



Network Rail
Capacity Planning
The Quadrant
Elder Gate
Milton Keynes
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9th July 2021

Commentary on the East Midlands Timetable Planning Rules 2022

Version 4.1

Final Rules for Subsidiary Change Timetable 2022

This document is a covering note for the Timetable Planning Rules – Final Rules for Subsidiary Change 2022– and provides a specific commentary to the route described above.

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

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

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

The following is a summary of changes in content from Version 4.0 of the 2022 Timetable Planning Rules.

2 Route Description

2.1 Planning Geography	LN3501	Revised Up direction line codes at Barton-Under-Needwood Sth Jn
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5 Running Times, Margins and Allowances

5.3 Junction Margins and Station Planning Rules	LN3201	Added dwell time clarification at Leicester for XC 170s
	LN3501	Added planning note at Barton-Under-Needwood Sth Jn and repositioned before Wichnor Jn

These represent the revised Timetable Planning Rules (the 'final rules') for Subsidiary Change Timetable 2022 in accordance with Part D of the Network Code, Condition D2.2.5.

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

Regards

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TIMETABLE PLANNING RULES

East Midlands

2022 TIMETABLE

VERSION 4

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**Final Subsidiary Change Rules 2022
9th July 2021**

Contents

Section	Page no.	Section	Page no.
1 Introduction and General Notes	3	4.6 Engineers' Trains Restrictions	32
1.1 Index of Routes	4	5 Running Times, Margins and Allowances	33
1.2 Sectional Appendices and Rule Book	5	5.1 Sectional Running Times	33
1.2.1 Sectional Appendix	5	5.1.1 Source of Current SRTs	33
1.2.2 Rule Book	5	5.1.2 Method of Calculation	33
1.3 Definitions	7	5.1.3 New and Revised Sectional Running Times	34
1.3.1 Train Classification	7	5.1.4 Timing of Trains Conveying Passengers on Goods Lines	34
1.3.2 Days of Operation	11	5.2 Headways	35
1.3.3 Traction and Rolling Stock	11	5.2.1 Headway Values	35
1.3.4 Line Codes	11	5.2.2 General Capacity Constraints	42
1.3.5 Activity and Other Codes	13	5.3 Junction Margins and Station Planning Rules	43
2 Route Description	15	5.4 Platform Lengths	92
2.1 Planning Geography	15	5.4.1 Loop Lengths	97
2.2 Route Opening Hours	29	5.5 Timing Allowances	98
3 Electrification	31	5.5.1 SX Daytime (See routes for applicable times)	98
3.1 Electrification Limits	31	5.5.2 SX Night Time (See routes for applicable times)	103
3.2 Electrification Supply Restrictions	31	5.5.3 SO Daytime (See routes for applicable times)	105
4 Rolling Stock Restrictions	32	5.5.4 SO Nighttime (See routes for applicable times)	106
4.1 Locomotive Route Availability	32	5.5.5 Sundays (See routes for applicable times)	109
4.2 Passenger Stock Restrictions	32	6 Timetabling Considerations	113
4.3 Freight Wagon Restrictions	32	6.1 Advertised and Working Times	113
4.4 Freight Train Load Limits	32	6.2 Timing of Light Locomotives	113
4.5 Freight Train Length Limits	32		

1 Introduction and General Notes

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

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

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

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

1.1 Index of Routes

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

LN3140	Bedford St Johns to Bedford
LN3201	St Pancras to Tapton Jn (via Derby)
LN3204	Trent South Jn to Nottingham East Jn
LN3207	Trent East Jn to Clay Cross North Jn (Erewash Valley Line)
LN3210	Junction Road Jn to Carlton Road Jn (Tottenham lines)
LN3213	Farringdon to Kentish Town Jn (Moorgate Lines)
LN3214	Belle Isle Jn to Canal Tunnel Jn
LN3219	Cricklewood Curve Jn to Dudding Hill Jn
LN3222	Brent Curve Jn to Dudding Hill Jn
LN3228	Trent East Jn to Sheet Stores Jn
LN3231	Wigston South Jn to Glen Parva Jn
LN3232	Wigston North Jn to Hinckley (Inclusive)
LN3234	Syston East Jn to Syston North Jn
LN3237	Loughborough South Jn to Hotchley Hill (British Gypsum)
LN3246	Ambergate Jn to Matlock
LN3249	Lenton Sth Jn to Lenton Nth Jn
LN3252	Mansfield Jn to Trowell South Jn
LN3255	Radford Jn to Kirkby Lane End Jn
LN3261	Trent South Jn to Toton South Jn (High Level Line)
LN3264	Attenborough Jn to Meadow Lane Jn (Attenborough Curve)
LN3273	Ironville Jn to Shirebrook
LN3340	Alrewas (Inclusive) to Wichnor Jn
LN3501	Derby London Road to Tamworth (Exclusive)
LN3505	North Stafford Jn to Stoke Jn (Exclusive)
LN3515	Melbourne Jn to Sinfen
LN3520	Sheet Stores Jn to Stenson Jn
LN3525	Knighton Jn to Leicester Jn (Burton Goods Line)
LN3535	Birmingham Curve Jn to Branston Jn
LN3601	Kettering North Jn to Manton Jn
LN3605	Corby BSC Works to Corby North Jn
LN3610	Corby Automotive Terminal to Corby North Jn
LN3615	Helpston Jn to Syston South Jn
LN3620	Melton Jn GF to Ashfordby
LN3625	Nottingham East Jn to Newark Flat Crossing (exclusive)
LN3635	Allington West Jn (exclusive) to Netherfield Jn

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

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

Electrification limits refer to relevant Table 'A'

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

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

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

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

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

1.2.2 Rule Book

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

RULE BOOK MODULE	SECTION	NOTES
G1 General safety responsibilities and personal track safety for non-track workers	5.5 Using the phonetic alphabet;	Operational principles
OTM Working of on-track machines (OTM)	2.2 Before starting a journey	RotP Section 4.6
	5.6 Carrying out a running brake test	RotP Section 5.1.2
P1 Single line working	6.5 Warning anyone working on or near the line used for single line working	When planning Single Line Working
	9.3 Right-direction movements	
	9.4 Wrong-direction movements	
S1 Signals and indicators controlling train movements		Operational principles
S2 Observing and obeying fixed signals	3.1 Passenger train at a position-light, shunt-ahead or shunting signal	Operational principles
SP Speeds	2.4 Differential permissible speed indicators	RotP Section 5.1.2
	2.5 Permissible speed indicators with letters	RotP Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	RotP Section 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions

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

1.3 Definitions

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

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

1.3.1 Train Classification

Classification	Description
1	Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line (1Z99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)
2	Ordinary passenger train; or Officers' special train (2Z01)
3	Freight train if specially authorised; or A parcels train; or Autumn-railhead treatment train; or Empty coaching stock train if specially authorised
4	Freight train which can run up to 75 mph (120 km/h)
5	Empty coaching stock train
6	Freight train which can run up to 60 mph (95 km/h)
7	Freight train which can run up to 45 mph (70 km/h)
8	Freight train which can run up to 35 mph (55 km/h)
9	Class 373 train; or Other passenger train if specially authorised
0	Light locomotive or locomotives

Source The Rule Book GE/RT8000/TW1 Preparation and Movement of Trains Issue 11 Section 6 Classification of trains

Passenger Services	
TID	Class 1 services (WTT)
1Axx	NOT USED
1Bxx	Nottingham to St Pancras Leeds or Lincoln via Nottingham to St Pancras
1Cxx	Sheffield to St Pancras Scarborough/York/Leeds via Sheffield to St Pancras
1Dxx	Birmingham New Street to Nottingham St Pancras to Nottingham St Pancras to Leeds/Lincoln/Derby via Nottingham

Passenger Services	
1Exx	Southampton & Reading to Newcastle via Birmingham New Street & York Plymouth to Leeds & York via Birmingham New Street
1Fxx	St Pancras to Sheffield St Pancras to Leeds via Sheffield
1Gxx	Nottingham to Birmingham New Street
1Hxx	Corby to St Pancras
1Ixx	NOT USED
1Jxx	NOT USED
1Kxx	Birmingham New Street to Leicester Crewe to Derby Derby to Crewe
1Lxx	Birmingham New Street to Stansted Airport Liverpool to Norwich Leeds to Lincoln Central
1Mxx	Cardiff to Nottingham Edinburgh, Glasgow & Newcastle to Birmingham New Street St Pancras & Kettering to north of Corby
1Nxx	Stansted Airport to Birmingham New Street Nottingham to Sheffield
1Oxx	Newcastle to Southampton
1Pxx	North of Corby to Kettering & St Pancras Leicester to Birmingham New Street
1Qxx	Network Rail Test Trains
1Rxx	Norwich to Liverpool Lime Street
1Sxx	Plymouth & Penzance to Edinburgh & Glasgow or Aberdeen via Bristol & Birmingham New Street
1Txx	NOT USED
1Uxx	NOT USED
1Vxx	Aberdeen or Glasgow & Edinburgh to Plymouth & Penzance via Bristol & Birmingham New Street Newcastle to Reading Nottingham to Cardiff
1Wxx	NOT USED
1Xxx	NOT USED
1Yxx	St Pancras to Corby Leeds to Nottingham Nottingham to Leeds
1Zxx	Special Traffic/Charter services
TID	Class 2 services (WTT)
2Axx	Newark Castle or Grantham to Matlock via Nottingham & Derby Matlock to Nottingham via Derby
2Bxx	NOT USED
2Cxx	NOT USED
2Dxx	Worksop or Mansfield Woodhouse to Nottingham

Passenger Services	
2Exx	Nottingham to Spalding
2Fxx	NOT USED
2Hxx	Nottingham to Mansfield Woodhouse
2Ixx	NOT USED
2Jxx	NOT USED
2Kxx	NOT USED
2Lxx	Leicester to Lincoln via Nottingham Lincoln to Leicester via Nottingham
2Mxx	NOT USED
2Nxx	Matlock to Newark Castle via Derby & Nottingham
2Oxx	NOT USED
2Pxx	NOT USED
2Qxx	Network Rail Test Trains
2Rxx	NOT USED
2Sxx	Bedford to Bletchley Bletchley to Bedford Nottingham to Skegness Skegness to Nottingham
2Txx	Nottingham to Lincoln via Newark North Gate Lincoln to Nottingham via Newark North Gate
2Uxx	NOT USED
2Vxx	NOT USED
2Wxx	Nottingham to Worksop
2Xxx	NOT USED
2Yxx	NOT USED
2Zxx	NOT USED
TID	Class 3 services (WTT)
3Jxx	Network Rail Seasonal/Railhead Treatment Trains
3Qxx	Network Rail Test Trains
3Sxx	Network Rail Seasonal/Railhead Treatment Trains
Thameslink Services	
ECS movements will generally carry a 5*xx TID that matches the inward or outward workings, for example an ECS movement to form 9T01 would be 5T01, except as below:	
TID	Class 5 services (WTT)
5Jxx	ECS movements to Cricklewood Depot complex
5Uxx	ECS movements from Bedford to Bedford Cauldwell
5Yxx	ECS movements between Bedford and Bedford Jowett Sidings
TID	Class 9 services (WTT)
9Exx	St Albans City and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9Gxx	Bedford and St Pancras International (semi-fast services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9Hxx	Luton and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9Jxx	Peterborough and Horsham via London Bridge and Redhill
9Kxx	Luton / Kentish Town and Orpington via Catford
9Lxx	Bedford and East Grinstead via London Bridge
9Mxx	Bedford and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9N80-99	Bedford and Littlehampton via London Bridge and Hove

Passenger Services

9O01-79	St Albans City and Sutton via Mitcham Eastfields, Sutton and St Albans City via Wimbledon
9O80-88	Sutton via Wimbledon to West Hampstead, Kentish Town or Blackfriars
9O90-98	Sutton via Wimbledon to Luton or Bedford
9P01-75	Luton and Rainham or Gillingham
9P76-88 (even numbers)	Rainham/Gillingham to West Hampstead
9P81-89 (odd numbers)	Bedford to Rainham/Gillingham (fast from St Albans City)
9P90-99	Shuttle services between London Bridge/Dartford and Rainham/Gillingham
9Qxx	NOT USED
9R00-69	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Redhill. Northbound services terminating at London Bridge (Central) must be allocated numbers between 70-79 SX and 70-99 SO and Sun
9R80-99	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Redhill that have a maximum of four station calls between Bedford and St Pancras (applies SX)
9Sxx	Cambridge and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines
9T00-73	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines. Northbound services terminating at London Bridge (Central) must be allocated numbers between 74-79 SX and 74-99 SO and Sun
9T80-99	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines that have a maximum of four station calls between Bedford and St Pancras (applies SX)
9Uxx	Cambridge and Maidstone East / Ashford via London Bridge and Swanley
9V01-79	St Albans City and Sutton via Wimbledon, Sutton and St Albans City via Mitcham Eastfields
9V80-88	Sutton via Mitcham Eastfields to West Hampstead, Kentish Town or Blackfriars
9V90-98	Sutton via Mitcham Eastfields to Luton or Bedford
9W01-89	Bedford and Gatwick Airport / Three Bridges / Brighton via Tulse Hill and Streatham Common
9W90-99	Horsham or Three Bridges to Peterborough via Streatham Common and Tulse Hill
9Xxx	NOT USED
9Y00-74	Welwyn Garden City (southbound only) / Blackfriars and Sevenoaks via Catford and Swanley
9Y76-98	Sevenoaks to Welwyn Garden City via Swanley and Catford (SX) or London Victoria (Sundays)
9Zxx	Not to be used in the WTT

The fifth character of the headcode must match one of the following based on where the train terminates:

- B – Kent and Sussex
- C – Wessex
- D – Great Western
- E – Central & West Coast South and East Midlands
- F – North West
- G – LNE
- H – Anglia
- L – Scotland

The sixth character of the headcode is the next sequential alpha available/freeform.

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15X	DMU classes 150/153/155/156/158/159
17X	DMU classes 170 and 175
180	DMU class 180
22X	DMU classes 220/221/222
360	EMU class 360
DMU	Any diesel multiple unit (excluding classes 220/221/222)
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

Abbreviation	Description
A	A Line
B	B Line
BP	Bypass Line
C	C Line
D	D Line
DBH	Down Barrow Hill
DBL	Down Broadholme Loop
DCT	Down Canal Tunnel
DF	Down Fast
DFL	Down Fast Line
DGL	Down Goods Line
DHL	Down Hendon Line

Abbreviation	Description
DM	Down Main Line or Down Mansfield
DNF	Down Nottingham Fast
DNS	Down Nottingham Slow
DS	Down Slow Line
DSL	Down Slow Line
DSL	Down Sunnyhill Loop
DTF	Down Tamworth Fast
DTG	Down Toton Goods
DTG	Down Tamworth Goods
DTS	Down Tamworth Slow
EL	Erewash Valley Line
FIL	Fuel & Inspection Line
FL	Fast Line
GL	Goods Line
HL	High Level Line
MGB	Mapperley Goods Branch
ML	Main Line
MOL	Moorgate Lines
NB	Northbound Reversible Line
PL	Derby Pilot Line
SB	Southbound Reversible Line
SL	Slow Line
SUL	Sundon Up Loop
TL	Connecting Line
UBH	Up Barrow Hill
UBL	Up Broadholme Loop
UCT	Up Canal Tunnel
UDL	Up and Down Line
UDR	Up and Down Relief
UDS	Up and Down Slow
UF	Up Fast
UFL	Up Fast Line
UHL	Up Hendon Line
UM or UML	Up Main Line
UM	Up Mansfield
UDV	Up and Down Blackwell Slow
UNF	Up Nottingham Fast
UNS	Up Nottingham Slow
UPV	Up Passenger Loop (Ambergate – Broadholme)
US	Up Slow
USL	Up Slow Line
USL	Up Sunnyhill Loop
UTF	Up Tamworth Fast
UTG	Up Tamworth Goods
UTS	Up Tamworth Slow

1.3.5 Activity and Other Codes

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

Activity Codes – Notes

- Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
- If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R) from ITPS, then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T –D would be correct, –D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
- Up to 6 Activities may be shown for each event.
- No two Activities may be duplicated at the same event.

Activity Codes – Notes

5. At any one event, the following groups are mutually exclusive

- a) D, U, T, N, S, TW, OP.
- b) –D, –U, –T.
- c) TB, TF.
- d) KC, KE.

6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services).

7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.

8. If TF is present then none of K, KC, KE, KF, KS can be present.

9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity –T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and –T for all other trains (but see below). The default Activity will be generated when the upload file is created.

10. If Activities U, D, N, R, OP, S, TW, –U or –D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).

11. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, –U or –D (e.g. at 'C' or 'L' stops) then the * must be input to the TPS or similar system train specification at that location to suppress –T or T. If the * is not added to indicate a non-traffic stop then T, –T or OP will be added to the upload file

12. If an Activity –T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the ITPS spec (to suppress 'T') and positively show –T in the Activity column.

2 Route Description

2.1 Planning Geography

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

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

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

Locations in bold **type and underlined** are mandatory timing points i.e. apply to all trains on the specified line of route.

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

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

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

Line references shown in italics are only for reference purposes.

In the tables below, the following codes apply

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

LN3140 BEDFORD ST JOHNS TO BEDFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bedford St. Johns</u>	—	—		Single Line To/from Millbrook— MD 140 Refer to NW&C Timetable Planning Rules
Bedford Run—Round Siding	—	—		
Bedford Jowett Sidings	—	—		
Bedford Engineers Sidings	—	—		
<u>Bedford</u>		—		Platform detail must be shown To/from Bedford North Jn — LN3201

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>St Pancras International</u>	UFL DFL			Platform detail must be shown
Churchyard Sidings	–		F	
<u>Dock Jn South</u>	FL UDS	UFL DFL		
<u>Dock Jn North</u>	FL UDS UDR	FL UDS		
<u>Kentish Town</u>	FL SL	FL UDR UDS		Platform detail must be shown
Kentish Town North Jn	SL	FL	X	
<u>Carlton Road Jn</u>	FL SL	FL SL DSL –		<i>To/from Junction Road Jn – LN3210</i>
West Hampstead South Jn	FL SL DHL	FL SL	X	Also mandatory on the Up Fast and Down Slow lines
<u>West Hampstead Thameslink</u>	FL SL DHL	FL SL		Platform detail must be shown
West Hampstead North Jn	DHL	FL	X	
West Hampstead Down Carriage Loop	SL	SL	S	
Cricklewood South Jn	FL SL	FL SL UHL	X	TIPLOC CRKLWSJ
Cricklewood	FL SL	FL SL	S	Platform detail must be shown TIPLOC CRKLWD
Cricklewood Depot Exit Road	– GL	–	X	TIPLOC CRKLDER
Cricklewood Curve Jn	DHL	UHL	X	<i>To/from Dudding Hill Jn – LN3219</i> TIPLOC CRKLWCJ
Cricklewood U.G.L.	–	– SL	S	Line detail must be shown Up Goods No.1 TIPLOC CRKLUGL Up Goods No.2 TIPLOC CRKL2GL
Cricklewood Wash Line	–	–	S	TIPLOC CRKLWRL
Cricklewood South Sidings	–	–	S	TIPLOC CRKLDPS <i>Sidings 1-5, GTR leased area/LMD</i>
Cricklewood Departure Road South	–	–		
Cricklewood Tamper Siding	–			
Cricklewood Departure Road North	–	–		
Cricklewood Fuel Road	–	–		TIPLOC CRKLFRD
Cricklewood South Sidings A-E	–	–	S	TIPLOC CRKLDAE <i>Network Sidings A-E relocated adjacent to GTR-leased South Sidings 1-5. Renamed Sidings A-E.</i> Siding detail to be shown for GTR rolling stock stabled at this location.
Cricklewood Depot Jn	SL	GL	X	TIPLOC CRKLWDJ
Cricklewood North Reception Road	–	GL –	S	TIPLOC CRKLREC Line detail must be shown (1 or 2) Only accessible to/from the South during periods A to C Maximum standage 247m
Cricklewood Depot North Junction	SL	–	X	TIPLOC CRKLDNJ Not available for use during periods A to C
Cricklewood North End Siding	–	–	S	TIPLOC CRKLNES1

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
Cricklewood Aggregate Sidings	–			
Brent Curve Jn	DHL	UHL –	X	<i>To/from Dudding Hill Jn – LN3222</i>
Hendon	FL SL DHL	FL SL UHL		Platform detail must be shown
Silkstream Jn	SL	UHL SL		Mandatory on the Slow Lines Only
Mill Hill Broadway	FL SL	FL SL	S	Platform detail must be shown
Elstree	FL SL	FL SL	S	Platform detail must be shown
Radlett Jn	FL SL	FL SL		
Radlett	FL SL	FL SL	S	Platform detail must be shown
Radlett Roadstone WH592	–	SL	S	For shunt moves to/from Radlett Redland Roadstone
Radlett Redland Roadstone		SL	F	
St Albans City	FL SL	FL SL		Platform detail must be shown
St Albans Centre Siding		-	S	TIPLOC STALBCS
Harpenden Jn Signal WH563	FL SL		S	TIPLOC HRPN563
Harpenden Jn Signal WH565	SL		S	TIPLOC HRPN565
Harpenden Jn	FL SL	FL SL		
Harpenden	FL SL	FL SL	S	Platform detail must be shown
Luton Airport Parkway	FL SL	FL SL	S	Platform detail must be shown
Luton Up Siding GF		SL	F	
Luton Crescent Road	SL		F	
Luton	FL SL	FL SL		Platform detail must be shown
Luton North Jn		FL DSL	X	
Luton Signal WH616		FL DSL USL	S	
Limbury Road South GF	SL	SL	F	
Limbury Road	SL	SL	F	<i>No 1 Road 405m in length No 2 Road 292m in length Discharge Road 292m in length</i>
Limbury Road North GF		SL	F	
Leagrave	FL SL	FL SL	S	Platform detail must be shown
Leagrave Jn	FL SL	FL SL		
Sundon South Junction		SL		Mandatory Timing Point for all Trains on the Up Slow Line
<i>Sundon Up Loop</i>				<i>Trains stopping in Sundon Up Loop to show stop at Sundon South Junction</i>
Harlington	FL SL	FL SL SUL	S	Platform detail must be shown Mandatory Timing Point for all Trains on the Up Slow Line
Flitwick	FL SL	FL SL		Platform detail must be shown
Flitwick Jn	FL SL	FL SL	X	
Elstow	SL		F	
Elstow Redland Sdgs		SL	F	
Bedford Cauldwell Depot		SL	S	
Bedford South Jn	FL USL DSL	FL SL		
Bedford Carriage Sidings	–		S	TIPLOC BEDFDCS
Bedford Wash Road	–		S	TIPLOC BEDFDWR
Bedford	DFL DSL USL	FL DSL USL		Platform detail must be shown. <i>To/from Bedford St Johns – LN3140</i>
Bedford North End Siding		–	S	TIPLOC BEDFDNS
Bedford North Jn	DFL DSL	FL DSL USL		

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
Sharnbrook Jn	DFL DSL	UFL USL		
Wellingborough South Jn		UFL DSL	X	
Wellingborough	DFL DSL	UFL USL DSL		
Wellingborough Down Goods Loop	DFL	DFL	S	
Wellingborough Signal BK6065	DSL		S	TIPLOC WLNG065 For shunt moves between Down Slow and Wellingborough Neilson and Up Sidings
Wellingborough Signal LR607	-		S	TIPLOC WLNG607 For shunt moves between Up Fast and Wellingborough Neilson and Up Sidings
Wellingborough North Jn	DSL USL	UFL DFL DSL	X	
Wellingborough Signal BK6069	-		S	TIPLOC WLNG069 Only for shunt moves between Up Slow and Wellingborough Neilson and Up Sidings
Wellingborough Signal BK6070	-	USL -	X	TIPLOC WLNG070 For access to/from Wellingborough Neilson and Up Sidings
Wellingborough Neilson Sidings	-	-	S	TIPLOC WLNGBNS <i>Sidings 1-6 and Rail Recovery Train Siding</i>
Wellingborough Up Siding		-	S	TIPLOC WLNGUPS
Harrowden Jn	DFL UFL USL	UFL USL DSL		
Kettering South Jn	DFL UFL DSL USL	UFL DFL USL DSL		
Kettering Signal BK6094	-	USL	X	TIPLOC KETR094 For access to/from Kettering Engineering Sidings and Stabling Sidings Depot
Kettering Engineering Sidings	-	-	S	TIPLOC KETRENG <i>Sidings 1-2</i>
Kettering Stabling Sidings Depot		-	S	TIPLOC KETRSSD <i>Depot Sidings 1-4 – all 254m in length</i>
Kettering	DFL UFL DSL USL	UFL DFL USL DSL		
Kettering North Jn	DFL UFL DSL	UFL DFL USL DSL		<i>To/from Corby – LN3601</i>
Market Harborough	DFL UFL	UFL DFL		
Market Harborough Jn	DFL UFL	UFL DFL	X	
Kilby Bridge Jn	SL DFL UFL	UFL DFL		
Wigston South Jn	SL	SL	X	<i>To/from Glen Parva – LN3231</i>
Wigston North Jn	DFL UFL GL	UFL SL		<i>To/from Croft – LN3232</i>
Knighton Jn	DFL UFL	UFL DFL GL	X	<i>To Leicester Signal 327 – LN3525 From Bagworth – LN3525</i>
Leicester South Jn	SL DFL UFL	UFL DFL	X	
Leicester Signal LR397	DFL		S	Reversing point on Down Fast for moves between Leicester and Up & Down Slow/Leicester LIP
Leicester Signal LR399	UFL		S	Reversing point of Up Fast for moves

