



Network Rail
System Operator
The Quadrant
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22nd October 2021

Commentary on the North West & Central Timetable Planning Rules 2023

Version 1

Preliminary Proposal for Principal Change Timetable 2023

This document is a covering note for the Timetable Planning Rules – Preliminary Proposal for Principal Change Timetable 2023 – 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 Versions 4 and 4.1 of the 2022 Timetable Planning Rules.

1 Introduction and General Notes

1.1 Index of Routes

MD725 line of route description amended to read Aylesbury to Claydon L&NE Jn. This change is repeated throughout the document.

NW3035 line of route description amended to Hartford West Jn to Oakleigh Sidings (Winnington Branch)

1.2 Sectional Appendices and Rule Book

No change

1.3 Definitions

1.3.1 Train Classification

A headcode, add 0x for trains from Liverpool/Manchester to Wilmslow via Manchester Airport

Z headcode definition, description Special Traffic Trains added. Word 'not' is italicised to emphasise must only be used by exception for STP services

Paragraph added to describe the appropriate fifth and sixth characters that should be used as part of the train headcode

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

14x deleted from Traction and Rolling Stock list as all Pacer DMUs are now withdrawn from passenger service

1.3.4 Line Codes

DB, additional description added for Down Branch

DUM, additional description added for Down and Up Main

UB, additional description added for Up Branch

1.3.5 Activity and Other Codes

Change to Note 6 to confirm that codes R, D and U are valid with Train Categories XU and OU

2 Route Description**2.1 Planning Geography**

MD232 Add **Cemetery Siding** to the planning geography, currently not shown. Also add **Signal WN4205** on the Up Hinckley required as a reversal point for trains to/from Cemetery Siding.

MD320 **Bushbury Signal SB4695** added as a planning location between Portobello Jn and Bushbury Jn. Planning location required for trains over 382 metres that would be required to stop at Bushbury Jn.

MD401 **Banbury North Jn.** Line codes DCV and DGL added in down direction.
Banbury Signal OL7143. Location deleted from planning geography as not required by ARS in order to route trains correctly to/from the Down Goods Loop

MD410 Prefix for **Coventry Signal 1532** corrected from CB to CN. **Coventry Signal CN1538** added to planning geography; this is for trains reversing on the Down Bedworth

MD501 **Kingsbury Reception Sidings** added as a planning location between the terminals and Kingsbury S.F. because the stop boards are on the Reception Sidings.

Kingsbury S.F. Code for Kingsbury S.F changed to 'F' because trains will be planned to pass Kingsbury S.F not stop.

MD701 **Bicester A.C.E. Siding** added as a planning location between **Bicester South Jn** and **Bicester North**.

MD705 **Greenford West Jn** deleted as a planning location on this route with Route Boundary information updated. This is to avoid unnecessary duplication with Western and Wales TPRs. **South Ruislip Signal ME67** and **Northolt Sidings** added as planning locations. Default line code indicators added for **South Ruislip**

MD725 **Quainton Road.** Default line code in Down direction deleted as there is temporarily no route available beyond **Quainton Road**.
Note added between **Quainton Road** and **Calvert** to advise that the line is temporarily out of use from 44m 46ch for HS2 construction works
Calvert. Note regarding line being temporarily out of use deleted as whole line from north of **Quainton Road** is temporarily out of use

and replaced by note shown there

- Claydon L&NE Jn** spelt correctly
- NW1001 Stafford North Jn.** Line code GL added in Up direction for trains routed to the Stafford Goods Loop.
- Crewe LNWR** renamed **Crewe Carriage Sheds**. Note added to advise that this location is also known as Crewe LNWR
- Crewe Carriage Sheds Departure Signals.** Intermediate timing point for ECS movements from depot. Refers to ground position signals CE535 and CE537
- NW2001 Edge Hill Depot.** Added code S and note added to say this is a timing point for trains to/from Edge Hill Depot.
- NW3001 Chester East Jn** is deleted as a timing point and shown for routing information only. Replaced on this line of route by Chester Signal CR527
- Chester Signal CR527**, reversal point for shunt moves. Replaces Chester East Jn on this line of route
- Chester.** Line description amendments. UDM is correctly DUM (Down & Up Main) and UDG is correctly DUG (Down & Up Goods)
- Chester DMU Depot** correctly amended to be shown after Chester station in the order of planning locations
- Chester Middle Yard** added as a stabling location. Siding detail to be shown
- Chester Signal CR106** added as a timing point for shunt movements from Chester DMU Depot
- Chester South Jn.** Line description amendments. UDM is correctly DUM (Down & Up Main) and UDG is correctly DUG (Down & Up Goods)
- Roodee Jn.** Note added that this location is a timing point for trains crossing to or from the Slow Lines
- Shotton (Low Level).** Note added that line codes UH and DH apply only for wrong direction movements.
- NW3003 Chester Signal CR528**, added as a timing point for shunt moves.
- Helsby.** Platform detail to be shown at this location, note added
- Frodsham.** Platform detail to be shown at this location, note added
- Runcorn East.** Platform detail to be shown at this location, note added
- NW3011 Bache Down Goods Loop.** Added as a planning location to this line of route.
- NW3013 Helsby.** Platform detail to be shown at this location, note added
- NW3035** Line of route description updated. Added Network Rail Boundary information
- NW4007 Squires Gate.** Is spelt without apostrophe at the end of Squires. This represents the spelling as shown in Sectional Appendix and on station nameboards
- NW5001 Longsight Excursion Platform** added to the planning geography, currently not shown.
- NW5009 Glebe Street Jn.** Reference added to line to Caldon Quarry on NW5010
- Addition of **Macclesfield South Turnback** as a planning location. Added Macclesfield South and North Jn as reference points.

- NW5010** Line of route to Caldon Quarry added to planning geography (previously not shown). The line is out of use but not removed from the network, part is leased to the Churnet Valley Railway. Included in TPR document for completeness
- NW5011** **Heaton Norris Jn.** Line code DB added in the Down direction, delete default line code
Ash Bridge Jn. Line code UB added in the Up direction, delete default line code
- NW6015** **Headbot Lane**, a new station to open during the currency of the December 2022 WTT is added to this line of route. This will be between Rainford and Kirkby. Full planning geography and rules to be confirmed. Note at Kirkby deleted as this will be a through route to Walton Jn
- NW7009** **Blackburn Bolton Jn.** Entry for this location is shown twice in error. Second entry deleted.
- NW8009** **Headbot Lane**, a new station to open during the currency of the December 2022 WTT is added to this line of route. This will be between Kirkby and Rainford. Full planning geography and rules to be confirmed. Note at Kirkby deleted as this will be a through route towards Headbolt Lane
- NW9005** **Down and Up Through Siding** added to planning geography between **Peak Forest South SB** and **Great Rocks Jn.**
- NW9019** New planning locations **Hillhead Ground Frame** and **Hillhead Sidings** added to the planning geography with appropriate Codes.

2.2 Route Opening Hours

- MD340** **Lichfield Trent Valley High Level to Alrewas** route opening hours amended to 0730-1230 on a Sunday.
- MD355** **Lichfield Trent Valley Jn to Lichfield Trent Valley** route opening hours amended to 0730-1230 on a Sunday.
- MD736** Line of route description amended with addition of (exclusive) after **Oxford North Jn**
- NW3003** **Frodsham Jn Signal Box** is open continuously, entry updated
Helsby Jn Signal Box is open continuously, entry updated

3 Electrification

3.1 Electrification Limits

No change

3.2 Electrification Supply Restrictions

No change

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

No change

4.2 Passenger Stock Restrictions

No change

4.3 Freight Wagon Restrictions

No change

4.4 Freight Train Load Limits

No change

4.5 Freight Train Length Limits

No change

4.6 Engineers' Trains Restrictions

No change

5 Running Times, Margins and Allowances

5.1 Sectional Running Times

To be published separately

5.2.1 Headways

Paragraph under Headway Values concerning AB headways is deleted entirely and replaced with new wording, standardised across all Region/Route TPR documents. The intention is to more clearly define what is meant by 'AB' headways and how these are shown in the TPR document

Where headway is described as AB this is appended with +2 except where another value or notes are shown describing the headway to be planned. This change is highlighted for each line of route where it is applicable but is not specially noted further in this commentary letter

MD140 Existing entry deleted entirely. New proposal shown based on headway following passenger or following freight at each mandatory timing point

MD301 Dudley Port to Wolverhampton amended to say Dudley Port to Wolverhampton (exclusive). Wolverhampton to Wolverhampton North Jn amended to say Wolverhampton (inclusive) to Wolverhampton North Jn.

MD570 Existing headway entry deleted entirely and replaced. New entry describes sections that should be planned as AB, clarifies and simplifies current rules. Headway Bordesley Jn to Lifford East Jn proposed to reduce to 4 vice 5 currently.

MD725 Headway section amended from Blackgrove Road to Calvert to Blackgrove Road to Quainton Road as line beyond here is temporarily out of use

MD736 Line of route description amended with addition of (exclusive) after Oxford North Jn

NW3035 Line of route description updated.

NW9019 Added missing asterisk to Notes. Ground Frame spelt in full as shown elsewhere.

5.2.2 General Capacity Constraints

No change

5.3 Junction Margins and Station Planning Rules

Standard Values- Minimum

Minimum Turnround entry added to Chiltern Railways services for DMU and Class 68 and Mk.3 coaches. Can be reduced on agreement with operator

- MD101** **Euston.** Depart to arrive margin increased from 4 to 3 for all platforms except Platforms 8 to 11. Output from WCML ESG.
- Milton Keynes Central.** Adjustment to Sectional Running Times - Down direction. Add {0.5} for approach control for trains to Platform 5 (Milton Keynes Reversible Fast). Output from WCML ESG.
- Attleborough South Jn.** Adjustments to Sectional Running Times section deleted and replaced by new entry. {0.5} applies for Class 350 timing loads and {1} for all other timing loads timed over 75mph. Output from WCML ESG
- MD301** **Birmingham International.** Adjustments to Sectional Running Times - Up direction, allowance for trains from Stechford to Platform 3 reduced to {0.5} if the train has stopped at Marston Green. Output from WCML ESG
- Stechford.** Junction Margins - new margin added where first movement pass platform 2 and second movement depart from platform 1, both towards Birmingham International. Reduced margin of 1.5, normal headway applies at next mandatory timing point. Output from WCML ESG
- Adderley Park.** Dwell time is reduced to 30 seconds. To be further reviewed before publication of Version 2.
- Birmingham New Street.** Note regarding reduced length of platform 5B is deleted as this refers to obsolete signal number. Standages are shown under Platform Lengths in 5.4. Five additional Platform End Conflicts are added reflecting alterations that will be made to overlaps as part of Phase 7 signalling commissioning
- Sandwell & Dudley.** Entry deleted, reduced dwell time for Class 390 and 80x removed. Output from WCML ESG
- Wolverhampton.** Additional junction margin where first movement is down train departing platform 3 or 4 and second movement up train arrives platform 2, 3 or 4. New junction margins and exceptions to account for the signal overlaps on platform 2 and 3 in the up direction.
- Bushbury Jn.** Planning restriction introduced for trains on the down Grand Jn over 382 metres/60SLU. Trains over this length should not be planned to stop at Bushbury Jn, rather they should be timed to do so at SB4695 signal because they will foul a foot crossing. Junction margin introduced for a train passing Bushbury Jn towards Wolverhampton followed by a train departing SB4695 signal.
- MD306** **Abbotswood Jn.** Adjustment to Sectional Running Times, Movement Down, delete reference to 142.
- MD501** **Kingsbury Reception Sidings.** Planning rule to allow only one train between Kingsbury Reception Sidings and the terminals at any one time. OP stop planning rules moved from Kingsbury S.F to Kingsbury Reception Sidings. Planning rule for incoming trains amended to specify the OP stop is for incoming intermodal trains. Planning rule for incoming trains for Kingsbury Oil Terminal to mandate required OP stop. Planning rule for departing trains from Kingsbury Oil Terminal to mandate required OP stop to prepare train and conduct locomotive run round. Planning rule for incoming train for Kingsbury E.M.R Sidings to mandate OP stop for acceptance purposes. Planning rule for departing trains from Kingsbury E.M.R Sidings to mandate OP Stop for locomotive run round.
- Kingsbury Shunt Frame.** All existing rules removed. New rule to say only one train can pass Kingsbury Shunt Frame at any one time.

Kingsbury Branch Junction. Planning rule amended to say propel towards Kingsbury Reception Sidings. Planning rule amended to say departing trains from Kingsbury Reception Sidings. Adjustment allowance added for trains propelling into Kingsbury Oil Terminal. Adjustment allowance added for trains propelling out of Kingsbury Oil Terminal.

