO SKELTON JN.

### York Yard North Sidings / Klondyke Yard / Turntable

Before proceeding towards No1 Independent siding / Turntable, the traincrew must have the necessary competence to operate the equipment. York ROC, York North Workstation signaller may signal a train into the area providing they have assurance that no conflicting moves have been authorised.

The person in charge of train movements in the siding is responsible for authorising train movements within the siding and up to the "Stop Await Instructions" departure board. A movement may only be authorised to pass a stop board providing no conflicting movement has been authorised or signalled.

No vehicles must be left stabled on No.1 Independent siding or the turntable area.

**Dated: 20/07/19**

## LN618 - HOLGATE JN TO SKELTON JN.

### YORK YARD NORTH & SOUTH SIDINGS COMPLEX

#### LOCAL INSTRUCTION - CONTROL OF MOVEMENTS

Authorisation for trains to enter or leave these locations is conducted under one of the following methods of working:

##### Driver Only Working

When there is no PIC – the train driver is responsible for train movements.

##### PIC Working

PIC Working is when a Competent Person in Charge (PIC) is on duty and is responsible for all movements within the York Yard sidings complex.

This person must be registered with the York ROC, SDC York Service Delivery Supervisor (SDS) giving their name, company and mobile telephone number.

The name and company of the PIC and the time they take and leave duty must be recorded by the SDS.

If the PIC is not competent to authorise a particular movement, the PIC must complete work and hand back control of the yard so that the necessary movement can be made under Driver Only Working (if applicable) or another PIC appointed.

During PIC Working the Person in Charge (PIC) of train movements is a nominated employee of previously authorised railway undertakings.

#### York Yard Sidings Complex

The York Yard **Up Sidings** comprises:

York Yard Up Sidings Arrivals No.1 and 2 and shunt neck

York Yard South Sidings (non-electrified)

York Yard South Reception Sidings (Two through sidings electrified)

The York Yard South sidings complex also provides access to the following facilities:

Leeman Road Store Yard

York Yard South Wagon Repair Depot

Warehouse line / The National Railway Museum South Hall

The York Yard **Down Sidings** comprises:

York Yard North Sidings (No1 siding ONLY is electrified)

Klondyke Private Sidings

Holgate Engineering Works

Turntable

Skelton OTM Sidings

Details are outlined in Table A – See LN618

Detail of York Yard North Sidings with Skelton OTM Sidings

[pid=9530; href=f\\_img\\_9530.gif;](#)

#### Notes:

YYN1, YYN2, YYN21, YYN22 & YYN30 are Stop Boards displaying instruction:

“Stop – obtain permission to proceed”

YYN31 is a Stop Board displaying instruction:

“Stop – proceed with caution”

YYN 1 siding – the only electrified siding - when necessary, a train may be refuged for a short period

YYN 2 siding is to be used for run round/shunting/reversing moves

YYN 6 siding is to be used for access/egress ONLY to Skelton OTM sidings

#### Skelton OTM Sidings

Steam Locomotives requiring coal or water must be located within the Skelton OTM sidings on siding line OTM 4. This may be completed on the approach side of Stop Board YYN30, Skelton OTM shunt neck, but only if room is not available on line OTM 4.

#### Access to the Turntable

Traincrew must have the necessary competence to operate the Turntable equipment.

#### **CONTROL OF MOVEMENTS – DRIVER ONLY WORKING – YORK YARD DOWN SIDINGS**

Driver Only Working must not commence until a clear understanding has been reached that any previously authorised movements have been completed.

The Driver is responsible to check that any hand points are set correctly for the safety of the move.

During Driver Only Working the Train Driver is responsible for obtaining the Signallers permission to proceed beyond any stop board.

Hand points MUST always be returned for safety of movements to/from YYN 1 siding following any completed moves made during Driver Only Working.

Drivers proceeding into Skelton OTM sidings must advise the Signaller on arrival within the OTM sidings that they have arrived complete and hand points have been returned for the safety of movements to/from YYN1 siding.

Movements WITHIN the Skelton OTM sidings will be under the control of the driver

Any shunting movement requiring a train to be split or propelled must be completed under PIC Working arrangements.

#### **CONTROL OF MOVEMENTS – PIC WORKING – YORK YARD DOWN SIDINGS**

When PIC Working is in operation a PIC must be in charge (as per General Instruction above)

PIC Working must not commence until a clear understanding has been reached that any previously authorised movement has been completed.

During PIC Working the Signaller must obtain authority from the PIC before authorising any movement into York Yard down sidings

Under PIC Working conditions the PIC is responsible for authorising all movements within York Yard down sidings.

Hand points MUST always be returned for safety of movements to/from YYN 1 siding prior to completion of PIC Working arrangements.

The Driver's authority is only to proceed as far as any Stop Board.

Drivers proceeding to Skelton OTM sidings must advise the PIC on arrival within the OTM sidings that they have arrived complete.

When the PIC is to leave duty or there is a change of PIC, they will contact the Service Delivery Supervisor and confirm any previously authorised movements have been completed and inform them of the status of YYN 1 siding and if necessary, points have been returned for the safety of moves to/from YYN1 siding.

The PIC must advise the relevant Signaller of any movement requiring to leave York Yard down sidings.

When all movements have been completed. Unless they have received prior permission from the relevant company, vehicles must not be left in a position where they can block access for other companies' trains or vehicles.

If an electric train is required to be stabled in any of the electrified sidings or remain there after the PIC has left duty, the PIC must confirm to the SDS that the pantograph has been lowered and will remain so until otherwise authorised before leaving duty.

**CONTROL OF MOVEMENTS – DRIVER ONLY WORKING – YORK YARD UP SIDINGS**

York Yard Up Sidings - Driver only working

Driver Only Working must not commence until a clear understanding has been reached that any previously authorised movements have been completed.

The Driver is responsible to check that any hand points are set correctly for the safety of the move.

During Driver Only Working the train driver is responsible for obtaining the Signaller's permission to proceed past the stop board at the exit of Leeman Road Store Yard sidings or the York Yard South Wagon Repair Depot towards signal Y245.

Any shunting movement requiring a train to be split or propelled must be completed under PIC Working arrangements

**CONTROL OF MOVEMENTS – PIC WORKING – YORK YARD UP SIDINGS**

When PIC Working is in operation a PIC must be in charge (as per General Instruction above)

PIC Working must not commence until a clear understanding has been reached that any previously authorised movement has been completed.

During PIC Working the Signaller must obtain authority from the PIC before authorising any movement into York Yard Up sidings

Under PIC Working conditions the PIC is responsible for authorising all movements within York Yard Up sidings.

Trains Departing York Yard Up Sidings - PIC Working

The PIC must obtain authority from the relevant Signaller before authorising any movement towards the exit signal.

When all movements have been completed. Unless they have received prior permission from the relevant company, vehicles must not be left in a position where they can block access for other companies' trains or vehicles.

The PIC will ask the signaller for permission before authorising any movement past the Stop Board at the exit from Leeman Road Store Yard towards signal Y245.

The PIC must tell the SDS that work is complete, and that Driver Only Working may be resumed. The SDS must also be advised of the status of York Yard Up Arrivals No1 & No2.

**ELECTRIC TRAIN**

If electric train is to be stabled in any of the electrified sidings, or to remain there after the PIC has left duty, the PIC must confirm to the SDS that the pantograph has been lowered and will remain so until otherwise authorised before leaving duty.

If the signaller requests a Blockage to Electric Traction whilst the PIC is on duty the PIC must arrange for pantographs to be lowered and advise the SDS when this has been completed and confirm they will remain lowered until otherwise authorised.

**ENGINEERING WORK**

If engineering work affecting the signalling of trains is to take place within York Yard Up or Down sidings and PIC Working is in place the PIC must be consulted before any work commences.

**Dated: 27/12/2024**



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47	04 March 2023
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52	29 August 2020
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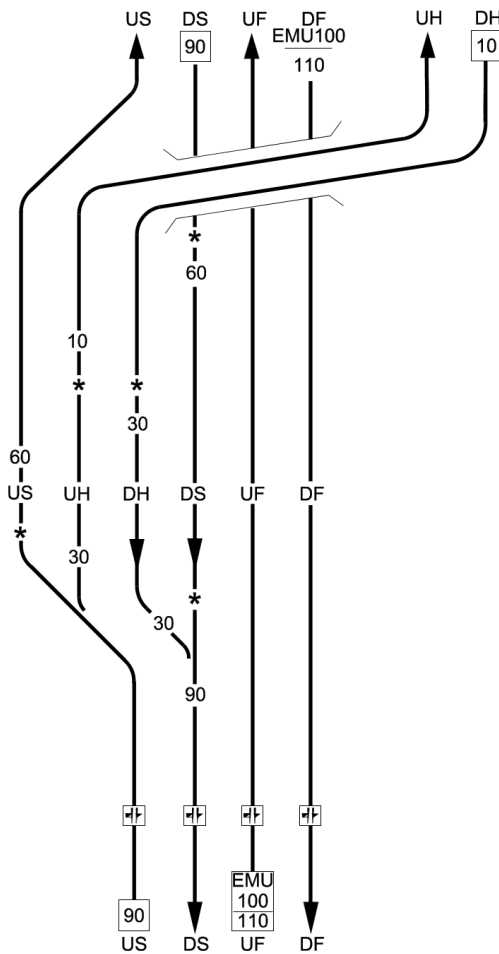

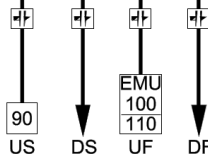
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## London North Eastern Route Sectional Appendix Module LN4

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165	05 June 2021
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167	<b>01 March 2025</b>
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## London North Eastern Route Sectional Appendix Module LN4

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
LN3201	009	St. Pancras to Tapton Jn (via Derby)			SPC1	London North Eastern	02/03/2024
Location		Mileage M      Ch	Running lines & speed restrictions			Signalling & Remarks	
Silkstream Jn						<div>TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR</div> <div>GSM-R</div> <div></div> <div>UH = Up Hendon (PF throughout) Not Electrified. DH = Down Hendon. Not Electrified.</div>	
		7   50   *					
		7   60   *					
		7   68   *					
		7   72 7   75   *					
Grahame Park OHNS		8   29					