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
				between Leicester and Up & Down Slow/Leicester LIP
<u>Leicester</u>	FL SL GL	UFL DFL SL		Platform detail must be shown
Leicester North Jn	FL SL GL	FL SL	X	Mandatory timing point for trains on the Up Fast accessing Platforms 1 and 2
Humberstone Road	GL	GL	S	Recessed trains and run-rounds
Humberstone Road Jn	FL SL	FL GL	X	
Syston	SL	SL	S	
<u>Syston South Jn</u>	FL SL	FL SL		<i>To/from Syston East Jn – LN3615</i>
Syston North Jn	SL	SL	X	<i>To/from Syston East Jn – LN3234</i> All trains on the Slow lines to be timed here
Sileby	SL	SL	S	
<u>Sileby Jn</u>	FL SL	FL SL		
Mountsorrel Sdgs	FL	DFL	S	
Barrow On Soar	SL	SL	S	
Loughborough South Jn	SL	SL	X	<i>To/from Hotchley Hill – LN3237</i>
<u>Loughborough</u>	FL SL	FL SL		Platform detail must be shown
Loughborough North Jn	SL	FL	X	
East Midlands Parkway	FL SL	FL SL	S	
Ratcliffe Jn	FL SL	SL	X	
Ratcliffe PS	SL	SL	S	
<u>Trent South Jn</u>	– HL	FL SL		<i>To/from Trent East Jn – LN3204</i> <i>To/from Meadow Lane Jn – LN3261</i>
<u>Sheet Stores Jn</u>	–	–		<i>To/from Trent East Jn – LN3228</i> <i>To/from Stenson Jn – LN3520</i>
Long Eaton	–	–	S	
<u>Spondon</u>	–	–		
Derby RTC Sidings South	–		S	TIPLOC DRBYRTC
Etches Park Carriage Sidings	– PL BP		S	TIPLOC DRBYEPS Only direct access to/from Derby Platforms 3, 4 and 6
<u>Way and Works Jn</u>	PL UM DM DTS UTS	–		TIPLOC DRBYWWJ
Derby RTC Sidings North	UTS		S	TIPLOC DRBYRTN
<u>Derby</u>	A B C D PL	UM DM UTS DTS PL FIL BP		Platform detail must be shown <i>To/from Stenson Jn – LN3501</i>
Chaddesden Curve Jn	C D PL	C D PL FIL		TIPLOC DRBYCHC Line detail must be shown Access to/from Derby Platforms 3-6 and to/from Chaddesden Sidings
Chaddesden Sidings	–	–	S	TIPLOC DRBYCHS
<u>St Mary's South Jn</u>	DF UF US	A B C D		TIPLOC DRBYSMS
St Mary's North Jn	DS DF	UF	X	TIPLOC DRBYSMN
Breadsall	–	– US DF	X	
Duffield	–	–	S	
Belper	–	–	S	
Broadholme	DBL	–	X	

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
Ambergate Jn	–	– UBL		<i>To/from Ambergate – LN3246</i>
Clay Cross Down Loop	DGL		S	
Clay Cross North Jn	ML EL	–		<i>To/from Alfreton – LN3207</i>
Chesterfield South Jn	ML UM [¥] DBH	ML EL		[¥] Only applies to trains on the Down Erewash
Chesterfield	ML DBH	ML UBH DBH* DM [€]		*Only applies to trains on the DBH approaching Chesterfield. [€] Only applies to trains for the Derby direction.
Tapton Junction	–	ML UBH DBH		<i>To/from Dore Station Junction – LN804</i> <i>Refer to LNE Timetable Planning Rules</i> <i>To/from Barrow Hill North Junction – LN806</i> <i>Refer to LNE Timetable Planning Rules</i>

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Trent South Jn	–	FL SL		<i>To/from Loughborough – LN3201</i>
Trent East Jn	– DPL	–		<i>To/from Sheet Stores Jn – LN3228</i> <i>To/from Toton South Jn – LN3207</i>
Down Trent Loop				
Meadow Lane Crossing	–		S	
Attenborough Jn	–	–	X	<i>To/from Meadow Lane Jn – LN3264</i>
Attenborough	–	–	S	
Beeston	–	–	S	
Beeston South Jn	DNS DNF UNS –	–		
Beeston Down Sidings		–	F	
Beeston Signal TN4931	– UNS		S	
Beeston Sims		UNS	F	
Lenton South Jn	–	DNS	X	<i>To/from Lenton North Jn – LN3249</i>
Mansfield Jn	A B C D	DNS UNF UNS		<i>To/from Radford Jn – LN3252</i>
Nottingham	–	A B C D		Platform detail must be shown <i>To/from Netherfield Jn – LN3625</i>

LN3207 TRENT EAST JUNCTION TO CLAY CROSS NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Trent East Jn	ML			To/from Sheet Stores Jn – LN3228 To/from Trent South Jn – LN3201
Long Eaton Junction	ML DTG	ML	X	To/from Toton Down-side via Reception
Toton South Jn	HL	HL		To/from Attenborough Jn – LN3204 Referred to as Toton Jn
Toton Centre	ML SL DTG	ML SL DTG		To/from Toton North Yard
Toton North Jn	ML SL MGB	ML SL DTG	X	To Toton Up Yard/TMD
Stanton Gate		MGB	S	To/from Stanton & Staveley Works
Trowell South Jn	ML SL	ML SL		To/from Radford Jn – LN3252 Referred to as Trowell Jn
Ilkeston Jn	UDS	SL		Mandatory on UDS/SL only
Ilkeston	ML	ML	S	
Langley Mill	ML UDS	ML UDS		
Codnor Park Jn	ML UDS	ML UDS	X	To/from Swanwick (Midland Railway Trust)
Ironville Jn	– UDS*	ML UDS		To/from Pinxton – LN3273 * No access to Down Main from the UDS; Down trains on the UDS can only access LN3273
Alfreton	–	–		
Blackwell South Jn	– UDV	–	X	
Blackwell Signal 4727		–	S	
Morton Jn	–	– UDV	X	
Clay Cross North Jn	ML EL	–		To/from Chesterfield South Jn – LN3201

**LN3210 JUNCTION ROAD JUNCTION TO CARLTON ROAD JUNCTION
(TOTTENHAM LINES)**

TIMING POINT	DOWN	UP	CODE	NOTES
Junction Road Jn	–	–		To/from Upper Holloway – EA1370
Carlton Road Jn	FL SL	–		To/from West Hampstead Thameslink – LN3201

LN3213 FARRINGDON TO KENTISH TOWN JUNCTION (MOORGATE LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Farringdon	NB SB	NB SB		Platform detail must be shown To/from City Thameslink – SO280 Refer to Kent Timetable Planning Rules
St Pancras International	NB SB DCT	NB SB UCT		Platform detail must be shown TIPLOC STPXBOX
Canal Tunnel Jn				To/from Belle Isle Jn – LN3214
Dock Jn North	MOL UDR	NB SB		
Kentish Town	SL	MOL		Platform detail must be shown
Carlton Road Jn	FL SL	FL SL DSL		To/from St Pancras – LN3201

LN3214 BELLE ISLE JUNCTION TO CANAL TUNNEL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Belle Isle Jn</u>		UCT DCT		To/from Finsbury Park – LN101 refer to LNE Timetable Planning Rules
<u>Canal Tunnel Jn</u>				To/from St Pancras International – LN3213

LN3219 CRICKLEWOOD CURVE JUNCTION TO DUDDING HILL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Cricklewood Curve Jn</u>	–	–		To/from West Hampstead North Jn – LN3201
<u>Dudding Hill Jn</u>	–	–		To/from Acton Wells Jn – EA1360

LN3222 BRENT CURVE JUNCTION TO DUDDING HILL JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Brent Curve Jn</u>	–	–		To/from Hendon – LN3201
<u>Dudding Hill Jn</u>	–	–		To/from Acton Wells Jn – EA1360

LN3228 TRENT EAST JUNCTION TO SHEET STORES JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Trent East Jn</u>	–	–		To/from Nottingham – LN3204 To/from Erewash Valley – LN3207 To/from Leicester – LN3201
<u>Sheet Stores Jn</u>	–	–		To/from Derby – LN3201. To/from Stenson Jn – LN3520

LN3231 WIGSTON SOUTH JUNCTION TO GLEN PARVA JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wigston South Jn</u>	–	–		To/from Kilby Bridge Jn – LN3201
<u>Glen Parva Jn</u>	–	–		To/from Croft – LN3232

LN3232 WIGSTON NORTH JUNCTION TO HINCKLEY (INCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wigston North Jn</u>	–			To/from Leicester – LN3201
South Wigston	–	–	S	
Glen Parva Jn	–	–	X	To/from Wigston South Jn – LN3231
Narborough	–	–	S	
Croft Sidings	–	–	S	
<u>Croft</u>	–	–		
<u>Hinckley</u>	–	–		To/from Nuneaton – MD101 for WCML or MD232 for Abbey Jn Refer to NW&C Timetable Planning Rules

LN3234 SYSTON EAST JUNCTION TO SYSTON NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Syston East Jn</u>	–			<i>To/from Frisby – LN3615</i>
<u>Syston North Jn</u>		–		<i>To/from Sileby Jn – LN3201</i>

LN3237 LOUGHBOROUGH SOUTH JUNCTION HOTCHLEY HILL

TIMING POINT	DOWN	UP	CODE	NOTES
Loughborough South Jn	Single	–	X	<i>To/from Loughborough – LN3201</i>
<u>Hotchley Hill</u>	–	Single		

LN3246 AMBERGATE JUNCTION TO MATLOCK

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ambergate Jn</u>	–			<i>To/from Derby – LN3201</i>
<u>Ambergate</u>	–			Token stop. Single line
Whatstandwell	–		S	Single line
Cromford	–		S	Single line
Matlock Bath	–		S	Single line
<u>Matlock</u>				Single line

LN3249 LENTON SOUTH JUNCTION TO LENTON NORTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Lenton South Jn</u>	–	–		Single line <i>to/from Trent East Jn – LN3204</i>
<u>Lenton North Jn</u>	–	–		Single line <i>to/from Radford Jn – LN3252</i>

LN3252 MANSFIELD JUNCTION TO TROWELL SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Mansfield Jn</u>	DM UM			<i>To/from Nottingham – LN3204</i>
Lenton North Jn	DM UM	UM DM	X	Bi-directional on Up Mansfield between Lenton North Jn and Radford <i>To/from Lenton South Jn – LN3249</i>
<u>Radford Jn</u>	–	UM DM		<i>To/from Bulwell South Jn – LN3255</i>
<u>Trowell South Jn</u>		–		<i>To/from Langley Mill – LN3207</i>

LN3255 RADFORD JUNCTION TO KIRKBY LANE END JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Radford Jn</u>	–			<i>To/from Mansfield Jn – LN3252</i>
<u>Bulwell South Jn</u>	–	–		Single line
Bulwell	–	–	S	Single line
<u>Bestwood Park Jn</u>	–	–		Single line
Hucknall	–	–	S	Single line
<u>Newstead</u>	–	–		Single line
Newstead Loop	–	–	S	
<u>Lindleys Lane (Kirkby Sth Jn)</u>	–	–		
<u>Kirkby Lane End Jn</u>		–		<i>To/from Mansfield – LN3273</i>

LN3261 TRENT SOUTH JUNCTION TO TOTON SOUTH JUNCTION (HIGH LEVEL)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Trent South Jn</u>	HL			<i>To/from Loughborough – LN3201</i>
<u>Meadow Lane Jn</u>		HL		<i>To/from Attenborough Jn – LN3204</i>
<u>Toton South Jn</u>		–		<i>To/from Toton Centre Jn – LN3207</i>

LN3264 ATTENBOROUGH JN TO MEADOW LANE JN (ATTENBOROUGH CURVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Attenborough Jn</u>	–			<i>To/from Nottingham – LN3204</i>
<u>Meadow Lane Jn</u>	–	–		

LN3273 IRONVILLE JUNCTION TO SHIREBROOK JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Ironville Jn	–			To/from Langley Mill – LN3207
Sleights East Jn	–	–	F	
Pinxton	–	–	F	
Kirkby Lane End Jn	–	–		To/from Lindleys Lane – LN3255
Kirkby in Ashfield	–	–	S	
Sutton Parkway	–	–	S	
Mansfield Town	–	–	S	
Mansfield Woodhouse	–	–		
Shirebrook	–	–	S	To/from Shirebrook East Jn – LN768. Refer to LNE Timetable Planning Rules
Shirebrook Jn	–	–	F	To/from Shirebrook East Jn – LN768. Refer to LNE Timetable Planning Rules

LN3340 ALREWAS (INCLUSIVE) TO WICHNOR JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Alrewas	–	–		Single line To/From Lichfield City – MD 340
Wichnor Junction Signal DY78	–		S	All trains reversing back to Barton-under-Needwood CMD should be timed here
Wichnor Jn		–		Single line. To/from Derby – LN3501

LN3501 DERBY LONDON ROAD JUNCTION TO TAMWORTH

TIMING POINT	DOWN	UP	CODE	NOTES
Derby	DTS UTS DTF			Platform detail must be shown. To/from Ambergate Jn – LN3201
St Andrews Siding		–		TIPLOC DRBYEL
L & NW Jn	–	UTF DTF DTS UTS		To/From St Andrews Sidings
Peartree	–	–	S	
Melbourne Jn	DSL	–	X	To/from Sinfen Sidings – LN3515
Sunny Hill	–	USL	X	
Stenson Jn	–	–		To/from Sheet Stores Jn – LN3520
North Stafford Jn	–	–		To/from Tutbury & Hatton – LN3505 Required as the reversing point for all shunt movements to/from Castle Donington Branch (LN3520) for correct automated routing in SARS
Willington	–	–	S	
Clay Mills Jn	DTF DTG	–		
Wetmore Jn	DTF DTG	UTF UTG	X	
Burton West Yard	– DTG	–	F	
Burton East Yard	– DTG	UTG	F	
Horninglow Bridge Jn	DTF		X	
Burton on Trent	DTF	UTF		

LN3501 DERBY LONDON ROAD JUNCTION TO TAMWORTH

TIMING POINT	DOWN	UP	CODE	NOTES
	DTG	UTG		
Leicester Jn	– DTF DTG	– UTF UTG	X	To/from Birmingham Curve Jn – LN3525
Branston Jn	– DTF DTG	–	X	To/from Birmingham Curve Jn – LN3535
Barton-under-Needwood Nth Jn	–	–	X	
Barton-under-Needwood CMD	–	–	S	Also referred to as Central Rivers Depot
Barton-under-Needwood Sth Jn	–	– UT-DT	X	UT routing only applicable for trains routed towards Alrewas Trains from Central Rivers Depot towards Alrewas can be routed via either the Down or Up Tamworth
<u>Wichnor Jn</u>	–	–		To/from Alrewas – LN3340
Elford Down Goods Loop	–		S	Recessed trains only
<u>Tamworth High Level</u>	–	–		

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>North Stafford Jn</u>	–			To/from Derby – LN3501
<u>Tutbury and Hatton</u>	–	–		
Uttoxeter	–	–	S	
<u>Uttoxeter SB</u>				
Uttoxeter DGL	–		S	
Blythe Bridge	–	–	S	
Caverswall UGL		–	S	
Caverswall DGL	–		S	
<u>Caverswall</u>	–	–		
<u>Longton</u>	–	–		
<i>Foley Crossing Signal Box</i>				
<i>NW&C/LNE Route Boundary</i>				1 mile 40 chains – NW5012. Refer to NW&C Timetable Planning Rules
<u>Stoke Jn</u>		–		To/from Stoke on Trent – NW5009. Refer to NW&C Timetable Planning Rules

LN3515 MELBOURNE JUNCTION TO SINFIN SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Melbourne Jn</u>	–			To/from Derby – LN3501
<u>Sinfin Sidings</u>	–			

LN3520 SHEET STORES JUNCTION TO STENSON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Sheet Stores Jn	–	–		<i>To/from Trent Jn – LN3201</i>
East Midlands Gateway Terminal	–		S	TIPLOC EMGTWT
East Midlands Gateway Signal SS4457	–		S	TIPLOC EMGT457 Exit signal for East Midlands Gateway Terminal
East Midlands Gateway Arrival		–	S	TIPLOC EMGTWA Arrival signal for East Midlands Gateway Terminal
Gateway West Junction	–	–	X	TIPLOC CDONGWJ <i>To/from East Midlands Gateway Terminal</i>
Castle Donington	–	–		
East Midlands Distribution Centre		–	S	
Stenson Jn	–	–		<i>To/from Burton on Trent – LN3501</i>

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Knighton Jn	–			Single line to Bagworth Jn. <i>To/from Wigston North Jn – LN3201</i>
Knighton Jn Signal LR326		–	S	
Leicester Signal LR327	–			Mandatory in the Down direction
Bagworth Jn	–	–		
Cliffe Hill Stud Farm Quarry	–	–	F	
Cliffe Hill Ground Frame	–	–	X	
Bardon Hill	–	–		
Bardon Hill Quarry	–	–	F	
<i>Coalville</i>	–	–		
Mantle Lane	–	–		Single line to Lounge Jn
Lounge Jn	–	–		
Moir West Jn	–	–		
Birmingham Curve Jn	–	–		<i>To/from Branston Jn – LN3535</i>
Leicester Jn		–		<i>To/from Burton on Trent – LN3501</i>

LN3535 BIRMINGHAM CURVE JUNCTION TO BRANSTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Birmingham Curve Jn	–			<i>To/from Coalville – LN3525</i>
Branston Jn		–		<i>To/from Wichnor Jn – LN3501</i>

LN3601 KETTERING NORTH JUNCTION TO MANTON JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Kettering North Jn	–			<i>To/from Kettering – LN3201</i>
<i>Corby North Jn</i>				
Corby Corus Steel			S	
Corby Automotive Hub	–	–	S	
Corby	–	–		
Corby North Run–Round Loop	–		S	Run–rounds from the Kettering direction
Corby Signal KM3974		–		Mandatory in the Up direction only
Manton Jn	–	–		<i>To/from Oakham – LN3615</i>

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

TIMING POINT	DOWN	UP	CODE	NOTES
Helpston Jn	–	–		<i>To/from Peterborough – LN101. Refer to LNE Timetable Planning Rules</i>
Uffington	–	–		
Stamford	–	–	S	
Wards Sdgs GF		–	S	<i>To/from Wards Sdg. Show as 'OP' stop for trains to/from Wards Sdg</i>
Wards Sdgs			S	
Ketton SB	–	–		
Luffenham	–	–		
Manton Jn	–	–		<i>To/from Corby – LN3601</i>
Oakham	ML GL	–		
Langham Jn	–	ML GL		
Ashwell LC	–	–		
Whissendine	–	–		
Signal MN54		–		Mandatory timing point in the up direction
Melton Mowbray DGL	–			
Melton Mowbray UGL	–	–		
Melton Mowbray	– UM*	ML GL		* UM only applies to movements towards Melton Jn for LN3620
Melton Jn	–	–	X	<i>To/from Ashfordby and Old Dalby – (LN3620)</i>
Frisby	–	–		
Syston East Jn	–	–		<i>To/from Syston North Jn – LN3234</i>
Syston South Jn		–		Single line. <i>To/from Leicester – LN3201</i>

**LN3625 NOTTINGHAM EAST JUNCTION TO NEWARK FLAT CROSSING
(EXCLUSIVE)**

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Nottingham</u>	–			Platform detail must be shown. <i>To/from Mansfield Jn – LN3204</i>
Nottingham Eastcroft TMD	–	–	S	TIPLOC NTNGMCS Only access to/from Nottingham via Platforms 4, 6 and 7
Nottingham Eastcroft Carriage Sidings	–	–	S	TIPLOC NTNGPCS
<u>Netherfield Jn</u>	–	–		<i>To/from Bingham – LN3635</i>
Carlton	–	–	S	
Burton Joyce	–	–	S	
<u>Lowdham</u>	–	–		
Thurgarton	–	–	S	
Bleasby	–	–	S	
<u>Fiskerton</u>	–	–		
Rolleston	–	–	S	
<u>Staythorpe Crossing</u>	–	–		
<u>Newark Castle</u>	–	–		
<u>Newark Flat Crossing</u>		–		<i>To/from Newark Flat Crossing East Jn – LN206. Refer to LNE Timetable Planning Rules</i>

**LN3635 ALLINGTON WEST JUNCTION (EXCLUSIVE) TO NETHERFIELD
JUNCTION**

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Allington West Jn</u>	–			<i>To/from Allington North Jn – LN195. Refer to LNE Timetable Planning Rules To/from Rauceby – LN185. Refer to LNE Timetable Planning Rules</i>
Bottesford	–	–	S	
<u>Bottesford West Jn</u>	–	–		
Elton and Orston	–	–	S	
Aslockton	–	–	S	
<u>Bingham</u>	–	–		
Radcliffe	–	–	S	
Rectory Jn	–	–	X	<i>To/from Rectory Jn Oil Sidings</i>
Netherfield	–	–	S	
<u>Netherfield Jn</u>		–		<i>To/from Nottingham – LN3625</i>

2.2 Route Opening Hours

Subject to constraints imposed by the Engineering Access Statement, all routes are open continuously, except as shown below. For a complete listing of current signal box opening hours please refer to the “Compendium of Signal Box Opening Hours” which can be found on the Network Rail website - <https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/>

The hours shown reflect the contractual opening hours. The actual opening hours may vary from those shown. If there is doubt about a signal box's opening hours check with the appropriate Network Rail Operations Manager.

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

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

PLT denotes passage of last train.

LN3340 ALREWAS (INCLUSIVE) TO WICHNOR JUNCTION			
ROUTE SECTION	SX	SO	SUN
Alrewas to Wichnor	Open from 0600 Monday	0001 – 0600 1815 – 0015 (Sun)	0745 – 1345

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION (EXCLUSIVE)			
ROUTE SECTION	SX	SO	SUN
EMCC (Burton work-station)	Open Continuously	Open Continuously	Open Continuously
Hilton LC	0620 – 2235*	0620 – 2235*	1355 – 2245
Egginton Jn	0620 – 2235*	0620 – 2235*	1355 – 2245
Tutbury	0620 – 2235*	0620 – 2235*	1355 – 2245
Scropton	0620 – 2235*	0620 – 2235*	1355 – 2245
Sudbury	0620 – 2235*	0620 – 2235*	1355 – 2245
Uttoxeter	0620 – 2235*	0620 – 2235*	1355 – 2245
Caverswall	0620 – 2235*	0620 – 2235*	1405 – 2245
Foley Crossing	0620 – 2235*	0620 – 2235*	1415 – 2245**
Stoke PSB	Open Continuously	Open Continuously	Open Continuously

*Monday to Saturday – extended opening hours are agreed for the purpose of additional EMR services between 2152 and 2235, funded by EMR on an ongoing basis. Other operators may benefit from these extended opening hours, subject to a reclamation of costs through the required Supplemental Agreement for any additional services during these hours.

**Sunday – extended opening hours are agreed for the purpose of additional EMR services between 2205 and 2245, funded by EMR on an ongoing basis. Other operators may benefit from these extended opening hours, subject to a reclamation of costs through the required Supplemental Agreement for any additional services during these hours.