Kingsbury Jn. New junction margins added where first movement is a train arriving at Kingsbury Reception Sidings from Kingsbury Jn and second movement is for a passenger and freight trains passing from Tamworth. New junction margins added where first movement is for trains arriving at Kingsbury Reception Sidings from Kingsbury Jn and second movement is for a passenger and freight trains passing from Water Orton or Whitacre Jn. Junction margins that refer to Shunt Frame have been amended to say Kingsbury Reception Sidings.

- MD555 Coleshill Parkway.** Dwell Time entry added for Class 170, specifying dwell at 1 minute. Requested by CrossCountry.
- MD701 Gerrards Cross.** Dwell Time entry added to specify minimum dwell time for terminating trains that are ECS to turnback siding. Junction Margins entry added to confirm minimum margin between departure to turnback siding and pass/arrive on Up. Both these entries clarify the information that was previously shown under Station Working and that entry is deleted entirely.
- MD712 Aylesbury.** Current platform end margins taken out because they are standard margins. Two new junction margins introduced to consider Signal ME397 overlap.
- MD736** Line of route description amended with addition of (exclusive) after Oxford North Jn. Adjustment to Sectional Running Times - Movement Up added for trains from **Banbury Road Sidings**, not at line speed passing **Woodstock Road Jn**.
- NW1001 Stafford.** Adjustment allowance for approach control from Up Slow amended to platform 5 and 6. Platform 5 is also bi-directional and Signal SC5598 on the Up Slow would be approach controlled.
- Crewe.** New entry in Adjustments to Sectional Running Times - Movement Down for all trains {0.5} adjustment required except for Platform 6 unless routed towards Sandbach
- Dwell time for TfW loco-hauled stock shown as 2. These will be formed of Class 67 and Mark.4 coaches with power operated doors; operator request.
- Platform End Conflicts entry deleted. Standard margin of departure after conflicting inward arrival of 1 minute to apply. Output from WCML ESG
- Acton Bridge.** New adjustment allowance of {0.5} applies in Up direction for trains tied at over 110mph joining Up Main at Weaver Jn due to differential junction speed. Output from WCML ESG
- Weaver Jn.** Added converging junction margin for train from Runcorn following train from Acton Grange Jn. Output from WCML ESG
- Acton Grange Jn.** Wording of the adjustment allowances amended for consistency. No change to the values.
- Golborne Jn.** Adjustment to Sectional Running Times - Movement Up, delete reference to Class 14x
- NW2001 Runcorn.** Reduced dwell time for Class 390 and 80x removed. Output from WCML ESG

Ditton East Jn. Adjustments to Sectional Running Times, Movement Down, deleted reference to 142.

Edge Hill. New junctions margins for trains departing Edge Hill Depot.

Crown Street Jn. Adjustments to Sectional Running Times entry amended to refer to trains departing from platforms 1 to 5 from Lime Street. Platform 6 is a direct route to the Fast Line so no adjustment is required.

- NW3001 Chester.** Dwell time amended to reflect that 2 minutes should apply to all stock except loco-hauled or HST formed of slam-door coaching stock
- NW3009** Route added to this section to include **Chester North Jn.** Referenced to route NW3011
- NW3023 Mickle Trafford.** Adjustment allowance for class 150s amended to ½.
- NW4001 Morecambe South Jn.** Additional junction margin added where first movement is pass on Up Main from Carnforth North Jn followed by a train from Bare Lane direction
- NW5009 Macclesfield.** New entry for this location reflecting changes as a result of resignalling
- NW6001 Manchester Oxford Road.** New junction margin and station planning restrictions for certain lengths of trains. Types of permissive working re-written.
- NW6009 Wigan Wallgate.** Dwell Time, reference to exception to Class 14x is deleted
- NW8001 Liverpool Central (Low Level).** Platform reoccupation time of 2½ minutes. Headway in this section is 2½ minutes, and platform reoccupation can never be more than headway.
- Moorfields (Low Level).** Platform reoccupation time of 2½ minutes. Headway in this section is 2½ minutes, and platform reoccupation can never be more than headway.
- Sandhills.** Platform reoccupation time of 2½ minutes. Headway in this section is 2½ minutes, and platform reoccupation can never be more than headway.
- NW8011 James Street.** Platform reoccupation time of 2 minutes. Headway on this LOR is two minutes, and platform reoccupation can never be more than headway.
- Moorfields (Deep Level).** Platform reoccupation time of 2 minutes. Headway on this LOR is two minutes, and platform reoccupation can never be more than headway.
- Liverpool Lime Street (Deep Level).** Platform reoccupation time of 2 minutes. Headway on this LOR is two minutes, and platform reoccupation can never be more than headway.
- Liverpool Central (Deep Level).** Platform reoccupation time of 2 minutes. Headway on this LOR is two minutes, and platform reoccupation can never be more than headway.
- Hamilton Square.** Platform reoccupation time of 2 minutes. Headway on this LOR is two minutes, and platform reoccupation can never be more than headway.
- NW9001 New Mills South Jn.** Class 195 traction added to the list of tractions that require ½ approaching New Mills South Jn.
- NW9019 Hillhead Ground Frame.** New entry for Hillhead Ground Frame with associated Margins. The token at Hillhead would need to be returned before the Token can be released for Briggs GF. The first margin is 4 minutes due to the walking time between the Token Machine and Briggs Ground Frame. The Token Machine for Hillhead Ground Frame will be in close proximity to Hillhead Ground Frame.

- Brigg's Ground Frame.** New margin for introduction of Hillhead Ground Frame. This margin is also proposed under Hillhead Ground Frame Junction Margin section. Removal of the word Freight as light engines or other traction types could be planned
- NW9021 Buxton SB.** Dwell time amended to add reference to Hillhead Ground Frame and grammar corrections.
- NW9901 Arcow Quarry.** New operating restriction specifying when movements to and from Arcow Quarry are permitted.
- Blea Moor.** Junction Margins, reference to 14x is deleted

5.4 Platform Lengths

- Ansdell & Fairhaven.** Platform length updated to match Sectional Appendix
- Bache.** Platform lengths updated to match Sectional Appendix
- Birmingham New Street.** Platform lengths updated to reflect new signal numbers and standages following Phase 7 Resignalling
- Blackpool Pleasure Beach.** Platform lengths updated to match Sectional Appendix
- Blackpool South.** Platform length updated to match Sectional Appendix. Remove reference to Bay in Notes as this is irrelevant
- Chester.** Superfluous notes attached to platform length detail are deleted
- Frodsham.** Platform numbers added. Lengths updated to match Sectional Appendix
- Helsby.** Platform lengths updated to match Sectional Appendix, superfluous notes attached to platform length detail are deleted
- Kirkham & Wesham.** Platform lengths updated to match Sectional Appendix
- Macclesfield.** Platform lengths updated to match what is shown on the signalling scheme plan. Line names amended to match the signalling scheme plan.
- Moss Side.** Platform length added for this station, previously missing from this section
- St. Annes-on-the-Sea.** Platform length updated to match Sectional Appendix.
- Squires Gate.** Platform length updated to match Sectional Appendix.

5.4.1 Loop Lengths

- MD301 Monument Lane.** Revised standages shown following completion of Phase 7 resignalling
- NW5009 Macclesfield South Turnback.** Add standage for turnback which is on the Down Stoke between signals MD4833 and MD9848.

5.5 Timing Allowances

5.5.1 SX Daytime

- MD101** Approaching **Hanslope Jn.** Note added to state that the [1] can be applied approaching Milton Keynes Central if crossing to the Down Slow or the Milton Keynes Reversible Fast. Output from WCML ESG.
- MD410** Approaching **Nuneaton** is amended to approaching **Chilvers Coton Jn**, avoiding adding extra time over a section where there is only one intermediate signal.
- NW4001** Approaching **Preston** is amended to approaching **Fylde Jn** as mandatory timing point on the approach to Preston, avoiding adding extra time over the short section to the station.

NW4005 Approaching **Blackpool North**. Note regarding allowances for freight is deleted as there is no booked freight on this line of route.

NW5009 Approaching **Congleton** allowance [1] moved to approaching Stoke-on-Trent Jn. Note expanded to exclude West Midlands Trains services

5.5.2 SX Night Time

No change

5.5.3 SO Daytime

MD101 Approaching **Tring**, note added that engineering allowance only applies for trains which are terminating here
Approaching **Hanslope Jn**. Note added to state that the [1] can be applied approaching Milton Keynes Central if crossing to the Down Slow or the Milton Keynes Reversible Fast. Output from WCML ESG.

5.5.4 SO Night Time

No change

5.5.5 Sundays Daytime

MD101 Engineering allowances Down direction for FL amended to be 1 approaching Milton Keynes Central, 1 approaching Hanslope Jn and 1 approaching Hilmorton Jn. This change agreed through WCML ESG.
Engineering allowances Up direction for FL amended to be 1 approaching Rugby Trent Valley, 1 approaching Ledburn Jn, 1 approaching Tring and 1 approaching Willesden West London Jn. This change agreed through WCML ESG.

NW1001 Engineering allowance Down direction for FL and SL approaching Colwich amended to 1. This change agreed through WCML ESG.

5.5.6 Sunday Night Time

NW4001 Approaching **Preston** is amended to approaching **Fylde Jn** as mandatory timing point on the approach to Preston, avoiding adding extra time over the short section to the station.

6 Timetabling Considerations

6.1 Advertised and Working Times

No change

6.2 Timing of Light Locomotives

No change

6 Appendix A: Timetable Diagrams

No change

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Principal December 2022 timetable in accordance with Part D of the Network Code, Section 2.2.3.

The formal response period to these Rules is 22nd October 2021 to 26th November 2021. If you wish to propose any changes please inform Network Rail by email to mark.richards3@networkrail.co.uk and olivia.virgin@networkrail.co.uk (cc NWCTPR@networkrail.co.uk) by 26th November 2021 so that they can be considered for inclusion within Version 2.0 of the 2023 Timetable Planning Rules.

Regards

A handwritten signature in black ink, appearing to read 'A. Bray', with a stylized flourish at the end.

Andy Bray

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TIMETABLE PLANNING RULES

North West and Central

2023 TIMETABLE

Version 1

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Preliminary Proposal for Principal Change Timetable 2023
22nd October 2021

Contents

Section	Page no.	Section	Page no.
1 Introduction and General Notes.....	3	5.1.1 Source of Current SRTs	114
1.1 Index of Routes	4	5.1.2 Method of Calculation.....	114
1.2 Sectional Appendices and Rule Book	8	5.1.3 New and Revised Sectional Running Times	115
1.2.1 Sectional Appendix.....	8	5.1.4 Timing of Trains Conveying Passengers on Goods Lines	115
1.2.2 Rule Book	8	5.2 Headways.....	116
1.3 Definitions.....	10	5.2.1 Headway Values.....	116
1.3.1 Train Classification	10	5.2.2 General Capacity Constraints	153
1.3.2 Days of Operation	19	5.3 Junction Margins and Station Planning Rules.....	155
1.3.3 Traction and Rolling Stock.....	19	5.4 Platform Lengths	364
1.3.4 Line Codes	21	5.4.1 Loop Lengths	395
1.3.5 Activity and Other Codes	23	5.5 Timing Allowances.....	406
2 Route Description.....	25	5.5.1 SX Daytime (See routes for applicable times)	406
2.1 Planning Geography	25	5.5.2 SX Night Time (See routes for applicable times)	425
2.2 Route Opening Hours	107	5.5.3 SO Day time (See routes for applicable times)	427
3 Electrification	112	5.5.4 SO Night time (See routes for applicable times)	429
3.1 Electrification Limits	112	5.5.5 Sundays Daytime (See routes for applicable times)	430
3.2 Electrification Supply Restrictions	112	5.5.6 Sunday Night time (See routes for applicable times)	432
4 Rolling Stock Restrictions	113	6 Timetabling Considerations.....	434
4.1 Locomotive Route Availability	113	6.1 Advertised and Working Times	434
4.2 Passenger Stock Restrictions	113	6.2 Timing of Light Locomotives.....	434
4.3 Freight Wagon Restrictions	113	Appendix A Timing Point Diagrams.....	435
4.4 Freight Train Load Limits	113	This page is intentionally blank	436
4.5 Freight Train Length Limits	113		
4.6 Engineers' Trains Restrictions.....	113		
5 Running Times, Margins and Allowances	114		
5.1 Sectional Running Times.....	114		