## London North Eastern Route Sectional Appendix Module LN4

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN3201	010	St. Pancras to Tapton Jn (via Derby)	SPC1	London North Eastern	01/02/2025
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
<b>MILL HILL BROADWAY</b>		9 28 9 70 10 79	<p>The diagram shows four tracks: US (Up), DS (Down), UF (Up), and DF (Down). Speed restrictions are indicated by numbers in boxes: 90, 15, 100, 110, 75, 100, 110, 125. Platform lengths are given for Mill Hill Broadway (245m each) and Elstree/Borehamwood (245m, 245m, 176m, 177m). The diagram also shows the 'ELSTREE NEW TUNNEL' and 'ELSTREE TUNNEL' sections.</p>	<p>TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR</p> <p>GSM-R</p> <p>Platform lengths: Mill Hill Broadway Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres</p> <p>Class 810 BMU Traction System Changeover Location Down direction - lower pantograph Up direction - raise pantograph</p> <p>Trolleys must only be placed on the line in these tunnels when the line is under Possession</p>	
Elstree Tunnels (967 metres / 1058 yards)		11 38 * to 12 06			
<b>ELSTREE AND BOREHAMWOOD</b>		12 06 * 12 19 *			
		12 35			
Borehamwood OHNS		12 70 * 12 71 * 13 32			







London North Eastern Route Sectional Appendix Module LN4

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated	
LN3201	011	St. Pancras to Tapton Jn (via Derby)			SPC1	London North Eastern	02/03/2024
Location		Mileage M      Ch	Running lines & speed restrictions			Signalling & Remarks	
Radlett Jn		14   33	<div><div>US</div><div>90</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</div><div></div><div>40</di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## London North Eastern Route Sectional Appendix Module LN4

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN3201	012	St. Pancras to Tapton Jn (via Derby)		SPC1	London North Eastern	30/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Radlett Private Sidings		16 27			TCB Luton Workstation as far as 12m.20ch RA8 AC: Derby ECR 	
Napsbury HABD		17 60			Radlett private sidings & crossover DS/US not electrified  US = Up Slow DS = Down Slow UF = Up Fast DF = Down Fast CS = St Albans Centre Siding  ① Future RDA=Radlett DEPOT Arrival & RDD= Radlett Depot Departure lines	
		18 00				
		18 38 *				
		19 21 *				
		19 23 *				
		19 24 *				
		19 57				
<b>ST. ALBANS</b>		19 62 *			Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres	
		19 65 *				
		19 71				

## London North Eastern Route Sectional Appendix Module LN4

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
LN3601	001	Kettering North Jn to Manton Jn			GSM1	London North Eastern	22/11/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Kettering North Jn		74 00	<p>See LN3201 seq 026</p> <p>To/From Kettering  DM To/From Market Harborough</p> <p>UM</p> <p>DC</p> <p>UC</p>			<p>TCB Derby EMCC (KM)</p> <p>RA8 Kettering Workstation</p> <p>AC: Derby ECR</p> <p></p>	
		74 41 *	<p>90 90</p> <p>* *</p> <p>65 65</p> <p>* *</p>			<p>UC = Up Corby</p> <p>DC = Down Corby</p>	
		74 72 *				<p> = Advance Traction Changeover</p>	
Warning of traction changeover		75 57					
Lower pantograph sign		75 77	<p>To/From Corby Automotive LN3610 seq 001</p> <p>90 90</p> <p> = Manual Power Change Over - Pantograph Lower</p>				
Geddington HABD		77 08	<p>To/From Corby BSC LN3605 seq 001</p> <p>15 15</p> <p>60 60</p> <p>* *</p>			<p>Electrification Limits:</p> <p>Down Corby 79m 30ch</p>	
		78 25 *					
		78 60 *					
Raise pantograph sign		79 06	<p>15 40</p> <p> = Manual Power Change Over - Pantograph Raise</p>				
Corby Station South Jn		79 25					
Warning of traction Changeover		79 27					
		79 35 *	<p>40 60</p> <p>* *</p> <p> = Advance Traction Changeover</p> <p>40 60</p> <p>UC DC</p>				

## London North Eastern Route Sectional Appendix Module LN4

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
LN3601	002	Kettering North Jn to Manton Jn			GSM1	London North Eastern	27/05/2023
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
<b>CORBY</b>		79 40	<p>UC 40 60</p> <p>40</p> <p>15</p> <p>60</p> <p>5 5</p> <p>40</p> <p>1</p> <p>Corby Run Round Sidings</p> <p>60 *</p> <p>20 40</p> <p>UC DC</p>			<div> <div>TCB RA8</div> <div>Derby EMCC (KM) Kettering Workstation AC: Derby ECR</div> </div> <div>GSM-R</div> <p>Platform Length: Corby - 247 metres</p> <p>UC = Up Corby DC = Down Corby None Electrified</p> <p>Electrification Limits: UC - 79 miles 60ch Corby Run Round Sidings - 79 miles 68ch</p> <p>① Standage in both sidings is 743m / 812 yards</p>	
Corby Station North Junction		79 65				Tel. on tunnel face Up side	
Corby Tunnel (1755m / 1 mile, 160 yards)		80 74 to 82 01				Tel. on tunnel face Up side	
Harringworth Viaduct (1164m / 1272 yards)		85 00 85 76 *				Tel. on Up side	
Seaton Tunnel (188m / 206 yards)		86 24 to 86 33 86 43 *					



**LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****Elstow Sidings****Arrivals**

**Setting back movements from Up Slow Line.** When signal WH.597 is cleared for a movement to set back from the Up Slow Line to the sidings, the 'OFF' indicator in the Shunter's plunger cabinet will be illuminated. Provided the line is clear for the movement to be made, the Shunter must then depress the 'OFF' plunger to illuminate the white light set back signals which will be the Driver's authority to make the setback movement without receiving a hand signal from the Shunter. The Driver must remain at the Luton end of the locomotive during the set back movement.

This movement may also be controlled by radio

The Shunter must immediately extinguish the white lights by means of the 'Stop' plunger in case of emergency if movement is not controlled by radio

**Departures**

Propelling is authorised from WH 486 to up slow line in order to reach position light WH 597 for onward move in down direction.

The connections to the private siding and up slow to down slow cross over are not electrified.

**Dated: 01/03/22****LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****BEDFORD To ST. PANCRAS**

**AC EMUs 12 Car Formations.** Because of the possible effect on the Overhead Line Equipment, all AC EMUs running in 12 car formations will be subject to a maximum speed restriction of 75mph until further notice.

This restriction will not apply if **ALL** the EMUs in the 12 car formation are fitted with Brecknell Willis MK2 High Speed Pantograph (or similar).

**Dated: 18/04/15****LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****WELLINGBOROUGH****Neilson Sidings**

**Neilson Sidings are comprise of 6 sidings, numbered 1 to 6.** To enable a locomotive to run round a train within the yard, Siding No.1 (70 SLU) and Siding No.2 (64 SLU) are designated as run round lines and vehicles must not be stabled thereon.

**Dated: 08/05/21****LN3201 ST PANCRAS TO TAPTON JN****NEILSONS SIDINGS****ARRIVAL**

The siding shunter will confirm that hand points HP05 are in the required lie, changing as required. The train will draw up to BK6069 signal, on the Up Slow, reading in the Down direction. The signaller will set a route into Neilsons Sidings. The driver will proceed under authority of the PLS.

When the siding shunter is not on duty the driver will assume the responsibilities of the shunter.

**DEPARTURE**

The siding shunter will confirm that hand points HP05 are in the required lie, changing as required. The train will draw up to the siding departure signal, BK6070, occupying a 'Train Waiting Track' which informs the signaller that a train is ready to depart. The signaller will set a route for the train to depart. The driver will proceed under authority of the PLS.

When the siding shunter is not on duty the driver will assume the responsibilities of the shunter

**Dated: 01/01/20**

**LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****Harrowden Jn To Kilby Bridge Jn**

**Bi-Directional working is in place between Harrowden Junction and Kilby Bridge Junction.** All COSS/IWA/SWL setting up a safe system of work in this area must do so in accordance with Handbook 6 General Duties of an individual working alone, or Handbook 7 General Duties of a controller of site safety, and Handbook 21 Safe Work Leader Blocking a Line Rulebook Module TS1 Regulation 13.2 and the RIMINI process. Before patrolling in a Red Zone may take place, the Patrolman must contact the Signaller at Derby EMCC, Kettering or Wigston Workstation and request the suspension of Bi-Directional working. The Signaller and the Patrolman must come to a clear understanding as to the location of the patrolling and complete the documentation provided. If the Signaller is not in a position to suspend Bi-Directional working, then track patrolling must not take place.

**Dated: 09/11/2024****LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****KETTERING****In Route TPWS**

There are In Route (IR)TPWS loops installed approx. 540 metres (590yds) beyond LR72 and LR70 signals, and approx. 213 metres (232yds) on the approach to the platform edge. They have a set speed of Passenger 25.5mph, and Freight 20.0mph. These IR-TPWS loops are only energised when the movement is under the authority of the Calling On signal.

**Dated: 08/05/2021****LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****KETTERING****Permissive Working from LR70 and LR72**

The Driver of an East Midlands Train shall control the speed of the train so that it does not exceed 20mph, after receiving the calling on signal associated with LR70 or LR72.

**Dated: 08/05/2021**

## LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

### Wigston North Jn To Knighton Jn

**Working of the Up and Down Goods line.** When a train has been admitted to the Up and Down Goods line, the Driver must advise the Signaller at Wigston Workstation for signal LR320 or Leicester Workstation for signal LR32 immediately the first train has stopped at the appropriate exit signal.

When a second train has been admitted to the Up and Down Goods line, the Driver must, immediately the first train has departed, move their train forward and stop at the exit signal and advise the appropriate Signaller accordingly.

When a train has been admitted to the Up and Down Goods line to enable the locomotive to run round its train, the Driver must advise the appropriate Signaller immediately the locomotive has stopped at the exit signal. When the run round movement has been completed and the train is stopped at the appropriate exit signal, the Driver must advise the appropriate Signaller accordingly.

**Dated: 09/11/24**

## LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

### LEICESTER

**Up Carriage Sidings.** Before a movement is made from the Up Carriage Sidings towards the exit signal, the Shunter must obtain the permission of the Signaller at Derby EMCC, Leicester Workstation. In the case of shunting movements the Signaller at Leicester Workstation must be advised when the shunting movements have been completed.

**Dated: 02/01/12**

## LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

### LEICESTER To Syston South Jn

**Wheel Impact Load Detector (Wheelchex).** This equipment analyses the dynamic wheel loads produced by each passing train. The data obtained may result in an alarm being received in Network Rail, Operations Control. A Wheelchex system is installed on the Down Fast, Up Fast and Up & Down Slow lines at Thurmaston 101m 78ch. If an alarm is received from the detector, the train will be stopped by signals and the Driver may be instructed by the Signaller to proceed at a reduced speed to a location where the train can be taken out of service.

**Dated: 30/08/08**

## LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)

### Humberstone Road Jn

**Down Sidings.** When a train requires to enter the sidings, the Shunter must, after satisfying himself that the hand points have been correctly set and that the siding is sufficiently clear to accommodate the train and after carrying out the provisions of Rule Book, Module SS2, Section 3 and advise the Signaller at the EMCC, Leicester Workstation that he has done so.