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION

ROUTE SECTION	SX	SO	SUN
Knights Jn to Desford (Leicester Workstation EMCC)	Open Continuously	Open Continuously	Open Continuously
Desford to Coalville Jn (Bardon Hill SB)	Open Continuously	Open until 2000	Open from 2100
Coalville Jn to Swannington (Mantle Lane SB)	0800 – 1600 2200 – 0500	Until 0500	Closed
Swannington to Gresley Tunnel (Moir West SB)	0800 – 1512	Closed	Closed
Gresley Tunnel to Leicester Jn (EMCC Burton work-station)	Open Continuously	Open Continuously	Open Continuously

LN3601 KETTERING NORTH JUNCTION TO MANTON JUNCTION

ROUTE SECTION	SX	SO	SUN
Kettering North Jn to Manton Jn	Open from 0530 Mon	Open until 2200	0900 – 2230

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

ROUTE SECTION	SX	SO	SUN
Uffington	Open from 0530 Mon	Open until 2300	1130 – 2230
Ketton	Open from 0530 Mon	Open until 2300	1130 – 2230
Manton Jn	Open from 0530 Mon	Open until 2200	1130 – 2230
Oakham	Open from 0500 Mon	Open until 2200	1200 – 2200
Langham Jn	Open from 0500 Mon	Open until 2200	1200 – 2200
Ashwell LC	Open from 0500 Mon	Open until 2200	1200 – 2200
Whissendine	Open from 0500 Mon	Open until 2200	1200 – 2200
Wymondham LC	Open from 0500 Mon	Open until 2200	1200 – 2200
Wyfordby LC	Open from 0500 Mon	Open until 2200	1200 – 2200
Melton Mowbray	Open from 0500 Mon	Open until 2200	Closed
Frisby	Open from 0500 Mon	Open until 2200	1200 – 2200
The following signal boxes are equipped to be switched out. Opening hours are			
	SX	SO	SUN
Melton Mowbray	Open from 0500 Mon	Open until 2200	Closed

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

LN3201 St Pancras to Tapton Jn (via Derby)

Between Bedford Midland (exclusive) and Corby, no more than two electric trains can operate in each hour in each direction. This is due to power supply limitations. The following exceptions apply:

- Shunt moves to/from Bedford North Siding are permitted;
- Shunt moves to/from Kettering Engineering/Stabling Sidings are permitted;
- Shunt moves to/from Corby North Run-Round Loop are permitted; and
- ECS moves between Kettering Engineering/Stabling Sidings and Corby Station for the formation of 12-car units are permitted

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

Refer to the Freight Train Loads Book published by Network Rail for the length limits of freight trains.

Note: The Sectional Appendix quotes loop lengths in metres and feet. These are the absolute lengths of the loop from the signal at the outlet to the fouling point at the entrance to the loop.

4.6 Engineers' Trains Restrictions

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

* Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

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

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

SRTs are revised by Train Operators and Network Rail as part of the Revision of Timetable Planning Rules process outlined in Network Code Part D 2.2. Normally they will not change from one timetable to the next. Network Rail will, however, re-calculate SRTs for particular train or route combinations in the following circumstances:

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

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

SRT change proposals may be calculated in multiple ways including, but not limited to:

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

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

If the application of different methodologies produces conflicting proposals, a joint observation exercise should be undertaken to ascertain the operational reality.

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Conveying Passengers on Goods Lines

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

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

5.2 Headways

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

5.2.1 Headway Values

All times are in minutes. All routes are shown.

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

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

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

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

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

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

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

Headways in East Midlands are applied on a depart to depart basis.

LN3140 BEDFORD ST. JOHNS TO BEDFORD

TIMING POINT	DOWN	UP	NOTES
Bedford St. Johns to Bedford	Single Line*		*TCB plan as AB

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	NOTES
St. Pancras to Carlton Rd Jn (Inclusive)	3 Fast Line 3 Slow Line	3 Fast Line 3 Slow Line	
Carlton Rd Jn to Bedford	4(a) Fast Line 4(a) Slow Line	4(a) Fast Line 4(a) Slow Line	(a) may be reduced to 3 minutes for successive non-stop passenger services
Bedford to Wigston North Jn	4½ (b)* Fast Line	4½ (b)* Fast Line	(b) may be reduced to 3 minutes following a non-stop passenger service *3½ minutes required following a non-stop passenger service at Wellingborough and Market Harborough
Bedford to Harrowden Jn	4 Slow Line	4 Slow Line	
Harrowden Jn to Kettering North Jn	4 following passenger Slow Line 4½ following freight Slow Line	4 Slow Line	
Wigston N. Jn to Leicester	4	4	
Leicester to Loughborough	4 following passenger Fast Line 5 following freight Fast Line 5 Slow Line	4 following passenger Fast Line 5 following freight Fast Line 5 Slow Line	
Loughborough to Spondon	4	4	
Spondon to Derby	3 following passenger 4 following freight	3 following passenger 4 following freight	
Derby to Tapton Jn	4	4	

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Trent South Jn to Nottingham	4*	4*	*can be reduced to 3 minutes on the Fast Lines where a non-stop passenger service is followed by a service stopping at Beeston/Attenborough

LN3207 TRENT EAST JUNCTION TO CLAY CROSS NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Trent East Jn to Ironville Jn	5 Main Line 5 Slow Line	5 Main Line 5 Slow Line	
Ironville Jn to Clay Cross North Jn	5 Main Line	5 Main Line	

LN3210 JUNCTION ROAD JUNCTION TO CARLTON ROAD JUNCTION (TOTTENHAM LINES)

TIMING POINT	DOWN	UP	NOTES
Carlton Rd Jn to Junction Road Jn			TCB with only one train allowed in section

LN3213 FARRINGDON TO KENTISH TOWN JUNCTION (MOORGATE LINES)

TIMING POINT	DOWN	UP	NOTES
Farringdon to Kentish Town	2½	2½	

LN3214 BELLE ISLE JUNCTION TO CANAL TUNNEL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Belle Isle Junction to Canal Tunnel Junction	2½	2½	

LN3219 CRICKLEWOOD CURVE JUNCTION TO DUDDING HILL JUNCTION

TIMING POINT	DOWN	UP	NOTES
Cricklewood Curve Jn to Dudding Hill Jn	5	5	

LN3228 TRENT EAST JUNCTION TO SHEET STORES JUNCTION

TIMING POINT	DOWN	UP	NOTES
Trent East Jn to Sheet Stores Jn	TCB	TCB	TCB plan as AB

LN3231 WIGSTON SOUTH JUNCTION TO GLEN PARVA JUNCTION

TIMING POINT	DOWN	UP	NOTES
Wigston South Jn to Glen Parva Jn	TCB*	TCB*	*TCB planned as AB

LN3232 WIGSTON NORTH JUNCTION TO HINCKLEY (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Wigston Nth Jn to Croft	4	4	
Croft to Hinckley	6	5	

LN3234 SYSTON EAST JUNCTION TO SYSTON NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Syston East Jn to Syston North Jn	TCB*	TCB*	*TCB planned as AB

LN3246 AMBERGATE JUNCTION TO MATLOCK

TIMING POINT	DOWN	UP	NOTES
Ambergate Jn to Matlock	Single line		NST. One train In Section

LN3249 LENTON SOUTH JUNCTION TO LENTON NORTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Lenton South Jn to Lenton North Jn	3	3	

LN3252 MANSFIELD JUNCTION TO TROWELL SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Mansfield Jn to Trowell South Jn	5	5	

LN3255 RADFORD JUNCTION TO KIRKBY LANE END JUNCTION

TIMING POINT	DOWN	UP	NOTES
Radford Jn to Bulwell South Jn	5	5	
Bulwell South Jn to Bestwood Park	Single line*		AB* Passing loop at Bestwood Park
Bestwood Park to Newstead	Single line		AB
Newstead to Lindleys Lane (Kirkby South Jn)	Single line*		AB* Passing loop at Newstead Loop, north of Newstead

LN3261 TRENT SOUTH JUNCTION TO TOTON SOUTH JUNCTION (HIGH LEVEL LINE)

TIMING POINT	DOWN	UP	NOTES
Trent South Jn to Toton South Jn	5	5	

LN3264 ATTENBOROUGH JN TO MEADOW LANE JN (ATTENBOROUGH CURVE)

TIMING POINT	DOWN	UP	NOTES
Attenborough Jn to Meadow Lane Jn	5	5	

LN3273 IRONVILLE JUNCTION TO SHIREBROOK JUNCTION

TIMING POINT	DOWN	UP	NOTES
Ironville Jn to Kirkby Lane End Jn	5	5	
Kirkby Lane End Jn to Mansfield Woodhouse	6	6	
Mansfield Woodhouse to Shirebrook	TCB	TCB	

LN3340 ALREWAS (INCLUSIVE) TO WICHNOR JUNCTION

TIMING POINT	DOWN	UP	NOTES
Alrewas to Wichnor Jn	Single line		TCB planned as AB

LN3501 DERBY LONDON ROAD JUNCTION TO TAMWORTH

TIMING POINT	DOWN	UP	NOTES
Derby to Wichnor Junction	3½	3½	
Wichnor Junction to Tamworth	4	4	

LN3505 NORTH STAFFORD JUNCTION TO STOKE JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
North Staffs Jn to Tutbury and Hatton	AB	AB	
Tutbury and Hatton to Uttoxeter	AB	AB	
Uttoxeter to Caverswall	AB	AB	Caverswall can give Train out of Section for Down trains when they are approaching Blythe Bridge. Therefore, it is permissible to use Blythe Bridge to calculate 'headway' for Down trains.
Caverswall to Foley Crossing	AB	AB	
Foley Crossing to Stoke Jn	2	2	

LN3515 MELBOURNE JUNCTION TO SINFIN

TIMING POINT	DOWN	UP	NOTES
Melbourne Junction to Sinfen	Single line		TCB planned as AB. See Sectional Appendix Local Instructions for this section of line.

LN3520 SHEET STORES JUNCTION TO STENSON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Sheet Stores Jn to Stenson Jn	5	5	

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION

TIMING POINT	DOWN	UP	NOTES
Knighton to Bagworth Jn	Single Line		TCB planned as AB
Bagworth Jn to Bardon Hill	AB	AB	
Bardon Hill to Mantle Lane	AB	AB	
Mantle Lane to Lounge Jn	Single Line		TCB planned as AB
Lounge Jn to Moira West Jn	AB	AB	
Moira West Jn to Birmingham Curve Jn	5	5	

LN3535 BIRMINGHAM CURVE JUNCTION TO BRANSTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Birmingham Curve Jn to Branston Jn	5	5	

LN3601 KETTERING NORTH JUNCTION TO MANTON JUNCTION

TIMING POINT	DOWN	UP	NOTES
Kettering North Jn to Corby (inclusive)	3	3	
Corby (exclusive) to Manton Jn	7	6	

LN3605 CORBY BSC WORKS TO CORBY NORTH

TIMING POINT	DOWN	UP	NOTES
Corby BSC Works to Corby North	Single line		TCB planned as AB. One train In Section

LN3610 CORBY AUTOMOTIVE TERMINAL to CORBY NORTH

TIMING POINT	DOWN	UP	NOTES
Corby Automotive Terminal to Corby North	Single line		OTN(S) One train In Section

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Helpston Jn to Uffington	TCB	TCB	
Uffington to Ketton SB	AB	AB	
Ketton SB to Luffenham	AB	AB	
Luffenham to Manton Jn	AB	AB	
Manton Jn to Oakham	AB	AB	
Oakham to Langham Jn	AB	AB	
Langham Jn to Ashwell LC	AB	AB	
Ashwell LC to Whissendine	AB	AB	Intermediate Block Section on Up line at 98mp
Whissendine to Melton Mowbray	AB	AB*	Intermediate Block Section on Up line at 103mp *In the Up direction AB sections are: Melton Mowbray to Signal MN54\$ Signal MN54 to Whissendine \$Trains leaving Melton Mowbray Up Loop cannot depart until the preceding train passes Signal MN54 + 2 minutes
Melton Mowbray to Frisby	AB	AB#	When Melton Mowbray Signalbox is switched out the block section becomes Whissendine to Frisby #In the Up direction, Melton Mowbray Station is not including in the Frisby – Melton Mowbray AB Section. Therefore once a train arrives at Melton Mowbray station, the next train can pass Frisby 2 minutes later
Frisby to Syston South Jn	5	5	

LN3620 MELTON JUNCTION G.F. TO ASHFORDBY

TIMING POINT	DOWN	UP	NOTES
Melton Jn G.F. to Ashfordby	Single line		NST

LN3625 NOTTINGHAM EAST JUNCTION TO NEWARK FLAT CROSSING (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Nottingham to Netherfield Jn	4	4	
Netherfield Jn to Lowdham	4	6	
Lowdham to Fiskerton Jn	AB	AB	Absolute block from departure time of preceding train at Fiskerton in the Up (Nottingham) direction
Fiskerton Jn to Staythorpe	AB	AB	
Staythorpe to Newark Castle	AB	AB	
Newark Castle to Newark Flat Crossing	6 passenger	6 passenger	Down 6 freight following passenger 8 when freight following freight Up 6 freight following passenger 8 when freight following freight

LN3635 ALLINGTON WEST JUNCTION (EXCLUSIVE) TO NETHERFIELD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Allington West Jn to Bottesford West Jn	AB	AB	
Bottesford West Jn to Bingham	AB	AB	
Bingham to Netherfield Jn	4	6½	

5.2.2 General Capacity Constraints

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

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

LN3255 RADFORD JUNCTION TO KIRKBY LANE END JUNCTION

At least one train per day must operate through Newstead Loop

At least one train per day must operate through the loop at Bestwood Park Junction.

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 6.6 - 6.10 of the National TPRs.

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

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

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

STANDARD VALUES – MINIMUM	
Attachment of Locomotives/Units	
180/22x	7
DMU	6
Locomotive	15
Connectional Allowance	
	5
Detachment of Locomotives/Units:	
180/22x	4
XC 22x	7
DMU	5
Locomotive	10% %12 if locomotive attached at other end of train
Dwell Time	
158	1
180/22x	1½
DMU	45 seconds; to be shown as alternate 1 and ½ stops
DMU reversing through services	3 ^s \$4 applies to CrossCountry services
EMU	½
HST/LH	1½
Junction Margin	
	3
Locomotive Change	
At same end	16
Locomotive Run–Round	
Passenger	16
Freight	20
Minimum Turnround	
DMU*	4
Class 700	8 (8-car) 10 (12-car)
EMR HST/180/222	10
HST/LH	35
*Where turnround times are specified at locations for trains from specific origins, request should be made to the Operational Planning Manager, Milton Keynes Network Rail for times from other locations as a longer turnround may apply.	

STANDARD VALUES – MINIMUM**Arrivals from/departures to ECS****CrossCountry Class 170 Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot**

1 x 170	5
2 x 170	10

Cross Country Class 170 Safety Check Unit (SCU) Allowances which includes an attachment – minimum platform standing allowance between passenger train arrival and ECS departure to depot

When the second arrival is 1 x 170	9
When the second arrival is 2 x 170	14

CrossCountry HST/22x Train Preparation Allowances - minimum platform standing allowance between ECS arrival from depot and passenger train departure

1 x 22X	15
2 x 22X/HST	20

By exception, allowances for 'Train Preparation' (above) and 'Safety Check Unit' (below) may be reduced after discussion and agreement between CrossCountry and Network Rail

CrossCountry 22x Safety Check Unit (SCU) Allowances - minimum platform standing allowance between passenger train arrival and ECS departure to depot

1 x 22x departing in same direction as arrival	8
1 x 22x departing in reverse direction to arrival	10
2 x 22x departing in same direction as arrival	15
2 x 22x departing in reverse direction to arrival	20

GTR minimum platform standing allowance between ECS arrival and passenger train departures

Class 700 departing in same direction	1 (unless otherwise specified)
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GTR minimum platform standing allowance between passenger train arrival and ECS departure

Class 700 departing in same direction	4 (unless otherwise specified)
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Platform Re-occupation

	3
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Platform End Conflicts

Arrival in platform before departure from conflicting platform in opposite direction	1
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Reversal

No change in composition	8
HST 2+7 or 2+8 includes New Measurement Train	7
HST 2+7 or 2+8 if new driver	5
Reversal before/after propelling movement	2
Light engines	2

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES:

LN3140 BEDFORD ST JOHNS TO BEDFORD**Bedford Run-Round Loop****Planning Note**

No timing allowances should be applied between Bedford Run-Round Loop and Bedford as there are no intermediate signals

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)**St Pancras International****Attachment of units**

Exclusive of turnround and no shunt involved.	Class 180/222 – 3
Inclusive of turnround and no shunt involved.	Class 180/222 – 29 Class 360 – 15
Inclusive of turnround and shunt involved.	Class 180/222 – 35

Connectional Allowance	15 to St Pancras International Eurostar/Thameslink platforms
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Detachment of units

Exclusive of turnround and no shunt involved.	Class 180/222 – 2
Inclusive of turnround and no shunt involved.	Class 180/222 – 28 Class 360 -12
Inclusive of turnround and shunt involved.	Class 180/222 – 35

Minimum Turnround

180/222	10 If inward is ECS from Cricklewood
	20. May be reduced to 15 minutes provided that the previous/next turnround is not less than the normal minimum for the location concerned.
360	8 – 8-car 10 – 12-car
HST	10 If inward is ECS from Cricklewood
	30. May be reduced to 20 minutes provided that the previous/next turnround is not less than the normal minimum for the location concerned.

Platform Re-occupation

Standard Value	4 5 if both trains are HST on Platform 1
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Simultaneous Arrivals and Departures

These are possible as below:

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)**St Pancras International****Depart Platforms**

1	2, 3 or 4
2	3 or 4
3	4

Planning Restriction

No pathing time should be applied for any train over 200m in length approaching St Pancras International as any such train held at Signals TWH200 or TWH198 will lock the preceding crossover between Churchyard Sidings and the Up & Down Slow. There is then a risk of a stand-off between any train held at Signal TWH200 and any train departing Platforms 3 or 4 via the Down Fast and routed towards the Down Slow; or between any train held at Signal TWH198 and any train departing Platforms 1-3 via the Up Fast and routed towards the Down Slow.

Dock Junction South**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
All trains from down fast to down slow	20 mph crossover	½
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves except for below:		2
Up freight to Churchyard Sidings	Down passenger pass	6

Kentish Town

Attachment/Detachment	Attachment/detachment of units is not permitted
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Dwell Time

700	4 when terminating and then continuing ECS in same direction
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Junction Margins and Platform Re-occupation

First movement	Second Movement	Margin
Departure from platform 1, 2, 3 or 4	Arrival in platform 2, 3 or 4 (opposite direction)	4
Departure from platform 1	Arrival in platform 1 (opposite direction)	3
Depart or Pass platform 1	Pass or Arrive platform 1 (same direction)	2½
Depart or Pass platform 2	Pass or Arrive platform 2 (same direction)	2½
Pass or arrive into Platform 1/2/3/4	Conflicting departure from Platform 1/2/3/4	1
Depart or Pass to DS (then DS from Carlton Road)	Depart or Pass to DS (then DF from Carlton Road)	2½
Depart or Pass to DS (then DF from Carlton Road)	Depart or Pass to DS (then DS from Carlton Road)	2½

Up trains booked to run to/via platforms 2, 3 and 4 should have the line code from Carlton Road Junction shown as DSL

Carlton Road Junction**Adjustments to Sectional Running Times**

Movement Up	Reason	Value
Up Slow to Up Fast and Up Slow to U/D Slow	Approach control signal WH214	{½} before
Up Fast to Down Slow	Approach control signal WH14	{1} before {½} after

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves on slow lines excluding freight movements		2*
Up Slow to Up Slow	Down Tottenham to Down Slow	2
Down Tottenham to Down Slow	Up Slow to Up Slow	4
Down Slow to Down Fast	Up Fast to Up Fast	3
Up Fast to Up Fast (Passenger)	Down Slow to Down Fast	2
Up Fast to Up Fast (Freight)	Down Slow to Down Fast	3
Pass DF to DF	Pass DS to DF	2½

*2 minutes applies to be consistent with 4-minute platform re-occupation at Kentish Town

Planning Note

Where possible, pathing time should be avoided between Carlton Road Junction and Kentish Town for Up trains on the Down Slow line. However where this is required, standage at signal WH212 on the Down Slow in the Up Direction is limited to 100 metres/15 SLU – trains in excess of this will be foul of Carlton Road Junction and as such any conflicting moves should have a junction margin applied based on the time the first train is at Kentish Town rather than Carlton Road Junction where the first train has pathing time or a stop between these locations.

West Hampstead South Junction**Adjustment to Sectional Running Times**

Movement	Reason	Value
Down Slow to Down Fast	Approach control Signal WH231	{½} before
Up Fast to Up Slow	Approach control signal WH18 if pathing time is required to achieve a compliant junction margin	{½} approaching West Hampstead

Junction Margins

First Movement	Second Movement	Margin
Up Fast to Up Slow	Down Slow to either Down Slow or Down Fast	2½
Down Slow to Down Fast	Up Fast to Up Fast	3
Down Slow to Down Fast or Down Slow	Up Fast to Up Slow	3 (assumes operation of flashing yellows at signal WH18 and second train does not call at West Hampstead)
Down Slow to Down Fast or Down Slow	Up Fast to Up Slow	2½ if {½} added to second train approaching West Hampstead or if second train has called at West Hampstead

Planning note

No timing allowances should be applied between West Hampstead South Junction and West Hampstead Thameslink as there are no intermediate signals

West Hampstead Thameslink**Adjustment to Sectional Running Times**

Movement	Reason	Value
Non-stop trains which have crossed from Down Slow to Down Fast at West Hampstead South Junction	Speed differential	{ $\frac{1}{2}$ } approaching Hendon

Dwell Time – passenger to ECS in the same direction

8-car class 700	3
12-car class 700	4

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 3 to Up Slow	Depart or pass Platform 1	3
Pass Platform 3 to Up Slow	Pass Platform 1	3
Pass Platform 3 to Up Slow	Depart Platform 1	2½*

*Only applies if first train does not call at West Hampstead and Kentish Town, and second train has called at West Hampstead.