1 Introduction and General Notes

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

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

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

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

1.1 Index of Routes

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

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

MD555	Nuneaton North Jn to Water Orton East Jn
MD560	Water Orton West Jn to Park Lane Jn
MD565	Castle Bromwich Jn to Ryecroft Jn
MD570	Saltley Landor Street Jn to Kings Norton Jn (Camp Hill Lines)
MD575	St Andrews Jn to Grand Jn
MD580	Lifford East Jn to Lifford West Jn
MD701	Marylebone to Aynho Jn
MD705	Greenford West Jn to South Ruislip
MD710	Neasden South Jn to Harrow on the Hill
MD712	Amersham to Aylesbury
MD715	Neasden South Jn to Neasden Jn
MD720	Princes Risborough to Aylesbury
MD725	Aylesbury to Claydon L&NE Jn
MD736	Oxford North Jn (exclusive) to Denbigh Hall South Jn
MD740	Bletchley Flyover Jn to Fenny Stratford (Flyover Lines)
MD745	Bicester South Jn to Bicester Gavray Jn
MD801	Wolverhampton North Jn to Abbey Foregate Jn (exclusive)
MD805	Oxley Stafford Road Jn to Bushbury Oxley Jn (Oxley Chord Lines)
MD810	Madeley Jn to Ironbridge Power Station
MD900	Abbotswood Jn to Stoke Works Jn via Worcester
MD910	Pershore (inclusive) to Norton Jn
MD940	Worcester Shrub Hill to Shelwick Jn
MD950	Worcester Tunnel Jn to Henwick
NW1001	Armitage Jn (inclusive) to Preston Fylde Jn
NW1002	Penkridge Station (inclusive) to Trent Valley Jn No. 1 (Stafford)
NW1004	Rugeley Town (exclusive) to Rugeley North Jn
NW1005	Kidsgrove Jn to Crewe South Jn
NW1007	Nantwich (exclusive) to Crewe South Jn.
NW1009	Basford Hall Jn to Sandbach South Jn (Independent Lines)
NW1011	Gresty Lane to Salop Goods Jn
NW1013	Crewe Sorting Sidings North to Gresty Lane
NW1015	Salop Goods Jn to Crewe North Jn (Chester Independent Lines)
NW1017	Salop Goods Jn to Crewe Coal Yard (Liverpool Independent Lines)
NW1019	Acton Grange Jn to Warrington South Jn (Helsby Lines)
NW1021	Winwick Jn to Golborne Jn (Via Earlestown)
NW1023	Haydock Branch Jn. to Kelbit P. S.
NW1025	Bamfurlong Sidings Jn to Ince Moss Jn (Ince Moss Chord Line)
NW1027	Preston South Jn to Strand Road
NW2001	Weaver Jn to Liverpool Lime Street
NW2003	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)
NW2005	Speke Jn to Garston Jn
NW2007	Allerton East Jn to Garston Jn
NW2009	Arpley Jn to Ditton East Jn
NW2011	Walton Old Jn to Arpley Jn
NW2015	Ordsall Lane Jn to Edge Hill
NW2017	Eccles to Weaste
NW2019	Parkside Jn to Lowton Jn (East Curve lines)
NW2021	Earlestown South Jn to Earlestown West Jn (Liverpool Curve)
NW2023	Springs Branch Jn to Huyton Jn (St Helens Lines)
NW2025	St. Helens Station Jn to Ravenhead Jn
NW2027	Edge Hill Bootle Branch Jn to Liverpool Docks
NW2029	Olive Mount Jn to Edge Lane Jn
NW3001	Crewe North Jn to Holyhead
NW3003	Chester East Jn to Acton Grange Jn

NW3005	Gobowen (exclusive) to Saltney Jn
NW3007	Wrexham Central to Bidston West Jn
NW3009	Chester North Jn to Chester South Jn
NW3011	Chester West Jn to Hooton South Jn
NW3013	Hooton South Jn to Helsby Jn
NW3021	Frodsham Jn to Halton Jn
NW3023	Edgeley Jn No. 2 to Mickle Trafford
NW3025	Skelton Jn to Partington
NW3027	Timperley to Altrincham (Metrolink Lines)
NW3029	Sandbach North Jn to Northwich West Jn
NW3031	Northwich South Jn to Northwich Station Jn
NW3033	Hartford East Jn to Hartford North Jn (East Goods Line)
NW3035	Hartford West Jn to Hartford North Jn (West Goods Line) Hartford West Jn to Oakleigh Sidings (Winnington Branch)
NW3037	Hartford C.L.C. Jn to Hartford Jn
NW4001	Preston Ribble Jn to Cove L. C.
NW4003	Preston Fylde Jn to Deepdale Jn
NW4005	Preston Fylde Jn to Blackpool North
NW4007	Kirkham North Jn to Blackpool South
NW4011	Morecambe South Jn to Morecambe
NW4013	Hest Bank to Bare Lane
NW4017	Morecambe Jn to Heysham Port
NW4019	Oxenholme to Windermere
NW4021	Upperby Jn to Rome Street Jn
NW4023	Upperby Jn to London Road Jn
NW4025	Currock Jn to Bog Jn
NW4027	Carlisle Yard Recess Sidings to Brunthill
NW4029	Mossband Jn to Bush-On-Esk
NW4031	Gretna Jn to Gretna Green (exclusive)
NW4033	Carnforth North Jn to Carlisle South Jn (via Barrow)
NW4041	Dalton Jn to Park South Jn
NW5001	Crewe North Jn to Manchester Piccadilly
NW5003	Wilmslow to Slade Lane Jn (Styal Lines)
NW5005	Heald Green South Jn to Heald Green West Jn
NW5007	Manchester Airport to Heald Green North Jn
NW5008	Norton Bridge to Stone Jn
NW5009	Colwich Jn to Cheadle Hulme
NW5010	Glebe Street Jn to Caldon Quarry
NW5011	Heaton Norris Jn to Guide Bridge Station Jn
NW5012	Foley Crossing (exclusive) to Stoke Jn
NW5013	Denton Jn to Ashton Moss North Jn
NW5015	Hadfield to Ardwick Jn
NW5017	Dinting South Jn to Dinting East Jn
NW5019	Glossop to Dinting West Jn
NW5021	Stalybridge to Guide Bridge West Jn
NW6001	Manchester Piccadilly East Jn to Euxton Jn
NW6003	Castlefield Jn to Allerton Jn
NW6004	Water Street Jn to Salford Central (Ordsall Chord Lines)
NW6005	Manchester Victoria East Jn to Windsor Bridge South Jn
NW6007	Deal Street Jn to Ordsall Lane Jn
NW6009	Windsor Bridge North Jn to Southport
NW6011	Bolton East Jn to Blackburn Bolton Jn
NW6013	Lostock Jn to Crow Nest Jn
NW6015	Wigan Wallgate to Kirkby

NW7001	Manchester Victoria West Jn to Hebden Bridge
NW7005	Castleton East Jn to Hopwood G. F.
NW7006	Todmorden to Stansfield Hall Jn (Todmorden West Curve)
NW7007	Farington Curve Jn to Ormskirk
NW7009	Farington Curve Jn to Hall Royd Jn (East Lancs Line)
NW7011	Farington Jn to Lostock Hall Jn (Lostock Hall Lines)
NW7013	Daisyfield Jn to Hellifield
NW7015	Padiham Power Station Sidings to Rose Grove West Jn
NW7017	Gannow Jn to Colne
NW7019	Thorpess Bridge Jn to GMC Siding (inclusive)
NW7021	Miles Platting Jn to Marsden
NW7023	Philips Park West Jn to Brewery Jn
NW7025	Philips Park West Jn to Ashburys West Jn
NW7027	Baguley Fold Jn to Philips Park South Jn
NW8001	Hunts Cross West Jn to Southport
NW8003	Paradise Jn to James Street (Stock Interchange/Holding Line)
NW8005	Sandhills Jn to Ormskirk
NW8007	Bootle Jn to Aintree Emergency G. F.
NW8009	Walton Jn to Kirkby
NW8011	Mann Island Jn to West Kirby (Via Loop)
NW8013	Canning Street Jn to Hooton South Jn
NW8015	Bidston East Jn to New Brighton (New Brighton Lines)
NW8017	Canning Street North to Rock Ferry South Jn
NW9001	Dore West Jn to Edgeley Jn No.1 (Hope Valley Lines)
NW9003	Chinley East Jn to Chinley South Jn (Chord Line)
NW9005	Chinley North Jn to Buxton
NW9007	New Mills South Jn to Ashburys East Jn
NW9009	Marple Wharf Jn to Rose Hill
NW9011	Romiley Jn to Hyde Jn
NW9013	Woodley Jn to Bredbury Sidings
NW9017	Hazel Grove High Level Jn to Northenden Jn
NW9019	Buxton to Brigg's Sidings
NW9021	Buxton to Hazel Grove East Jn
NW9901	Gargrave to Carlisle South Jn
NW9903	Settle Jn to Carnforth Station Jn
NW9909	Corby Gates to Petteril Bridge Jn
NW9911	London Road Jn to Bog Jn (Newcastle Goods Lines)

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

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

Electrification limits refer to relevant Table 'A'

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

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

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

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

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

1.2.2 Rule Book

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

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

RULE BOOK MODULE	SECTION	NOTES
SP Speeds	2.4 Differential permissible speed indicators	TPR Section 5.1.2
	2.5 Permissible speed indicators with letters	TPR Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	TPR Section 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational principles
TW2 Preparation and movement of multiple-unit passenger trains	6.5 Carrying out a running brake test	TPR Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	TPR Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	TPR Section 5.1.2
	2.3 Electric-traction speed restrictions	TPR Section 5.1.2
	3.16 Carrying out a running brake test	TPR Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational principles
Rule Book Handbook 5 Handsignalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

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

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

1.3.1 Train Classification

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

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

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

Second Character	Third and Fourth Number	Route and/or Destination
A		Manchester, Liverpool, Chester/North Wales, Lancaster/Blackpool North to Euston
		To Walsall via Aston
		To Birmingham New Street from Rugeley Trent Valley/Hednesford/Walsall via Aston
		Marylebone to Aylesbury via High Wycombe
	9x	Class 2 trains Liverpool/Manchester to Crewe via Manchester Airport
	0x	Class 2 trains Liverpool/Manchester to Wilmslow via Manchester Airport
		LUL trains to Elephant & Castle
B	even	Class 1 trains Shrewsbury/Wolverhampton/Birmingham to Euston via Weedon
		CrossCity services to Blake Street
		To Bletchley area including Swanbourne to Bedford St. Johns
	odd	Class 2 trains to Bletchley
	even	Class 2 trains from Bletchley
		ECS to Bletchley Carriage Sidings/TMD
		Marylebone to Aylesbury via Amersham
	even	Manchester Airport to Cleethorpes via Sheffield
	odd	Cleethorpes to Manchester Airport via Sheffield
		Clitheroe/Blackburn to Manchester Victoria via Darwen
	odd	York to Blackpool North via Copy Pit
	even	Blackpool North to York via Copy Pit
	even 00-58	Class 2 trains Manchester to Buxton
	odd 01-59	Class 2 trains Buxton to Manchester
	6x	Class 2 trains Rochdale/Manchester Victoria to Blackburn
		Class 2 Merseyrail services from the Wirral to Liverpool
	even	Class 1 Transport for Wales services Chester to Liverpool
	odd	Class 1 Transport for Wales services Liverpool to Chester
C		To London area (St. Pancras International to Bedford inclusive)
		To Carlisle area (bounded by Lancaster, Hellifield, Wetheral (exclusive), Gretna Jn, including the Cumbrian Coast
	70-79	Class 1 trains Manchester Airport to Windermere
	50-6x	Class 1 trains Manchester Airport/Preston to Barrow-in-Furness
		Class 1 trans Euston to Lancaster
		Class 2 trains to Euston via DC lines
	even	Birmingham Snow Hill line services to Dorridge
	odd	Local services to Coventry
	even	Local services from Coventry
		Aylesbury Vale Parkway to Marylebone via Amersham
		Worcester to Dorridge via Stourbridge and Birmingham Snow Hill
	odd 61-99	Class 2 trains Leamington Spa to Coventry