The Shunter must inform the Signaller at the EMCC, Leicester Workstation when a train is ready to leave the sidings giving its description and destination

**Down Fast line 'OFF' indicators.** The illumination of an 'OFF' indicator, working in conjunction with the signal applying to movements from the Down Fast line to the 'Up and Down Goods line, Reception line or Down Sidings, will be the Driver's authority to commence the setting back movement and the provisions of Rule Book, Module SS2, Sections 3 and 4.1 and Module TW1, Section 26.3 are exempt except that the movement must not pass any signal at Danger. The setting back movements must be made at walking pace and the Driver must be prepared to act on a handsignal from the Shunter when he comes into view.

**Dated: 07/12/13**

**LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****DERBY****Derby R.T.C. Yard**

**Acceptance of trains to Derby RTC Yard.** The signaller controlling movements to Derby RTC Yard must gain the permission of the duty shunter before allowing a movement to be made towards Derby RTC Yard from the protecting signals. If there is no shunter on duty and there has been no prior agreement for the train to enter the yard (see section below), the signaller must contact NDS Infrastructure Group Control (IGC) on 01908 723500 (choose option 3 followed by option 2) for instructions.

**When shunting staff are not available.** Two unattended departures and arrivals can be authorised by the duty shunter. The duty shunter must advise the signaller controlling movements to/from Derby RTC Yard of the arrangements prior to leaving duty. These details must include train headcodes and route into/from the yard to be used. The duty shunter will also advise the driver of the unattended movement and SRO control as to the details, including stabling and disposal arrangements.

**Control of shunting movements.** The control of shunting operations is prohibited between the Down Main line and the Reception Road.

**Propelling movements.** Propelling movements to or from the above sidings are prohibited.

**Dated: 03/12/17****LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****DERBY****Working Of Diverted Services**

**When there is a requirement to divert services** between Derby/Nottingham/Leicester via Sheet Stores Junction and Stenson Junction, then the services concerned will be routed accordingly at Derby or Sheet Stores Junction.

Down direction services will be routed from Sheet Stores Junction via the Down Chellaston line to the Down Main line at Stenson Junction where the Driver must bring the train to a stand clear and in rear of ground position light signal DY.300 for a reversal movement. The Driver must then change ends through the unit or by using the Down Main line cess. When a diverted Down direction service is ready to depart to the Up Main line the Person in Charge of the train must advise the Signaller in Derby box accordingly.

Up direction services will be routed from Derby via the Down Main line to Stenson Junction where the Driver must bring the train to a stand clear and in rear of ground position light signal DY.300 for a reversal movement. The Driver must then change ends through the unit or by using the Down Main line cess. When a diverted Up direction service is ready to depart to the Up Chellaston line the Person in Charge of the train must advise the Signaller in Derby box accordingly.

**Dated: 30/08/08****LN3201 - ST. PANCRAS TO TAPTON JN (VIA DERBY)****DERBY North Jnc****Shunt movements reversing at DC5078.**

The driver must be able to walk through a train which reverses at this signal. If this is not possible the person arranging the movement must advise the signaller and the movement will then be signalled to reverse at signal DC5076 Line D

Only Signal DC5076 must be used for reversing trains unless the Signaller has received confirmation that the Driver can walk through the train

**Permissive movements towards platform 6 Derby from DC5076 signal.**

Before DC5076 is cleared for a permissive move towards platform 6, the train shall be brought to a stand at DC5076, the driver shall be advised, that the movement is to proceed into an occupied platform

**Dated: 17/07/2021**

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7	02 December 2006
8	02 December 2006
9	04 March 2023
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24	07 December 2024
25	01 June 2024
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59	03 June 2017
60	03 June 2017
61	03 June 2017
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63	05 June 2010
64	05 June 2010
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LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN752	002	Wrawby Jn. to Marshgate Jn.	DOW	London North Eastern	30/12/2015
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
North Lincoln Jn		24 10 *			<p>TCB York ROC (BD) RA8 North Lincolnshire Workstation</p> <p>DSG = Down Scunthorpe Goods USG = Up Scunthorpe Goods USGL = Up Scunthorpe Goods Loop TRL = Trent Yard Reception Line</p> <p>TL = Transfer Line</p> <p>TCB Scunthorpe SB (S) RA8</p> <p>① - Down Arrival and Up Departure Line</p> <p>OL = Outwards Line IL = Inwards Line</p> <p>UGL = 674 metres / 738 yards</p>
Trent Jn		23 51			<p>① - Down Arrival and Up Departure Line</p> <p>OL = Outwards Line IL = Inwards Line</p> <p>UGL = 674 metres / 738 yards</p>
Scunthorpe SB (S)		23 27			
Frodingham Jn		23 13			
<b>SCUNTHORPE</b>		22 54			
Scunthorpe West Jn		22 30 *			
Gunhouse Jn		20 32			
<b>ALTHORPE</b>		19 21			

## London North Eastern Route Sectional Appendix Module LN5

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN752	003	Wrawby Jn. to Marshgate Jn.		DOW	London North Eastern	07/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
					<div>TCB RA8</div> <div>Scunthorpe SB (S)</div> <div>GSM-R</div> <div>Doncaster SB (D)</div> <p>Line speed on Down Main from 15m 48ch to 15m 39 reduced to 20mph under STNC/G1/2023/EAST/004V</p>	
Keadby Canal Bridge		18 25 *				
		18 18				
		18 15 *				
		18 14 *				
Keadby Canal LC (MCB)		18 13				
HABD		17 66 *				
		17 06 *				
		15 48 *				
<b>CROWLE</b>		15 43				
		15 39 *				
Godnow Bridge LC (MCG)		14 08				
Windsor LC (UWC)		13 41				
Medge Hall LC (MCG)		13 02				
Thorne No 2 LC (AHBC-X)		10 35				
HABD		10 12				
Thorne No 1 LC (AHBC - X)		10 12				
<b>THORNE SOUTH</b>		9 48				
Kirtan Lane LC (CCTV)		8 47				
Ashfield Road LC (UWC)		8 46 *				
		8 42 *				
		8 35				



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14	02 December 2023
15	04 June 2016
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10	02 December 2006
11	03 December 2022
12	03 December 2022
13	05 March 2016
14	05 March 2016
15	31 August 2019
16	31 August 2019
17	05 March 2022
18	05 March 2022
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23	04 June 2022
24	04 June 2022
25	04 March 2023
26	04 March 2023
27	07 December 2024
28	07 December 2024
<b>29</b>	<b>01 March 2025</b>
<b>30</b>	<b>01 March 2025</b>
31	07 December 2024
32	07 December 2024
33	30 November 2019
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35	02 March 2019
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37	28 November 2020
38	28 November 2020
39	04 December 2021
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41	02 March 2024
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43	02 September 2023
44	02 September 2023
45	04 December 2021
46	04 December 2021
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67	02 June 2018
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144	02 December 2023
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149	06 December 2014
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## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN838	005	Leeds Armley Jn. to York Skelton Jn. via Harrogate		HAY1	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Wilstrop LC (MCG)		7 45			<div> <div>TB Hammerton SB (H)</div> <div>UDH = Up / Down Harrogate</div> <div>TB Poppleton SB (P)</div> <div>T Telephones to Poppleton SB OMSL - See General Instruction</div> <div>T Telephones to Poppleton SB</div> <div>TCB</div> <div>UH = Up Harrogate DH = Down Harrogate</div> </div> <div>GSM-R</div>	
Marston Moor LC		6 05				
Hessay LC		5 11				
		5 10 *				
Laburnum Farm (UWC)		5 06				
Hessay Rd (OMSL)		4 63				
		4 53 *				
Cat Lane LC (UWC)		4 28				
		3 47 *				
		2 78 *				
Poppleton SB		2 74				
Poppleton LC		2 74				
<b>POPPLETON</b>		2 72				
		2 68 *				

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN838	006	Leeds Armley Jn. to York Skelton Jn. via Harrogate	HAY1	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Nether Poppleton LC (MCB-OD)					<div>TCB RA8</div> <div>Poppleton SB (P)</div> <div>GSM-R</div> <div> <div>York ROC</div> <div>York North Workstation (Y)</div> </div> <div>DH = Down Harrogate UH = Up Harrogate</div> <div>Note: DS, US, UM &amp; DM (ECML) = AC: York ECR</div>
		2 34 *			
		2 34 *			
Skelton Jn (York)		2 33 *			
		1 65 *			
		1 58			
		1 54			

## London North Eastern Route Sectional Appendix Module LN7

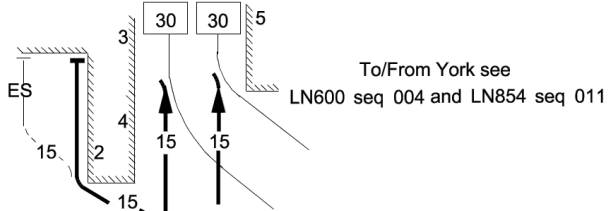
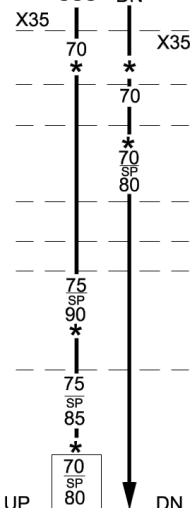
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN854	010	Hall Royd Jn. to Colton Jn.	NOC	London North Eastern	07/07/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Church Fenton Hot Axle Box Detector		11 08		TCB RA9 <div>York ROC (CF) Leeds East workstation</div> <div>GSM-R</div>	
Church Fenton South Jn		10 77		UNN = Up Normanton DNN = Down Normanton UL = Up Leeds DL = Down Leeds	
<b>CHURCH FENTON</b>		10 66 *		CFPL = Church Fenton Up Passenger Loop (P3) = 288m / 315yds Up direction, 154m / 168yds Down direction.	
		10 58			
		10 58 *			
		10 54 *			
		10 37		TOWS 10m 30ch to 11m 42ch (Leeds Lines Only)	
Church Fenton North Jn		10 36			
		10 31 *			
		10 27		<div>AC : York ECR</div>	

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated
LN854	011	Hall Royd Jn. to Colton Jn.	NOC	ECM4	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
<b>ULLESKELF</b>					<div>TCB RA9</div> <div>Leeds East Workstation (CF) AC. York ECR</div> <div>York ROC York South Workstation (Y)</div> <p>GSM-R</p>	
		8 70				
		7 31 *				
		6 40 *				
Colton South Jn		6 25				
		6 14				
		5 41 *				
Colton Jn Change of LOR, ELR and milage		5 41				
		182 79	To / from Hambleton North Jn			
Colton North Jn		183 65	ECML see LN600 seq 002			
			To / from Holgate Jn.			