Planning Note

No timing allowances should be applied between West Hampstead Thameslink and West Hampstead South Junction as there are no intermediate signals

Cricklewood South Junction**Junction Margins**

First Movement	Second Movement	Margin
Up depart Cricklewood Platform 1 to Up Slow or Platform 3 to Up Fast	Conflicting Down direction crossing move	3
Up Fast/Slow arrive West Hampstead Thameslink (not timed at Cricklewood/Cricklewood South Junction)	Conflicting Down direction crossing move	½"
Up Fast/Slow passenger pass West Hampstead Thameslink (not timed at Cricklewood/Cricklewood South Junction)	Conflicting Down direction crossing move	1
Up Fast/Slow freight pass West Hampstead Thameslink (not timed at Cricklewood/Cricklewood South Junction)	Conflicting Down direction crossing move	½
Up Depot Exit Road/Up Slow to Up Fast/Up Hendon Lines	Down Slow arrive Cricklewood Platform 2	2½*
Up Depot Exit Road/Up Slow to Up Fast/Up Hendon Lines	Down Slow passenger pass West Hampstead Thameslink (not timed at Cricklewood/Cricklewood South)	2*
Up Depot Exit Road/Up Slow to Up Fast/Up Hendon Lines	Down Slow freight pass West Hampstead Thameslink (not timed at Cricklewood/Cricklewood South)	3*
Up Cross to Hendon Lines	Down Fast pass West Hampstead Thameslink (not timed at Cricklewood/Cricklewood South)	1½*
Up Depot Exit Road/Up Slow to Up Fast/Up Hendon Lines	Down Slow to Depot Exit Road	2½*
Down Fast/Down Hendon to Depot Exit Road/Down Slow	Up Fast pass Hendon	½*
Down cross to Depot Exit Road	Up Slow arrive Cricklewood Platform 1	2*

Cricklewood South Junction

Down cross to Depot Exit Road	Up Slow pass Hendon (not timed at Cricklewood/Cricklewood South)	1*
Down cross to Depot Exit Road	Up Slow depart Hendon (not timed at Cricklewood/Cricklewood South)	½*
Down Slow arrive Cricklewood Platform 2	Up cross from Depot Exit Road or Platform 1 (having stopped at Cricklewood)	1½
Down Slow arrive Cricklewood Platform 4	Up cross from Depot Exit Road or Platform 1 (having stopped at Cricklewood) to Hendon Lines	1½
Down Slow arrive Cricklewood Platform 2	Up Slow to Up Fast	2½
Down passenger depart West Hampstead Thameslink to Down Slow (not timed at Cricklewood/Cricklewood South)	Conflicting up crossing move from Depot Exit Road	2½
Down freight depart West Hampstead Thameslink to Down Slow (not timed at Cricklewood/Cricklewood South)	Conflicting up crossing move from Depot Exit Road	4½
Down Fast/Slow pass West Hampstead Thameslink (not timed at Cricklewood/Cricklewood South)	Conflicting up crossing move from Depot Exit Road	2*

*Add 1 minute where first train is freight

Planning Note

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

Cricklewood**Dwell Time**

All Thameslink services | 1½ (applies until new station at Brent Cross opens in late 2022)

Platform Re-occupation

First Movement	Second Movement	Margin
Platform 1 or 2 to Depot or UGL	Arrive Platform 1	3
Arrive Platform 1	Platform 2 to Depot or UGL	1

Adjustments to Sectional Running Times

All Movements	Reason	Value
Thameslink ECS to Cricklewood Depot or UGL	Approach control on signal WH237	½

Planning Note

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

Cricklewood South Sidings**Berthing facilities**

Location	No. of cars	Notes
Sidings 1 to 5	Up to 120 x 20m cars	5 x 24-car sidings with CET facilities. Each siding will hold 3 x 8-car trains, 2 x 12 car trains, or 1 x 8-car and 1 x 12 car train

Cricklewood Tamper Sidings**Planning Note**

Maximum standage 110m

Cricklewood Fuel Road**Planning Note**

Maximum standage 243m

Cricklewood South Sidings A-E**Berthing facilities**

Location	No. of cars	Notes
Siding E	Up to 24 x 20m cars	Watering points but no CET or internal cleaning
Sidings A to D	Up to 24 x 20m cars in each siding	No watering, CET or cleaning facilities available

Cricklewood North Reception Road**Re-occupation Margins**

First Movement	Second Movement	Margin
Depart North Reception Road 1 or 2 to South Sidings, UGL or Wash Road	Arrive North Reception Road 1 or 2 from South Sidings, UGL or Wash Road	10
Depart North Reception Road 1 or 2 to South Sidings, UGL or Wash Road	Depart North Reception Road 1 or 2 to South Sidings, UGL or Wash Road	6
Arrive North Reception Road 1 or 2 from South Sidings, UGL or Wash Road	Arrive North Reception Road 1 or 2 from South Sidings, UGL or Wash Road	6
Arrive North Reception Road 2	Depart North Reception Road 1	2
Arrive North Reception Road 1	Depart North Reception Road 2	2

Cricklewood Depot North Junction**Junction Margins**

First Movement	Second Movement	Margin
Arrive/Pass Hendon Down Slow from Cricklewood North Reception Road	Depart/Pass Hendon Up Slow	1
Depart/Pass Hendon Up Slow	Arrive/Pass Hendon Down Slow from Cricklewood North Reception Road	4

Brent Curve Junction**Planning Restriction**

A 5-minute stop should be applied at this location if propelling into Cricklewood Aggregate Sidings via signals WH590, WH486 or WH586

Hendon**Planning Note****Up Slow Line**

No timing allowances should be placed between Silkstream Junction or Hendon as there are no intermediate signal. Such allowances should be placed approaching Silkstream Junction, Cricklewood or West Hampstead as appropriate.

Down Fast Line

Pathing time required to maintain a TPR compliant headway or junction margin with a train crossing between the Fast and Hendon Lines at Silkstream Junction must be placed approaching Hendon in the down direction as there is no intermediate signal between Hendon signal WH43 and Silkstream Junction.

Silkstream Junction**Junction Margins**

First Movement	Second Movement	Margin
Down Slow to Down Slow	Down Hendon to Down Slow	3
Up Fast to Up Hendon	Down passenger pass Hendon on Down Fast	3
Up Fast to Up Hendon	Down freight pass Hendon on Down Fast	4
Down passenger pass Hendon on Down Fast	Up Fast to Up Hendon	3
Down freight pass Hendon on Down Fast	Up Fast to Up Hendon	3½

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Pass Down Hendon Line to Down Slow	Acceleration	After Silkstream Junction: <u>Freight</u> 1 400t 2 600t – 800t/TR40 2½ 1,000t – 1,400t/TR55-85 3 1,600t – 1,800t/TR100 3½ 2,000t – 2,200t/TR115 4 2,400t/TR130

Movement Up	Reason	Value
Up Slow to Up Hendon Line	Deceleration	1½ approaching Silkstream Junction

Planning Note

No timing allowances should be placed between Silkstream Junction or Hendon on the Up Slow Line as there are no intermediate signals. Such allowances should be placed approaching Silkstream Junction, Cricklewood or West Hampstead as appropriate.

Radlett Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast – Down Slow	Flashing yellows on signal WH61	½ before and ½ after
Down Slow – Down Fast	Approach Control on signal WH261 Not stopping at Elstree or Radlett	½ before and 1 after
	Approach Control on signal WH261 Stopping at Radlett	½ before and ½ after
Movement Up	Reason	Value
Up Fast – Up Slow	Approach Control on signal WH54 Not stopping at Elstree or Radlett	1 before and ½ after
	Approach Control on signal WH54 Stopping at Radlett	½ before Radlett and ½ after
Up Slow – Up Fast	Flashing yellows on signal WH254 Not stopping at Elstree or Radlett	½ before and 1 after
	Flashing yellows on signal WH254 Stopping at Radlett	½ before Radlett and ½ after
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3 before or after
Converging Headway		
First Movement	Second Movement	Value
Down Slow – Down Fast	Down Fast – Down Fast	4
Up Slow – Up Fast	Up Fast to Up Fast	4
Planning Note		
No timing allowances should be applied between Radlett Junction and Radlett in the Down direction as there are no intermediate signals		

St Albans City	
Connectional Allowance	4
Dwell Time	
Thameslink services to/from Sutton calling at all stations	1½* may be reduced to 1 minute by agreement with TOC)
All other Thameslink services	1
All Thameslink services	1 – ECS to passenger in same direction 2 – Passenger to ECS in same direction
Platform Re-occupation	
Platforms 1, 3 and 4	3 minutes for stopping service or consecutive non-stop trains 4* minutes for non-stop train behind stopping train (headway value) when no pathing time is applied *may be reduced to 3 minutes if subsequent non-stop service has pathing time before and after St. Albans
Platform 2 (including behind ECS departing to siding)	3 minutes for stopping service or consecutive non-stop trains 4* minutes for non-stop train behind stopping train (headway value) when no pathing time is applied *may be reduced to 3 minutes if subsequent non-stop service has pathing time before and after St. Albans
Minimum Turnround	15* via Centre Siding between arrival to and departure from St. Albans ECS to the Centre Siding should depart a minimum of 2 minutes after the inward passenger arrival. *May be reduced to 12, 13 or 14 minutes if a 2 nd driver is provided.

Harpenden Junction**Adjustments to Sectional Running Times**

All Movements	Reason	Value
Up/Down Fast to Up/Down Slow or vice versa	Junction differential	1 for EMR

Movement Down	Reason	Value
Down Fast – Down Slow	Flashing yellows on signal WH85 Stopping at Harpenden	½ before
	Flashing yellows on signal WH85 Not stopping at Harpenden	½ before and 1 after
Down Slow – Down Fast	Approach Control signal WH285 Stopping at Harpenden	1 before
	Approach Control signal WH285 Not stopping at Harpenden	1 before and 1 after

Movement Up	Reason	Value
Up Fast – Up Slow	Approach Control signal WH84 Stopping at Harpenden	½ before Harpenden
	Approach Control signal WH84 Not stopping at Harpenden	1 before 1 after
Up Slow to Up Fast	Approach Control signal WH284 Stopping at Harpenden	½ before Harpenden
	Approach Control signal WH284 Not stopping at Harpenden	1 before 1 after

Up trains calling at Harpenden must have the approach control allowance applied before Harpenden station as the station starters (WH84/284) protect the junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except as below		3 before or after
Down Fast to Down Slow pass	Up Fast to Up Fast passenger pass	2½
Up Fast to Up Fast pass	Down Fast to Down Slow passenger pass	2½
Up Fast to Up Fast pass	Up Slow to Up Fast having stopped at Harpenden	2½
Passenger train which is stopping in Harpenden platform 2 passes Harpenden Jn	Train which has departed from Harpenden platform 1 crossing to UF passes Harpenden Jn	2½

Planning Note

No timing allowances should be applied between Harpenden Junction and Harpenden as there are no intermediate signals

Harpenden		
Dwell Time		
All	½* *1 minute between 0700 and 0900 for Up Fast & Semi-Fast train; and between 1645 and 2000 for Down Fast & Semi-Fast trains on Mondays to Fridays.	
Junction Margins		
First Movement	Second Movement	Value
Passenger arrive platform 2 from DS or DF	Depart platform 1 crossing to UF at Harpenden Jn	1 both trains must stop
Planning Note		
No timing allowances should be applied between Harpenden and Harpenden Junction as there are no intermediate signals		

Luton Airport Parkway		
Connectional Allowance		4 between Thameslink services 10 between East Midlands Railway and Thameslink services
Dwell Time		
HST	1½	
EMU	½ 1 minute for Down Bedford trains	
180/222	1½ 2 minutes in the Up morning and Down evening peak	
360	1	
Platform Re-occupation		
First Movement	Second Movement	Margin
Depart Platform 2 towards Luton	Arrive Platform 2 from Harpenden or Harpenden Junction	1 after 1 st train has arrived at Luton

Luton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Platform 2	Approach control signal WH299	1
Platform 1 or 2 to Down Slow	20mph through crossover – to be applied approaching next timing point	2
Movement Up	Reason	Value
Up Slow to Platform 2	Approach control on signal WH304	1
Platform 3 to Up Fast	20mph through crossover	½
Thameslink schedules originating at Luton	Running brake test	½ after Luton
Connectional Allowance	4 between Thameslink services 10 between East Midlands Railway and Thameslink services	
Dwell Time		
All Thameslink services	1½* may be reduced to 1 minute by agreement with TOC)	
LH/HST	1½	
180/222	1½# #2 minutes in the Up morning and Down evening peak	
360	1	
Minimum Turnround		
DMU	6	
Class 700	10 Passenger to Passenger. May be reduced to 8 minutes for 8 car Class 700 if ECS movement is involved.	
Via shunt	15 DMU/EMU	
Junction Margins		
First Movement	Second Movement	Margin
Platform 1 to Down Slow via Up Slow	Up Slow to Platforms 1, 2, 3 or 4	5
Platform 2 to Down Slow via Up Slow	Up Slow to Platforms 1, 2, 3 or 4	5
Platform 3 to Down Slow	Up Slow to Platforms 3 or 4	5
Up Fast passenger pass through Platform 4 (not calling at Luton Airport Parkway)	Depart Platform 3 to Up Fast	2½
Platform Re-occupation	3 (except stated below)	
First Movement	Second Movement	Margin
Platform 3 to Up Fast	Down Slow to Platform 2 or 3	4
Station Working		
Platform 1	Up direction platform but is reversible for trains ex Crescent Road or turnrounds from the North	
Platform 2	Bi-directional platform	
Platform 3	Bi-directional platform	
Platform 4	Up direction platform	
Platform 5	Down direction platform	

Luton North Junction**Adjustments to Sectional Running Times**

Movement Up	Reason	Value
Up Slow to Luton Platforms 3 or 4	Approach control on signal WH304 Line code to be shown as DSL if running to Luton platform 3	1*

*Does not apply to Class 700 services as allowance is included within the Sectional Running Time

Junction Margins

First Movement	Second Movement	Margin
Down train departs Luton Platform 1, 2 or 3	Up train pass Luton North Junction to Down Slow or Up Fast	4
Up train arrive/pass Luton Platform 3 or 4 from Up Slow via Luton North Junction	Down train departs Luton Platform 1 or 2	1
Up train arrive/pass Luton Platform 4 from Up Slow via Luton North Junction	Down train departs Luton Platform 3	1
Up train arrive/pass Luton Platform 4 from Up Slow via Luton North Junction	Down train pass Luton Platform 3	3
Up train pass Luton Platform 3 from Up Slow via Luton North Junction	Down train arrive/pass Luton Platform 3	3

Planning Note

No timing allowances should be applied between Luton North Junction and Luton in the Up direction as there are no intermediate signals

Limbury Road**Method of working****Arrivals**

For any trains arriving on the Down Slow via a shunt move, the controller on site must obtain permission from the signaller to occupy the Up Slow so a radio can be safely passed to the driver to perform a radio test. The train will then draw clear of Limbury North GF.

For any trains arriving on the Up Slow, the driver must pick up a radio from the controller on site and, after a satisfactory radio test, draw forward clear of Limbury South GF. Please note it is not possible to access the sidings directly from the Up Slow.

Trains to and from the south will depart via Limbury South GF to the Up Slow Line.

Trains to and from the north will depart via Limbury North GF to the Down Slow Line.

Leagrave**Planning Note**

No timing allowances should be applied between Leagrave and Leagrave Junction as there are no intermediate signals

Leagrave Junction		
Adjustments to Sectional Running Times		
All Movements	Reason	Value
Up/Down Fast to Up/Down Slow or vice versa	Junction differential	1 for EMR
Movement Down	Reason	Value
Down Fast – Down Slow	Approach Control signal WH107 Stopping at Leagrave	½ before Leagrave
	Approach Control signal WH107 Not stopping at Leagrave	1 before ½ after
Down Slow – Down Fast	Approach Control signal WH307 Stopping at Leagrave	½ before Leagrave
	Approach Control signal WH307 Not stopping at Leagrave	1 before 1 after
Movement Up	Reason	Value
Up Fast – Up Slow	Approach Control signal WH112 Stopping at Leagrave	½ before
	Approach Control signal WH112 Not stopping at Leagrave	1 before and ½ after
	Approach Control signal WH112 Not stopping at Leagrave & Luton	1 before and 1 after
Up Slow – Up Fast	Approach Control signal WH312 Stopping at Leagrave	½ before
	Approach Control signal WH312 Not stopping at Leagrave	1 before and ½ after
	Approach Control signal WH312 Not stopping at Leagrave & Luton	1 before and 1 after
Down trains calling at Leagrave must have the approach control allowance applied before Leagrave station as the station starters (WH107/307) protect the junction		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves except for below:		3 before or after
Up Fast to Up Fast pass	Down Fast to Down Slow having stopped at Leagrave	2
Planning Note		
No timing allowances should be applied between Leagrave Junction and Leagrave as there are no intermediate signals		

Sundon South Junction**Junction Margins**

First Movement	Second Movement	Margin
Up Slow to Up Slow	Sundon Up Loop to Up Slow	2
Sundon Up Loop to Up Slow	Up Slow to Up Slow	1 st train passing Leagrave Jn + ½ minute

Planning Notes

Sundon Loop is not electrified and therefore cannot be used by electric trains.

There is an intermediate signal and it is therefore possible to accommodate two trains in Sundon Loop – the maximum standage in the southern section (to Signal WH518) is 274 SLU/1756 metres and the maximum standage in the northern section (to Signal WH522) is 94 SLU/602 metres.

Harlington**Headway following movement into Sundon Up Loop**

First Movement		Second Movement	Margin
Up Slow to Sundon Up Loop	Up to 2000 tonnes	Up Slow to Up Slow	4
	2200 – 2400 tonnes		4
	2600 tonnes		4½

Flitwick**Planning Note**

No timing allowances should be applied between Flitwick and Flitwick Junction as there are no intermediate signals

Flitwick Junction**Adjustments to Sectional Running Times**

Movement Up	Reason	Value
Up Fast – Up Slow	Approach Control Signal WH134	1 before
Up Slow – Up Fast	Approach Control Signal WH334 Stopping at Flitwick	½ before
	Approach Control Signal WH334 Not stopping at Flitwick	1 before 1 after
Movement Down	Reason	Value
Down Fast – Down Slow	Approach Control Signal WH125 Stopping at Flitwick	½ before Flitwick
	Approach Control Signal WH125 Not stopping at Flitwick	1 before ½ after
Down Slow – Down Fast	Approach Control Signal WH325 Stopping at Flitwick	½ before Flitwick
	Approach Control Signal WH325 Not stopping at Flitwick	1 before 1 after

Down trains must have the approach control allowance applied approaching Flitwick station as the station starters (WH125/325) protect the junction

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Down Slow or Down Slow to Down Fast	Up Fast pass Flitwick	3
Down Fast to Down Slow or Down Slow to Down Fast	Up Fast arrive Flitwick	3½
Up Fast to Up Slow or Up Slow to Up Fast	Down Slow pass Flitwick	2½
Up Fast to Up Slow or Up Slow to Up Fast	Down Slow depart Flitwick	1

Planning Note

No timing allowances should be applied between Flitwick Junction and Flitwick as there are no intermediate signals

Elstow**Junction Margins**

First Movement	Second Movement	Margin
Freight arrive into Elstow Redland Sidings	Up train pass/depart Bedford South on Up Slow	1

Bedford South Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Down Fast to Down Slow	Flashing yellows at Signal WH143	½ before
Movement Up	Reason	Value
Up Slow or Down Slow to Up Fast approaching Flitwick. *Only applies if calling at Bedford	Acceleration – to be applied approaching Flitwick	½ [#] #Does not apply to Class 700 services as allowances is included in SRT
Down Slow to Up Slow – to be applied approaching Flitwick	Acceleration	½ 180/222/360

Junction Margins

First Movement	Second Movement	Margin
Up Fast to Up Slow	Down Fast to Down Slow Line	3
Down Fast to Down Slow Line	Up Fast to Up Slow or Up Fast to Up Fast	3
Up Slow Line to Up Fast	Down Slow to Down Slow Line or Bi-directional Up Slow Line	2
Up Slow Line to Up Fast	Up Fast to Up Slow	3
Bi-directional Down Slow Line to Up Fast	Down Slow to Down Slow Line	2
Down Slow to Down Slow Line	Up Slow Line to Up Fast	2
Bi-directional Down Slow to Up Slow Line	Down Slow Line to Bi-directional Up Slow	2
Down Slow Line to Bi-directional Up Slow	Bi-directional Down Slow to Up Slow Line	2
Bi-directional Down Slow to Up Fast	Down Fast to Down Slow	3
Up Fast to Up Slow	Down Fast to Down Slow Line, Down Slow to Bi-directional Up Slow or Down Slow to Down fast	3
Down Slow to Down Fast	Up Fast to Up Slow or Up Fast to Up Fast	3
Down Slow to Down Fast	Bi-directional Down Slow Line or Up Slow Line to Up Fast	2
Down Slow to Down Fast	Bi-directional Down Slow Line to Up Slow	2
Bi-directional Down Slow to Up Fast	Down Slow to Bi-directional Up Slow	Parallel
Down Fast to Down Slow	Down Slow to Bi-directional Up Slow	Parallel

Converging Headway

First Movement	Second Movement	Value
Down Slow to Down Fast	Down Fast to Down Fast	4
Up Fast to Up Fast	Up Slow to Up Fast	2½

Planning Notes**Shunt at WH601 signal**

A train standing at WH601 signal prevents southbound movements from the Up Fast and Bi-directional Down Slow to Up slow at Bedford South Junction via Signal WH492. A 2-minute margin is required between departure from Signal WH601 to Bedford Station or Bedford Cauldwell and the passing time at Bedford South Junction for southbound movements to the Up Slow.

Shunt at WH599 signal

A train standing WH599 blocks the Up Slow line. A 3-minute margin is required at Bedford Sth Jn following a departure from WH599 to either Bedford station or Cauldwell Depot. Trains should not be timed to shunt at Signal WH599 unless absolutely necessary

Bedford Cauldwell Depot**Berthing facilities**

Location	No. of cars	Notes
Sidings 1 to 8	Up to 96 x 20m cars	8 x 12-car sidings with CET facilities on Sidings 1 to 4. Shed Roads 5 & 6 available for Class 360 maintenance. Each siding will hold 1 x 8-car train, or 1 x 12-car train or 3 x 4-car trains. A minimum of two sidings must be available at all times for stabling and maintenance of EMR Class 360 rolling stock

Bedford Carriage Sidings**Berthing facilities**

Location	No. of cars	Notes
Sidings 1 to 14	Up to 112 x 20m cars	14 x 8-car sidings with CET facilities. Each siding will hold 1 x 8-car train

Bedford Jowett Sidings**Berthing facilities**

Location	No. of cars	Notes
Sidings 1 to 5	Up to 60 x 20m cars	5 x 12-car sidings with CET facilities. Each siding will hold 1 x 8-car train or 1 x 12-car train

Bedford		
Connectional Allowance	7	
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Platform 2 via USL	Approach control at Signal WH467 and 20mph crossover	1
Dwell Time		
DMU/EMU	1	
HST	1½* *1 Up off-peak only	
180/222	1½* *2 minutes in the Up morning and Down evening peak	
360	1	
700	3 when terminating and then running ECS in same direction	
Minimum Turnround		
From Carriage sidings, Cauldwell Depot or Jowett Sidings	Standard Values Apply	
From South of Blackfriars	10	
Run-Round Allowance		
Using Platforms 1 and 2: 20 minutes.		
Using Main Line junctions: 40 minutes and Main Line must be graphed		
NOTE: No run-round movements are permitted between 0530 and 2300 Monday to Saturday, 0730 – 2300 Sun.		
All movements (including light engines) are to be timed and validated.		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting same direction moves (unless otherwise stated)		3
Platform 1 southbound to Up/Down Slow	Arrive from North Siding	2
Platform 1 to North Siding	Arrive Platform 1 from south	3
Arrive Platform 1 from north	Depart Platform 2 southbound to Up Slow	2
Arrive Platform 1 from north	Arrive Platform 2 from south Up Slow/CS	3
Depart Platform 2 southbound to Up Slow/CS	Arrive Platform 1 from north	3
Arrive Platform 2 from south Up Slow/CS	Arrive Platform 1 from north	3
South end margins		
Platform 1/2 to Up Slow	Down Slow to Platform 1	3 (a)
Platform 2 to Up Slow	Down Slow to Platform 2	3 (a)
Platform 1 to Down Slow	Up Slow to Platform 1/2	3 (a)
Platform 2 to Down Slow	Up Slow to Platform 2	3 (a)
Platform 1 to Up/Down Slow	Arrive from CS into Platform 1/2	4
Platform 2 to Down Slow	Arrive from CS into Platform 2	4
Platform 2 to Up Slow	Arrive from CS into Platform 2	4
Platform 1 to CS	Down/Up Slow to Platform 1	4
Platform 2 to CS	Down/Up Slow to Platform 2	4
Platform 2 to CS	Up Slow to Platform 1	4
Platform 1 to Up/Down Slow	Arrive from Jowett Sidings into Platform 1/2	3
Platform 2 to Down Slow	Arrive from Jowett Sidings into Platform 2	3
Platform 2 to Up Slow	Arrive from Jowett Sidings into Platform 2	3
Platform 1 to Jowett Sidings	Down/Up Slow to Platform 1	3
Platform 2 to Jowett Sidings	Down/Up Slow to Platform 2	3
Platform 2 to Jowett Sidings	Down/Up Slow to Platform 1	3
North end margin		
Platform 1 to North Siding	Arrive Platform1 from north	5

Bedford		
Parallel Moves		
South end		
Depart Platform 1 via Up Slow	Arrive Platforms 2/3 via Down Slow	Parallel
Depart Platform 1/2 via Up Slow	Arrive Platform 3 via Down Slow	Parallel
Depart Platform 1 to CS/Jowett Sidings	Up Slow to Platform 2	Parallel
Depart Platform 3 via Down Slow	Arrive Platform 1/2 via Up Slow	Parallel
Depart Platform 2 via Down Slow	Arrive Platform 1 via Up Slow	Parallel
Depart Platform 2 via Up Slow	Arrive Platform 1 from CS/Jowett Sidings	Parallel
Northbound into Platform 2/3 from south	Southbound into Platform 2/3 from north	Parallel
Depart/pass Platform 1 towards Bletchley	Arrive Platform 2 via Up Slow/from CS	Parallel
Arrive Platform 2 via Up Slow/from CS	Depart/pass Platform 1 towards Bletchley	Parallel
Arrive/pass Platform 1 from Bletchley	Depart Platform 2 via Up Slow/to CS	Parallel
Depart Platform 2 to Up Slow/CS	Arrive/pass Platform 1 from Bletchley	Parallel
North end		
Depart Platform 1 to Down Slow	Arrive Platform 2/3 from Up Fast	Parallel
Depart Platform 2/3 to Down Fast	Arrive Platform 1 from Up Fast or Up Slow	Parallel
Southbound into Platform 2/3 from north (b)	Northbound into Platform 2/3 from south (b)	Parallel
a)	A margin of 4 minutes should be applied wherever possible to ensure timetable resilience	
b)	A margin of 4 minutes should be applied for any movements taking place to/from Platform 1a or the Bletchley Line	
c)	Simultaneous arrives from the north & south into Platforms 2 and 3 are possible as follows:	
-	Arrive Platform 2 from the south, route set into Platform 3 from the north;	
-	Arrive Platform 3 from the south, route set into Platform 2 from the north	
Planning Restrictions		
Maximum Standage in Platforms 1, 2 and 3 is 261m (40 SLUs).		
Any trains planned to stop in Bedford station that are longer than the maximum standage length will lock the preceding block section and routes into and out of adjacent platforms. In this instance, relevant junction margins should be applied from when the train departs and clears the points rather than when it arrives into the station platform.		
GTR services must not be planned into Platform 4 as GTR train drivers do not possess the necessary route knowledge to perform a shunt move via Bedford North Junction to Platforms 1-3		
Planning Note		
No timing allowances should be applied between Bedford and Bedford North Junction as there are no intermediate signals		

Bedford North Siding
Berthing and Turn back Capacity
Trains may run to/from or stable in Bedford North Siding as a single 8 car unit only.