Second Character	Third and Fourth Number	Route and/or Destination
	00-39	Class 2 trains Wigan North Western to Liverpool Lime Street via St. Helen's Central
	even 00-28	Class 2 trains Oxenholme to Windermere
	odd 01-29	Class 2 trains Windermere to Oxenholme
	even 30-58	Class 2 trains Carlisle to Lancaster via Barrow-in-Furness
	odd 31-59	Class 2 trains Lancaster to Carlisle via Barrow-in-Furness
	7x/8x even	Class 2 trains Heysham/Morecambe to Lancaster
	7x/8x odd	Class 2 trains Lancaster to Morecambe/Heysham
		Merseyrail trains to Chester
		ECS to Camden Carriage Sidings/WM
		ECS to Coventry
D		To Nottingham/Derby area - bounded by Wichnor Jn, Tutbury & Hatton, Clay Cross, Mansfield Woodhouse, Staythorpe, Elton & Orston, Loughborough, Lounge Jn
		Leeds to Chester/Ellesmere Port
	4x/5x/6x	Class 2 trains Manchester to Chester via Northwich
	7x	Class 2 trains Manchester to Greenbank
		To North Wales area (Chester inclusive to Wrexham General/Holyhead and branches)
	50-99	Class 2 trains from Euston via DC lines
		Marylebone to Stratford-upon-Avon
		Birmingham Snow Hill line services to Stratford-upon-Avon via Dorridge
E		ECS to Central Rivers
		To the Eastern Region
		Class 1 trains Chester/Ellesmere Port to Leeds
	odd 21-55	Class 1 trains Liverpool to Scarborough
	odd	Class 2 trains Manchester Piccadilly to York via Huddersfield and Wakefield Westgate
F		ECS to Wembley LMD from or via Marylebone
		To Leicester area - bounded by Bedford (exclusive), Uffington, Loughborough (exclusive), Mantle Lane, Hinckley
		To Liverpool area – bounded by Crewe (exclusive), Mickle Trafford, Hooton, Dee Marsh, Farington Curve Jn (exclusive), Euxton Jn (exclusive), Crow Nest Jn, Astley, Warrington Central, Plumley, Middlewich (exclusive)
		Wrexham Central/Wrexham General to Bidston
	0x/1x	Class 1 trains Blackpool to Liverpool
	9x	Class 1 trains Manchester Airport to Liverpool via Warrington Central
	4x	Class 2 trains Preston to Ormskirk
	odd 1x/2x/3x	Class 2 trains Crewe/Manchester Airport/Manchester/Wigan/Warrington Bank Quay to Liverpool via St Helens Junction

Second Character	Third and Fourth Number	Route and/or Destination
	even 2x/3x	Class 2 trains Liverpool to Warrington Bank Quay via St Helens Junction
	even 5x/6x	Class 2 trains Liverpool to Wigan via St Helens Central
	8x	Class 2 trains Manchester Victoria to Wigan via Atherton
	odd	Class 2 trains Watford Junction to St. Albans Abbey
	even	Class 2 trains St. Albans Abbey to Watford Junction
	even 50-90	Class 1 TransPennine trains Scarborough to Liverpool Lime Street
	32, 34, 36	Euston to Liverpool Lime Street via SL to Northampton, Birmingham New Street, Wolverhampton, Madeley and Crewe
		Southbound LUL trains to Queen's Park
G		ECS via turnback siding at Wembley Stadium passing through or terminating in the Up platform at Wembley Stadium
		To Birmingham area – bounded by Rugby (exclusive), Hinckley (exclusive), Wichnor Jn (exclusive), Rugeley Town (exclusive), Penkridge (exclusive), Abbey Foregate (exclusive), Hartlebury, Barnt Green, Heyford, Bicester Town (exclusive)
		Class 1 trains Marylebone to Birmingham Snow Hill
		Class 2 trains Marylebone to Gerrards Cross or Birmingham Snow Hill
		Class 5 trains Marylebone to Gerrards Cross or Birmingham Snow Hill
		Class 1 trains London to Worcester via Kemble
	00-39	Class 2 trains Manchester Piccadilly to Hadfield
	40-79	Class 2 trains Hadfield to Manchester
	8x/9x	Class 2 trains Manchester to Hadfield (circular services)
		Merseyrail trains to Liverpool Central Low Level
	odd	Leamington Spa to Nuneaton
	even	Nuneaton to Leamington Spa
		ECS to Soho TMD, Birmingham New Street or Wolverhampton
H		ECS moves to Oxley CMD formed off a 9Gxx service terminating at Birmingham New Street or Wolverhampton
		To Manchester South area – bounded by Totley Tunnel East, Macclesfield, Alderley Edge, Knutsford, Padgate, Water Street Jn, Ashburys, Guide Bridge
	00-59	Class 1 trains Euston to Manchester Piccadilly via Stoke-on-Trent
	60-98	Class 1 trains Euston to Manchester Piccadilly via Crewe and Wilmslow
	0x	Class 2 trains Blackpool North – Hazel Grove
	3x	Class 2 trains Chester/Greenbank to Manchester Piccadilly
	4x	Class 1 trains Liverpool to Manchester Airport via Warrington Central
	4x	Class 2 trains Crewe to Manchester Piccadilly via Stockport
	5x/6x/7x	Rose Hill to Manchester Piccadilly via Hyde
	8x	Stoke-on-Trent to Manchester Piccadilly
	9x	Class 2 trains Hazel Grove and Alderley Edge to Manchester Piccadilly
	even	To Marylebone (except from Aylesbury via Amersham and Oxford
	even 62-98	Snow Hill lines services to Leamington Spa
		ECS to Tyseley LMD
		To Rugeley/Hednesford via Aston

Second Character	Third and Fourth Number	Route and/or Destination
		Class 2 trains Leeds/Skipton to Lancaster/Morecambe/Carlisle (both directions)
		Merseyrail trains to Hooton
I	even	Class 1 Transport for Wales service to Birmingham International
	odd	Class 2 trains Birmingham New Street to Birmingham International
	even	Class 2 trains Birmingham International to Birmingham New Street
	odd 1x/2x	Class 2 trains Wigan to Leeds via Dewsbury
	even 8x/9x	Class 2 trains Leeds to Wigan Wallgate via Dewsbury
		LUL trains to Stonebridge Park
		Passenger trains terminating at Wembley Stadium
J		To Shrewsbury area – bounded by Dorrington, Abbey Foregate, Nantwich (exclusive), Gobowen and including the lines to Aberystwyth and Pwllheli
		To Manchester area – bounded by Diggle, Stalybridge, Philips Park South Jn, Water Street Jn (exclusive), Patricroft, Crow Nest Jn (exclusive), Blackrod, Bromley Cross, Smithy Bridge
	0x/1x	Class 2 trains Wigan to Manchester Victoria via Atherton
	2x	Class 2 trains Clitheroe/Blackburn to Manchester Victoria/Rochdale
	3x	Class 2 trains Kirkby to Manchester Victoria via Atherton
	4x	Class 2 trains Preston to Manchester Victoria
	9x	Class 2 trains Stalybridge to Manchester Victoria
		Bidston to Wrexham Central
	even	Class 1 trains Manchester Victoria to Leeds via Bradford Interchange
	odd	Class 1 trains Leeds to Manchester Victoria via Bradford Interchange
		Marylebone to Stourbridge Junction
		Birmingham Snow Hill line trains to Stourbridge Junction
		ECS to Shrewsbury Abbey Foregate Carriage Sidings
	odd	Euston to Watford Junction via WCML
	even	Watford Junction to Euston via WCML
		LUL trains to Harrow & Wealdstone
K		To Crewe area - bounded by Uttoxeter, Congleton, Chelford, Middlewich, Crewe, Nantwich, Penkridge, Rugeley Town
	odd	Class 1 (low numbers) TransPennine trains Manchester Piccadilly to Hull
	even	Class 1 (low numbers) TransPennine trains Hull to Manchester Piccadilly
		Class 1 trains Birmingham New Street to Leicester
	odd	Class 2 trains Euston to Milton Keynes Central
	even	Class 2 trains Milton Keynes Central to Euston
		ECS to Crewe Carriage Sidings
		Birmingham New Street to Crewe
		Crewe to Derby
	0x	Class 2 trains Manchester (and beyond) to Stoke-on-Trent
	1x	Class 2 trains Manchester (and beyond) to Stoke-on-Trent
	3x	Manchester to Crewe via Stockport
	6x	Manchester Victoria to Kirkby via Atherton
	8x	Southport to Alderley Edge via Stockport
		Marylebone to Kidderminster

Second Character	Third and Fourth Number	Route and/or Destination
L		Birmingham Snow Hill line trains to Kidderminster
		Merseyrail trains to Kirkby
		To the Anglia Route
	60-98	Liverpool to Birmingham New Street
		Class 2 trains Birmingham Moor Street or Stratford-upon-Avon to Leamington Spa
		Class 1 trains Worcester to London via Kemble
		Class 2 CrossCity trains to Lichfield City
	7x	Class 2 trains Blackburn/Manchester Victoria to Wigan/Southport via Atherton
M		ECS to Lichfield City
		To the North West & Central Region
	01-24	Class 9 trains Edinburgh to Liverpool Lime Street via York and Huddersfield (departure hour to match headcode number)
	9x	Glasgow/Edinburgh to Manchester/Manchester Airport
	even	Class 2 trains York to Manchester Piccadilly via Wakefield Westgate and Huddersfield
	7x	Services from Scotland via West Midlands or Trent Valley
		Hereford/Malvern/Worcester stations to Birmingham New Street
N		ECS moves to Oxley CMD formed off a 9Mxx service terminating at Birmingham New Street
		To Preston area – bounded by Euxton Jn, Farington Curve Jn, Garstang, Horrocksford Jn, Hall Royd Jn, Littleborough, Entwistle, Adlington
	0x	Class 2 trains Ormskirk to Preston
		Class 2 trains Newcastle (and beyond) to Carlisle (both directions)
	1x	Class 2 trains Preston (and beyond) to Colne
	5x	Class 2 trains Rochdale/Manchester Victoria/Blackburn to Clitheroe
	6x	Class 2 trains Hazel Grove to Blackpool North
	5x/6x	Class 1 trains Manchester Airport to Blackpool
	8x	Class 1 trains Liverpool to Blackpool
	8x	Class 2 trains Colne to Preston
	9x	Class 2 trains Southport/Wigan/Manchester Victoria to Blackburn via Todmorden
		Class 1 trains Stansted Airport/Cambridge to Birmingham New Street via Leicester
	odd	Class 1 trains Euston to Northampton via FL to Ledburn Jn
	odd	Class 2 trains Euston to Northampton
	even	Class 2 trains Northampton to Euston
		ECS to Kings Heath TMD or Northampton/ECS to Longbridge
		Marylebone to Bicester North
		Class 2 CrossCity trains to Longbridge
		Merseyrail trains to New Brighton
O		To the Southern Region
	7x/8x	Class 2 trains Manchester Oxford Road to Liverpool Lime Street via Warrington Central
	9x	Class 2 trains Liverpool Lime Street to Manchester Oxford Road via Warrington Central

Second Character	Third and Fourth Number	Route and/or Destination
		Merseyrail trains to Ormskirk
		LUL trains to London Road Depot
		Class 2 CrossCity trains to Bromsgrove
		ECS to Bromsgrove
P	even	Class 1 trains Leicester to Birmingham New Street
		Marylebone and Aylesbury to Princes Risborough
	even	Class 1 (low numbers) TransPennine trains Newcastle to Manchester Airport
	odd	Class 1 (low numbers) TransPennine trains Manchester Airport to Newcastle
	58 and above	Class 1 (even numbers) TransPennine trains Redcar Central to Manchester Airport
	4x	Class 1 (odd numbers) TransPennine trains Manchester Airport to Middlesbrough
		Euston to Preston/Blackpool North (Avanti West Coast)
	5x	Euston to Blackpool North (Grand Central)
	odd	Class 2 trains Manchester Victoria to Preston
	even	Class 1 trains Barrow-in-Furness to Preston
		Class 2 CrossCity trains to Lichfield Trent Valley
		Stourbridge Junction to Stourbridge Town
		Stourbridge Town to Stourbridge Junction
		Class 1 and Class 2 trains Banbury to Oxford
		ECS to Lichfield Trent Valley or Redditch
Q		Test trains only
R		Avanti West Coast Train services Morning Peak (Up direction only)
		Class 1 trains Norwich to Liverpool Lime Street
		Class 1 trains Marylebone to Birmingham Moor Street
		Class 2 trains Marylebone to South Ruislip, West Ruislip or Birmingham Moor Street
		Class 5 trains Marylebone to South Ruislip, West Ruislip or Birmingham Moor Street and shunt moves between Birmingham Moor Street station and Carriage Sidings
		Class 2 CrossCity trains to Redditch
		Class 2 trains to Rose Hill Marple
		Class 2 trains Blackburn or Leeds via Manchester Victoria to Wigan North Western
		Merseyrail trains to Rock Ferry
S		To the Scotland Region
		Avanti West Coast Anglo-Scottish services via West Midlands or Trent Valley
	odd	Class 2 trains Bletchley to Bedford
	even	Class 2 trains Bedford to Bletchley
		Stratford-upon-Avon via Whitlocks End
	01-24	Class 9 Liverpool Lime Street to Edinburgh via Huddersfield and York (departure hour to match headcode number)
	odd	Class 2 trains Colne to Blackpool South
	5x	Blackpool South to Preston
	6x	Preston (and beyond) to Blackpool South
	even 00-40	Manchester to New Mills Central via Bredbury