## London North Eastern Route Sectional Appendix Module LN7

ES = Exam Sidings				ES = Exam Sidings DSC - Down Scarborough USC - Up Scarborough		
LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN880	001	York to Scarborough		YMS	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
YORK		0 00			<div>TCB York ROC RA8 York Station Workstation (Y) Platform 2 &amp; ES: RA3</div> <div>GSM-R</div>	
Scarborough Bridge Jn		0 18			<div>ES = Exam Sidings DSC - Down Scarborough USC - Up Scarborough</div> <div>PP-A for train class 1, 2, 3 (FCS), 5, 9 and 0 is authorised in all platforms</div> <div>PP-C for train class 1, 2, 3 (ECS), 5 and 9 is authorised in platforms 4 and 5</div>	
		0 22 * 0 25 *				
Bootham LC (AHBC-X)		1 51				
Bootham Stray LC (UWC)		1 52 * 1 70	<div>T</div>			
Kettlestring Farm LC (UWC)		2 54 2 60 *	<div>T</div>			
Hall Farm LC (UWC) (Strensall)		3 19	<div>T</div>			
Haxby Road LC (CCTV)		3 27				
		3 37 *	<div>T</div>			
Haxby Station LC (CCTV)		4 18				
		4 28 *			<div>TCB Strensall SB (S)</div>	

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
LN880	002	York to Scarborough			YMS	London North Eastern	11/05/2019
Location		Mileage M      Ch	Running lines & speed restrictions			Signalling & Remarks	
Strensall No 1 LC (CCTV)		6   00	<div><div>UP</div><div>DN</div><div><div>70 SP 80</div></div><div><div>70 SP 80</div><div>*</div><div>15</div><div>60 SP 75</div><div>*</div><div>75 SP 90</div><div>*</div><div>60 SP 70</div><div>*</div><div>75 SP 80</div><div>*</div><div>60 SP 80</div><div>*</div><div>75 SP 80</div><div>75 SP 80</div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div> <td><div>TCB      Strensall SB (S)</div><div>RA8</div><div>Other crossings in this area T = Manor Farm UWC at 5 03 T = Oakbutts UWC at 5 26</div><div>( S11 signal at 6 66 Down/ S12 signal at 7 61 Up) to Barton Hill</div><div>AB      Strensall SB (S)</div><div>Other crossings in this area T = Strensall Walbutts UWC at 7 19 T = Flaxton Moor UWC at 8 28 T = Thornton Gates Public Bridleway at 10 20 T = Foston Gates UWC at 10 74</div><div>AB      Barton Hill SB</div></td> <td><div>GSM-R</div><div><div></div></div></td>			<div>TCB      Strensall SB (S)</div> <div>RA8</div> <div>Other crossings in this area T = Manor Farm UWC at 5 03 T = Oakbutts UWC at 5 26</div> <div>( S11 signal at 6 66 Down/ S12 signal at 7 61 Up) to Barton Hill</div> <div>AB      Strensall SB (S)</div> <div>Other crossings in this area T = Strensall Walbutts UWC at 7 19 T = Flaxton Moor UWC at 8 28 T = Thornton Gates Public Bridleway at 10 20 T = Foston Gates UWC at 10 74</div> <div>AB      Barton Hill SB</div>	<div>GSM-R</div> <div><div></div></div>
Strensall No 2 LC (CCTV)		6   11					
		6   20   *					
Strensall LC (MCB)		6   48					
Strensall SB (S)		6   48					
		6   64   *					
		6   76   *					
Common Road LC (MCG)		7   52					
		8   61   *					
Flaxton LC (AHBC-X)		9   21					
		9   22   *					
		10   05   *					
Barton Hill LC (MCB)		11   00   *					
Barton Hill SB		11   48					

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
LN898	002	Neville Hill East Jn to Hull		HUL3	HUL2	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
						<div>TCB York ROC</div> <div>RA8 Hambleton Workstation (Y)</div> <div>GSM-R</div> <div> <p>① - To/From Selby Mine Sidings OOU pending Network change</p> <p>Other crossings in this area T = Owlett Hall UWC at 5 07 T = Ruddings Farm UWC at 4 67</p> <p>② - To/From North Side Sidings Maximum length into sidings 346m</p> <div>Selby SB (S)</div> </div>	
Hagg Lane LC (R/G)		5 59 5 35 * 5 34					
Philip Lane LC (R/G)		4 47					
Hambleton West Jn		4 43					
Hambleton East Jn		3 34	To/From Hambleton South Jn LN904 seq 001				
Harrymore Lane LC (R/G)		2 79 *					
Harrymore Lane HABD		2 78					
Thorpe Hall LC (MCB-OD)		2 41					
Thorpe Gates LC (MCB-OD)		2 27					
Campey's Farm LC (UWC)		2 04 *					
Sandhill Lane LC (MCB-OD)		1 78	T				
		1 42					
		0 42 *					
Doncaster Road LC (MCB)		0 40					
Selby SB (S)		0 40					
Selby West Jn		0 36					
		0 05 *	To/From Canal Jn LN908 seq 001				
		0 00	To/From Temple Hirst Jn LN910 seq 001				
Selby South Jn		31 12					

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN898	003	Neville Hill East Jn to Hull	HUL2 HUL1	London North Eastern	24/02/2018
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
<b>SELBY</b>		30 79			<div>TCB RA8</div> <div>Selby SB (S)</div> <div>GSM-R</div> <p>DH = Down Hull UH = Up Hull</p> <p>PP-C Permissive working is authorised in Selby Down Hull Platform 1 for Class 1, 2, 3 ECS, 5, 9 &amp; 0 trains.</p> <p>PP- Permissive working is authorised in dead end platform 3 for class 1, 2, 3 (ECS), 5, 9 &amp; 0 trains only for attaching, detaching, platform sharing and stabling.</p> <p>DPL = 429m / 469yds UPL = 381m / 416yds</p> <p>Change of ELR 30m 40ch - HUL2 to HUL1</p> <p>① - To/From Selby Potter Group Sidings</p>
Selby Swing Bridge		30 70			
		30 61			
		30 60 *			
Barlby Jn (Former)		30 40			
Barlby BOCM LC (MCB)		30 34			
Barlby North Jn		30 27			
Selby F Ground Frame		29 76			
		29 66 *			
		29 21 *			
Millfield Farm LC (UWC)		29 18			

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN902	001	Micklefield Jn to Church Fenton North Jn		CFM	London North Eastern	15/12/2021
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Micklefield Jn		15 63 *	<p>To/From Neville Hill East Jn. LN898 seq 001</p> <p>To/From Milford LN854 seq 009</p> <p>To/From Colton South Jn. see LN854 seq 009</p>		<p>TCBork ROC Leeds East WS (Y, CF) RA9</p> <p>UH = Up Hull DH = Down Hull UL = Up Leeds DL = Down Leeds</p> <p>CFPL = Church Fenton Up Passenger Loop = 288m / 315 yards NOTE: CFPL shared with LN854</p> <p>GSM-R</p>	
Adamsons LC (UWC)		15 43 *				
Poulters LC (UWC)		11 36				
Rose Lane LC (UWC)		11 14				
<b>CHURCH FENTON</b>		11 12 *				
		10 79				
		10 77				
		10 66 *				
Church Fenton North Jn		10 58 *				
		10 54 *				
		10 37				
		10 36				
		10 31 *				

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN904	001	Hambleton South Jn to Hambleton West Jn		HSC	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Hambleton South Jn		174 10	<p>To / from Temple Hirst Jn see LN600 seq 002</p> <p>70</p> <p>UM</p> <p>DM</p> <p>125</p> <p>70</p> <p>DHSC</p> <p>70</p> <p>UHSC</p> <p>75 SP80</p> <p>70</p> <p>DH</p> <p>70</p> <p>UH</p> <p>75 SP90</p> <p>To / from Gascoigne Wood Jn see LN898 seq 002</p>		<div>TCB York ROC</div> <div>RA10 Hambleton Workstation (Y)</div> <div>GSM-R </div> <p>Note: UM &amp; DM (ECML) = AC: York EC</p> <p>UHSC = Up Hambleton South Curve DHSC = Down Hambleton South Curve</p> <p>DH = Down Hull UH = Up Hull</p>	
Scalm Lane LC (R/G)		174 56				
Hambleton West Jn		175 33				

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN906	001	Hambleton East Jn to Hambleton North Jn	HNC	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Hambleton East Jn		3 34			<div>TCB RA10</div> <div>York ROC Hambleton Workstation (Y)</div> <div>GSM-R</div>
Hambleton North Jn		4 00	<div>▲ Up direction</div> <div>▼ Down Direction</div>		<div>Note: UM &amp; DM (ECML) = AC: York ECR</div>

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN908	001	Selby West Jn to Canal Jn		SEC	London North Eastern	30/04/2016
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Selby West Jn		0 00	<p>To/From Hambleton East Jn LN898 seq 002</p> <p>20</p> <p>↓</p> <p>20</p> <p>To/From Temple Hirst Jn LN910 seq 001</p>		<div>TCB RA9</div> <div>Selby SB (S)</div>	
Canal Jn		0 32				



## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN910	001	Temple Hirst Jn to Selby South Jn	TCW1	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Temple Hirst Jn		169 16	<p>To/From Shaftholme Jn LN600 seq 001</p> <p>To/From Selby West Jn LN908 seq 001</p> <p>To/From Selby LN898 seq 002</p>	<p>TCB York ROC RA9 York Hambleton Workstation (Y)</p> <p>GSM-R</p>	
		169 46 *		<p>① - To/From Engineers Siding</p> <p>Selby SB (S)</p> <p>② - Secured out of use</p>	
		169 55 *			
Burn Lane LC (MCB-OD)		170 70			
Henwick Hall LC (MCB-OD)		172 20			
		172 75			
Brayton LC (CCTV)		173 02			
		173 26 *			
		173 27 *			
Canal Jn (Selby)		173 59			
		174 06 *			
		174 09 *			
Selby South Jn		174 11			

## London North Eastern Route Sectional Appendix Module LN7

LOR	Seq.	Line of Route Description	ELR		Route	Last Updated		
LN912	001	Thorne Jn to Gilberdyke Jn	TJG1	TJG2	London North Eastern	16/11/2019		
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks			
Thorne Jn		7 69			TCB RA8		Doncaster SB (D)	
		8 00					TOWS 8 00 to 8 05 Doncaster line	
8 05 *								
9 09								
14 06								
<b>THORNE NORTH</b>		14 02						
Thorne Mooreends LC (AHBC)		12 32						
Hot Axle Box Detector		12 32						
Mooreends Farm LC (UWC)		11 51						
Tennitts (UWC)		11 04						
Creykes LC (R/G)		10 19						
Hook Moor Farm LC (UWC)		9 35						
Potters Grange Jn		7 05						
		6 72 *						
Goole SB (G)		6 51						
Boothferry Road LC (MCB)		6 51						
<b>GOOLE</b>		6 46			Goole SB (G)			
					② - Sidings			