Bedford North Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value

Bedford North Junction		
Down or Up Slow Line to Down Fast	Differential junction speed	½ approaching Sharnbrook Junction
Down Fast to Down Slow	Differential junction speed	1
East Midlands Railway services calling at Bedford Platform 4	Acceleration from a stop	½ approaching Sharnbrook Junction
Movement Up	Reason	Value
Up Fast to Down or Up Slow	Differential Junction speed	½ 180/222* 1 all others# *only applies if calling at Bedford #does not apply to Class 360 where allowance is included in SRT
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		5 before 3 after
Up Slow (Pfm 1) to Down Slow	Up Slow to Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3)	5
Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3) to Down Slow	Up Fast to Up Slow (Pfm 1)	5
Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3) to Down Fast	Up Fast to Up Fast	6
Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3) to Down Fast	Up Fast to Up Slow (Platform 1)	These are not conflicting movements
Converging Headway		
First Movement	Second Movement	Value
Up Slow – Up Fast	Up Fast – Up Fast	3½
Planning Note		
No timing allowances should be applied between Bedford North Junction and Bedford as there are no intermediate signals		

Sharnbrook Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Down Fast to Down Slow	Junction differential	HST/180/222/360 1½ before and ½ after <u>Freight</u> 1 before and ½ after
Down Slow to Down Fast	Junction differential	HST/180/222/360 ½ before and 1½ after <u>Freight</u> ½ before and 1 after

Movement Up	Reason	Value
Up Fast to Up Slow	Junction differential	HST/180/222/360 1½ before and ½ after <u>Freight</u> 1 before and ½ after
Up Slow to Up Fast	Junction differential	HST/180/222/360 ½ before and 1½ after <u>Freight</u> ½ before and 1 after

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except for below:		4
Down Fast to Down Slow	Up Fast to Up Fast	3
Down Slow to Down Fast	Up Fast to Up Fast	3
Down Slow to Down Fast	Up Slow to Up Fast	5
Down Slow to Down Slow	Up Slow to Up Fast	5
Up Fast to Up Slow	Up Slow to Up Fast	5

Wellingborough South Junction**Junction Margins**

First Movement	Second Movement	Margin
Up Slow to Up Fast	Down Slow pass/arrive Wellingborough	3½
Down Slow pass/arrive Wellingborough	Up Slow to Up Fast not stopping at Wellingborough	3
Down Slow pass/arrive Wellingborough	Up departure from Wellingborough Platform 4 crossing to Up Fast	Same time

Converging headway

First Movement	Second Movement	Margin
Up passenger pass Wellingborough on Up Fast	Depart Wellingborough Platforms 3/4 to Up Fast via Wellingborough South Junction	1½
Up freight pass Wellingborough on Up Fast	Depart Wellingborough Platform 3/4 to Up Fast via Wellingborough South Junction	2½

Planning Note

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

Wellingborough**Dwell Time**

DMU	1
HST	1½
180/222	1½ 2 minutes in the Up morning and Down evening peak
360	1

Planning Note

No timing allowances should be applied between Wellingborough and either Wellingborough South Junction or Wellingborough North Junction as there are no intermediate signals

Wellingborough North Junction**Adjustment to Sectional Running Times**

Movement Down	Reason	Value
Down Fast to Down Slow not stopping at Wellingborough	Flashing yellow approach	½ approaching Wellingborough

Junction Margins

First Movement	Second Movement	Margin
Down Fast pass Wellingborough before crossing to Down or Up Slow	Up Fast passenger pass Wellingborough	4
Down Fast pass Wellingborough before crossing to Down or Up Slow	Up Fast freight pass Wellingborough	5½
Down Fast pass Wellingborough before crossing to Down or Up Slow	Up Fast passenger arrive Wellingborough	4½
Down Fast to Down or Up Slow having stopped at Wellingborough	Up Fast passenger pass Wellingborough	3½
Down Fast to Down or Up Slow having stopped at Wellingborough	Up Fast freight pass Wellingborough	5
Down Fast to Down or Up Slow having stopped at Wellingborough	Up Fast passenger arrive Wellingborough	4
Up Fast pass Wellingborough	Down Fast to Down Slow passenger not stopping at Wellingborough	2
Up Fast pass Wellingborough	Down Fast to Down or Up Slow freight	3
Up Fast pass Wellingborough	Depart Wellingborough Platform 1 to Down or Up Slow	Same time
Up Fast arrive Wellingborough	Down Fast to Down Slow passenger not stopping at Wellingborough	2½
Up Fast arrive Wellingborough	Down Fast to Down or Up Slow freight	3½
Up Fast arrive Wellingborough	Depart Wellingborough Platform 1 to Down or Up Slow	-½
Down Fast to Down Slow	Up Slow to Up Fast	3
Depart Wellingborough Platform 3 to Down Slow	Up Slow to Up Fast	4½
Up Slow to Up Fast	Down Slow pass Wellingborough	2½
Up Slow to Up Fast	Down Slow depart Wellingborough Platform 3	1

Planning Note

No timing allowances should be applied between Wellingborough North Junction and Wellingborough as there are no intermediate signals

Harrowden Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Cross from Down Fast or Down Slow	Approach control	1
Down Fast from Wellingborough Down Goods Loop	Acceleration – to be applied after Harrowden Junction	<u>Freight</u> ½ 800t-1,000t 1 1,200t-1,400t 1½ 1,600t-2,000t 2 2,200t 2½ 2,400t-2,600t 3 2,800t 3½ 3,000t 4 3,200t
Down Slow towards Kettering South Junction having reversed at: Wellingborough; Wellingborough Signal BK6067; or Wellingborough Signal BK6065	Acceleration – to be applied after Harrowden Junction	<u>Freight</u> ½ 800t-1,000t 1 1,200t-1,400t 1½ 1,600t-2,000t 2 2,200t 2½ 2,400t-2,600t 3 2,800t 3½ 3,000t 4 3,200t

Movement Up	Reason	Value
Cross from Up Fast or Up Slow	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Up Fast to Up Slow	Down Slow to Down Slow not stopping at Wellingborough	3½
Up Fast to Up Slow	Down Slow to Down Slow having stopped at Wellingborough	4
Up Fast to Up Fast	Down Slow to Down Fast not stopping at Wellingborough	3
Up Fast to Up Fast	Down Slow to Down Fast having stopped at Wellingborough	3½
Up Fast to Up Slow	Up Fast to Up Fast passenger	2
Up Fast to Up Slow	Up Fast to Up Fast freight	3
Down Fast to Down Fast	Down Slow to Down Fast	2
Down Slow to Down Slow	Up Fast to Up Slow	4
Down Slow to Down Fast	Up Fast to Up Fast passenger	2
Down Slow to Down Fast	Up Fast to Up Fast freight	3

Kettering South Junction**Adjustment to Sectional Running Times**

Movement Down	Reason	Value
All Down direction crossing movements	Differential junction speed – deceleration	½
Movement Up	Reason	Value
Up Slow or Down Slow to Up Fast	Differential junction speed – acceleration	½ to be applied approaching Harrowden Junction

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Down Slow	Up Fast to Up Fast (passenger) not stopping at Kettering	2
Down Fast to Down Slow	Up Fast to Up Fast (freight)	2½
Down Fast to Down Slow	Depart Kettering Platform 3 to Up Fast	1
Down Fast to Down Slow	Up Slow to Up Fast	2
Up Fast to Up Fast	Down Fast to Down Slow (passenger)	2
Up Fast to Up Fast	Down Fast to Down Slow (freight)	3
Down Slow to Down Slow	Up Slow to Up Fast	2
Down Fast/Slow to Up Slow routed into Kettering Engineering/Stabling Sidings	Up Slow pass from Kettering	6

Kettering**Attachment of units**

Inclusive of turnaround	Class 360 – 12
Exclusive of turnaround	Class 360 – 4

Detachment of units

Inclusive of turnaround	Class 360 – 10
Exclusive of turnaround	Class 360 – 2

Connectional Allowance4 Up
5 Down**Minimum Turnround**

Class 360	7
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Dwell Time

DMU	1
HST	1½
180/222	1½ 2 minutes in the Up morning and Down evening peak
360	1

Junction Margin

First Movement	Second Movement	Margin
Up Slow from Kettering South to Platform 1	Up Slow from Kettering North to Platform 2	4

Kettering North Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Up Slow/Down Slow/Up Fast to Down Main	Acceleration – to be applied approaching Market Harborough	½ 180, 222 and freight <1,600t
Movement Up	Reason	Value
Up Main to Up Slow/Down Slow	Differential junction speed	½ 180, 222 and freight <1,600t

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Down Fast	Pass Down/Up Slow to Down Fast	2½
Down Fast to Down Fast	Depart Down/Up Slow (Signal LR71 or Signal LR93) to Down Fast	2
Up Fast to Up Fast	Down Slow or Up Slow to Down Fast passenger	3
Up Fast to Up Fast	Down Slow or Up Slow to Down Fast freight	3½
Down Slow or Up Slow to Down Fast	Up Fast to Up Fast passenger	3
Down Slow or Up Slow to Down Fast	Up Fast to Up Fast freight	3½

Market Harborough

Dwell Time	
DMU	1
HST	1½
180/222	1½ 2 minutes in the Up morning and Down evening peak

Kilby Bridge Junction**Junction Margins**

First Movement	Second Movement	Margin
Down Main to Up and Down Slow	Down Main to Down Main passenger	3
Down Main to Up and Down Slow	Down Main to Down Main freight	4
Down Main to Down Main	Depart Up and Down Slow to Up Main	1
Down Main to Down Main	Pass Up and Down Slow to Up Main	4
Up and Down Slow to Up Main	Down Main to Down Main passenger	2½
Up and Down Slow to Up Main	Down Main to Down Main freight	4

Wigston North Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
From Nuneaton (Wigston North Jn to Leicester)	Differential Junction speed	1 ½ 170
Movement Up	Reason	Value

Wigston North Junction

To Nuneaton (Leicester to Wigston North Jn)	Differential Junction speed	½
Junction Margins		
First Movement	Second Movement	Margin
Down pass on Down Fast	Up pass to Croft or Up/Down Slow	2½
Down pass on Down Fast	Up depart to Croft or Up/Down Slow	2
Down pass/depart from Up/Down Slow	Up pass to Croft or Up/Down Slow	3
Down pass/depart from Up/Down Slow	Up depart to Croft or Up/Down Slow	2½
Down pass on Down Fast	Down pass from Croft	2½
Down pass on Down Fast	Down depart from Croft or Up/Down Slow	1½
Down pass to Up and Down Goods	Up Main passenger pass	3
Down pass to Up and Down Goods	Up Main freight pass	4
Up Main pass	Up depart from Up and Down Goods	2
Up pass to Croft or Up/Down Slow	Down Fast pass	3
Up pass/depart to Croft or Up/Down Slow	Conflicting Down pass from Croft or Up/Down Slow	3
Up pass/depart to Croft or Up/Down Slow	Conflicting Down depart from Croft or Up/Down Slow	2

Knighton Junction

Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		5 before/ 3 after
Restriction		
Trains required to run-round:		
a) If a train from the Coalville direction requiring to run-round at Knighton Junction has passed Bagworth Junction, it is not possible for a train from Leicester to enter Knighton Junction to run-round to go towards Coalville. The train from Coalville will have to run-round and leave the loop before the train from Leicester can enter the loop.		
b) If a train from the Leicester direction requiring to run-round is timed into Knighton Junction to run round, it is not possible for a train from 'Coalville' requiring to run-round at Knighton Junction to pass Bagworth Junction. The train from Leicester will have to have passed Bagworth Junction before the train from 'Coalville' can pass Bagworth Junction.		
Run-round Allowance		
25		

Leicester Signal LR397 and LR399

Planning Restriction
CrossCountry ECS formed of one Class 170 unit can reverse on either the Down Fast Line (behind Signal LR397) or on the Up Fast Line (behind Signal LR399).
Under normal circumstances, CrossCountry ECS formed of more than one Class 170 unit can only reverse on the Up Fast Line due to the lack of a walking route adjacent to the Down Fast Line. However, CrossCountry ECS formed of more than one Class 170 unit can reverse on the Down Fast Line, but only when two drivers are provided (by TOC agreement only).

Leicester South Junction**Junction Margins**

First Movement	Second Movement	Margin
Pass/Depart Leicester to Up Fast	Down Main to Up/Down Slow	2½
Down Main to Up/Down Slow	Pass/Depart Leicester to Up Fast	3

Leicester**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Up Fast to Platform 3 or 4	Speed differential – 15mph approach	½
Movement Up	Reason	Value
Up Fast and Up Slow to Platforms 1, 2 and 4	Approach Control	1 all services
Platform 1. 2 or 4 to Up Fast	Junction speed differential and running brake test	½ 170* *not required when reversing at Signals LR397 and LR399

Dwell Time

DMU	1 Local 1½ Express
HST	2
180/222	1½ 2 minutes for services arriving into/departing out of London St. Pancras in the SX Up morning/Down evening peak
XC Services (170, 22x & HST & 22x)	2*

* Dwell time of XC Class 170 may be reduced to 1½ minutes after discussion with the operator

Junction Margins

All conflicting moves except those listed below:	4
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Platform End Conflicts

First Movement	Second Movement	Margin
Arrive Platform 3 from North via Up Fast	Arrive Platform 4 from North via Up/Down Slow	3
Arrive Platform 4 from North via Up/Down Slow	Arrive Platform 3 from North via Up Fast	3
Arrive into platform	Conflicting departure in opposing direction	1

Converging/Diverging Headway

First Movement	Second Movement	Value
Depart Platform 3 towards Market Harborough via Up Fast	Depart Platform 1 to towards Hinckley via Up Fast	3

Minimum Turnround

Under 30-minute journey	6 Total Ivanhoe Line turnround to equate to 12 minutes by adding both ends
30 to 60-minute journey	10
Over 60-minute journey	15
HST	25 May be reduced to 20 minutes for trains ex St. Pancras providing that the previous/next turnround at St. Pancras is not less than 30 minutes

Leicester		
Minimum Reversal	7 for 170/180/222 operated by East Midlands Railway	
Platform Reoccupation		
Same Direction	3	
Planning Notes		
No timing allowances should be applied between Leicester and Leicester North Junction as there are no intermediate signals		
A ½ minute OP stop is required at Leicester (when on the Up & Down Slow line) before entering Leicester LIP/Beal Street Depot. when approaching from Leicester South Junction		

Leicester North Junction	
Junction Margins	
All conflicting moves	5 before/ 3 after
Planning Restriction	
No timing allowances should be applied between Leicester North Junction and Leicester as there are no intermediate signals	

Humberstone Road		
Junction Margins		
First Movement	Second Movement	Margin
Down train passes Syston South Jn	Down train departs Humberstone Road	Same Time
Up train departs/passers Leicester	Up train departs Humberstone Road	2

Humberstone Road Junction		
Junction Margins		
All conflicting moves		5 before/ 3 after
Run-round Allowance		
	25	

Syston		
Up passenger or Up empty coaching stock trains terminating at Syston.		
If a passenger train or empty coaching stock train travelling in the Up direction is to terminate at Syston the signaller at Derby EMCC will stop the train at either Syston North or Syston East Junctions as appropriate. The signaller will then give instruction to the driver regarding what he must do on arrival at Syston before departing in the Down direction towards either Loughborough or Melton Mowbray.		
Before the Up terminating train can depart in the Down direction towards either Loughborough or Melton Mowbray it must proceed in the Up direction until is beyond LR457, which is just south of Syston station. When that movement is complete the train can reverse and proceed towards either Loughborough or Melton Mowbray.		
Therefore, the minimum turn-round would be the standard allowance applicable to the type of stock forming the train plus whatever time deemed necessary by the TOC for station duties.		

Syston South Junction

There are no signals between Syston North and Syston South Junctions. Therefore, do not time trains to stand at Syston South Junction. Also, do not include pathing time between Syston North and South Junctions.

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Towards Melton Mowbray (Leicester to Syston South Junction)	Approach control	1 3 Freight from SL
Leicester to Syston South Junction Down Fast to Down Slow (to Sileby)	Junction differential	1 Passenger 1½ Freight

Movement Up	Reason	Value
Syston South Jn to Leicester (from Melton Mowbray direction only)	SRT differential – to be applied approaching next timing point	1
Syston South Junction to Leicester Up Slow to Up Fast (from Sileby)	Junction differential – to be applied approaching next timing point	1 Passenger 1½ Freight

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Syston East Junction/Down Slow	Up Fast to Up Fast	4
Down Fast to Syston East Junction/Down Slow	Up Slow to Up Fast/Up & Down Slow	5
Down Fast to Syston East Junction/Down Slow	Up & Down Slow line to Down Slow	3
Down Fast/Up & Down Slow to Syston East Junction	Syston East Jn to Up Fast or Up & Down Slow	See Syston East
Up & Down Slow to Down Slow	Conflicting move	4
Up & Down Slow to Syston East Junction	Up Slow to Up & Down Slow/Up Fast	5
Up Fast to Up Fast	Down Fast to Syston East Junction/Down Slow	3
Up Slow to Up Fast/Up & Down Slow	Down Fast to Syston East Junction/Down Slow	4
Syston East Junction to Up Fast	Up & Down Slow/Down Fast to Syston East Junction/Down Slow	5
Syston East Junction to Up & Down Slow	Down Fast to Syston East Junction/Down Slow	5

Syston North Junction

Up trains. There are no signals between Syston North and Syston East Junctions, the Up North Curve. Therefore, do not time Up trains to stand at Syston East Junction. Also, do not include pathing time between Syston North and Syston East Junctions. When it is necessary for a train routed via the Up North Curve to follow another Up train over Syston East Junction the second train cannot pass Syston North Junction until the first train is 1 minute beyond Syston East Junction if the first train is a passenger train and 2 minutes if it is a freight train. There are no signals between Syston North and Syston South Junctions. Therefore, do not time trains to stand at Syston South Junction. Also, do not include pathing time between Syston North and South Junctions.

Down trains. There is limited standage between Syston East and North Junctions, the Down North Curve. Therefore, it is advisable to avoid timing trains to stand at Syston North Junction unless they consist of either a light locomotive or a two or three-car dmu. Longer trains would, if stood at Syston North Junction, block Syston East Junction.

Adjustments to Sectional Running Times

Syston East Junction to Down Slow	Acceleration – to be applied approaching next timing point	Freight 1 ≤ 1,000t 1½ 1,200t – 1,600t 2 1,800t – 2,000t 2½ 2,200t – 2,800t 3 ≥ 3,000t
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Junction Margins

First Movement	Second Movement	Margin
Up Slow to Up Slow	Down North Curve to Down Slow	5
Down North Curve to Down Slow	Up Slow to Up Slow	5

Sileby Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
DS to DF (Sileby Jn to Loughborough excluding DMUs)		½
UF to US (Loughborough to Sileby Jn excluding DMUs)		½

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Down Fast	Mountsorrel Sidings to Up Fast or Up Slow	Depart Mountsorrel 3 mins after 1 st train passes Sileby Jn
Up Fast to Up Fast	Down Slow to Mountsorrel Sidings	2
Down Slow/Down Fast to Mountsorrel Sidings	Down Fast to Down Fast	7½
Down Slow to Mountsorrel Sidings	Up Fast to Up Fast	5* *4 if up train calling at Loughborough
Mountsorrel Sidings to Up Slow	Down Slow to Down Slow	5
Down Slow to Down Slow	Mountsorrel Sidings to Up Slow	3
Up Fast to Up Slow	Down Slow to Down Slow	5

Mountsorrel Sidings**Method of working**

There is no route into Mountsorrel Sidings in the Up direction. Trains from Loughborough or beyond destined for Mountsorrel Sidings must go to Leicester Humberstone Road sidings to run-round.

There is only one reception siding available for arriving trains. After the arrival of a train onto the reception road it is necessary for the arriving train to draw forward before propelling back into one of the sidings. Until this is complete a second train cannot arrive onto the reception siding. Therefore, trains must be planned to arrive 20 minutes apart. When the preceding train is a light engine the train following can arrive 5 minutes after the light engine. To achieve this, it might be necessary to time arriving trains to wait at Humberstone Road Junction or Melton Mowbray Down Goods Loop.

Trains can depart from Mountsorrel in either the Up or Down direction. Up direction trains use the Down Fast line in the Up direction as far as Sileby Junction. See Sileby Junction for margin information.

Departing trains must be planned at least 15 minutes apart when leaving Mountsorrel.

This is due to the need for shunting to take place within the terminal.

Loughborough South Junction**Restriction Working between Loughborough South Junction and the Network Rail Boundary at 92m 45ch.**

The Single line connection between Loughborough South Junction and the Network Rail Boundary is worked by the track circuit block system indicated by sequential track circuiting. A movement that has proceeded beyond the Network Rail Boundary towards Hotchley Hill, will occupy the track circuit at Loughborough South Junction until such time that the movement returns from Hotchley Hill to Loughborough South Junction and activates the track circuit. When the return movement has cleared Loughborough South Junction the Single line will be available for another movement.

If a movement requires to operate to Hotchley Hill and will not return within a reasonable period of time or on another day, then the movement must be worked with two locomotives or a locomotive at each end of the train to Hotchley Hill. Upon arrival at Hotchley Hill one of the two locomotives or the trailing locomotive will be detached to return to Loughborough South Junction and activate the track circuit and clear the branch for normal working.

When the movement is required to return from Hotchley Hill to Loughborough South Junction then an additional locomotive must be despatched via Loughborough South Junction to Hotchley Hill and attached. The movement will then work forward with two locomotives or a locomotive at each end of the train.