Second Character	Third and Fourth Number	Route and/or Destination
	odd 01-39	New Mills Central to Manchester via Bredbury
	even 7x/8x	Class 2 trains Manchester Piccadilly to Sheffield via New Mills Central
	odd 7x/8x	Class 2 trains Sheffield to Manchester Piccadilly via New Mills Central
		Merseyrail trains to Southport
		Any Chiltern Railways operated Class 5 shunting within the station limits at Marylebone
T	odd	Class 2 trains Euston to Tring
	even	Class 2 trains Tring to Euston
		Marylebone to Oxford including services that terminate at Bicester Village or Oxford Parkway
U	odd	Class 1 trains Euston to Crewe via Trent Valley timed at 110mph
	even	Class 1 trains Crewe to Euston via Trent Valley timed at 110mph
	8x	Class 1 trains Windermere to Manchester Airport
	9x	Class 1 trains Barrow-in-Furness to Manchester Airport
	99	Trent Valley service that runs via Hixon
		Marylebone to Banbury
		Birmingham Snow Hill to Banbury
	odd	Class 2 CrossCity trains to Four Oaks
	odd	Class 2 trains Manchester Victoria to Leeds via Brighouse
	even	Class 2 trains Leeds to Manchester Victoria via Brighouse
		Merseyrail trains to Hunts Cross
		ECS to Four Oaks
V		To the Western Region
	00-20	Birmingham New Street to Gloucester/Cardiff via Chepstow
	20-30	Birmingham New Street to Worcester stations /Malvern/Hereford/Gloucester
	40-75	Birmingham New Street to Bristol/Plymouth/West Country
	80-95	Birmingham New Street to Reading via Leamington Spa
		ECS to Worcester LMD
		Marylebone to Aylesbury Vale Parkway via Amersham
W		Peak services to London
	odd	Class 1 trains Euston to Northampton/Birmingham New Street services timed at 110mph
	odd (31-55)	Euston to Liverpool Lime Street via FL to Milton Keynes Central, Birmingham New Street, Wolverhampton and Madeley
	even	Class 1 trains Birmingham New Street/Northampton to Euston timed at 110mph
	odd (71-79)	Euston to Birmingham New Street, FL from Ledburn Jn, Northampton
	odd (91-99)	Euston to Crewe via FL to Hanslope Jn, Northampton, Birmingham New Street, Wolverhampton and Stoke (via Stafford NOT Madeley)
		Walsall via Birmingham New Street to Wolverhampton
		From Stratford-upon-Avon via Dorridge to all destinations
		Marylebone to High Wycombe

Second Character	Third and Fourth Number	Route and/or Destination
		Cardiff Central to Shrewsbury & stations beyond to Crewe / Manchester Piccadilly / Llandudno Junction / Holyhead)
		Alderley Edge/Stalybridge/Manchester to Wigan/Southport via Bolton
		Southport/Wigan to Stalybridge via Bolton
		Merseyrail trains to West Kirby
		ECS to Oxley CMD
		Exceptional load trains requiring to travel under RT3973EXL conditions
X	odd	Euston to Birmingham New Street via Northampton
Y	odd (51-59)	Euston to Birmingham New Street via FL to Ledburn Jn, Northampton
	even (00-70,80-98)	Birmingham New Street to Euston via Northampton/Birmingham New Street to Northampton
		Euston to Birmingham New Street or Crewe via Stoke
	81, 83, 85	Euston to Liverpool via FL to Ledburn Jn, Northampton, Birmingham New Street, Wolverhampton, Madeley & Crewe
	odd (05-29)	Euston to Crewe via FL to Ledburn Jn, Northampton, Birmingham New Street, Wolverhampton and Stoke
	odd (93-99)	Euston to Crewe via FL to Ledburn Jn, Northampton, Birmingham New Street, Wolverhampton and Madeley
		Class 1 or Class 2 Oxford to Marylebone
		Class 5 Chiltern Railways service terminating at Oxford or shunt move in the Oxford area
		Class 5 Chiltern Railways service terminating at Wembley LMD having reversed in the turnback siding at Wembley Stadium
	5x/6x	Class 1 trains Blackpool to Manchester Airport
	9x	Class 2 trains Manchester Victoria to Stalybridge
		Morecambe/Heysham/Lancaster to Leeds via Settle
		Merseyrail trains to Ellesmere Port
Z		Special Traffic Trains Must NOT be used for WTT services STP additional trains <i>not</i> conforming to any route code

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

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

The Sixth character 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 – will not accept this; there must be a separate entry for Sundays
Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

1.3.3 Traction and Rolling Stock

Abbreviation	Description
14x	DMU classes 142 and 144
15x	DMU classes 150/153/155/156/158/159
158	Class 158 DMU
170	DMU classes 170/171
172	Class 172 DMU
175	Class 175 DMU
185	Class 185 DMU
195	Class 195 DMU
196	Class 196 DMU
197	Class 197 DMU
22x	DEMU classes 220/221/222
230	Class 230 DMU
319	Class 319 EMU
323	Class 323 EMU
325	Class 325 EMU (Royal Mail)
331	Class 331 EMU
350	Class 350 EMU
377	Class 377 EMU
378	Class 378 EMU
390	Class 390 EMU
397	Class 397 EMU
710	Class 710 EMU
730	Class 730 EMU
769	Class 769 Bi-mode
777	Class 777 EMU
802	Class 802 Bi-mode
805	Class 805 Bi-mode
807	Class 807 EMU

Abbreviation	Description
DMU	Any diesel multiple unit (excluding Classes 220/221/222)
DVT	Driving Van Trailer
EMU	Any electric multiple unit (excluding Class 390 and Class 807)
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 power cars and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
NMT	New Measurement Train (2x Class 43 power cars and 5 trailers)
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

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

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

1.3.5 Activity and Other Codes

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

Activity Codes – Notes
1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R) from upstream systems, then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T –D would be correct, –D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive: 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). R, D and U are additionally valid with Train Categories XU and OU (unadvertised services).
7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
8. If TF is present then none of K, KC, KE, KF, KS can be present.
9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity –T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and –T for all other trains (but see below). The default Activity will be generated when the upload file is created.
10. If Activities U, D, N, R, OP, S, TW, –U or –D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
11. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, –U or –D (e.g. at 'C' or 'L' stops) then the * must be input to the TPS or similar system train specification at that location to suppress –T or T. If the * is not added to indicate a non-traffic stop then T, –T or OP will be added to the upload file
12. If an Activity –T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the TPS spec (to suppress 'T') and positively show –T in the Activity column.

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

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

Line references shown in italics e.g. *MD136* are only for reference purposes.

In the tables below, the following codes apply:

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Euston</u>	B C D E X			Platform detail must be shown including MBR for Materials by Rail spoil traffic Only platforms 9 and 10 equipped with DC third rail
Euston Up Carriage Sidings		–		
Park Street MBR Site	E X		F	Materials by rail terminal
Euston Signal WM610		E		For exiting Camden CSD, W.M. or light engine reversals
Euston Signal WM512		X		For exiting Camden CSD, W.M. or light engine reversals
Camden W.M	–	–	S	
Camden CSD	–	–	S	
<u>Camden South Jn</u>	C E	A B C D E X		A: FL or B Camden Jn to Platforms 1 – 11 B: SL or A Camden Jn to Platform 1 – 11 C: SL or FL Camden Jn to platform 1 – 16, HS and Park Street MBR site D: FL or SL Camden Jn to 8 – 16, HS and Park Street MBR site E: FL Camden Jn to 8 – 16, HS and Park Street MBR site All lines into Euston from Camden Jn South can be used as Up lines.
<u>Camden Jn</u>	FL SL DC	A B C D –		To/from Camden Road West Jn – MD145 To/from Queen's Park DC Lines – MD120
Kilburn Up & Down Goods Loop	SL	SL	S	
Queen's Park	SL	SL	S	
Willesden TMD	SL	SL	S	All trains to/from Willesden TMD to be timed at Willesden West London Jn
<u>Willesden West London Jn</u>	FL SL DR UR –	FL SL –		To/from Mitre Bridge Jn – MD166 To/from Willesden Euroterminal – MD166 To/from Willesden South West Sidings – MD167 To/from South West Through Siding – MD167 To/from Acton Lane Receptions – MD166
Willesden North Jn				Willesden North Jn: Crossing moves shown at Harlesden Jn
<u>Harlesden Jn</u>	CL SL –	FL SL –	X	Timing point for trains crossing at Willesden North Jn, and for trains to and from City Line, High Level Goods, Brent Sidings, Carriage Line and Up and Down Goods Lines To/from Wembley Central via CL – MD136 To/from Railnet Reception via '–' – MD137 To/from Kensal Green Jn via – MD155 To/from Up and Down Goods via '–'
<u>Up and Down Goods</u>	–	–	F	Timing point for trains on the Up and Down Goods Lines. Track code must be shown TIPLOC WLSUDG
Brent Sidings	–	–	S	

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Brent Reception and Departure	–	REV –		Track code must be shown Timing point for trains from Railnet Reception via REV and to/from Willesden Brent Sidings <i>To/from Railnet Reception – MD137</i> TIPLOC WLSDBRR
Sudbury Jn	SL – UDR	UR DR –	X	Timing point for all trains not passing on the slow lines <i>To/from Loco Holding Sidings and</i> <i>Wembley Receptions 1-7 via ‘–’ – MD137</i> <i>To/From Willesden Up/Down Relief via</i> <i>‘UDR’ – MD166</i> <i>To/From Wembley Yard South Jn –</i> <i>MD166</i>
<i>Wembley Central Jn</i>				For timing purposes this location is shown as Wembley Central
<u>Wembley Central</u>	FL SL	FL SL CL – UDR		Platform detail must be shown <i>To Willesden Up/Down Relief via ‘UDR’ –</i> <i>MD166</i> <i>To/from Wembley InterCity Depot via CL –</i> <i>MD136</i> <i>To/from Wembley yards – MD137</i>
North Wembley Jn	FL	SL	X	
<u>Harrow & Wealdstone</u>	FL SL	FL SL		Platform detail must be shown
Bushey	FL* SL	FL SL	S	* set down only Platform detail must be shown
Watford South Jn	SL	FL SL	X	
Watford Yard		SL	S	
<u>Watford Junction</u>	FL SL	FL SL DC		Platform detail must be shown <i>To/from Watford High Street DC Lines –</i> <i>MD120</i> <i>To/from St Albans Abbey – MD130</i>
Watford North Jn	FL SL	FL SL	X	
Kings Langley	FL SL	FL SL	S	
Kings Langley Loop		SL	S	
Apsley	FL SL	FL SL	S	
Hemel Hempstead Boxmoor Sidings		SL	S	
Hemel Hempstead South Jn	SL	SL	S	Shunting moves only
Hemel Hempstead	FL SL	FL SL	S	Platform detail must be shown
<u>Bourne End Jn (Herts)</u>	FL SL	FL SL		
Berkhamsted	FL SL	FL SL	S	
<i>Tring South Jn</i>				
Tring Signal WT1425			S	For trains to Tring Civil Engineers Sidings
Tring Civil Engineers Sidings			S	
<u>Tring</u>	FL SL	FL SL		Platform detail must be shown
Tring North Jn	SL	FL	X	
Cheddington	FL SL	FL SL	S	
<u>Ledburn Jn</u>	FL SL	FL SL		
Leighton Buzzard	FL SL	FL SL	S	
Drayton Road Jn	SL	FL	X	

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Water Eaton Road Jn	USL		X	
Bletchley South Jn	–	SL	X	
<u>Bletchley</u>	FL SL RL –	FL SL		Platform detail must be shown <i>To/from Fenny Stratford – MD140</i>
<i>Bletchley North Jn</i>				<i>To/from Bletchley Relief 2</i> <i>To/from Bletchley Carriage Sidings</i>
Bletchley Relief 1	RL	RL	S	
Bletchley Relief 2	RL	RL	S	
Bletchley Carriage Sidings	– CWM	–		
<i>Bletchley Flyover North Jn</i>				
Denbigh Hall South Jn	SL	RL	X	<i>To/from Bletchley Flyover Jn – MD736</i>
Denbigh Hall North Jn	FL	SL	X	
<i>Knowlhill Jn</i>				
<i>Milton Keynes South Jn</i>				
<u>Milton Keynes Central</u>	FL SL	FL SL		Platform detail must be shown
<i>Milton Keynes North Jn</i>				
Wolverton Signal KR1498	SL	-	S	For trains to Wolverton Centre Sidings
Wolverton Centre Sidings	-	-	S	
Wolverton Signal KR1495	-	SL	S	For trains to Wolverton Centre Sidings
Wolverton	FL SL	FL SL	S	
<u>Hanslope Jn</u>	FL SL	FL SL		<i>To/from Northampton – MD105</i>
<u>Weedon</u>	FL	FL		
<u>Hillmorton Jn</u>	FL –	FL –		<i>To/from Long Buckby – MD105</i>
<i>Rugby South Jn</i>				
<u>Rugby</u>	FL SL DCL UDT UNL	FL DNL UNL		Platform detail must be shown Down trains departing / passing platform 2 towards Coventry must show 'FL' line code from Rugby to Rugby Trent Valley Junction
Rugby Signal RN4182		– SL	S	Up Goods Loop
Rugby Signal RN4184		– SL	S	Up and Down through siding
<i>Rugby North Jn</i>				
Rugby Signal RN4179	–		S	Up and Down through siding
<u>Rugby Trent Valley Jn</u>	SL FL – UCL	SL FL UGL UNL DCL *		<i>To/from New Bilton – MD180</i> <i>To/from Coventry – MD301</i> * DCL line code for trains running bi- directional on Down Coventry
Newbold Jn	SL FL	SL FL	X	
High Oaks Jn	SL FL	SL FL	X	
<u>Brinklow Jn</u>	FL			
<u>Attleborough South Jn</u>	FL SL			
Attleborough North Jn		FL	X	
Nuneaton Signal RN5433	SL		S	
<i>Nuneaton South Jn</i>				<i>To/from Chilvers Coton Jn – MD410</i>
<u>Nuneaton</u>	FL SL DC UC	FL SL DB UB –		Platform detail must be shown <i>Up TV Slow: To/from Hinckley – MD232</i> <i>Up TV Slow: From Nuneaton – MD232</i>
<i>Nuneaton North Jn</i>				<i>To/from Abbey Jn – MD555</i>
Ashby Jn		FL DSL DFL	X	