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London North Eastern Route Sectional Appendix Module LN8

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## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description			ELR	Route	Last Updated
LN624	001	Northallerton, Castle Hills Jn to Castle Hills West GF			REB4 REB2	London North Eastern	27/12/2024
Location			Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
End of Castle Hills Reversing Line			31 09	<p>▲ Up Direction ▼ Down Direction</p> <p>To / from Northallerton High Jn see LN600 seq 008</p> <p>LONDON NORTH EASTERN WENSLEYDALE RAILWAY BOUNDARY</p> <p>To/From Redmire (Private Railway)</p>		<div>TGB RA8 York ROC (Y) York North WS</div> <div>GSM-R</div> <p>RL = Castle Hills Reversing Line</p> <p>Note: UM &amp; DM (ECML) = AC: York ECR</p> <div>OTS</div> <p>AWS not provided</p> <p>RB - Up/Down Redmire Branch</p> <p>Note UWC is not provided with telephones</p> <p>End of GSM-R area at 0m 18ch</p>	
Castle Hills Jn Change to RB milage			30 63 * -0 04 0 00				
Castle Hills Farm UWC & Stop Boards			0 17				
Network Rail Boundary			0 18				

## London North Eastern Route Sectional Appendix Module LN8

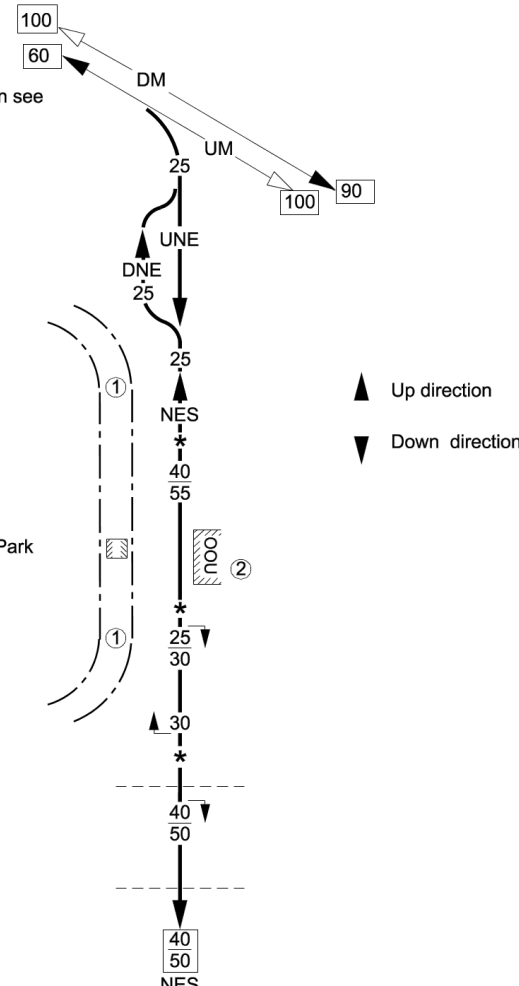
LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN626	001	Northallerton High Jn to Northallerton East Jn	LEN2	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks
Northallerton High Jn		0 00			<div> <div>TCB</div> <div>RA8</div> </div> <div> <div>York ROC</div> <div>York North Workstation (Y)</div> </div> <div>GSM-R</div> <div> </div> <p>Note: UM &amp; DM (ECML) = AC: York ECR</p> <p>UNL - Up Northallerton Loop DNL - Down Northallerton Loop</p> <p>ULL - Up Longlands Loop DNL - Down Longlands Loop USN - Up Sunderland DSN - Down Sunderland</p>
Northallerton East Jn		0 36			

## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN627	001	Northallerton Longlands Jn to Newcastle East Jn via the Coast	LLP1 LLP3 LLP2 LEN3	London North Eastern	27/12/2024
Location		Mileage M Ch	Running lines & speed restrictions	Signalling & Remarks	
Longlands Jn (Down Longlands Loop)		28 58 ① 28 76 28 77 *		<div>TCB York ROC</div> <div>RA8 York North Workstation (Y)</div> <div>GSM-R</div>	
Longlands Jn (Up Longlands Loop)		0 69 ②		<div>ULL = Up Longlands Loop</div> <div>DLL = Down Longlands Loop</div>	
Longlands Tunnel 50 metres / 55 yards		0 11 to 0 08		<div>① - ELR LLP1 Down Longlands Loop (28m 58ch to 29m 72ch)</div>	
Boroughbridge Road LC (CCTV) #		29 72 ①		<div>② - ELR LLP3 Up Longlands Loop (0m 69ch to 0m 00ch)</div>	
Change of Milage - Dn Longlands Loop		29 72 ①		# = Crossing controlled / monitored by Low Gates SB	
Change of Milage - Up Longlands Loop		0 00 ②		<div>③ - ELR LLP2 Up &amp; Down Longlands Loop lines (42m 21ch to 42m 79ch)</div>	
Change of Milage / ELR		42 21 ③		<div>DNL = Down Northallerton Loop</div> <div>UNL = Up Northallerton Loop</div> <div>USN = Up Sunderland</div> <div>DSN = Down Sunderland</div>	
Romanby Road LC (CCTV) #		42 38		<div>④ - ELR LEN3 Up &amp; Down Sunderland Lines (from 42m 79ch)</div>	
Springwell Lane LC (AHBC) #		42 65		<div>⑤ to / from Northallerton East Goods Yard</div>	
Northallerton East Jn Change of Line Name / ELR		42 79 ③ 43 00 *		<div>Low Gates SB control area from 43m 60ch.</div> <div>Low Gates SB (LG)</div>	
Low Gates LC (MCB) #		43 24			
Low Gates SB		43 25			
Vaseys LC (UWC)		43 25 *			
Vaseys LC (UWC)		43 68			
Clarks LC (UWC)		44 10			
Walkers LC (UWC)		44 30 *			
Walkers LC (UWC)		44 30			
Walkers LC (UWC)		44 53 *			



## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
LN694	001	Benton North Jn. to Morpeth North Jn. via Bedlington		BNE	EJM	London North Eastern	01/02/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Benton North Jn		0 00				<div>TCB RA8</div> <div>Tyneside ROC (T) Newcastle workstation</div> <div>GSM-R</div>	
Benton East Jn		0 05				<div>CW Down at 0 07</div> <div>NES = Newsham Single</div> <div>UNE = Up Newsham</div> <div>DNE = Down Newsham</div>	
		0 68					
		0 69 *				<div>① = Adjacent lines, Nexus / Tyne &amp; Wear Metro</div> <div>OLE = 1500V DC (ECR phone 0191 213 1003)</div>	
<b>Northumberland Park</b>		2 12	Metro Northumberland Park			<div>TCB RA8</div> <div>Tyneside ROC (BA) Ashington Workstation</div>	
		2 18 *				<div>② = Out of Use Under Construction</div>	
Earsdon FPC (OMSL)		2 49 *				<div>OMSL - See General Instruction</div>	
Milage and ELR change Earsdon Jn (Former)		2 53					
		7 08					
Holywell LC (AHBC-X)		7 41				<div>Change of ELR 2m 53ch - BNE to EJM</div>	

## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
LN694	002	Benton North Jn. to Morpeth North Jn. via Bedlington		BNE	EJM	London North Eastern	01/02/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
Holywell Jn.		7 44				<div>TCB Tyneside ROC (BA)</div> <div>RA8 Ashington Workstation</div> <div>GSM-R</div> <div>NES = Newsham Single</div> <div>UNE = Up Newsham</div> <div>DNE = Down Newsham</div> <div>☒</div> <div>Lockout Protection provided</div> <div>See local instructions</div> <div>OMSL - See General Instruction</div>	
		7 53 *					
		8 76 *					
		8 79 *					
Seghill Jn.		9 04					
Seghill LC (AHBC-X)		9 06	T				
		9 21 *					
Mares Close FPC (OMSL)		9 36	T				
Seaton Delaval		9 72					
		11 01 *					
Hartley LC (AHBC)		11 12	T				

## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated	
LN694	003	Benton North Jn. to Morpeth North Jn. via Bedlington			BNE	EJM	London North Eastern	01/02/2025
Location		Mileage M      Ch	Running lines & speed restrictions				Signalling & Remarks	
Red House Farm Jn		11   24   *	<div><div><div>NES</div><div>30</div><div>*</div><div>BA9183</div><div>60</div><div>MU70</div></div><div><div>40</div><div>*</div></div><div><div>①</div><div>OOUC</div><div>UNE</div><div>DNE</div><div>①</div><div>OOUC</div><div>①</div></div><div><div>50</div><div>MU75</div><div>60</div><div>MU70</div></div></div>				<div><div>TCB</div><div>RA8</div></div> <div>Tyneside ROC (BA) Ashington Workstation</div> <div><div>NES = Newsham Single</div><div>UNE = Up Newsham</div><div>DNE = Down Newsham</div><div>① = Out of Use Under Construction</div><div>☒</div><div>Lockout protection provided See Local Instructions</div></div> <div><div>GSM-R</div><div><div></div></div></div>	
		11   31						
		11   42   *						
Newsham		12   40						
Plessey Road LC (CCTV)		13   16						
Blyth Bebside		14   50						
Blyth Bebside LC (MCB-OD2)		14   64						

## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description		ELR		Route	Last Updated
LN694	004	Benton North Jn. to Morpeth North Jn. via Bedlington		BNE	EJM	London North Eastern	01/02/2025
Location		Mileage M Ch	Running lines & speed restrictions			Signalling & Remarks	
						<div> <div>TCB RA8</div> <div>Tyneside ROC (BA) Ashington Workstation</div> </div> <div> <div>NES = Newsham Single</div> <div>UNE = Up Newsham</div> <div>DNE = Down Newsham</div> <div>① = Out of Use Under Construction</div> <div>② = To / From Bedlington Run Around Siding, Formerly Furnace Way.</div> <div>☒</div> <div>Lockout Protection provided See Local Instructions</div> </div> <div>GSM-R</div>	
		14 68 *					
		14 69 *					
		15 46 *					
		15 49 *					
Bedlington South LC (MCB)		15 60					
		15 62 *					
Bedlington North Jn		15 65 *					
		15 69					
Bedlington North FPC (MSL)		15 72					
		16 08 *					

## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description			ELR		Route	Last Updated
LN694	005	Benton North Jn. to Morpeth North Jn. via Bedlington			BNE	EJM	London North Eastern	15/12/2024
Location		Mileage M Ch	Running lines & speed restrictions				Signalling & Remarks	
Coatsworth Jn		16 13 *					<div>TCB Tyneside ROC (BA) RA8 Ashington Workstation</div> <div>GSM-R </div> <div>D/UBT = Down/Up Blyth &amp; Tyne D/UNC = Down/Up North East Curve DNC = Down North East Curve UNC = Up North East Curve</div> <div>TCB Morpeth SB (M)</div>	
Coatsworth Farm No.1 FPC		16 15						
		16 23 *						
Coatsworth Farm No.2 LC (UWC)		16 26						
		17 03 *						
Choppington LC (AHBC)		17 06						
Choppington FPC		17 56						
Hepscott LC (AHBC)		19 21						
Park House Farm LC (UWC)		19 38 *						
Hepscott Jn		19 44 *						
		20 07 *						
		20 29 *						
		20 32						
Morpeth North Jn		20 46						

London North Eastern Route Sectional Appendix Module LN8

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## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
LN700	001	Butterwell North Branch Arrival / Departure	BWO2	London North Eastern	19/03/2016
Location		Mileage M      Ch	Running lines & speed restrictions		Signalling & Remarks
Butterwell Jn		0   00	<div>25</div> To/From Morpeth see LN600 seq 22		<div>RA8</div> <div>Morpeth SB (M)</div>
		0   05   *	<div><div>25</div><div>*</div><div>15</div></div>		
		0   48   *	<div><div>20</div><div>*</div><div>10</div></div>		
		0   57   *	<div><div>*</div><div>10</div><div>①</div></div>		
STOP board B1 in arrival direction					
STOP board M162 in Departure direction					① - To/From Butterwell Opencast

## London North Eastern Route Sectional Appendix Module LN8

LOR	Seq.	Line of Route Description		ELR	Route	Last Updated
LN702	001	Bedlington North to Lynemouth Alcan		BWC	London North Eastern	01/02/2025
Location		Mileage M Ch	Running lines & speed restrictions		Signalling & Remarks	
Bedlington North LC ( CCTV )		0 04 0 07 * 0 27 *			TCB RA8 <div>Tyneside ROC (BA) Ashington Workstation</div>	
Bormasund FPC		0 76 * 0 62 0 75 *			 Lockout Protection provided See local instructions	
West Sleekburn Jn		0 78			UA = Up Ashington DA = Down Ashington	
Marchey's House Jn		1 35 1 39 *				
Marchey's House LC (MCB-OD Mk2)		1 41				
North Seaton LC (MCB-OD Mk2)		1 76				
Green Lane LC (MCB-OD Mk2)		2 43 2 59 *				
Ashington Jn		2 62				
Ashington Station		2 75				
Hirst Lane LC (MCG)		3 02 * 3 21				
Network Rail / Alcan Boundary		4 14				
					Up: Start of GSM-R area at 4m 14ch Down: End of GSM-R area at 4m 14ch	



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## **LN682 - KING EDWARD BRIDGE SOUTH JN. TO PETTERIL BRIDGE JN PRUDHOE**

A Driver of a train detained at Prudhoe's last Down Stop Signal (PE 40) must contact the Signaller at Prudhoe by means of the GSM-R Radio.

**Dated: 22/01/2022**

## **LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON**

**Holywell LC (ABCL)**

Rule Book Module TW8, Section 4.4 (passage of trains during darkness) will not apply at this crossing provided the Emergency Plunger Unit has been used and the Driver has satisfied himself that the Road Traffic Lights are illuminated. In such circumstances he may, even if the Drivers red light continues to show, take his train over the crossing, ensuring it is safe to do so and sounding the horn continuously until the front of the train is on the crossing.

**Dated: 05/12/24  
ARCHIVED 15/12/2024**

## **LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON**

**Hepscott Jn Coatsworth Jn Out Of Sequence Track Occupation**

If Track circuit JJ at Hepscott Jn or track circuit UWBA at Coatsworth Jn become occupied out of sequence the Tokenless block will drop to 'Train in section'. The direction switch can only be restored to 'Normal' by either:

- A train being worked by PILOT is passed through the single line in the same direction.

Or

- S&T perform a reset at the Hepscott level crossing control unit.

**Dated: 15/12/24**

## **LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON**

**Hepscott LC (AHBC)**

When a Driver is authorised to pass Down direction signal M139 at Danger, he must, before passing the signal, operate the special plunger in the telephone box, or if a Handsignaller is in attendance, ensure that this has been done. Before proceeding over Hepscott level crossing he must satisfy himself that the barriers are in the full lowered position.

**Dated: 02/12/06**

## **LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON**

**Morpeth North Jn To Hepscott Jn**

Working of trains on Up N.E. Curve. Whenever a train is brought to a stand at signal

M134, the Driver must immediately telephone the Signaller.

**Dated: 02/12/06**

## **LN694 - BENTON NORTH JN. TO MORPETH NORTH JN. VIA BEDLINGTON**

**Bedlington South sidings (Former Furnace way)**

These sidings are for run around movements only, the stabling of trains or on track plant is not permitted within these sidings.

**Dated: 05/08/24**

**LN696 - HEPSCOTT JN. TO MORPETH JN.****Morpeth Electrification Depot**

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

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

This instruction is replicated in LN600
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**Dated: 02/12/06****LN696 - HEPSCOTT JN. TO MORPETH JN.****Morpeth DMU Reverse Sidings**

When ready to depart, drivers of reversing trains must contact the signaller via GSMR before departing from either M120, M122 OR M124 and then wait for the signaller's authority to proceed.

This instruction is replicated in LN600
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**Dated:18/01/2025**

**LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN****Ashington Station****Train Dispatch Ashington Station**

Due to Green Lane level crossing controls, the TRTS (Train Ready to Start) at Ashington station must only be operated up to 30 seconds before the train departure.

If you are advised the TRTS has failed you must only contact the signaller 30 seconds before departure.

**Dated: 15/12/24**

**LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN****Lynemouth Alcan To Hirst Lane Crossing Box****SAFETY OF PERSONNEL****Module TS1 13.2.7 & Hand Book 8, Clause 2.6 and Handbook 21, Clause 2.6**

When protection arrangements are to be applied on the Up line between Lynemouth Alcan and this Ashington workstation the detonator protection must be placed 1¼ miles in the rear of the work and additionally, no train must be accepted from Lynemouth until the protection arrangements has been given up.

**Dated: 15/12/2024**

**LN702 - BEDLINGTON NORTH TO LYNEMOUTH ALCAN****Green Lane LC (AHBC)****Green Lane Automatic Half - Barrier Level Crossing**

Because of the risk of road traffic backing up onto this crossing, there is a 10 mph permissible speed restriction on both rail approaches to this level crossing.

Drivers must approach this level crossing cautiously, prepared to stop short and check that the crossing is clear, proceeding at no more than 10 mph until the locomotive reaches the crossing, when the driver may accelerate up to the next permissible speed.

**Dated: 14/02/10**  
**ARCHIVED 15/12/2024**

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37ZK	02 December 2023
37ZL	02 December 2023
37ZM	02 December 2023
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37ZO	02 December 2023
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37ZS	02 December 2023
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49	01 September 2018
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56A	03 June 2023
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56K	06 September 2014
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61A	03 June 2023
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61E	02 December 2017
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73Q	<b>01 March 2025</b>
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81	04 September 2021
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87	07 December 2024
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105	07 December 2024
106	07 December 2024
107	04 March 2023
108	04 March 2023
109	05 June 2021
110	05 June 2021
111	05 June 2021
112	05 June 2021
113	30 November 2019
114	30 November 2019
115	05 June 2021
116	05 June 2021
117	05 June 2021
118	05 June 2021
119	05 June 2021
120	05 June 2021
121	04 March 2023
122	04 March 2023
123	05 June 2021
124	05 June 2021
125	05 June 2021
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## LNE Route Sectional Appendix Module LNRC

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	121	150	153	155	156	158	159	Notes
			M	Ch	M	Ch								
LN3515	MJS1	Melbourne Jn – Sinfon	131	15	130	37	Y	N	N	N	N	N	N	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	Y	Y	Y	Y	Y	Y	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	Y	Y	Y	Y	Y	Y	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	Y	Y	Y	Y	Y	Y	Y	
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	Y	Y	Y	Y	Y	Y	Y	
LN3535	BCJ	Birmingham Curve Jn – Branston Jn	126	40	127	19	Y	Y	Y	Y	Y	Y	Y	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	Y	Y	Y	Y	Y	Y	Y	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	N	N	N	N	N	N	N	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	N	N	N	N	N	N	N	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	N	Y	Y	Y	Y	Y	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	N	Y	Y	Y	Y	Y	Y	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	Y	Y	Y	Y	Y	Y	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	Y	Y	Y	Y	Y	Y	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	N	N	N	N	N	N	N	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	Y	Y	Y	Y	Y	Y	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	N	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	N	Y	Y	Y	Y	Y	Y	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	Y	Y	Y	Y	Y	Y	Y	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	Y	Y	Y	Y	Y	Y	Y	

**Table D1B (East Midlands) – Route clearance of diesel multiple units****Last Updated: 30/11/2024**

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	168	170	172	180	195	196	197	220	221	222	Notes
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	N	N	E R1	N	N	Y	N	N	N	N	R1 Prohibited with footsteps fitted
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	N	N	E R1	N	N	N	N	N	N	N	R1 Prohibited with footsteps fitted
LN3201	SPC1	St. Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	E	Y	E R1	Y	N	N	N	Y	Y	Y	R1 Prohibited between St Pancras platforms 1, 2, 3 and 4 and Carlton Road Jn
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	E	Y	E	Y	N	N	N	Y	Y	Y	
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	E	Y	E	Y	N	N	N	R1	R1	Y	R1 90mph between Sharnbrook and Wellingborough Station
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	E	Y	E	Y	N	N	N	R1	R1	Y	R1 90mph between Sharnbrook and Wellingborough Station
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	E	Y	E	Y	N	N	N	Y	Y	Y	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	E	Y	E	Y	N	N	N	Y	Y	Y	
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	E	Y	E	Y	N	N	N	Y	Y	Y	
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	E	Y	E	Y	N	N	N	Y	Y	Y	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	E	Y	E	Y	Y	N	N	Y	Y	Y	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	E	Y	E	Y	Y	N	N	Y	Y	Y	
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	E	Y	E	Y	Y	N	N	Y	Y	Y	
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	N	Y	E	Y	Y	N	N	Y	Y	Y	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	N	Y	E	Y	Y	N	N	Y	Y	Y	