Loughborough**Dwell Time**

DMU	1
HST/180/222	1½

Minimum Turnround

6

Loughborough North Junction**Adjustments to Sectional Running Times**

Movement Up	Reason	Value
Loughborough North Jn to Loughborough station pass to pass	Not at linespeed passing Loughborough station	½ HST/22X after Stn

Loughborough North Junction

Movement Down	Reason	Value
Loughborough station to Loughborough North Jn pass to pass	Not at linespeed passing Loughborough station	½ HST/22X before Stn
Junction Margins		
First Movement	Second Movement	Margin
Down Fast to Down Slow	Up Fast to Up Fast passenger pass Loughborough	3
Down Fast to Down Slow	Up Fast to Up Fast passenger arrive Loughborough	3½
Down Fast to Down Slow	Up Fast to Up Fast freight pass Loughborough	3½
Up Fast to Up Fast pass Loughborough	Down Fast to Down Slow passenger (not stopping at Loughborough)	2½
Up Fast to Up Fast arrive Loughborough	Down Fast to Down Slow passenger (not stopping at Loughborough)	3
Up Fast to Up Fast pass Loughborough	Down Fast to Down Slow freight (not stopping at Loughborough)	3½
Up Fast to Up Fast arrive Loughborough	Down Fast to Down Slow freight (not stopping at Loughborough)	4
Up Fast to Up Fast pass Loughborough	Down Fast to Down Slow (stopped at Loughborough)	1
Up Fast to Up Fast arrive Loughborough	Down Fast to Down Slow (stopped at Loughborough)	½
Up Slow to Up Fast	Up & Down Slow to Down Slow pass Loughborough	3½
Up Slow to Up Fast	Up & Down Slow to Down Slow depart Loughborough	½
Up Slow to Up & Down Slow	Down Fast to Down Slow freight	3½
Up & Down Slow to Down Slow pass Loughborough	Up Slow to Up Fast or Up & Down Slow	4
Up & Down Slow to Down Slow depart Loughborough	Up Slow to Up Fast or Up & Down Slow	4½

Ratcliffe Junction

Junction Margins		
First Movement	Second Movement	Margin
Up train arrives at East Midlands Parkway on Up Fast	Down train departs Ratcliffe Jn to Down Fast	1½
Up train arrives at East Midlands Parkway on Up Fast	Down train passes Ratcliffe Jn to Down Fast	2 with at least 2 minutes pathing time before Ratcliffe Jn
Up train passes Trent South Jn not stopping at East Midlands Parkway	Down train departs Ratcliffe Jn to Down Fast	3
Down train crosses Ratcliffe Jn Down Slow to Down Fast	Up train passes Trent South Jn on Up Fast	3

Trent South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Castle Donington Branch	Differential junction speed	½ before Trent South and 1 after
Down Fast towards Toton Centre	Differential junction speed	½ before Trent South
Movement Up	Reason	Value
Castle Donington Branch to Up Fast	Differential junction speed	½* before Trent South and ½* after *1 before and after for freight
Junction Margins		
First Movement	Second Movement	Margin
Pass from Loughborough (on Down Fast) to Trent East Jn	Pass from Sheet Stores Jn to Loughborough	2
Pass from Sheet Stores Jn to Loughborough	Pass from Loughborough (on Down Fast) to Trent East Jn	2
Pass from Loughborough (on Down Slow) to Trent East Jn	Pass from Trent East Jn to Loughborough (on Up Fast)	2½
Pass from Trent East Jn to Loughborough (on Up Fast)	Pass from Loughborough (on Down Slow) to Trent East Jn	2
Pass from Loughborough to Toton (on Down High Level)	Pass from Trent East Jn to Loughborough (on Up Slow)	3
Pass from Trent East Jn to Loughborough (on Up Slow)	Pass from Loughborough to Toton (on Down High Level)	3
Converging Headway		
First Movement	Second Movement	Margin
Down Fast towards Trent East Junction	Down Slow to Down Fast towards Trent East Junction	2

Sheet Stores Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
From Trent East Jn when routed towards the Spondon direction	Differential junction speed – to be applied approaching next timing point	½ services stopping at Long Eaton 1 non-stop services# <u>Freight</u> 2 ≤ 1,200t 3 > 1,200t #does not apply to services shown to stop at Sheet Stores Jn

Movement Up	Reason	Value
To Trent East Jn when approaching from the Spondon direction	Differential Junction speed	½ stopping at Long Eaton 1 non-stop services

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except for below:		5 before/ 3 after
Down Main passenger non-stop	Pass/depart Sheet Stores Jn from Trent East Jn towards Spondon	2½
Down Main passenger stopping at Long Eaton	Pass/depart Sheet Stores Jn from Trent East Jn towards Spondon	3
Down Main freight	Pass/depart Sheet Stores Jn from Trent East Jn towards Spondon	3
Down Main pass	Pass/depart Sheet Stores Jn from Trent East Jn towards Castle Donington	2

Long Eaton**Dwell Time**

DMU	½
170	1
HST/222	1½

Spondon**Dwell Time**

170	½
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Derby RTC**Derby RTC Yard Access and Departures – Working Arrangements**

LORAM manage the RTC yard at Derby, a summary of working arrangements for Access and Departures is as follows:

Weekdays:

06:00 – 20:00: cover will normally be provided by shunting staff for all access and departures

At 06:00, the LORAM shunter will contact the signal box and confirm that the yard is manned and available for operation. Irrespective of whether there are planned arrivals, at 20:00 (or on completion of normal shunting duties if later) the LORAM shunter will liaise with the signalling centre to advise the status of the yard.

No more than two planned trains are permitted to arrive during any single continuous period when there is no shunter on duty.

Weekends:

Saturdays: 07:00 to 14:00.

Sundays: RTC YARD CLOSED (except in exceptional circumstances).

Way and Works Jn**Adjustment to Sectional Running Times**

Movement	Reason	Value
Down Main to Up Main (including for routing into Platforms 3/4 at Derby via Line F)	Approach control on Signal TD5045	½ NB – Not to be applied in addition to {1} adjustment at Derby for entering an occupied platform

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except for below:		3
Down or Up Main to Platforms 5/6	Departure from Platforms 3/4 to Up Main	2

Note: It is not possible to access Derby platform 5 from Etches Park and vice versa.

Planning note

No timing allowances should be applied between Way and Works Junction and Derby as there are no intermediate signals

Derby		
Adjustment to Sectional Running Times		
Movement	Reason	Value
Entering an occupied platform	Approach control	1 – to be applied approaching Way & Works Junction if approaching from Spondon direction
Attachment/detachment of Locomotives/Units		
DMU/222	5 detach rear 6 attach rear 10 attach/detach front	
Connectional Allowance		
	6	
Dwell Time		
Without reversing		
DMU	1½	
HST/22x	2	
With reversing		
DMU	4	
HST/222	7	
XC 22x	5 Single unit 6 Double unit	
Minimum Turnround		
From Matlock	6 Subject to a total round-trip allowance of 15 minutes. This may be reduced to 12 minutes providing that it is not applied to successive round trips in the same diagram	
Under 45 miles journey	10	
Over 45 miles journey	20	
CrossCountry and EMR from Barton-under-Needwood CMD, EMR from Derby Etches Park	15 Single unit of less than 7 vehicles 20 Single or multiple units in excess of 7 vehicles	
Platform End Conflicts		
First Movement	Second Movement	Margin
Arrive from Spondon direction	Arrive from L & NW Jn direction	2
Arrive from L & NW Jn direction	Arrive from Spondon direction	2
Arrive into Platform 3 from L & NW Jn	Arrive into Platform 4 from Way & Works Jn via UML	Parallel
Arrive into Platform 4 from Way & Works Jn via UML	Arrive into Platform 3 from L & NW Jn	Parallel
Depart towards Spondon	Arrive from Spondon direction (conflicting at London Road Jn)	4
Depart towards Spondon	Arrive from L & NW Jn direction	4
Depart towards L & NW Jn	Arrive from L & NW Jn direction	4
Depart towards L & NW Jn	Arrive from Spondon direction	4
Depart towards St Mary's South Jn	Arrive from St Mary's South Jn direction	3
Depart towards Spondon	Depart towards L & NW Jn	2
Depart towards L & NW Jn	Depart towards Spondon	2
Arrival from Spondon direction or L & NW Jn direction into Platform 3 or 4	Arrival from St Mary's South Jn direction into Platform 3 or 4	5
Note: It is not possible to access Derby platform 5 from Etches Park and via versa.		
Planning Note		

Derby

No timing allowances should be applied between Derby and Way and Works Junction as there are no intermediate signals

Chaddesden Sidings**Planning note**

All HSTs should be planned to use Arrival/Departure Line 1 as there is no suitable driver walk-way on Arrive/Departure Line 2

St Mary's South Jn**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Lines B and C to Down Fast	Differential linespeed – to be applied approaching next timing point	½ Class 22x

Movement Up	Reason	Value
Up Fast to Line A	Differential linespeed	1* *1½ Class 22x/HST

Junction Margins

First Movement	Second Movement	Value
All conflicting moves (unless stated below)		3
Up Fast to Line B pass	Line C to Down Fast having departed Derby Platforms 3-6	2½

Duffield**Dwell Time**

All	½ 1 minute for SX peak services which arrive Derby between 0700 – 0830 and depart Derby between 1600 and 1800
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Belper**Dwell Time**

All	1
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Ambergate Junction**Adjustments to Sectional Running Times**

Movement Up	Reason	Value
From Matlock (Ambergate Jn to Belper)	Differential Junction speed	1 DMU
Up Main to Broadholme Loop	Approach Control – to be applied approaching Ambergate Junction	1

Re-occupation of Single Line	3½
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Ambergate Junction**Junction Margins**

First Movement	Second Movement	Margin
Down Main pass	Pass from Matlock Branch towards Derby	3
Pass from Matlock Branch towards Derby	Down passenger pass	3
Pass from Matlock Branch towards Derby	Down freight pass	3½
Depart Broadholme Loop towards Clay Cross North Junction	Pass from Matlock Branch towards Derby	3½
Pass from Matlock Branch towards Derby	Depart Broadholme Loop towards Clay Cross North Junction	1
Down Main pass or to Matlock Branch	Depart Broadholme Loop towards Clay Cross North Junction	2

Diverging Headway

First Movement	Second Movement	Margin
Down pass to Matlock Branch	Down pass towards Clay Cross North Junction	3

Clay Cross North Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Down Main to Down Erewash	Differential junction speed – deceleration	½ 22x/180/HST

Movement Up	Reason	Value
Up Erewash to Up Main	Differential junction speed – acceleration (to be applied approaching Ambergate Junction)	½ 22x/180/HST

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3 before or after

Chesterfield South Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Down Main to Down Barrow Hill	Deceleration – to be applied after Chesterfield South Junction	½ Freight

Movement Up	Reason	Value
Up Main to Up Barrow Hill at Tapton Jn	Not at linespeed – to be applied after Chesterfield South Junction	½ Passenger 1 Freight
Up Barrow Hill to Up Main at Chesterfield North Jn	Not at linespeed – to be applied after Chesterfield South Junction	½ Passenger 1 Freight

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3 before or after

To provide 'Flank' protection the interlocking will not permit the following 'Parallel' movements.

1) With the route set along the Up Main through Chesterfield South Junction, it is not possible to set a route for a

Chesterfield South Junction

train from TC4776, the signal protecting the junction on the Down Barrow Hill line, toward the Up Barrow Hill line. Therefore, time such moves to depart Chesterfield South Jn 3 minutes before the departure from Chesterfield, or 3 minutes after the departure from Chesterfield.

2) With a route set from Chesterfield Platform 1 to the Up Main, it is not possible to set a route for a train from Chesterfield Platform 2 to the Up Barrow Hill line. Therefore, time movements from Platform 2 to pass Chesterfield South Jn 3 minutes before the departure from Chesterfield Platform 1, or 3 minutes after the departure from Chesterfield Platform 1.

Chesterfield**Dwell Time**

DMU	1
HST/22X	1½ * 2 minutes for East Midlands Railway HST services

Junction Margins

First Movement	Second Movement	Margin
Depart/Pass Platform 1 or 2 to Barrow Hill Lines	Arrive/Pass Platform 2 from Tapton Junction	3½
Minimum Turnaround		
	5 from Sheffield (Empty DMU to form passenger service)	
	10 from Sheffield, Derby or Nottingham	
	20 from beyond Sheffield, Derby or Nottingham	

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Freight crossing Down Main to Down Barrow Hill	Deceleration – to be applied approaching Chesterfield	½

Planning Restriction

Services turning back from Derby to run on the Up Erewash Line are not permitted to use Platform 1, all such services must be planned on Platform 2/3

Planning Note

No timing allowances should be applied in the Up direction between Tapton Junction and Chesterfield as there are no intermediate signals

Tapton Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger crossing Down Main to Down Barrow Hill. * Approaching Tapton Jn ** After Tapton Jn	Differential Junction Speed	½*
	Acceleration	½**
Freight crossing Down Main to Down Barrow Hill. ** After Tapton Jn	Acceleration	1½**
Passenger crossing Down Barrow Hill to Down Main. *** After Tapton Jn	Acceleration	1***
Freight crossing Down Barrow Hill to Down Main. * Approaching Tapton Jn *** After Tapton Jn	Differential Junction Speed	½*
	Acceleration	*** <u>Class 4 trains</u> 400t 2½ 600t/TR40 3 800t – 1,000t 3½ 1,200t – 1,400t/TR70 4 1,600t 4½ <u>Class 6 trains</u> 400t 1½ 600t – 800t/TR40 2 1,000t/TR55 2½ 1,200t – 1,400t/TR70-85 3 1,600t – 2,000t/TR100-115 4 2,200t 4½ 2,400t/TR130 5
Movement Up	Reason	Value
Passenger crossing Up Main to Up Barrow Hill \$ Approaching Tapton Jn \$\$ Approaching Chesterfield \$\$\$ Approaching Clay Cross North Jn (non-stop only)	Deceleration	½\$
	Differential Junction Speed	½\$\$
	Acceleration	½\$\$\$
Freight crossing Up Main to Up Barrow Hill \$ Approaching Tapton Jn \$\$ Approaching Chesterfield % Approaching Chesterfield South Jn \$\$\$ Approaching Clay Cross North Jn	Deceleration	½\$
	Differential Junction Speed	1\$
	Acceleration	1%
	Acceleration	1\$\$\$
Passenger crossing Up Barrow Hill to Up Main \$ Approaching Tapton Jn \$\$ Approaching Chesterfield % Approaching Chesterfield South Jn	Approach Control	1½\$
	Differential Junction Speed	½\$\$
	Acceleration	½%
Freight crossing Up Barrow Hill to Up Main \$ Approaching Tapton Jn \$\$ Approaching Chesterfield % Approaching Chesterfield South Jn \$\$\$ Approaching Clay Cross North Jn	Approach Control	1½\$
	Differential Junction Speed	1\$
	Acceleration	1%
	Acceleration	1\$\$\$
Junction Margins		
First Movement	Second Movement	Margin
Pass to Chesterfield from Dore	Pass to Dore (crossing BHL/ML)	5
Pass to Dore (crossing BHL/ML)	Pass to Chesterfield from Dore	5
Conflicting moves through single ladder		5

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION**Trent East Junction****Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Pass from Sheet Stores Jn towards Beeston	Differential junction speed	1* after Trent East except: 1½* Class 4 freight
Down Fast from Loughborough routed towards Toton Centre	Differential junction speed	1 before Trent East
Down Slow from Loughborough routed towards Toton Centre	Differential junction speed	½ before Trent East
Down Slow from Loughborough routed towards Beeston	Differential junction speed	½ before Trent East and ½ afterwards

Movement Up	Reason	Value
Pass from Toton Centre towards Loughborough via Up Fast	Differential junction speed	½ approaching Trent South and 1/2 * or 1** afterwards *Class 6 freight **Passenger or Class 4 freight
Pass from Beeston towards Loughborough via Up Slow	Differential junction speed	½ approaching Trent South
Pass from Toton Centre towards Loughborough via Up Slow	Differential junction speed	½* or 1** approaching Trent South *Class 6 freight **Passenger or Class 4 freight
Pass from Beeston towards Sheet Stores Junction	Differential junction speed	½* approaching Trent East *1 if stopping at Sheet Stores Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Trent South Jn towards Nottingham	Pass from Nottingham towards Sheet Stores Jn	3 if both are passenger 4 if either or both are freight
Pass from Nottingham towards Sheet Stores Jn	Pass from Trent South Jn towards Nottingham	3 if both are passenger trains 4 if either or both are freight
Pass from Sheet Stores Jn towards Nottingham	Pass from Toton towards Sheet Stores Jn	3
Pass from Toton towards Sheet Stores Jn	Pass from Sheet Stores Jn towards Nottingham	3½ (4½ if both are freight)

Diverging Headway

First Movement	Second Movement	Margin
Passenger pass from Nottingham towards Sheet Stores Junction	Pass from Nottingham towards Loughborough	3

Down Trent Passenger Loop**Junction Margins**

First Movement	Second Movement	Margin
Down passenger pass from Trent South Jn	Depart Loop	1½ after first train passes Trent East
Down freight pass from Trent South Jn	Depart Loop	2 after first train passes Trent East
Down pass from Sheet Stores Jn	Depart Loop	3 after first train passes Trent East

Attenborough**Dwell Time**

170	½
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Beeston**Dwell Time**

DMU	½
XC 22x	1
HST/180/222	1½

Beeston South Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Down Main to Down or Up Nottingham Slow	Flashing yellow approach to Signal TN4917	½
Movement Up	Reason	Value
Down or Up Nottingham Slow to Up Main stopping at Beeston	Differential junction speed – to be applied after Beeston South Junction	½
Down or Up Nottingham Slow to Up Main not stopping at Beeston	Acceleration – to be applied after Beeston South Junction	1

Mansfield Junction**Junction Margins**

First Movement	Second Movement	Margin
Pass from Trent East Jn to Nottingham	Conflicting move from Nottingham to Trent East Jn	2½
Pass from Trent East Jn to Nottingham	Conflicting move from Nottingham to Radford Jn	3
Pass to Trent East Jn	Conflicting move to Radford Jn	3
Pass to Trent East Jn	Conflicting move from Trent East Jn	2½ 5 if 1 st train is freight
Pass to Radford Jn	Conflicting move to Trent Jns	2½
Pass to Radford Jn	Conflicting move from Trent Jns on Down Fast	2½
Pass to Radford Jn	Conflicting move from Trent Jns on Down Slow	3

Planning NotesDown direction (Eastbound)

A train exceeding 200m in length will foul Mansfield Junction when pathing time is applied between Mansfield Junction and Nottingham. Therefore, junction margins must be based on trains' arrival/pass time at Nottingham.

Up direction (Westbound)

A train exceeding 200m in length will foul Nottingham West Junction if held at Mansfield Junction or when pathing time is applied between Nottingham and Mansfield Junction. Therefore, junction margins must be based on trains' pass/departure time at Mansfield Junction.

Nottingham		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Arriving in occupied platform	Approach control	1
Attachment/detachment of Locomotives/Units		
DMU/180/222	5 detach 6 attach	
Connectional Allowance		
	8	
Dwell Time		
Without reversing		
All	2	
With reversing		
DMU/180/222	7	
HST	5 with crew change 7 without crew change	
Locomotive hauled	20 run-round	
Minimum Turnround		
DMU	10	
EMR from Barton-under-Needwood or Derby Etches Park	15	
HST	20	
Locomotive hauled	30	
Platform Constraint		
Due to permissive working rules, it is not possible for simultaneous arrivals and departures within platform 1, 3, 4, 6, 7 i.e. an arrival in 6a and departure from 6b, or arrival in 6b and departure from 6a		
Planning Note		
<u>Down direction (Eastbound)</u> A train exceeding 200m in length will foul Mansfield Junction when pathing time is applied between Mansfield Junction and Nottingham. Therefore, junction margins must be based on trains' arrival/pass time at Nottingham.		
<u>Up direction (Westbound)</u> A train exceeding 200m in length will foul Nottingham West Junction if held at Mansfield Junction or when pathing time is applied between Nottingham and Mansfield Junction. Therefore, junction margins must be based on trains' pass/departure time at Mansfield Junction.		

Nottingham (Western Side)**Platform End Margins**

First Movement	Second Movement	Margin
Depart platform 1 or 3 to any line	Arrive platform 1 or 3 from Line A	5
Depart platform 4, 5, 6 or 7 to Line B	Arrive platform 4, 5, 6 or 7 from Line A	5
Depart platform 4, 5, 6 or 7 to Line C or D	Arrive platform 4, 5, 6 or 7 from Line A	4½
Depart any platform to Line C or D	Arrive any platform from Line B	4½
Depart any platform to Line A or B	Any conflicting arrival from Line C	4½
Depart platform 1, 3, 4, 5 or 6 to Line D	Arrive any platform from Line C	5½
Depart platform 7 to Lines A, B or C	Arrive platform 7 from Line D	4½
Depart platform 7 to Line D	Arrive platform 7 from any other line	4½
Depart to the west from any platform	Conflicting departure to the west from any other platform	2

Nottingham**Platform End Margins**

First Movement	Second Movement	Margin
Depart Platform 2	Arrive Platform 1, 1A, 1B, 1C	1
Arrive any platform	Conflicting departure from any other platform	1
Arrive platform 1 from the West	Arrive platform 2 from the East	3½
Arrive platform 2 from the East	Arrive platform 1 from the West	4

Nottingham (Eastern Side)**Platform End Margins**

First Movement	Second Movement	Margin
Depart Platforms 1, 2 or 3 to Netherfield Jn	Conflicting arrival from Netherfield Jn	4½
Depart Platforms 4, 6 or 7 to Netherfield Jn	Conflicting arrival from Netherfield Jn	5
Depart to Netherfield Jn	Conflicting departure to Eastcroft Depot	2
Depart to Netherfield Jn	Conflicting departure to Eastcroft Down Siding	2
Depart to Netherfield Jn	Conflicting arrival from Eastcroft Depot	4
Depart to Netherfield Jn	Conflicting arrival from Eastcroft Down Siding	4½
Depart to Eastcroft Depot	Conflicting departure to Netherfield Jn	2
Depart to Eastcroft Depot	Conflicting arrival from Netherfield Jn	5½
Depart to Eastcroft Down Siding	Conflicting departure to Netherfield Jn	2
Depart to Eastcroft Down Siding	Conflicting arrival from Netherfield Jn	5
Pass/arrive from Netherfield Junction	Conflicting arrival into adjacent platform from Eastcroft Depot or Eastcroft Carriage Sidings	3
Pass/arrive from Eastcroft Depot or Eastcroft Carriage Sidings	Conflicting arrival into adjacent platform from Netherfield Junction	3

LN3207 TRENT EAST JUNCTION TO CLAY CROSS NORTH JUNCTION**Trent East Junction**

Refer to LN3204

Toton South Jn**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
From Trent East Jn reversing at Toton Centre	Differential junction speed and approach control	1 all trains before Toton Jn.
From Meadow Lane Jn routed towards Alfreton	Differential junction speed	½ after Toton Jn & 1 after Toton Centre 222
Movement Up	Reason	Value
To Trent East Jn after reversing at Toton Centre	Differential junction speed	1 all trains after Toton Jn
From Alfreton routed towards Meadow Lane Jn	Differential junction speed	Class 222 1 before Toton Jn

Toton Centre

Reversing Movements: Reversing movements usually take place on the Down Passenger Loop between TC4598 and TC4575 as this is the only location at Toton Centre with the necessary walking route. The standard reversal allowance applies

Run-Round Movements: If a train has been timed to run-round on the Down Toton Goods then the train length cannot exceed 260m. The distance between TC4598 and TC4575 on the goods is 308m thus allowing for minimum 20m for engine length either end the train cannot convey any more than 13 wagons (20m each)

Trowell Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
After Trowell Jn applicable to trains from Radford Jn	Differential junction speed	½ 222 1 except 222
Movement Up	Reason	Value
Approaching Trowell Jn applicable to trains towards Radford Jn	Differential junction speed	½ DMU/222 1 HST/LH

Ilkeston**Dwell Time**

15x	1
222	1½

Langley Mill**Dwell Time**

DMU	1
LH/HST/222	1½

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Passenger Trains from Ironville Jn on the Up Erewash Fast Line that have come from the Pinxton Line	Acceleration from 40mph up to 80 mph	{½}

Codnor Park Junction**Steam Trains departing from Butterley RMC**

Steam trains are not allowed to travel on the Up/Down Erewash Slow Line when departing Butterley and must travel on the Up Erewash line. Trains departing to go north can depart from Butterley as signalled moves to the Slow or Fast Lines exist. Trains reverse before heading north

Alfreton**Dwell Time**

DMU	1
LH/HST/222	1½

LN3213 FARRINGDON TO KENTISH TOWN JUNCTION (MOORGATE LINES)**Farringdon****For Farringdon please see Kent Timetable Planning Rules****St Pancras International (Low Level)****Connectional Allowance**3 to Thameslink services
15 to Eurostar/EMR platforms**Dwell Time**

All 1

Minimum TurnroundClass 700
8 8-car
10 12-car**Junction Margins and Platform Re-occupation**

First Movement	Second Movement	Margin
Same Direction		1½
Depart/pass Platform A or B to NB Line	Arrive/pass Platform B from SB Line	3
Depart/pass Platform A to NB Line	Arrive/pass Platform A or B from SB Line	3
Depart/pass Platform A towards Dock Jn North via SB Line	Arrive / pass Platform A or B from Dock Jn North via SB Line	6
Depart/pass Platform A or B towards Dock Jn North via NB Line	Arrive / pass Platform A or B from Up & Down Relief (Dock Jn North) via either line	6
Arrive Platform B from SB Line	Depart Platform A to NB Line	1
Depart Platform B to Down Canal Tunnel	Arrive Platform B from SB Line	3
Depart Platform A to Up Canal Tunnel	Arrive Platform A from SB Line	3
Depart Platform A to Clerkenwell Crossovers	Arrive Platform A or B from Clerkenwell Crossovers	6
Depart Platform B to Clerkenwell Crossovers	Arrive Platform A or B from Clerkenwell Crossovers	6

Dock Junction North**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
All down trains to Up & Down Relief	20 mph crossover	½ before
Movement Down	Reason	Value
All up trains from Up & Down Relief	20 mph crossover	½ after

Pathing / Engineering / Performance time in southbound trains terminating at St Pancras Low Level International must be placed approaching Dock Junction North

Junction Margins

First Movement	Second Movement	Value
UDR to Up Moorgate	Down Moorgate to Down Moorgate or UDR	2
Down Moorgate to Down Moorgate	UDR to Up Moorgate	2

LN3232 WIGSTON NORTH JUNCTION TO HINCKLEY (INCLUSIVE)**South Wigston****Dwell Time**

170 | 1

Narborough**Dwell Time**

170 | 1

Level Crossing

Trains stopped at Narborough in the Down (Leicester to Nuneaton) direction only, to be advertised earlier by the amount of recovery/pathing allowance shown between Wigston North Junction and Narborough.