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Canal Farm Jn	SL			Timing point for trains that have travelled from Nuneaton Midland Yard Jn <i>From Nuneaton Midland Yard Jn – MD233</i>
Atherstone	SL	SL	S	
Polesworth	SL		S	
<u>Amington Jn</u>	FL SL UFL	SL FL		UFL line code for Down trains travelling bi-directionally on the Up Trent Valley Fast
Tamworth Low Level	SL	SL	S	
Lichfield Trent Valley Low Level	SL USL	SL –	S	Platform detail must be shown Timing point for trains via the Chord Line to Lichfield Trent Valley Jn <i>To/from Lichfield Trent Valley Jn – MD355</i>
Lichfield Down Siding	-		S	
Lichfield Signal LS1303	SL		S	Departure Signal from Lichfield Down Siding
Lichfield Signal LS1306		-	S	All Down trains from Amington Jn to Lichfield Down Siding reverse at this signal.
<u>Lichfield North Jn</u>	SL FL	FL SL DFL		<i>To/from Rugeley North Jn – NW1001</i> DFL line code for Up trains travelling bi-directionally on the Down Trent Valley Fast
Lichfield Signal LS1308		SL FL UFL USL	S X	For trains reversing at Lichfield North Jn. USL line code only for trains to LS1306 and Lichfield Down Siding
Curborough Jn		DFL UFL	X	Use for Up Slow to Up Fast crossover and for bi-di timetable planning <i>To/from Rugeley North Jn – NW1001</i>

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

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Rugby</u>	FL SL USL DCL UNL	FL DNL UNL		To/from Rugby Trent Valley Jn – MD101

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES

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

MD130 WATFORD JUNCTION TO ST. ALBANS ABBEY

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Watford Junction</u>	–	–		To/from Harrow & Wealdstone – MD101 Platform detail must be shown
Watford North	–	–		Timing point for stopping trains in the Up direction and all trains in the Down direction
Garston	–	–	S	
Bricket Wood	–	–	S	
How Wood	–	–	S	
Park Street	–	–	S	
<u>St. Albans Abbey</u>		–		

MD136 HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES)

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

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

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bletchley</u>	–			To/from Ledburn Jn – MD101 Platform detail must be shown
<i>Bletchley North Jn</i>				To/from Bletchley Relief 2 To/from Bletchley Carriage Sidings – MD101
<i>Bletchley East Jn</i>				To/from Vale Refuge Siding
Bletchley Hopper Siding	–	–	F	TIPLOCs: BLTCHTS (Former RMC) BLTCHGB (GBRf)

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)

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

MD145 CAMDEN ROAD WEST JN TO CAMDEN JN

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

MD150 KENSAL GREEN JN TO WILLESDEN SUBURBAN JN

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

MD155 KENSAL GREEN JN TO HARLESDEN JN (CITY LINES)

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

MD160 WILLESDEN HIGH LEVEL JN TO MITRE BRIDGE JN

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

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

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

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

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

MD180 RUGBY TRENT VALLEY JN TO NEW BILTON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Rugby Trent Valley Jn</u>	–	DCL		To/from Rugby – MD101
<u>New Bilton</u>		–		

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hinckley</u>	–	–		To/from Wigston North Jn – Refer to East Midlands Timetable Planning Rules - LN3232
Route Boundary: NW&C/LNE				2 miles 62 chains
Nuneaton Signal WN4205	–	–	S	Timing point on the Up Hinckley for trains to/from Cemetery Siding
Cemetery Siding		–	S	
Nuneaton South Jn				To/from Rugby Trent Valley Jn – MD101
<u>Nuneaton</u>	A DC UA	– SL		Platform Detail must be shown A – Arley Line DC – Down Connecting Line UA – Up Arley Line – To be used for trains using Nuneaton North Chord to Canal Farm Jn SL: to Attleborough South Jn – MD101
<u>Nuneaton Midland Yard Jn</u>	–	DA	X	Timing point for trains using Nuneaton North Chord to Canal Farm Jn and for trains using Platform 7 at Nuneaton bi-directionally DA – Down Arley Line, to be used for trains using Platform 7 bi-directionally To Canal Farm Jn - MD233
<u>Abbey Jn</u>	–	A		To/from Water Orton – MD555 To/from Nuneaton Platforms 1 to 5 – MD555
Nuneaton Signal NW4242		–	S	Shunt signal for trains from Abbey Jn reversing towards Platforms 6 or 7 at Nuneaton

MD233 NUNEATON MIDLAND YARD JN TO CANAL FARM JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Nuneaton Midland Yard Jn</u>	–			From Nuneaton – MD232 Single line and signalled in down direction ONLY
<u>Canal Farm Jn</u>	–			To Amington Jn – MD101

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Rugby Trent Valley Jn</u>	– UCL	SL FL UGL UNL DCL		UCL applies to trains running in the Down direction on the Up Coventry DCL applies to trains running in the Up direction on the Down Coventry <i>To/from Rugby – MD101</i>
Rugby Long Lawford Jn	–	DM UM	X	
<i>Coventry South Jn</i>				<i>To/from Gibbet Hill Jn – MD405</i>
<u>Coventry</u>	–	–		Platform detail must be shown
<i>Coventry North Jn</i>				<i>To/from Coundon Road – MD410</i>
Canley	–	–	S	
Tile Hill	–	–	S	
<u>Berkswell</u>	–	–		
Hampton In Arden	–	–	S	
<u>Birmingham International</u>	–	–		Platform detail must be shown
Marston Green	–	–	S	
Lea Hall	–	–	S	Platform detail must be shown
<u>Stechford</u>	–	–		<i>From Aston – MD315</i>
<i>Stechford North Jn</i>				<i>To Aston – MD315</i>
Adderley Park	–	–	S	
<i>Grand Jn</i>				<i>To/from Landor St Jn – MD501</i> <i>To/from St Andrew's Jn – MD575</i>
<u>Proof House Jn</u>	WL DEL	–		<i>To/from Grand Jn – MD501</i> <i>To/from Aston – MD320</i>
<u>Birmingham New Street</u>	–	WL DEL		Platform detail must be shown <i>To/from Five Ways – MD306</i>
Monument Lane Up Through Siding		–	S	Recessed trains only
<u>Soho South Jn</u>	–	–		<i>To/from Soho East Jn – MD325</i>
Soho LMD			S	
Down Soho Goods Loop	–	–	S	
Soho Curve North Jn	–	–	X	For planning purpose this location is known as Soho North Jn <i>To/from Soho East Jn – MD330</i>
Smethwick Rolfe Street	–	–	S	
<u>Galton Jn</u>	–	–		<i>To/from Smethwick Jn – MD435</i>
Smethwick Galton Bridge Low Level	–	–	S	
Sandwell and Dudley	–	–	S	
<u>Dudley Port</u>	–	–		
Watery Lane (Down/Up Stour Goods)	–	–	S	Recessed trains only
Tipton	–	–	S	
Coseley	–	–	S	
Monmore Green	–	–	X	<i>To/from Wolverhampton Steel Terminal</i>
Wolverhampton Steel Terminal		–	S	
Wolverhampton Signal BW1273	–	–	S	Shunt moves only – signal on Up Stour
<i>Wolverhampton Crane Street Jn</i>				<i>To/from Portobello Jn – MD365</i>
<u>Wolverhampton</u>	–	–		Platform detail must be shown

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

TIMING POINT	DOWN	UP	CODE	NOTES
Wolverhampton Signal WS1294	–	–	X S	Timing point for trains to platform 6 or North Yard Also, for shunt moves to platforms 1 and 2 On Down Stour
Wolverhampton Signal WS1300	–	–	S	Shunt moves only – signal on Down Stour
Wolverhampton North Jn	–	–		To/from Oxley Stafford Road Jn – MD801
Bushbury Jn	–	–		To/from Portobello Jn – MD320 To/from Oxley Stafford Road Jn – MD805
Bushbury Jn Down Goods Loop	–		S	Recessed trains only
Four Ashes Up Goods Loop		–	S	Recessed trains only
Penkridge	–	–		To/from Stafford Trent Valley Jn – NW1002

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Birmingham New Street	–			Platform detail must be shown To/from Proof House Jn – MD301
Five Ways	–	–		Platform detail must be shown
University	–	–	S	Platform detail must be shown
Selly Oak	–	–		
Bournville	–	–	S	
Lifford West Jn	–	–	X	To/from Lifford East Jn – MD580
Kings Norton Station Jn				For planning purposes this location is shown as Kings Norton
Kings Norton	FL SL	–		To/from Lifford East Jn – MD570
Kings Norton Jn				For planning purposes this location is shown as Kings Norton
Kings Norton Signal SY523		–		Departure signal from Kings Norton On Track Plant Depot towards King's Norton
Kings Norton On Track Plant Depot	–		S	
King's Norton Signal SY57	–		S	Departure signal Kings Norton On Track Plant Depot towards Longbridge
Kings Norton West Jn	FL	– FL	X	
Kings Norton Signal SY528	–		S	For trains routed towards Kings Norton Neck
Kings Norton Signal SY522		–	S	For trains reversing in Kings Norton Neck
Northfield	SL	SL	S	
Longbridge	– GL	FL SL		
Longbridge Jn				For planning purposes this location is shown as Longbridge
Longbridge Reversing Siding		–	S	
Longbridge Signal SY23		SL	S	Use for regulation on Up Slow prior to Longbridge
Cofton Jn	–		S X	
Barnt Green Jn				For planning purposes this location is shown as Barnt Green
Barnt Green	–	FL SL		Platform detail must be shown To/from Alvechurch – MD310

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Blackwell North Jn</i>				
Blackwell Down Goods Loop	–		S	Recessed trains only
<i>Blackwell South Jn</i>				
<i>Bromsgrove North Jn</i>				
Bromsgrove	– DBL	–		Platform detail must be shown
Bromsgrove Tamper Siding		–	S	
<i>Bromsgrove South Jn</i>				
Up Bromsgrove Neck		–	S	
Stoke Works Jn	–	–		<i>To/from Droitwich Spa – MD900</i>
<i>Spetchley North Jn</i>				
Up Spetchley Goods Loop		–	S	
<i>Spetchley South Jn</i>				
Worcestershire Parkway	–	–	S	Platform detail must be shown
<i>Abbotswood North Jn</i>				
Abbotswood Jn	–	–		<i>To/from Norton Jn – MD900</i>
<i>Eckington North Jn</i>				
Up Eckington Goods Loop		–	S	
<i>Eckington South Jn</i>				
<i>NW&C/Western Route Boundary</i>				<i>78 miles 40 chains</i>
Ashchurch	–	–		<i>To/from Cheltenham Spa – Refer to GW401 - Western & Wales Timetable Planning Rules</i>