## LNE Route Sectional Appendix Module LNRC

Line of route	ELR	Line of Route / Sector Description	○○○ ○ M	○○ ○○ Ch	○○ ○○ M	○○ ○○ Ch	168	170	172	180	195	196	197	220	221	222	Notes
																	R1
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	N	Y	E R1	Y	Y	N	N	Y	Y	Y	R2 Prohibited Trent East Jn to Mansfield Jn
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	N	Y	N	Y	Y	N	N	Y	Y	R1	R1 Between Nottingham and Nottingham East Jn, when accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	N	Y	E R2	Y	R1	N	N	Y	Y	Y	R1 Prohibited between Trent East Jn and Toton South Jn R2 Prohibited Codnor Park Jn to Change of ELR (between Morton Jn and Clay Cross Jn)
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	N	Y	N	N	N	N	N	Y	Y	Y	
LN3210	JRT2	Route Boundary (EA1370) (Junction Road Jn) – Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels)	2	38	2	00	N	N	E	N	N	N	N	N	N	N	
LN3210	JRT1	Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines)	0	18	0	03	N	N	E	N	N	N	N	N	N	N	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	N	N	N	N	N	N	N	N	N	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	N	N	N	N	N	N	N	N	N	N	
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360)	5	19	5	72	N	Y	E	N	N	N	N	N	N	Y	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	E	Y	E	N	N	N	N	N	N	Y	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3228	TES	Trent East ELR Change – Sheet Stores Jn	0	00	0	30	N	Y	N	Y	Y	N	N	Y	Y	Y	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	N	Y	N	N	N	N	N	N	N	N	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	N	Y	N	N	N	N	N	Y	Y	N	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3237	RUD	Loughborough South Jn – Network Rail/GCR (N) Boundary	92	45	92	49	N	N	N	N	N	N	N	N	N	N	

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Line of route	ELR	Line of Route / Sector Description	○○○ ○	○○ ○○	○○ ○○	○○ ○○	168	170	172	180	195	196	197	220	221	222	Notes
			M	Ch	M	Ch											
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	N	N	N	N	N	N	N	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	N	Y	N	N	N	N	N	N	N	Y	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	N	Y	N	Y	N	N	N	N	N	Y	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	N	Y	N	Y	Y	N	N	N	N	Y	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	N	Y	N	Y	Y	N	N	N	N	Y	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	N	Y	N	N	N	N	N	N	N	Y	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	N	Y	N	N	N	N	N	N	N	Y	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	N	Y	E	Y	R1	N	N	N	N	Y	R1 Prohibited between Trent South Jn and Meadow Lane Jn
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	N	Y	N	Y	Y	N	N	N	N	Y	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	N	Y	E	N	N	N	N	N	N	Y	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	N	Y	E	N	N	N	N	N	N	Y	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	N	Y	E	N	N	N	N	N	N	Y	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	N	Y	E	N	N	N	N	N	N	Y	
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	N	Y	N	N	N	N	E	Y	Y	N	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	E	Y	E	E R1	N	N	E R2 R3	Y	Y	R2	R1 Prohibited between Barton South Jn and Route Boundary (MD501) Kingsbury Jn R2 Prohibited between Wichnor Jn and Route Boundary (MD501) Kingsbury Jn R3 Prohibited Lndon Road Jn to Barton North Jn
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	N	Y	N	N	N	N	N	Y	Y	Y	
LN3515	MJS1	Melbourne Jn – Sinfen	131	15	130	37	N	N	N	N	N	N	N	N	N	N	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	E	Y	N	Y	N	N	N	Y	Y	Y	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	E	Y	N	Y	N	N	N	Y	Y	Y	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	E	Y	N	Y	N	N	N	Y	Y	Y	

## LNE Route Sectional Appendix Module LNRC

Line of route	ELR	Line of Route / Sector Description	○○○○ M	○○○ Ch	○○○ M	○○○ Ch	168	170	172	180	195	196	197	220	221	222	Notes
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	N	Y	N	N	N	N	N	N	N	E R1	R2 Prohibited between Knighton Jn and Birmingham Curve Jn
LN3535	BCJ	Birmingham Curve Jn – Branston Jn	126	40	127	19	N	Y	N	N	N	N	N	N	N	N	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	N	N	N	N	N	N	N	N	N	N	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	N	N	N	N	N	N	N	N	N	N	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	N	Y	N	E	N	N	N	N	N	Y	
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	N	Y	N	E	N	N	N	N	N	Y	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	N	Y	N	Y	N	N	N	Y	Y	Y	
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	N	N	N	E	N	N	N	Y	Y	N	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	N	Y	N	N	N	N	N	N	N	Y	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	N	Y	N	R3	E R2	N	N	N	N	R1	R1 Between Nottingham East Jn and Netherfield Jn, when accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed R2 Prohibited between Eastcroft Sidings (00m 22ch) and Route Boundary (LN206) (Coulson) R3 Prohibited Netherfield Jn to Route Boundary (LN206) (Coulson)
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	N	Y	N	Y	N	N	N	N	N	R1	R1 When accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	N	Y	N	Y	N	N	N	N	N	R1	R1 When accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	N	Y	N	Y	N	N	N	N	N	R1	R1 When accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed

## Table D2A (London North Eastern) – Route clearance of electric multiple units

Last Updated: 01/06/2024

To be read in conjunction with General Notes.

Class 313 is prohibited from operating north of St. Neots with tripcock and shoe gear fitted.

Line of route	ELR	Line of Route / Sector Description	0000	0000	0000	0000	319	321	325	333	345	Notes
			M	Ch	M	Ch						
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	N	Y	H	N	N	
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	E	Y	Y	N	N	
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	E R1	Y	Y	N	E R2	R1 Prohibited between Hornsey and Wood Green North Jn
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	N	Y	Y	Y	N	
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	N	Y	Y	Y	N	
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	N	Y	Y	Y	N	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	N	Y	Y	Y	N	
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	N	Y	Y	Y	N	
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	N	Y	Y	Y	N	
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	N	Y	Y	Y	N	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	N	Y	Y	Y	N	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	N	Y	Y	R1	N	Between Doncaster platforms 1, 3, 4, 6, 7 and 8 and Marshgate Jn only
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	N	Y	Y	Y	N	N
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	N	N	N	N	N	N
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	N	N	N	H	N	N
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	3	20	4	33	E	Y	Y	H	N	E
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	E	Y	Y	Y	N	N
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	N	R1	R1	R1	N	R1 No more than 18 electric trains per line may operate over the Hertford Loop in any one hour period
LN120	HDB	Langley Jn Down – Stevenage platform 5 (end of Line)	28	15	29	00	N	N	N	N	N	

**Table D2D (London North Eastern) – Route clearance of electric multiple units****Last Updated: 21/12/2024**

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	0000 M	0000 Ch	0000 M	0000 Ch	700	710	717	720	745	755	Notes
LN101	ECM1	Kings Cross – Copenhagen Jn	0	00	0	64	Y	N	Y	N	N	N	
LN101	ECM1	Copenhagen Jn – Holloway South / North Jns	0	64	1	44	Y	E	Y	N	E	E R1	R4 Diesel operations only
LN101	ECM1	Holloway South / North Jns – Wood Green North Jn	1	44	5	07	Y	E R1	Y	E R2	E	E R3	R1 Prohibited between Hornsey and Wood Green North Jn R2 Prohibited between Holloway South / North Jns and Finsbury Park South Jn R3 Diesel operations only
LN101	ECM1	Wood Green North Jn – Langley Jn	5	07	25	73	Y	N	Y	N	E	E R1	R1 Diesel operations only
LN101	ECM1	Langley Jn – St Neots	25	73	51	58	Y	N	Y	N	E R1 R3	E R2 R3	R1 With leading pantograph raised only Langley Jn to Hitchin, Cambridge Jn R2 Diesel operations only R3 Dead-hauled only Hitchin, Cambridge Jn to St Neots
LN101	ECM1	St Neots – Fletton Jn	51	58	75	02	Y	N	Y	N	EH	N	
LN101	ECM1	Fletton Jn – Peterborough	75	02	76	29	Y	N	Y	N	EH	R1 R2 R3	R1 Prohibited between Fletton Jn and Nene Carriage Siding NWR boundary R2 ECS only Nene Carriage Siding NWR boundary to Crescent Jn R3 Diesel operations only
LN101	ECM1	Peterborough – Newark North Gate	76	29	120	08	R1	N	E R2	N	H	E R3 R4	Prohibited Werrington Jn - Newark North Gate Prohibited between Spittal Thameslink Sidings and Newark North Gate Dead-haul only between New England North Jn and Newark North Gate R5 Diesel operations only
LN101	PMJ	Peterborough – Helpston Jn via Stamford lines	22	19	16	71	N	N	N	N	H	E R1	R1 Single unit only in electric mode

## LNE Route Sectional Appendix Module LNRC

Line of route	ELR	Line of Route / Sector Description	M	Ch	M	Ch	700	710	717	720	745	755	Notes
LN101	ECM1	Newark North Gate – Retford	120	08	138	49	N	N	N	N	EH	EH	
LN101	ECM1	Retford – Loversall Carr Jn	138	49	150	00	N	N	N	N	EH	EH	
LN101	ECM1	Loversall Carr Jn – Marshgate Jn	152	00	156	26	N	N	N	N	EH R1	EH R1	R1 Prohibited Doncaster bay platforms 5 & 7
LN101	ECM1	Marshgate Jn – Shaftholme Jn	156	26	160	16	N	N	N	N	EH	EH	
LN105	MEB1	Moorgate – Drayton Park	0	00	2	56	N	N	Y	N	N	N	
LN105	MEB1	Drayton Park – Finsbury Park Jn	2	56	3	37	N	N	Y	N	N	N	
LN110	CFP	Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn	R3	20	4	33	E	N	E	E	E	E	
LN115	CRF1	Copenhagen Jn – Route Boundary (EA1320) (North London Incline)	0	00	0	20	E	E	N	N	E	E R1	R2 Single unit only in electric mode
LN120	HDB	Wood Green Jn – Langley Jn via Hertford	5	07	28	15	R1	N	Y	E R2	E R3 R4	E R3 R4 R5	R1 Prohibited Hertford North Down Bay platform 3 R2 Prohibited between Bowes Park (including reverse sidings) and Langley Jn R3 Prohibited use of PTS:2328B access to Hertford Up Sidings R4 Prohibited use of PTS:2331B access to Hertford Down Sidings R5 Single unit only in electric mode
LN120	HDB	Langley Jn via Hertford – Stevenage platform 5 (End of line)	28	15	29	00	N	N	Y	N	N	N	
LN125	SBR	Cambridge Jn – Route Boundary (EA1230)	32	11	45	60	R1 R2	N	R1 R3	N	E	E R4	R5 See Sectional Appendix Local Instructions R6 ECS only between Letchworth Garden City - Baldock on the Arrival / Departure line R7 Prohibited Norton Way North Bridge No.5 Arrival / Departure line with deflated suspension R8 Diesel operations only
LN126	DCF	Hitchin North Jn – Hitchin East Jn	32	53	34	05	Y	N	Y	N	E	E R1	R1 Diesel operations only
LN135	EMP	Route Boundary (EA1560) (Ely West Jn) – Crescent Jn	98	40	100	66	N	N		N	H	R1	R1 Diesel operations only
LN145	WDU	Marholm Jn – Glinton Jn	0	00	1	64	N	N	N	N	N	N	



## Table D2B (East Midlands) – Route clearance of electrical multiple units

Last Updated: 21/12/2024

To be read in conjunction with General Notes.