Hinckley**Dwell Time**

DMU | 1

LN3234 SYSTON EAST JUNCTION to SYSTON NORTH JUNCTION**Up trains**

It is not permissible to include pathing time in Up trains between Syston North and Syston East Junctions. When it is necessary to use pathing time in the schedules of trains approaching Syston East Junction this must be shown approaching Syston North Junction.

LN3246 AMBERGATE JUNCTION TO MATLOCK**Ambergate Junction**

Re-occupation of Single Line | 3½

Ambergate**Dwell Time**

Down | 1 includes an allowance for the token collection

Up | 2 includes an allowance for the token return

Matlock**Minimum Turnround**

5. Local services to/from Derby and Nottingham are subject to a round trip allowance of 15 minutes. However, this may be reduced to 12 minutes provided it is not applied to successive round trips

LN3252 MANSFIELD JUNCTION TO TROWELL SOUTH JUNCTION**Radford Junction****Adjustments to Sectional Running Times**

Movement Down	Reason	Value
After Mansfield Jn, applies to HST or Locomotive hauled stock from Nottingham	Differential Junction Speed	½

LN3255 RADFORD JUNCTION TO KIRKBY LANE END JUNCTION**Lindleys Lane (Kirkby South Jn)**

Reoccupation of Single Line	4
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Newstead**Dwell Time**

Maximum dwell time	2
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Bulwell South Junction**Adjustments to Sectional Running Times**

Movement Up	Reason	Value
After Bulwell South Jn applicable to trains having stopped at Bulwell	Acceleration from a stop	½

LN3273 IRONVILLE JUNCTION TO SHIREBROOK JUNCTION**Mansfield Woodhouse****Dwell Time**

DMU	1
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Minimum Turnround	5 Subject to a total round-trip allowance of 15 minutes. May be reduced to 12 minutes provided it is not applied to successive round trips.
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Junction Margin

First Movement	Second Movement	Value
Arrive Platform 3	Arrive Platform 2 in Up direction	2

LN3340 ALREWAS (INCLUSIVE) TO WICHNOR JUNCTION**Wichnor Junction****Adjustment to Sectional Running Times**

Movement Down	Reason	Value
Trains for Central Rivers Depot passing Down Lichfield to Up Tamworth	Approach control – to be applied approaching Wichnor Junction	½
	Not applicable to services timed to stop at Wichnor Junction Signal DY78	

LN3501 DERBY LONDON ROAD JUNCTION TO TAMWORTH (EXCLUSIVE)**L & NW Jn****Junction Margins**

First Movement	Second Movement	Margin
All conflicting moves (except below)		3
Up Tamworth Fast to Up/Down Tamworth Slow	Down Tamworth Fast passenger having departed Derby Platform 1/2	2½
Up Tamworth Fast to Up/Down Tamworth Slow routed into Derby Platform 4	Up Tamworth Slow to Down Tamworth Fast passenger pass having departed Derby Platform 3	2½

Peartree**Dwell Time**

DMU	½
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Melbourne Jn**Junction Margins**

First Movement	Second Movement	Margin
From Sinfin branch towards L & NW Jn	From L & NW Jn towards Stenson Jn not stopping at Peartree or Sunny Hill Loop	3½ before second train passes L & NW Jn
From Sinfin branch towards L & NW Jn	Departure from Peartree towards Stenson Jn	4 before departure from Peartree
From Sinfin branch towards L & NW Jn	From L & NW Jn direction to Sunny Hill Loop	4
From L & NW Jn towards Stenson Jn not stopping at Peartree or Sunny Hill Loop	From Sinfin branch towards L & NW Jn	3½ after first train passes L & NW Jn
Departure from Peartree towards Stenson Jn	From Sinfin branch towards L & NW Jn	3 after departure from Peartree
From L & NW Jn direction to Sunny Hill Loop	From Sinfin branch towards L & NW Jn	4

Reoccupation of Single Line	4
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Stenson Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Castle Donington Branch towards Burton	Differential Junction speed – to be applied approaching North Staffs Junction	½ 170, 22X & HST
Pass from Castle Donington Branch towards Burton	Differential Junction speed – to be applied approaching Clay Mills Junction	2 Class 4 Freight 1½ Class 6 Freight
Movement Up	Reason	Value
From Burton towards Castle Donington Branch	Differential Junction speed – to be applied approaching Stenson Junction	½ 170, 22X & HST 2 Class 4 Freight 1½ Class 6 Freight
Junction Margins		
First Movement	Second Movement	Margin
Pass to Castle Donington	Pass from Derby	3*
Pass from Derby	Pass to Castle Donington	2
Pass from Derby	Depart to Castle Donington	1
Pass from Derby	Pass from Castle Donington	3
Pass from Castle Donington	Pass from Derby	3
*3½ where the second train is Class 6 or 7		
Trains reversing at Stenson Jn – Working of diverted services		
When it is necessary to divert services between Derby/Nottingham/Leicester via Sheet Stores Jn and Stenson Jn or vice versa the following will apply:		
Down Trains. These will arrive at Stenson Jn from the direction of Sheets Stores Jn on the Down Castle Donington line and come to a stand clear and in rear of DY300 ground position light signal, which is on the Down Main, for a reversal movement. After reversal they will proceed towards Derby via the Up Main.		
Up Trains. These will arrive at Stenson Jn from the direction of Derby on the Down Main line and come to a stand clear and in rear of DY300 ground position light signal, which is on the Down Main, for a reversal movement. After reversal they will proceed towards Sheets Stores Jn via the Up Castle Donington		
The standard reversal allowances apply in all cases as appropriate to the type of train involved.		

North Stafford Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
From Castle Donington routed towards Burton on Trent	Not at linespeed – to be applied approaching next timing point	1 170/22X/HST
To Stoke	Differential Junction speed – to be applied approaching North Staffs Junction	½

Movement Up	Reason	Value
From Burton on Trent routed towards Castle Donington branch	Not at linespeed – to be applied approaching North Staffs Junction	½ 170/22X/HST
From Stoke	Differential Junction speed – to be applied after North Staffs Junction	½

Junction Margins

First Movement	Second Movement	Margin
Pass towards Tutbury and Hatton	Non-stop passenger pass towards Stenson Jn	3
Pass towards Tutbury and Hatton	Stopping passenger arrive into Willington	2½*
Pass towards Tutbury and Hatton	Freight pass towards Stenson Jn	4
From Clay Mills Jn to Stenson Jn	From Stenson Jn to Tutbury and Hatton	3

Planning Restriction

*Signalling prevents an Up train arriving into Platform 1 at Willington when a route is set from the Down Main towards Down Stoke at North Stafford Junction

Willington**Adjustment to Sectional Running Times**

Movement Up	Reason	Value
Depart Willington towards Derby	Acceleration	½ after Stenson Jn

Dwell time

170	½
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Planning Restriction

Signalling prevents an Up train arriving into Willington when a route is set from the Down Main towards the Down Stoke at North Stafford Junction (see also North Stafford Junction entry)

Clay Mills Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Down Main to Down Goods Before Clay Mills Junction	Junction differential – 15mph turnout	2 Class 0/1/3/5 2½ Freight
Movement Up	Reason	Value
Pass from Up Goods to Up Main Before North Staffs Junction	Junction differential – 15mph turnout	2 Class 0/1/3/5 3 Freight

Junction Margins

First Movement	Second Movement	Margin
Train pass fast line towards North Stafford Jn	Train depart goods line Clay Mills towards North Stafford Jn	2
All other conflicting moves		5 before/ 3 after

Wetmore Junction**Junction Margins**

Applies to trains when propelling from Wetmore Jn to Burton West Yard

Conflicting train movements towards Derby

7 before a train passes or 6 before a train arrives at Burton on Trent.

Conflicting train movements towards Birmingham

8 before a train passes or stops at Burton on Trent.

Burton on Trent**Dwell Time**

DMU	1
HST/22X	1½
Minimum Turnround	15

Leicester Junction**Junction Margins**

First Movement	Second Movement	Margin
Down Tamworth Goods to Down Tamworth Goods pass Burton	Down Main to Down Tamworth Goods	5½
Down Tamworth Goods to Down Tamworth Goods pass Burton	Down Main/Down Tamworth Goods to Coalville Lines	5½
Down Main to Down Tamworth Goods/Coalville Lines	Down Tamworth Goods to Down Tamworth Goods pass Burton	2½
Down Tamworth Goods to Coalville Lines	Down Tamworth Goods to Down Tamworth Goods pass Burton	2½
Down Main to Down Tamworth Goods/Coalville Lines	Down Main to Down Main pass Burton	2½
Down Main to Down Main pass Burton	Down Main to Down Tamworth Goods/Coalville Lines	4
Down Tamworth Goods to Down Tamworth Goods pass Burton	Coalville Lines to Up Main/Up Goods	5½
Down Main to Down Tamworth Goods	Coalville Lines to Up Main/Up Goods	4
Down Main to Down Main pass Burton	Coalville Lines to Up Main/Up Goods	3½
Coalville Lines to Up Main/Up Tamworth Goods	Down Main to Down Tamworth Goods	4
Coalville Lines to Up Main/Up Tamworth Goods	Down Tamworth Goods to Down Tamworth Goods pass Burton	2½
Coalville Lines to Up Main/Up Tamworth Goods	Down Main to Down Main pass Burton	2½
Coalville Lines to Up Main/Up Tamworth Goods	Up Main to Up Main pass Burton	3½
Coalville Lines to Up Main/Up Tamworth Goods	Up Main to Up Tamworth Goods	5
Up Main to Up Main pass Burton	Coalville Lines to Up Main/Up Tamworth Goods	2½
Up Main to Up Tamworth Goods	Coalville Lines to Up Main/Up Tamworth Goods	4

Branston Junction**Junction Margins**

First Movement	Second Movement	Margin
Up Main to Up Main pass Burton	Up Main to Coalville Lines	3
Up Main to Coalville Lines	Up Main to Up Main passenger pass Burton	4
Up Main to Coalville Lines	Up Main to Up Main freight pass Burton	4½
Up Main to Coalville Lines	Down Main to Down Main pass Burton	2
Up Main to Coalville Lines	Down Tamworth Goods/Coalville Lines to Down Main	4
Down Main to Down Main pass Burton	Up Main to Coalville Lines	4
Down Main to Down Main pass Burton	Pass Down Tamworth Goods/Coalville Lines to Down Main	3
Down Main to Down Main pass Burton	Depart Down Tamworth Goods/Coalville Lines to Down Main	2
Down Tamworth Goods/Coalville Lines to Down Main	Down Main to Down Main pass Burton	4
Down Tamworth Goods/Coalville Lines to Down Main	Up Main to Coalville Lines	4

Barton-under-Needwood South Junction**Planning Note**

Trains from Central Rivers Depot towards Alrewas can be routed via either the Down or Up Tamworth

Planning Restriction

No timing allowances should be applied between Barton South Junction and Wichnor Junction on the Up Tamworth Line as there are no intermediate signals

Wichnor Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Pass from Down Tamworth towards Alrewas	Approach control – to be applied approaching Wichnor Junction Not applicable to ECS moves off Central Rivers Depot that are timed at Barton South Junction	1½ 170/22x/HST 2 Other
Pass Down Tamworth towards Tamworth having departed Barton-under-Needwood CMD	Acceleration – to be applied approaching next timing point after Wichnor Junction	1½

Movement Up	Reason	Value
Pass from Alrewas to Up Tamworth towards Burton	Acceleration – to be applied approaching next timing point after Wichnor Junction Not applicable to ECS moves onto Central Rivers Depot	<u>Passenger</u> 1½ 170/22x/HST <u>Freight</u> Class 4 1 400t 1½ 600t/TR40 2 800t – 1400t 1½ 1600t – 1800t Class 6 ½ ≤600t/TR40 1 800t – 1200t/TR55-70 1½ 1400t – 1800t/TR85-100 2 2000t – 2600t/TR115-145
Pass Up Tamworth from Tamworth and routed towards Barton-under-Needwood CMD	Approach control – to be applied approaching Wichnor Junction	1½

Junction Margins (where the first movement is a Down direction movement on LN3501)

First Movement	Second Movement	Margin
Pass from Burton towards Tamworth	Pass from Central Rivers Depot towards Tamworth	2½ following passenger 3½ following freight
Pass from Burton towards Tamworth	Pass from Central Rivers Depot towards Alrewas (via Down Tamworth/Signal DY82)	2
Pass from Burton towards Tamworth	Pass from Central Rivers Depot towards Alrewas (via Up Tamworth)	Parallel
Pass from Burton towards Alrewas	Pass from Burton towards Tamworth	2½ where 2 nd train is passenger 3½ where 2 nd train is freight
Pass from Burton towards Alrewas	Pass from Central Rivers Depot towards	2

Wichnor Junction		
	Tamworth	
Pass from Burton towards Alrewas	Pass from Central Rivers Depot towards Alrewas (via Down Tamworth/Signal DY82)	Refer to headway
Pass from Burton towards Alrewas	Pass from Central Rivers Depot towards Alrewas (via Up Tamworth/Signal DY52)	AB+1 between Barton South and Alrewas Pass Barton South Junction 1 minute after first train has passed Alrewas
Pass from Burton towards Alrewas	Pass from Tamworth towards Burton	3* where 1 st train is passenger 3½* where 1 st train is freight *add 1 where 2 nd train is freight
Pass from Burton towards Alrewas	Pass from Tamworth towards Central Rivers Depot	3
Pass from Central Rivers Depot towards Tamworth	Pass from Burton towards Alrewas	3
Pass from Central Rivers Depot towards Tamworth	Pass from Tamworth towards Burton	2 where 2 nd train is passenger 2½ where 2 nd train is freight
Pass from Central Rivers Depot towards Tamworth	Pass from Tamworth towards Central Rivers Depot	2 apart at Barton South Junction
Pass from Central Rivers Depot towards Alrewas (via Down Tamworth/Signal DY82)	Pass from Burton towards Tamworth	2½ where 2 nd train is passenger 3½ where 2 nd train is freight
Pass from Central Rivers Depot towards Alrewas (via Down Tamworth/Signal DY82)	Pass from Tamworth towards Burton	3
Pass from Central Rivers Depot towards Alrewas (via Down Tamworth/Signal DY82)	Pass from Tamworth towards Central Rivers Depot	3
Pass from Central Rivers Depot towards Alrewas (via Up Tamworth)	Pass from Burton towards Tamworth	Parallel
Pass from Central Rivers Depot towards Alrewas (via Up Tamworth)	Pass from Tamworth towards Burton	3* where 1 st train is passenger 3½* where 1 st train is freight *add 1 where 2 nd train is freight
Pass from Central Rivers Depot towards Alrewas (via Up Tamworth)	Pass from Tamworth towards Central Rivers Depot	3
Junction Margins (where the first movement is an Up direction movement on LN3501)		
First Movement	Second Movement	Value
Pass from Tamworth towards Burton	Pass from Alrewas towards Burton	2½ following passenger 3 following freight
Pass from Tamworth towards Burton	Pass from Alrewas towards Central Rivers Depot	2 following passenger 2½ following freight
Pass from Tamworth towards Burton	Pass from Burton towards Alrewas	2
Pass from Tamworth towards Central Rivers Depot	Pass from Alrewas towards Burton	3
Pass from Tamworth towards Central Rivers Depot	Pass from Alrewas towards Central Rivers Depot	2½

Wichnor Junction

Pass from Tamworth towards Central Rivers Depot	Pass from Burton towards Alrewas	2
Pass from Alrewas towards Burton	Pass from Tamworth towards Central Rivers Depot	3½
Pass from Alrewas towards Burton	Pass from Burton towards Alrewas	2
Pass from Alrewas towards Central Rivers Depot	Pass from Tamworth towards Central Rivers Depot	3½
Pass from Alrewas towards Central Rivers Depot	Pass from Burton towards Alrewas	2

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION (EXCLUSIVE)**Uttoxeter****Dwell Time**

DMU

1

LN3520 SHEET STORES JUNCTION TO STENSON JUNCTION**Gateway West Junction****Junction Margins**

First Movement	Second Movement	Margin
Up Pass to East Midlands Gateway Terminal	Down train passes Castle Donington towards Stenson Junction	6
Up Pass to East Midlands Gateway Terminal	Down train passes Castle Donington towards East Midlands Distribution Centre	6½
Down train passes Castle Donington towards Stenson Junction	Up Pass to East Midlands Gateway Terminal	2½
Down train passes Castle Donington towards East Midlands Distribution Centre	Up Pass to East Midlands Gateway Terminal	3

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION

Suggested method of working for trains entering Bardon Hill Quarry from the Burton direction
 Mantle Lane – Bardon Hill P/P
 Bardon Hill – Cliff Sidings P/S (detach loco and run round)
 Cliff Sidings – Bardon Hill S/S
 Bardon Hill – Bardon Hill Quarry S/S (propel back into Quarry)

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION**Bagworth Junction****Junction Margins**

First Movement	Second Movement	Margin
Passing having departed from Cliffe Hill Stud Farm Quarry	Departing from Bagworth Junction Refuse Sidings to Cliffe Hill Stud Farm Quarry	3

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION**Cliffe Hill Stud Farm Quarry**

Only one train is permitted on the Cliffe Hill Branch at any one time. Therefore, a train is not permitted to go onto the Cliffe Hill Branch until a train has departed. Access for trains using the Refuge sidings is via the LOS on the Up Line.

LN3601 KETTERING NORTH JUNCTION to MANTON JUNCTION**Corby****Attachment of units**

Inclusive of turnround and shunt involved	15
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Detachment of units

Inclusive of turnround and no shunt involved	10
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Maximum dwell time	18
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Minimum Turnround	7
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Adjustment to Sectional Running Times

Movement	Reason	Value
Up Corby to AB or BSC	Approach control signal KM3962	2

Junction Margins/Platform Re-occupation

First Movement	Second Movement	Margin
Up Corby to Manton Jn	From Up Corby	5
Up Corby to Manton Jn	From Reception & Run-Round	4
Up Corby to Manton Jn	AB or BSC* to R & R-R	4
Up Corby to Manton Jn	AB or BSC to Manton Jn	Standard headway
Up Corby to R & R-R	From Up Corby	5
Up Corby to Kettering	From R & Run-Round to Corby	4
Up Corby to Kettering	From R & Run-Round to Kettering	Standard headway
Up Corby to AB or BSC	Up Corby to M Jn/R & R-R	5
Up Corby to AB or BSC	AB or BSC to M Jn/R & R-R	5
R & R-R to AB or BSC	AB or BSC to M Jn/R & R-R	5
AB or BSC to R or R-R	Up Corby to Manton Jn	5
AB or BSC to Manton Jn	Up Corby to R & R-R	5
AB or BSC to Manton Jn	Up Corby to AB & BSC	5
AB or BSC to Manton Jn	R & R-R to Corby	5
AB or BSC to Manton Jn	R & R-R to AB or BSC	5

*AB & BSC – Up & Down Automotive Branch and Up & Down BSC Branch

Corby North Run-Round Loop**Planning restriction**

Capacity for electric units is restricted to 240m of the first reception siding

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION**Uffington****Reversals**

2 minutes for Sandite reversals through the crossover. A train cannot leave Ketton on the Up until the Sandite has crossed to the Down line. The Sandite cannot cross to the Down if a train is in section on the Down to Ketton.

Planning Note

Pathing allowances should be avoided when approaching Uffington from Helpston Junction. If there is excess time in the schedule of a train approaching Uffington prior to clearance for entering the next block section, those services should be timed to observe a stop.

Stamford**Dwell Time**

170	1
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Ketton

Trains to Wards Sidings. Trains can only arrive or depart as shown below

Trains from Manton Junction			Trains to Helpston Junction		
	Arr	Dep		Arr	Dep
Manton Jn		XX/XX	Ketton W.S.		XX:XX
Ketton S.B.		XX/XX	Ketton WS GF	XXOPXX	XXOPXX
Ketton WS GF	XXRMOPXX	XXRMOPXX	Uffington		XX/XX
Ketton W.S.	XX:XX				

The shunter controls movements at the ground frame using a radio to communicate with the driver. The driver of inwards trains collects the radio at the ground frame as the locomotive passes.

If there is a movement to reverse from Down Main line to Up Main line at Ketton, a following train cannot leave Uffington until 2 minutes after the first service clears the Down Main line

Manton Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
From Corby – Down Corby to Down Main a) Passenger trains and Class 6 Freight up to 600t trailing b) Class 6 Freight Trains 800t to 1200t trailing (including TR40/55/70), also Class 4 Freight trains up to 1200t trailing	Crossover speed	1 a) ½ b) to be applied approaching Oakham
Movement Up	Reason	Value
To Corby – Up Main to Up Corby	Crossover speed	½ All
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3

Oakham		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Oakham	Slow speed entry to Langham Down Loop. Trains entering Langham Down Loop approach Oakham at caution because of the signalling controls	2
Movement Up	Reason	Value
After Oakham approaching Manton Jn	Slow speed turn-out Goods Loop to Main and associated signalling controls	2 All trains planned to use the Up Goods Loop
Dwell Time		
DMU	1	

Langham Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Approaching Langham Jn	Slow speed turn-out to Up Goods and 'approach control'	1½ freight trains only to Up Goods Loop

Ashwell LC		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
To Whissendine	For trains ex DGL at Langham – to be applied approaching Whissendine	½ Class 4 400-800t (including TR40)

Melton Mowbray		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Approaching Frisby a) Class 6 3200t b) Class 6 2800-3000t c) Class 4 1600t and Class 6 2400-2600t or TR130 d) Class 4 400-1400t (including TR40) and Class 6 2000-2200t or TR115 e) Class 6 1600-1800t or TR85/100 f) Class 6 up to 1400t or TR70	Slow speed departure from Down Goods Loop	2½ a) 2 b) 1½ c) 1 d) ½ e) 0 f) Freight trains only from Down Goods Loop
Movement Up	Reason	Value
Approaching Melton Mowbray	Slow speed turn-out Main to Goods Loop and associated signalling controls	1½ all trains planned to use the Up Goods Loop
Dwell Time		
DMU	1	
Turnrounds		
Down Trains: 12 Shunt from Down Platform to Up Platform. Requires that the Down Main is clear to Melton Mowbray 28 signal.		
Up Trains: 5 Trains arrive and depart from the Up Platform. Add 1½ minutes approaching Syston East Jn for 'weave' from Up Main to Down Main on departure from Melton Mowbray		

Syston East Junction**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
To Loughborough (Approaching Syston East Jn)	Differential Junction speed	1½ Freight

Movement Up	Reason	Value
From Loughborough (After Syston East Jn)	Differential Junction speed	3½ a)
a) Class 6 3200t		3 b)
b) Class 6 2600-3000t		2½ c)
c) Class 6 2000-2400t or TR115/130		2 d)
d) Class 4 1600t and Class 6 1600-1800t or TR100		1½ e)
e) Class 4 400-1400t (including TR40) and Class 6 1200-1400t or TR70/85		1 f)
f) Class 6 800-1000t or TR55		½ g)
g) Class 6 400-600t or TR40		

Junction Margins

First Movement	Second Movement	Margin
Down Main to Down North Curve	Syston South Junction to Up Main	5
Syston South Junction to Up Main	Down Main to Down North Curve	3
Syston South Junction to Up Main	Down Main to Syston South Junction	3

LN3625 NOTTINGHAM TO NEWARK FLAT CROSSING (EXCLUSIVE)**Newark Castle****Dwell Time**

All	1
Minimum Turnround	8

5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting. Trains longer than the quoted lengths will only be accepted subject to the authority of the Route Director.