MD310 BARNT GREEN TO REDDITCH

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

MD315 STECHFORD SOUTH JN TO ASTON SOUTH JN

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

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

TIMING POINT	DOWN	UP	CODE	NOTES
Proof House Jn	–	–		To/from Birmingham New Street – MD301
Duddeston	–	–	S	
Aston	–	–		Platform detail must be shown
Aston North Jn				To/from Stechford – MD315
Witton	–	–	S	To/from Four Oaks – MD340
Perry Barr	–	–	S	To/from Perry Barr West Jn – MD335
Perry Barr North Jn	–	–		To/from Perry Barr West Jn – MD325
Hamstead	–	–	S	
Tame Bridge Parkway	–	–	S	
Newton Jn	–	–	X	To/from Bescot Yard
Bescot Up and Down Goods Loop	UDG	UDG	S	Bi-directional
Bescot Down Yard	–		S	
Bescot Up Goods		UGL	S	
Bescot Stadium	–	–		
Bescot Jn	–	–	X	To/from Pleck Jn – MD345 To/from Bescot Yard
Darlaston Jn	–	–		To/from Pleck Jn – MD360
Portobello Jn	–	–		To/from Wolverhampton Crane Street Jn – MD365
Bushbury Signal SB4695	–		S	For trains over 382metres/60SLU required to stop at Bushbury Jn only.
Bushbury Jn		–		To/from Stafford Trent Valley Jn – NW1001

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Soho South Jn	–	–		To/from Birmingham New Street – MD301
Soho East Jn	–	–		To/from Soho North Jn – MD330
Perry Barr West Jn	–	–		To/from Perry Barr – MD335
Perry Barr North Jn		–		To/from Bescot Stadium – MD320

MD330 SOHO EAST JN TO SOHO NORTH JN (SOHO LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Soho East Jn	–	–		To/from Perry Barr West Jn – MD335
Soho Curve North Jn	–	–		For planning purpose this location is known as Soho North Jn To/from Galton Jn – MD301

MD335 PERRY BARR WEST JN TO PERRY BARR SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Perry Barr West Jn</u>	–	–		To/from Soho East Jn – MD325
<u>Perry Barr</u>	–	–		To/from Aston – MD320

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Aston North Jn</i>				To/from Aston – MD320
Gravelly Hill	–	–	S	
Erdington	–	–	S	
Chester Road	–	–	S	
Wylde Green	–	–	S	
Sutton Coldfield	–	–	S	Platform detail must be shown
<u>Four Oaks</u>	–	–		Platform detail must be shown
Butlers Lane	–	–	S	
<u>Blake Street</u>	–	–		Platform detail must be shown
Shenstone	–	–	S	
<i>Lichfield City Jn</i>				To/from Brownhills – MD350
<u>Lichfield City</u>	–	–		Platform detail must be shown
Lichfield City CS	–	–	S	
<u>Lichfield Trent Valley High Level</u>	–	–		Platform code UTS to be shown for trains planned to stop on the Up Sutton (non-platform) line
Lichfield Trent Valley Jn	–	–	X	To/from Lichfield Trent Valley Low Level – MD355
<u>Alrewas</u>	–	–		Single Line To/from Wichnor Jn – Refer to East Midlands Timetable Planning Rules - LN3340

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Bescot Jn	–	–	X	To/from Bescot Stadium – MD320
<u>Pleck Jn</u>	FL SL	–		To/from Darlaston Jn – MD360 To/from Up Dudley Siding – MD370
Walsall Freight Terminal	–	–		
Tasker Street Yard	–	–		
<i>Walsall South Jn</i>				
<u>Walsall</u>	–	FL SL		Platform detail must be shown
<i>Walsall North Jn</i>				
Walsall Signal DR1362		–		Timing point for trains shunting between platforms at Walsall
<u>Ryecroft Jn</u>	–	–		To/from Park Lane Jn– MD565
<u>Bloxwich</u>	–	–		
Bloxwich North	–	–	S	
Landywood	–	–	S	
<u>Mid Cannock Jn</u>	–	–		To/from Cannock FLT
Cannock FLT		–	F	

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Cannock	–	–	S	
<u>Hednesford</u>	–	–		
Rugeley Town	–	–	S	
<u>Rugeley Power Station Jn</u>	–	–		To/from Rugeley 'B' Power Station To/from Rugeley Trent Valley – NW1004

MD350 ANGLESEA SIDINGS TO LICHFIELD CITY (LINE OUT OF USE)

TIMING POINT	DOWN	UP	CODE	NOTES
Brownhills (end of line)		–	F	
Anglesea Sidings		–	F	
<i>Lichfield City Jn</i>				<i>To/from Lichfield City – MD340</i>

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Lichfield Trent Valley Jn</u>	–	–		To/from Alrewas – MD340 To/From Lichfield Trent Valley High Level – MD340
<u>Lichfield Trent Valley Low Level</u>	USL	–		To/from Lichfield North Jn – MD101

MD360 WALSALL PLECK JN TO DARLASTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Pleck Jn</u>	FL SL	–		To/from Walsall – MD345
<u>Darlaston Jn</u>	–	–		To/from Portobello Jn – MD320

MD365 PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Portobello Jn</u>	–	–		To/from Darlaston Jn – MD320
<i>Wolverhampton Crane Street Jn</i>	–	–		<i>To/from Wolverhampton – MD301</i>

MD370 UP DUDLEY SIDING TO PLECK JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Up Dudley Siding</u>				Run round loop TIPLOC = BSCTUDS
<u>Pleck Jn</u>				To/from Walsall - MD345

MD401 HEYFORD TO BORDESLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Route Boundary: Western/NW&C</i>				<i>75 miles 0 chains</i>
Heyford	–	–		To/from Wolvercot Jn – GW200 - Refer to Western and Wales Timetable Planning Rules
Aynho Up Goods Loop		–	S	
Aynho Jn	–	–		To/from Bicester North – MD701
Aynho Jn signal BS5002	–		S	For reversal from Down Main to Up direction
Kings Sutton	–	–	S	
Banbury Depot Jn	–	–		Timing point in Down Direction for all trains and in Up direction for reversing moves and crossing to Banbury Depot Reception
Banbury Depot			S	
<i>Banbury South Jn</i>				
Banbury Depot Reception	–	–		For ECS moves to/from the Depot
Banbury	DCV DGL	DCV –		Platform detail must be shown including UBL for Up Banbury Loop DCV line code only applies for trains to Banbury Depot Jn
Banbury North Jn	DCV DGL		S	For reversing moves
Banbury Down Goods Loop	DGL	–	S	
Banbury Signal OL7134		UBL	S	Intermediate signal on the Up Banbury Loop. timing point for a second train onto the Loop.
Banbury Signal OL7143	–			Departure signal from the Down Goods Loop
Reservoir Jn	–	UCV UBL DCV DGL		
Banbury Aggregate Sidings	–		S	See Section 5.3 for specific rules applicable to trains to/from this location. TIPLOC BNBRYRA
Reservoir Engineers Sidings	–		S	Track Code must be shown TIPLOC BNBRRS
Reservoir Neck		–	S	For trains to/from Banbury Aggregate Sidings and Reservoir Engineers Sidings
<i>Fenny Compton South Jn</i>				For planning purposes trains are timed at Fenny Compton
Fenny Compton	–	–		Trains using the Goods Loops to show track codes DGL or UGL as appropriate
<i>Kineton Jn</i>				To/from Kineton MOD – MD460
<i>Fenny Compton Middle Jn</i>				For planning purposes trains are timed at Fenny Compton
<i>Fenny Compton North Jn</i>				For planning purposes trains are timed at Fenny Compton
<i>Leamington Spa South Jn</i>				
Leamington Spa LN113	–		S	For reversing moves

MD401 HEYFORD TO BORDESLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Leamington Spa</u>	–	–		Platform detail (including through lines) must be shown.
<i>Leamington Spa North Jn</i>				<i>To/from Milverton Jn – MD405</i>
Leamington Spa Signal LN126	–	–	S	For reversing moves
Leamington Spa Signal LN128	–	–	S	For reversing moves
Warwick	–	–	S	
Warwick Parkway	–	–	S	
Budbrooke Jn	– DGL		X	Trains using Hatton DGL
Hatton Down Goods Loop	– ML DPL		S	
<u>Hatton</u>	–	–		
<i>Hatton Station Jn</i>				<i>To/from Hatton West Jn – MD415</i>
Hatton North Jn	–	–	X	<i>To/from Hatton West Jn – MD420</i>
Lapworth	–	–	S	
<u>Dorridge</u>	–	–		Platform Codes to be shown or Track Code must be shown for UDG
Dorridge Up Passenger Loop		–	S	Recessed trains only
<u>Bentley Heath Crossing</u>	–	–		
Widney Manor	–	–	S	
Solihull	–	–	S	
Olton	–	–	S	
Acocks Green	–	–	S	
Tyseley South Jn	- DTS	-	X	Trains crossing to/from Tyseley LMD or Tyseley Up and Down Through Siding to be timed here
<u>Tyseley</u>	FL SL DTS	–		Platform detail must be shown <i>To/from Whitlocks End – MD425.</i> <i>To/from Small Heath South Jn – MD435</i>
<i>Tyseley North Jn</i>				Trains not timed here. Crossing moves to be shown running FL between Tyseley and Small Heath South Jn in either direction
Tyseley Up and Down Through Siding	– DTS	– UTS		
Tyseley LMD	–	–	S	
<u>Small Heath South Jn</u>	– SH UDG	– FL SL UTS		<i>To/from Birmingham Moor Street – MD435</i>
Bordesley Down Goods Loop	–	–	S	
<u>Bordesley Jn</u>	–	–		<i>To/from St Andrew's Jn – MD570</i>

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN

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

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Coventry North Jn</i>				<i>To/from Coventry – MD301</i>
Coventry Signal CB1532 CN1532	–			For shunt 13 between platforms at Coventry
Coventry North Yard		–	S	Recessed trains only
Coventry Signal CN1538		–	S	Reversing on Down Bedworth
Coundon Road	–	–		
Three Spires Jn	–	–		Branch to Prologis Park Sidings
Prologis Park Sidings			S	
Coventry Arena	–	–	S	
Hawkesbury Lane Loop	–		S	Recessed trains only
Hawkesbury Lane	–	–		
Bedworth GF	–	–	S	Trains for Murco Sidings to stop here
Bedworth Murco Sidings	–		F	
Bedworth	–	–	S	
Bermuda Park	–	–	S	
Chilvers Coton Jn	DB UB	–		Bi-directional between Chilvers Coton and Nuneaton
<i>Nuneaton South Jn</i>				<i>To/from Nuneaton – MD101</i>

MD415 HATTON STATION TO STRATFORD-UPON-AVON

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

MD420 HATTON NORTH JN TO HATTON WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hatton North Jn</u>	–			Single line between Hatton North Jn and Hatton West Jn <i>To/from Dorridge – MD401</i>
<u>Hatton West Jn</u>	–	–		<i>To/from Hatton – MD415</i>

MD425 TYSELEY SOUTH JN TO BEARLEY JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tyseley</u>	–			Platform detail must be shown <i>To/from Bordesley Jn – MD401</i> <i>To/from Small Heath South Jn – MD435</i>
Tyseley South Jn	– DTS	–	X	Trains crossing to Tyseley LMD or Tyseley Up and Down Through Siding to be timed here
Spring Road	–	–	S	
Hall Green	–	–	S	
Yardley Wood		–	S	
Shirley	–	–	S	
<u>Whitlocks End</u>	–	–		Platform detail must be shown
Wythall	–	–	S	
Earlswood	–	–	S	
The Lakes	–	–	S	
<u>Wood End</u>	–	–		Timing point for stopping trains in the Up direction and all trains in the Down direction
<u>Signal TB3478</u>		–		Timing point for all trains in the Up direction
Danzey	–	–	S	
<u>Henley In Arden</u>	–	–		
Wooton Wawen	–	–	S	
<u>Bearley Jn</u>		–		<i>To/from Stratford upon Avon – MD415</i>

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Droitwich Spa</u>	–			<i>To/from Worcester Tunnel Jn (Down) and Droitwich Signal 68 (Up) – MD900</i>
<i>Droitwich Spa Jn</i>				
<u>Hartlebury</u>	–	–		
Kidderminster Down Goods Loop	–	–		See Section 5.3 MD430
Kidderminster Turnback Siding	–		S	See Section 5.3 MD430
Kidderminster Severn Valley Railway	–	–		
<u>Kidderminster</u>	–	–		Platform detail must be shown
<u>Blakedown</u>	–	–		
Hagley	–	–	S	

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Stourbridge Junction</u>		–		Platform detail must be shown <i>To/from Stourbridge Town – MD445</i>
<i>Stourbridge Middle Jn</i>				
Stourbridge Down Goods Loop	–		S	
Stourbridge Down Siding		–	S	TIPLOC STRBSDG
Stourbridge Jn Depot	–	–	S	
Stourbridge North Neck	–		S	TIPLOC STRBHDS
<i>Stourbridge North Jn</i>				<i>To/from Rowley Regis – MD435</i> <i>To/from Kingswinford Jn – MD450</i>