Line of route	ELR	Line of Route / Sector Description	○○○○	○○○○	○○○○	○○○○	377	380	387	390	700	730	745	Notes
			M	Ch	M	Ch								
LN3140	BBM	Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn	16	07	16	50	N	N	E	N	E	R1	N	R2 Up to 3 x 3 cars only
LN3140	SPC1	Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line)	49	60	49	65	E R1	N	N	N	N	N	N	R1 For access to Jowett Sidings
LN3201	SPC1	St Pancras platforms 1, 2, 3 and 4 - Cricklewood	0	12	5	09	Y	N	Y	N	Y	N	N	
LN3201	SPC1	Cricklewood – Change of ELR (Bedford)	5	09	50	00	Y	N	Y	N	R1	N	N	R1 Prohibited on the Up Hendon and Down Hendon between Cricklewood South Jn - Silkstream Jn
LN3201	SPC2	Change of ELR (Bedford) – Change of ELR (Wellingborough)	50	00	64	78	N	N	N	N	N	N	N	
LN3201	SPC3	Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn)	64	78	95	38	N	N	N	N	N	N	N	
LN3201	SPC4	Change of ELR (Wigston South Jn) – Change of ELR (Leicester)	95	38	98	73	N	N	N	EH	N	N	N	
LN3201	SPC5	Change of ELR (Leicester) – Leicester	98	73	99	07	N	N	N	EH R1	N	N	N	R1 Prohibited Leicester platform 4
LN3201	SPC5	Leicester – Ratcliffe Jn	99	07	118	34	N	N	N	EH R1	N	N	EH R2	R1 Prohibited Leicester platform 4 R2 Prohibited Leicester to Syston North Jn
LN3201	SPC5	Ratcliffe Jn – Change of ELR (Ratcliffe)	118	34	118	60	N	N	N	EH	N	N	EH	
LN3201	SPC6	Change of ELR (Ratcliffe) – Change of ELR (Spondon)	118	60	126	27	N	N	N	EH	N	N	EH	
LN3201	SPC7	Change of ELR (Spondon) – London Road Jn	126	27	128	23	N	N	N	EH	N	N	EH	

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Line of route	ELR	Line of Route / Sector Description	oo oo M	oo oo Ch	oo oo M	oo oo Ch	377	380	387	390	700	730	745	Notes
LN3201	SPC8	London Road Jn – Derby Jn	127	54	128	08	N	EH	N	EH R1 R2	N	N	EH	R1 Prohibited Derby platform 4 R2 5mph Derby platform 3
LN3201	SPC8	Derby Jn – Former Clay Cross South Jn	128	08	147	69	N	N	N	N	N	N	N	
LN3201	SPC9	Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn)	142	10	146	64	N	N	N	N	N	N	N	
LN3204	TSN1	Trent South Jn – Mansfield Jn	119	17	125	64	N	N	N	N	N	N	N	
LN3204	TSN2	Mansfield Jn – Nottingham East Jn	124	22	123	27	N	N	N	N	N	N	N	
LN3207	TCC	Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn)	119	70	142	10	N	N	N	N	N	N	N	
LN3207	SPC9	Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn	142	10	143	12	N	N	N	N	N	N	N	
LN3210	JRT2	Route Boundary (EA1370) (Junction Road Jn) – Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels)	2	38	2	00	EH	N	N	N	E	N	N	
LN3210	JRT1	Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines)	0	18	0	03	EH	N	N	N	E	N	N	
LN3213	MCL	Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn	0	66	3	58	Y	N	Y	N	Y	N	N	
LN3214	CBI	Canal Tunnel Jn – Belle Isle Jn	0	00	0	53	R1	N	Y	N	Y	N	N	R1 Class 377/2 and 377/5 only
LN3219	CAW	Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill)	5	19	5	72	N	N	N	N	N	N	N	
LN3222	BDH	Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill)	0	00	0	54	N	N	N	N	N	N	N	
LN3228	TCC	Trent East Jn – Trent East ELR Change	119	70	119	56	N	N	N	N	N	N	N	

## LNE Route Sectional Appendix Module LNRC

Line of route	ELR	Line of Route / Sector Description	00 00	00 00	00 00	00 00	377	380	387	390	700	730	745	Notes
			M	Ch	M	Ch								
LN3228	TES	Trent East ELR Change – Sheet Stores Jn.	0	00	0	30	N	N	N	N	N	N	N	
LN3231	WGP	Wigston South Jn – Glen Parva Jn	95	37	96	07	N	N	N	N	N	N	N	
LN3232	WNS	Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn)	15	31	2	62	N	N	N	EH	N	N	N	
LN3234	SEN	Syston East Jn – Syston North Jn	0	17	0	00	N	N	N	N	N	N	N	
LN3237	RUD	Loughborough South Jn – Network Rail / GCR (N) Boundary	92	45	92	49	N	N	N	N	N	N	N	
LN3240	LED	Little Eaton Jn – Denby	131	06	135	46	N	N	N	N	N	N	N	Line out of use NC/G1/2010/LNE/021
LN3246	AJM1	Ambergate Jn – Matlock	137	61	145	00	N	N	N	N	N	N	N	
LN3249	LSN	Lenton South Jn – Lenton North Jn	0	00	0	27	N	N	N	N	N	N	N	
LN3252	MJT1	Mansfield Jn – Radford Jn	124	22	125	55	N	N	N	N	N	N	N	
LN3252	MJT2	Radford Jn – Trowell South Jn	125	55	130	51	N	N	N	N	N	N	N	
LN3255	RAC	Radford Jn – Newstead	125	55	134	20	N	N	N	N	N	N	N	
LN3255	RAC	Newstead – Kirkby Lane End Jn	134	20	136	66	N	N	N	N	N	N	N	
LN3261	THL	Trent South Jn – Toton South Jn (High Level Lines)	119	17	121	36	N	N	N	N	N	N	N	
LN3264	AML	Attenborough Jn – Meadow Lane Jn (Attenborough Curve)	0	62	0	00	N	N	N	N	N	N	N	
LN3273	TCC	Codnor Park Jn – Ironville Jn	132	76	133	18	N	N	N	N	N	N	N	
LN3273	PBS1	Ironville Jn – Kirkby Summit Crossover	133	18	138	79	N	N	N	N	N	N	N	
LN3273	PBS2	Kirkby Summit Crossover – Mansfield ELR Change	137	11	140	40	N	N	N	N	N	N	N	
LN3273	PBS3	Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn)	140	40	143	00	N	N	N	N	N	N	N	

## LNE Route Sectional Appendix Module LNRC

Line of route	ELR	Line of Route / Sector Description	oo oo	oo oo	oo oo	oo oo	377	380	387	390	700	730	745	Notes
			M	Ch	M	Ch								
LN3340	BJW3	Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn	19	00	23	33	N	EH	N	EH	N	N	N	
LN3501	DBP1	London Road Jn – Route Boundary (MD501) (Kingsbury Jn)	0	00	23	30	N	EH R1	N	EH R2 R3 R4 R5	N	N	EH R6	R1 Prohibited between Wichnor Jn and Route Boundary (MD501) (Kingsbury Jn) R2 15mph Burton on Trent Up Main platform R3 Prohibited Derby platform 4 R4 5mph Derby platform 3 R5 Prohibited Down and Up Goods lines between Clay Mills Jn and Leicester Jn R6 Prohibited Leicester Jn to Route Boundary (MD501) (Kingsbury Jn)
LN3505	NSS	North Stafford Jn – Route Boundary (NW5012) (Stoke Jn)	30	10	1	40	N	N	N	N	N	N	N	
LN3515	MJS1	Melbourne Jn – Sinfen	131	15	130	37	N	N	N	N	N	N	N	
LN3520	SSJ1	Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn)	119	62	127	20	N	N	N	EH	N	N	EH	
LN3520	MJS1	Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn)	127	20	128	00	N	N	N	EH	N	N	EH	
LN3520	SSJ2	Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn	128	00	132	12	N	N	N	EH R1	N	N	EH	R1 15mph over bridge 10 Swarkestone Road on the Down Line 128m 14ch
LN3525	KSL	Knighton Jn – Leicester Jn	97	45	127	00	N	N	N	N	N	N	N	
LN3535	BCJ	Birmingham Curve Jn – Branston Jn	126	40	127	19	N	N	N	N	N	N	N	
LN3601	GSM1	Kettering North Jn – Manton Jn	74	00	90	25	N	N	N	N	N	N	N	
LN3605	BSC	Corby BSC Works – Corby North	2	05	0	00	N	N	N	N	N	N	N	
LN3610	BSC	Corby Automotive Terminal – Corby North	1	10	0	00	N	N	N	N	N	N	N	
LN3615	PMJ	Route Boundary (LN147) – Uffington SB	13	60	12	75	N	N	N	N	N	N	N	

## LNE Route Sectional Appendix Module LNRC

Line of route	ELR	Line of Route / Sector Description	○○○ ○ M	○○○ ○ Ch	○○○ ○ M	○○○ ○ Ch	377	380	387	390	700	730	745	Notes
LN3615	PMJ	Uffington SB – Manton Jn	12	75	0	00	N	N	N	N	N	N	H	
LN3615	GSM2	Manton Jn – Melton Jn	90	25	105	70	N	N	N	EH R1	N	N	EH R2	R1 45mph over bridge 23 Leicester Road on the Down Line at 105m 65ch R2 Prohibited for tranist moves Up Corby to Up Peterborough Man on the Down Corby
LN3615	GSM3	Melton Jn – Syston South Jn	113	36	103	77	N	N	N	EH R1 R2	N	N	EH R3	R1 25mph over bridge 15 Kirkby Road on the Up Line at 111m 63ch R2 55mph over bridge 19 Copley's Occupation on the Up Line at 112m 56ch R3 Prohibited Syston East Jn to Syston South Jn
LN3620	GSM4	Melton Jn GF – Asfordby	105	70	107	20	N	N	N	EH	N	N	N	
LN3625	TSN1	Nottingham East Jn – Change of ELR (Nottingham East Jn)	123	27	123	23	N	N	N	N	N	N	N	
LN3625	NOB1	Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson)	0	00	16	02	N	N	N	N	N	N	N	
LN3635	NOG1	Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB	111	60	123	76	N	N	N	N	N	N	N	
LN3635	NOG1	Rectory Jn SB – Change of ELR (Netherfield)	123	76	125	25	N	N	N	N	N	N	N	
LN3635	NOG2	Change of ELR (Netherfield) – Netherfield Jn	2	54	2	35	N	N	N	N	N	N	N	

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