STATION	PLATFORM	USABLE LENGTH	NOTES
Alfreton	Down	191	
Alfreton	Up	189	
Ambergate	Single	105	
Aslockton	Down	76	
Aslockton	Up	73	
Attenborough	Down	99	
Attenborough	Up	97	
Barrow on Soar	1	59	
Barrow on Soar	2	59	
Bedford	1A	81	
Bedford	1	261	
Bedford	2	261	
Bedford	3	261	
Bedford	4	240	
Beeston	1	142	
Beeston	2	142	
Belper	Down	116	
Belper	Up	118	
Bingham	Down	98	
Bingham	Up	98	
Bleasby	Up	81	
Bleasby	Down	90	
Blythe Bridge	2 (Down)	91	
Blythe Bridge	1 (Up)	91	
Bulwell	Single	80	
Burton Joyce	Down	102	
Burton Joyce	Up	94	
Burton on Trent	Down	217	
Burton on Trent	Up	217	
Carlton	Down	106	
Carlton	Up	111	
Chesterfield	1	212	
Chesterfield	2	204	
Chesterfield	3	240	
Corby	1	246	
Cricklewood	1	171	
Cricklewood	2	171	
Cricklewood	3	171	
Cricklewood	4	183	
Cromford	Single	114	

STATION	PLATFORM	USABLE LENGTH	NOTES
Derby	1	331	
Derby	2	334	
Derby	3	334*	*320 metres between signals for reversing services
Derby	4	337*	*320 metres between signals for reversing services
Derby	5	337*	*290 metres between signals for reversing services
Derby	6	338*	*337 metres between signals for reversing services
Duffield	Down	128	
Duffield	Up	128	
East Midlands Parkway	1	240	
East Midlands Parkway	2	240	
East Midlands Parkway	3	120	
East Midlands Parkway	4	120	
Elton and Orston	Down	105	
Elton and Orston	Up	105	
Elstree	1	245	
Elstree	2	245	
Elstree	3	176	
Elstree	4	177	
Farringdon	3	269	
Farringdon	4	269	
Fiskerton	Down	103	
Fiskerton	Up	96	
Flitwick	1	245	
Flitwick	2	245	
Flitwick	3	245	
Flitwick	4	245	
Harlington	1	245	
Harlington	2	245	
Harlington	3	168	
Harlington	4	178	
Harpenden	1	245	
Harpenden	2	245	
Harpenden	3	245	
Harpenden	4	245	
Hendon	1	166	
Hendon	2	170	
Hendon	3	172	
Hendon	4	166	
Hinckley	Down	104	
Hinckley	Up	104	
Hucknall	Single	79	
Kentish Town	1	192	
Kentish Town	2	201	

STATION	PLATFORM	USABLE LENGTH	NOTES
Kentish Town	3	201	
Kentish Town	4	174	
Kettering	1	247	
Kettering	2	247	
Kettering	3	247	
Kettering	4	247	
Kirby in Ashfield	1	80	
Kirby in Ashfield	2	80	
Langley Mill	Down	96	
Langley Mill	Up	96	
Leagrave	1	245	
Leagrave	2	245	
Leagrave	3	177	
Leagrave	4	245	
Leicester	1	270	Northbound
Leicester	1	272	Southbound
Leicester	2	281	
Leicester	3	281	
Leicester	4	288	
London St Pancras			See St Pancras
Long Eaton	Down	110	
Long Eaton	Up	113	
Longton	Down	88	
Longton	Up	85	
Loughborough	1	242	
Loughborough	2	242	
Loughborough	3	148	
Lowdham	Down	82	
Lowdham	Up	119	
Luton	1	255	
Luton	2	255	
Luton	3	254	
Luton	4	255	
Luton	5	251	
Luton Airport Parkway	1	245	
Luton Airport Parkway	2	245	
Luton Airport Parkway	3	245	
Luton Airport Parkway	4	245	
Mansfield Town	1	144	
Mansfield Town	2	102	
Mansfield Woodhouse	1	79	
Mansfield Woodhouse	2	76	
Mansfield Woodhouse	3	76	
Market Harborough	Down	250	
Market Harborough	Up	265	
Matlock	Single	123	
Matlock Bath	Single	185	
Melton Mowbray	Down	84	Barrow crossing misuse mitigation
Melton Mowbray	Up	86	Barrow crossing misuse mitigation

STATION	PLATFORM	USABLE LENGTH	NOTES
Mill Hill Broadway	1	245	
Mill Hill Broadway	2	245	
Mill Hill Broadway	3	245	
Mill Hill Broadway	4	245	
Narborough	Down	100	
Narborough	Up	100	
Netherfield	Down	155	
Netherfield	Up	155	
Newark Castle	Down	97	
Newark Castle	Up	66	
Newstead	Single	94	
Nottingham	1	306	313m train can be accommodated westbound (not reversing) 343m can be accommodated eastbound (not reversing)
Nottingham	2	92	
Nottingham	3	288	319m train can be accommodated eastbound (not reversing)
Nottingham	4	108	119 m train can be accommodated westbound (not reversing) 115 m train can be accommodated eastbound (not reversing)
Nottingham	5	146	
Nottingham	6	276	327m train can be accommodated westbound (not reversing)
Nottingham	7	261	
Oakham	Down	102	
Oakham	Up	139	
Peartree	Up	61	
Peartree	Down	64	
Radcliffe	Down	143	
Radcliffe	Up	187	
Radlett	1	245	
Radlett	2	245	
Radlett	3	170	
Radlett	4	170	
Rolleston	Down	142	
Rolleston	Up	140	
St Pancras International	1	260	East Midlands High Level platform
St Pancras International	2	260	East Midlands High Level platform
St Pancras International	3	260	East Midlands High Level platform
St Pancras International	4	260	East Midlands High Level platform
St Pancras International	14	274	Thameslink Low Level platform
St Pancras International	15	274	Thameslink Low Level platform
Sileby	1	58	
Sileby	2	58	

STATION	PLATFORM	USABLE LENGTH	NOTES
South Wigston	Down	97	
South Wigston	Up	95	
Spondon	Down	108	
Spondon	Up	72	
St. Albans City	1	245	
St. Albans City	2	245	
St. Albans City	3	245	
St. Albans City	4	245	
Stamford	Down	92	
Stamford	Up	92	
Sutton Parkway	1	80	
Sutton Parkway	2	80	
Syston	Single	56	
Thurgarton	Down	70	
Thurgarton	Up	70	
Tutbury	Down	93	
Tutbury	Up	93	
Uttoxeter	2 (Down)	69	
Uttoxeter	1 (Up)	77	
Wellingborough	1	245	
Wellingborough	2	245	
Wellingborough	3	245	
Wellingborough	4	245	
West Hampstead	1	245	
West Hampstead	2	245	
West Hampstead	3	245	
West Hampstead	4	245	
Whatstandwell	Single	69	
Willington	Down	81	
Willington	Up	81	

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following locations. All lengths are in SLU (Standard Length Unit – an SLU measures 21 feet) and metres. All lengths are measured from the signal at the exit of the loop to the block joint in rear unless otherwise stated. Check Sectional Appendix for locations where standage is not quoted.

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Broadholme	Up	158	1010	
Broadholme	Down	160	1023	
Clay Cross	Down	101	649	
Sundon Up Loop (southern section to Signal WH518)	Up	274	1756	
Sundon Up Loop (northern section to Signal WH522)	Up	94	602	
Wellingborough Down Goods Loop	Down	90	574	

LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Elford Goods Loop	Down	133	852	

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Uttoxeter	Down	41	262	
Caverswall	Down	60	384	
Caverswall	Up	65	416	

LN3601 KETTERING NORTH JUNCTION to MANTON JUNCTION				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Corby North Run-Round Sidings Reception Road 1	Up	116	743	Can accommodate 240m of electric units
Corby North Run-Round Sidings Reception Road 2	Up	116	743	

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Melton Mowbray	Down	215	1376	
Melton Mowbray	Up	215	1376	
Oakham Down Goods	Down	250	1600	
Oakham Up Goods	Up	312	2000	

5.5 Timing Allowances

All allowances shown are in minutes.

SX Daytime allowances apply at all times except where specified differently in Sections 5.5.2, 5.5.3, 5.5.4, 5.5.5 and 5.5.6. The locations at which allowances are included within a Train Slot may vary. The total allowance included within a Train Slot will not exceed the maximum value allowed.

E refers to engineering allowance

P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

SX Daytime allowances apply at all times except where specified differently in Sections 5.5.2, 5.5.3, 5.5.4, 5.5.5 and 5.5.6

On Monday different allowances apply on some routes until the end of the 'Sunday' allowances at the times specified in the tables below. Please refer to Section 5.5.4 for the 'Sunday' allowances section to identify the routes to which those allowances apply.

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching St Albans City	E		1*		0600 – 2300 Services terminating at St Albans City and Luton only
Approaching Luton	E	1*	1*		0600 – 2300 *Services terminating at Luton and Bedford only
Approaching Bedford South Jn	E	1	1*		0600 – 2300 *EMR services only
Approaching Bedford	E		1*		0600 – 2300 *Services terminating at Bedford only
Approaching Derby Way & Works Junction	E	1			0600 – 2300
Up – SX Daytime					
Approaching Chesterfield	P	2*	2*		*Terminating trains only
Approaching Derby	E	1**			0600 – 2300 *Does not apply to services from Matlock #Can be applied approaching St Mary's South Junction if required
Approaching Bedford North Jn	E	1			0600 – 2305
Approaching Brent Curve Jn (Hendon Lines)	E		2		0600 – 2300
Approaching Carlton Road Jn or Kentish Town	E	1	1*		0600 – 2300 *All Thameslink trains only, may be moved to approaching West Hampstead Thameslink if appropriate

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Mansfield Jn	E	1*			*Does not apply to Derby to Nottingham all station services

LN3207 TRENT EAST JUNCTION TO CLAY CROSS NORTH JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Trowell Jn	E	1			
Up – SX Daytime					
Approaching Trowell Jn	E	1*			*Only applicable to trains diverging towards Radford Junction
Approaching Toton Centre	E	1			

LN3213 FARRINGDON TO KENTISH TOWN JUNCTION (MOORGATE LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Dock Jn North	P	1			
Up – SX Daytime					
Approaching Dock Jn North	E	1			
Approaching St Pancras Low Level	P	1			

LN3214 BELLE ISLE JUNCTION TO CANAL TUNNEL JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Belle Isle Jn	P	1			
Up – SX Daytime					
Approaching St Pancras Low Level	P	1			

LN3232 WIGSTON NORTH JUNCTION TO HINCKLEY (INCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Wigston North Jn	E	1			

LN3273 IRONVILLE JUNCTION TO SHIREBROOK JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Mansfield Woodhouse	E	1			
Up – SX Daytime					
Approaching Kirkby Lane End Jn	E	1			

LN3501 DERBY LONDON ROAD JUNCTION TO TAMWORTH (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Derby	E	1*	1*		*Can be applied approaching Derby L&NW Junction if required

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Stoke Jn	E	1			

LN3520 SHEET STORES JUNCTION TO STENSON JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Sheet Stores Jn	E	1			

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Birmingham Curve Jn	E	3			

LN3601 KETTERING NORTH JUNCTION TO MANTON JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Manton Jn	E	1			
Up – SX Daytime					
Approaching Corby North Jn	E	2			
Approaching Kettering North Jn	E	1			

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Syston East Jn	E	1			
Up – SX Daytime					
Approaching Helpston Jn	E	1			

LN3625 NOTTINGHAM EAST JUNCTION TO NEWARK FLAT CROSSING (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Newark Castle	E	1			
Up – SX Daytime					
Approaching Newark Castle/Newark Flat Crossing East Junction	E	1			
Approaching Netherfield Jn	E	1			

LN3635 ALLINGTON WEST JUNCTION (EXCLUSIVE) TO NETHERFIELD JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Netherfield Jn	E	2			
Up – SX Daytime					
Approaching Allington West Junction	E	2			
	P	3*			*Non-stop trains towards Peterborough only. May be reduced by the amount of any additional dwell time at Nottingham. For details of Nottingham dwell times refer to Section 5.3.

Engineering Allowances for Thameslink Services Only

At all times (daytime)

- [1] Approaching St Albans City for northbound trains terminating at St Albans City (which may be split either side of Radlett Junction);
- [1] Approaching St Albans City for northbound trains on the slow line terminating at Luton only;
- [1] Approaching Luton for northbound trains terminating at Luton and Bedford only;
- [1] Approaching Bedford for northbound trains terminating at Bedford;
- <1> Approaching Dock Jn North for northbound services;
- <1> Approaching Belle Isle for northbound services;
- [1] Approaching Carlton Road Junction or Kentish Town for southbound services, may be moved to approaching West Hampstead Thameslink for services from the slow line if appropriate;
- [1] Approaching Dock Jn North for southbound services;
- <1> Approaching St Pancras Low Level for southbound services.

2300 to 0600 Monday night/Tuesday to Friday night/Saturday and 2300 Saturday to 0600 Monday (Two Track Railway Rules)

- [1] Approaching St Albans City for northbound services terminating at St Albans City or Luton only
- [1] Approaching Luton for northbound trains terminating at Luton and Bedford only;
- [1] Approaching Bedford for northbound trains terminating at Bedford;
- <1> Approaching Dock Jn North for northbound services;
- <1> Approaching Belle Isle for northbound services;
- [1] Approaching St Albans City for southbound services;
- [1] Approaching Carlton Road Junction for southbound services, may be moved to approaching West Hampstead Thameslink for services from the slow line if appropriate;
- [1] Approaching Dock Jn North for southbound services;
- <1> Approaching St Pancras Low Level for southbound services.

5.5.2 SX Night Time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down –SX Nights					
Approaching St Albans City	E		1*		2300 – 0600 MX *Services terminating at St Albans City and Luton only
Approaching Luton	E	1*	1*		2300 – 0600 MX *Services terminating at Luton and Bedford only
Approaching Bedford South Jn	E	1	1*		2300 – 0600 MX *EMR services only
Approaching Bedford	E		1*		2300 – 0600 MX *Services terminating at Bedford only
Approaching Kettering or Kettering South Jn	E	1			2305 SX to 0045 MX and 0525 MX to 0600 MX
Approaching Wigston North Jn	E	2			0045 MX to 0525 MX
Approaching Derby Way & Works Junction	E	1			2300 SX to 0600 MX
Up –SX Nights					
Approaching Derby	E	1**			0600 – 2300 *Does not apply to services from Matlock #Can be applied approaching St Mary's South Junction if required
Approaching Bedford North Jn	E	1			2305 SX to 0600 MX
Approaching St Albans City	E	1*	1*		2300 SX to 0600 MX *All Thameslink trains only
Approaching Carlton Road Jn	E	1*	1*		2300 SX to 0600 MX *All Thameslink trains only, may be moved to approaching West Hampstead Thameslink if appropriate
Approaching St Pancras	E	2			2300 SX to 0600 MX

LN3213 FARRINGTON TO KENTISH TOWN JUNCTION (MOORGATE LINES)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Dock Jn North	P	1			
Up – SX Nights					
Approaching Dock Jn North	E	1			
Approaching St Pancras Low Level	P	1			

5.5.3 SO Daytime (See routes for applicable times)

SO daytime allowances apply to those routes excluded from this section.

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Daytime					
Approaching St Albans City	E		1*		0600 – 2200 *Services terminating at St Albans City and Luton only
Approaching Luton	E	1*	1*		0600 – 2200 *Services terminating at Luton and Bedford only
Approaching Bedford South Jn	E	1	1*		0600 – 2200 *EMR services only
Approaching Bedford	E		1*		0600 – 2200 Services terminating at Bedford only
Approaching Derby Way & Works Junction	E	1			0600 – 2300
Up – SO Daytime					
Approaching Chesterfield	P	2*	2*		*Terminating trains only
Approaching Derby	E	1**			0600 – 2300 *Does not apply to services from Matlock #Can be applied approaching St Mary's South Junction if required
Approaching Bedford North Jn	E	1			0600 – 2305
Approaching Brent Curve Jn (Hendon Lines)	E		2		0600 – 2200
Approaching Dock Junction South or Carlton Road Jn	E	1	1*		0600 – 2200 *All Thameslink trains only, may be moved to approaching West Hampstead Thameslink if appropriate

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Daytime					
Approaching Mansfield Jn	E	1*			

5.5.4 SO Nighttime (See routes for applicable times)

SO Nighttime allowances apply to those routes excluded from this section.

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching St Albans City	E		1*		2200 Sat to 0600 Mon *Services terminating at St Albans City & Luton only
Approaching Luton	E	1*	1*		2200 Sat to 0600 Mon *Services terminating at Luton & Bedford only
Approaching Bedford South Jn	E	1	1*		2200 Sat to 1200 Sun 2300 Sun to 0600 Mon 1200 Sun to 2300 Sun *EMR services only
Approaching Bedford	E		1*		2200 Sat to 0600 Mon *Services terminating at Bedford only
Approaching Kettering	E	1			0745 Sun to 1000 Sun
Approaching Wigston North Jn	E	2			1000 Sun to 0645 Mon
Approaching Leicester	E	3			0720 Sun to 1000 Sun
Approaching Derby Way & Works Junction	E	1			2200 Sat – 0600 Mon
Up Sat – Mon					
Approaching Derby	E	1**			0600 – 2300 * Does not apply to services from Matlock # Can be applied approaching St Mary's South Junction if required
Approaching Syston South Jn	E	1			2200 Sat to 2300 Sun
Approaching Wigston North Jn	E	3			0720 Sun to 1000 Sun
Approaching Bedford North Jn	E	1			0745 Sun to 0540 Mon
Approaching St Albans City	E	1*	1*		2200 Sat to 0600 Mon * All Thameslink trains only
Approaching Brent Curve Jn ⁺	E E			6 ⁺ 12 ⁺	2200 Sat to 1400 Sun and 2300 Sun to 0600 Mon 1400 Sun to 2300 Sun + (Hendon Lines)
Approaching Carlton Road Jn	E E E E	1 ^{\$} 3 9 2	1 ^{\$} 3*		2200 Sat to 0600 Mon ^{\$} All Thameslink trains only, may be moved to approaching West Hampstead Thameslink if appropriate 2200 Sat to 1200 Sun 2300 Sun to 0600 Mon 1200 Sun to 2300 Sun *EMR Services Only
Approaching Dock Jn North	E		2		2200 Sat to 0600 Mon (For trains terminating at St Pancras International)

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Mansfield Jn	E	1*			*Does not apply to Derby to Nottingham all station services

LN3207 TRENT EAST JUNCTION TO CLAY CROSS NORTH JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Trowell Jn	E	1			
Up Sat – Mon					
Approaching Trowell Jn	E	1*			*Only applicable to trains diverging towards Radford Junction
Approaching Toton Centre	E	1			

LN3273 IRONVILLE JUNCTION TO SHIREBROOK JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Mansfield Woodhouse	E	1			
Up Sat – Mon					
Approaching Kirkby Lane End Jn	E	1			

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Stoke Jn	E	1			

LN3520 SHEET STORES JUNCTION TO STENSON JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Up Sat – Mon					
Approaching Sheet Stores Jn	E	1			

LN3601 KETTERING NORTH JUNCTION TO MANTON JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Manton Jn	E	1			
Up Sat – Mon					
Approaching Corby North Jn	E	2			
Approaching Kettering North Jn	E	1			

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Syston East Jn	E	1			
Up Sat – Mon					
Approaching Helpston Jn	E	1			

**LN3625 NOTTINGHAM EAST JUNCTION TO NEWARK FLAT CROSSING
(EXCLUSIVE)**

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Newark Castle	E	1			
Up Sat – Mon					
Approaching Newark Castle/Newark Flat Crossing East Junction	E	1			
Approaching Netherfield Jn	E	1			

LN3635 ALLINGTON WEST JUNCTION (EXCLUSIVE) TO NETHERFIELD JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Netherfield Jn	E	2			
Up Sat – Mon					
Approach Allington West Junction	E	2			
	P	3*			*Non-stop trains towards Peterborough only. May be reduced by the amount of any additional dwell time at Nottingham. For details of Nottingham dwell times refer to Section 5.3.

5.5.5 Sundays (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section.

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching St Albans City	E		1*		2200 Sat to 0600 Mon *Services terminating at St Albans City & Luton only
Approaching Luton	E	1*	1*		2200 Sat to 0600 Mon *Services terminating at Luton & Bedford only
Approaching Bedford South Jn	E	1	1*		2200 Sat to 1200 Sun 2300 Sun to 0600 Mon 1200 Sun to 2300 Sun *EMR services only
Approaching Bedford	E		1*		2200 Sat to 0600 Mon *Services terminating at Bedford only
Approaching Kettering	E	1			0745 Sun to 1000 Sun
Approaching Wigston North Jn	E	2			1000 Sun to 0645 Mon
Approaching Leicester	E	3			0720 Sun to 1000 Sun
Approaching Derby Way & Works Junction	E	1			2200 Sat – 0600 Mon
Up Sat – Mon					
Approaching Chesterfield	P	2*	2*		* Terminating trains only
Approaching Derby	E	1 [#]			0600 – 2300 * Does not apply to services from Matlock # Can be applied approaching St Mary's South Junction if required
Approaching Syston South Jn	E	1			2200 Sat to 2300 Sun
Approaching Wigston North Jn	E	3			0720 Sun to 1000 Sun
Approaching Bedford North Jn	E	1			0745 Sun to 0540 Mon
Approaching St Albans City	E	1*	1*		2200 Sat to 0600 Mon * All Thameslink trains only
Approaching Brent Curve Jn ⁺	E E			6 ⁺ 12 ⁺	2200 Sat to 1400 Sun and 2300 Sun to 0600 Mon 1400 Sun to 2300 Sun + (Hendon Lines)
Approaching Carlton Road Jn	E E E E	1 ^{\$} 3 9 2	1 ^{\$} 3*		2200 Sat to 0600 Mon ^{\$} All Thameslink trains only, may be moved to approaching West Hampstead Thameslink if appropriate 2200 Sat to 1200 Sun 2300 Sun to 0600 Mon 1200 Sun to 2300 Sun *EMR Services Only
Approaching Dock Jn North	E		2		2200 Sat to 0600 Mon (For trains terminating at St Pancras International)

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Mansfield Jn	E	1*			* Does not apply to Derby to Nottingham all station services

LN3207 TRENT EAST JUNCTION TO CLAY CROSS NORTH JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Trowell Jn	E	1			
Up Sat – Mon					
Approaching Trowell Jn	E	1*			*Only applicable to trains diverging towards Radford Junction
Approaching Toton Centre	E	1			

LN3213 FARRINGDON TO KENTISH TOWN JUNCTION (MOORGATE LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Dock Jn North	P	1			
Approaching St Pancras Low Level	E	1			
Up – SX Daytime					
Approaching Dock Jn North	E	1			
Approaching St Pancras Low Level	P	1			
Approaching Farringdon	E	1			

LN3273 IRONVILLE JUNCTION TO SHIREBROOK JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Mansfield Woodhouse	E	1			
Up Sat – Mon					
Approaching Kirkby Lane End Jn	E	1			

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Stoke Jn	E	1			

LN3520 SHEET STORES JUNCTION TO STENSON JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Up Sat – Mon					
Approaching Sheet Stores Jn	E	1			

LN3601 KETTERING NORTH JUNCTION TO MANTON JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Manton Jn	E	1			
Up Sat – Mon					
Approaching Corby North Jn	E	2			
Approaching Kettering North Jn	E	1			

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Syston East Jn	E	1			
Up Sat – Mon					
Approaching Helpston Jn	E	1			

LN3625 NOTTINGHAM EAST JUNCTION TO NEWARK FLAT CROSSING (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Newark Castle	E	1			
Up Sat – Mon					
Approaching Newark Castle/Newark Flat Crossing East Junction	E	1			
Approaching Netherfield Jn	E	1			

LN3635 ALLINGTON WEST JUNCTION (EXCLUSIVE) TO NETHERFIELD JUNCTION

Timing Section	Type	FL/ML	SL	GL	Remarks
Down Sat – Mon					
Approaching Netherfield Jn	E	2			
Up Sat – Mon					
Approach Allington West Junction	E	2			
	P	3*			*Non-stop trains towards Peterborough only. May be reduced by the amount of any additional dwell time at Nottingham. For details of Nottingham dwell times refer to Section 5.3.

6 Timetabling Considerations

6.1 Advertised and Working Times

It is not permissible for trains to be specified to be advertised to arrive before or depart after the booked times stated in the working timetable (WTT).

It is permissible for trains to be specified to be advertised to depart before the booked times stated in the working timetable in the following circumstances:

- (i) Where the WTT departure time is delayed to establish the required headway behind a preceding train or margin following a conflicting move.
- (ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

By agreement between the Train Operator and Network Rail, trains may be specified to be advertised to arrive after the booked times stated in the WTT. This agreement is used instead of engineering/performance allowances.

6.2 Timing of Light Locomotives

It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Project Manager/Leader.