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Small Heath South Jn</u>	SH UDG	SL FL –		
<i>Up and Down Small Heath Goods</i>				<i>To/from Caledonia Yard</i>
Small Heath	–	– SH	S	
<u>Small Heath North Jn</u>	–			Timing point for Down trains on Up and Down Small Heath Goods
Caledonia Yard	–	UDG	F S	Track codes must be shown
Small Heath Aggregate Siding	–		F	Accessed via Caledonia Yard
Bordesley Aggregate Siding		–	F	Accessed via Caledonia Yard
Bordesley	–	– SH	S	
Birmingham Moor Street signal WM190		-	S	Shunting moves only
Birmingham Moor Street Siding 1		–	S	TIPLOC BHAMMSS
Birmingham Moor Street Siding 2		–	S	TIPLOC BHAMMS2
<u>Birmingham Moor Street</u>	–	– SH UDG		Platform detail must be shown
<u>Birmingham Snow Hill</u>	–	–		Platform detail must be shown
Snow Hill Turnback Sidings	–		S	Access only via Platform 1
SY459 Signal	–		S	Reversal point for platform 2 to platform 1 shunt
<u>Jewellery Quarter</u>	–	–		
Handsworth Coopers Metals	–	–	F	
Queens Head Sidings Arrival & Departure	–	–	F	TIPLOC HNDSCS
Queens Head Signal SJ606		–	S	For propelling moves to Queens Head Sidings Arrival & Departure TIPLOC BHAMQHS
Queens Head Sidings	–	–	F	
The Hawthorns	–	–	S	
<u>Smethwick Galton Bridge High Level</u>	–	–		Platform detail must be shown
<u>Smethwick Jn</u>	–	–		<i>To/from Galton Jn – MD301</i>
Rood End Up Goods Loop		–	F	
Langley Green	–	–	S	
Down Rowley Regis Goods Loop	–		S	
Up Rowley Regis-Goods Loop		–	S	TIPLOC ROWLUR
<u>Rowley Regis</u>	–	–		

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Old Hill	–	–	S	
Cradley Heath	–	–	S	
Lye	–	–	S	
Stourbridge North Jn				To/from Stourbridge Junction – MD430 To/from Kingswinford Jn – MD450

MD440 GALTON JN TO SMETHWICK JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Galton Jn</u>	–	–		To/from Soho South Jn – MD301 To/from Dudley Port – MD301
<u>Smethwick Jn</u>	–	–		To/from Rowley Regis – MD435 To/from Smethwick Galton Bridge High Level – MD435

MD445 STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Stourbridge Junction Town Platform</u>	–			Single Line
<u>Stourbridge Town</u>		–		

MD450 STOURBRIDGE NORTH JN TO ROUND OAK

TIMING POINT	DOWN	UP	CODE	NOTES
Stourbridge North Jn	–			To/from Stourbridge Junction – MD430
<u>Kingswinford Jn</u>	–	–		
Brierley Hill	–	–	F, S	
<u>Round Oak</u>	–	–		All movements must return to Kingswinford Jn via the Down and Up Round Oak Line

MD455 KINGSWINFORD JN SOUTH TO PENSNETT

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Kingswinford Jn</u>	–			
Network Rail Boundary		–		145 miles 60 chains
Pensnett				
End of line				146 miles 30 chains

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Kineton Jn</i>				<i>To/from Fenny Compton South Jn – MD401</i>
<u>Kineton Sidings</u>	–	–		For timing purposes this location is shown as Fenny Compton Exchange Sidings
Burton Dasset Kineton MOD Boundary gate		–		<i>To/from Kineton MOD</i> For timing purposes this location is shown as Kineton MOD

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tamworth High Level</u>	–	–		<i>To/from Wichnor Jn – LN3501 Refer to East Midlands Timetable Planning Rules</i>
Wilnecote	–	–	S	
Kingsbury Oil Terminal			F	
Birch Coppice Container Terminal			F	
Kingsbury E.M.R Sidings				
Kingsbury Reception Sidings	–	–	F	All trains to/from Kingsbury Terminals must stop here <i>To/From Kingsbury Terminals</i>
Kingsbury S.F. Kingsbury Shunt Frame	–	–	S F	Network Rail Boundary
Kingsbury Branch Jn	–	–	X	<i>To/from Kingsbury Terminals</i>
<u>Kingsbury Jn</u>	–	–		<i>To/from Whitacre Jn – MD545</i>
<i>Water Orton East Jn</i>				<i>To/from Coleshill Parkway – MD555</i>
<u>Water Orton</u>	ML	–		Platform/track detail must be shown including DW for Down Whitacre
Water Orton West Jn	– UDS	–	X	<i>To/from Park Lane Jn – MD560</i>
<u>Castle Bromwich Jn</u>	ML UDS DDG	UDS –		<i>To/from Park Lane Jn – MD565</i>
Castle Bromwich Jaguar Sidings		–	F	
<u>Bromford Bridge Jn</u>	UDS –	ML UDS		Timing point for crossing moves and all trains on the Up Derby Slow. <i>To/from Castle Bromwich Jaguar Sidings</i> <i>To/from Washwood Heath Up Sidings</i>
Washwood Heath Up Sidings			F	
<u>Washwood Heath East Jn</u>	– DDG DTS			Timing point for all trains on the Down Derby Goods and to the Down Washwood Heath Through Siding
<i>Washwood Heath Middle Jn</i>				<i>To Down Washwood Heath Through Siding</i>
<i>Down Washwood Heath Through Siding</i>				For timing purposes this location is shown as Washwood Heath West Jn
<u>Washwood Heath West Jn</u>	ML UGL UDS DDG	ML UDS –		Timing point for crossing moves and all trains on the Up Derby Slow, Down Derby Goods and trains recessed on the Down Washwood Heath Through Siding <i>To/from Washwood Heath Up Sidings</i>
Up Washwood Heath Goods Loop	UGL	UGL	S	

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Duddeston Jn	ML – DDG UDS DSG	ML DDG UDS UGL		Timing point for crossing moves and all trains on the Down Derby Goods <i>To/from Lawley Street FLT</i> <i>To/From Saltley L.I.P</i> <i>To/From Saltley E.M.R</i>
Lawley Street FLT		–	F	
Lawley Street Aggregates Terminal		–	F	TIPLOC LWLYSAT
Saltley E.M.R Sidings		DSG	F	
Saltley L.I.P		–	F	
Landor Street Jn	–	ML DDG		<i>To/from St Andrew's Jn – MD570</i>
<i>Grand Jn</i>				<i>To/from Birmingham New Street – MD301 (WL)</i> <i>To/from St Andrews Jn – MD575</i>
Proof House Jn		–		<i>To/from Birmingham New Street – MD301</i>

MD545 KINGSBURY JN TO WHITACRE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Kingsbury Jn	–	–		<i>To/from Tamworth – MD501</i>
Whitacre Jn	–	–		<i>To/from Coleshill Parkway – MD555</i>

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Nuneaton North Jn</i>				<i>To/from Nuneaton – MD101</i>
Nuneaton Signal NW4226		–		Regulation point on Up Nuneaton Chord prior to station
Abbey Jn	–	A UC DC		<i>To/from Nuneaton platforms 6 and 7 – MD232</i>
Daw Mill East Jn	–		F	
Daw Mill Colliery			F	
Daw Mill West Jn	–	–	F	
Whitacre Down Arley Loop	–			
Whitacre Jn	–	–		Entry/Exit to/from Hams Hall <i>To/from Kingsbury Jn – MD545</i>
Hams Hall Reception Line	–	–	S	
Hams Hall Parsec	–	–	S	
Hams Hall GBRf	–	–	S	
Hams Hall NDP COLAS	–	–	S	
Coleshill Parkway	–	–		Entry/Exit to/from Hams Hall
<i>Water Orton East Jn</i>				<i>To/from Kingsbury Jn – MD501</i>
Water Orton		–		<i>To/from Landor Street Jn – MD501</i>

MD560 WATER ORTON WEST JN TO PARK LANE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Water Orton West Jn	–	–		To/from Kingsbury Jn – MD501 To/from Landor Street Jn – MD501
<u>Park Lane Jn</u>	–	–		To/from Ryecroft Jn – MD565 To/from Castle Bromwich Jn – MD565

MD565 CASTLE BROMWICH JN TO RYECROFT JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Castle Bromwich Jn</u>	–	–		Single Line To/from Landor Street Jn – MD501
<u>Park Lane Jn</u>	–	–		To/from Water Orton West Jn – MD560
<u>Ryecroft Jn</u>	–	–		To/from Walsall – MD345

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Landor Street Jn</u>	–			To/from Water Orton – MD501
<u>St Andrew's Jn</u>	–	–		To/from Grand Jn – MD575
<u>Bordesley Jn</u>	–	–		To/from Small Heath South Jn – MD401
<u>Lifford East Jn</u>	–	–		To/from Lifford West Jn – MD580
<u>Kings Norton</u>		–		To/from Longbridge – MD306

MD575 ST ANDREW'S JN TO GRAND JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>St Andrew's Jn</u>	-			To/from Bordesley Jn – MD570
<u>Grand Jn</u>				To/from Proof House Jn – MD301 (WL) To/from Proof House Jn – MD501 (DEL)

MD580 LIFFORD EAST JN TO LIFFORD WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Lifford East Jn</u>	-	-		To/from Bordesley Jn – MD570
<u>Lifford West Jn</u>	-	-		To/from Selly Oak – MD306

MD701 MARYLEBONE TO AYNHO JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Marylebone</u>	–			Platform detail must be shown
Marylebone Tunnel Siding		–	S	
Marylebone Signal 10	–	–	S	Used for station shunts
Marylebone Signal 508	–	–	S	Used for station shunts
Nearby Signal ME525	–			

MD701 MARYLEBONE TO AYNHO JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Neasden South Jn</u>	–	–		<i>To/from Harrow on the Hill – MD710</i>
Neasden T.C.	–			
Great Central Way Jn	–	–	X	Trains to/from Wembley LMD only
Wembley LMD	–	–		
<u>Wembley Stadium</u>	–	–		
Wembley Turnback Sidings		–	S	ECS moves only
Wembley Stabling Siding (proposed)	–		S	ECS moves only. Accessed via Turnback Siding
Sudbury and Harrow Road	–	–	S	
Sudbury Hill Harrow	–	–	S	
Northolt Park	–	–	S	
<u>Northolt Park Jn</u>	FL SL			Timing Point for all Down trains
<u>South Ruislip</u>	–	–		
<i>Ruislip Gardens Jn</i>				
<u>West Ruislip</u>	–	– DM		Platform detail must be shown
West Ruislip LUL Depot		–	S	
West Ruislip Signal ME594		–		Down Main to Up Main Platform shunt
West Ruislip HS2 Terminal Entry/Exit Stop Boards	–	–	S	Timing point for trains to/from West Ruislip HS2 terminal only
West Ruislip HS2 Terminal		–	F	
Denham	–	–	S	
Denham Golf Club	–	–	S	
<u>Gerrards Cross</u>	–	–		Platform detail must be shown
Gerrards Cross Turnback siding	–		S	
Seer Green & Jordans	–	–	S	
Beaconsfield	–	–	S	Platform detail must be shown
High Wycombe Signal ME641	–			Use for shunt to Up Main platform
<u>High Wycombe</u>	–	–		Platform detail must be shown
<u>Saunderton</u>	–	–		Platform detail must be shown
<u>Princes Risborough</u>	–	–		Platform detail must be shown <i>To/from Little Kimble – MD720</i>
Princes Risborough ACE	–	–		
Princes Risborough ME666		–		
<u>Haddenham and Thame Parkway</u>	– UML	– DML		
<u>Bicester South Jn</u>	– UBC	– DML		<i>To/from Bicester Gavray Jn – MD745</i>
<u>Bicester A.C.E. Siding</u>	–			Accessed to/from Bicester North
<u>Bicester North</u>	–	– DML		Platform detail must be shown
Bicester North Turnback Siding	–	–	S	
Bicester Signal ME2034		–		
Aynho Jn Signal BS501	–			Down signal on Up Bicester
<u>Aynho Jn</u>		–		<i>To/from Banbury – MD401</i>

MD705 GREENFORD WEST JN TO SOUTH RUISLIP

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Greenford West Jn</u>				To/from Greenford South Jn – GW174
Route Boundary: Western/NW&C				Boundary at 8m60ch To/from Greenford West Jn – GW110 Refer to Western and Wales Timetable Planning Rules
South Ruislip Signal ME67	–		S	
Northolt Sidings	–		S	
<u>South Ruislip</u>	–	–		To/from West Ruislip – MD701 To/from Northolt Park Jn – MD701

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL

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

MD712 AMERSHAM TO AYLESBURY

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

MD715 NEASDEN SOUTH JN TO NEASDEN JN

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

MD720 PRINCES RISBOROUGH TO AYLESBURY

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

MD725 AYLESBURY TO CLAYDON L&NE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Aylesbury</u>	–	–		Platform detail must be shown To/from Stoke Mandeville – MD712 To/from Little Kimble – MD720
Aylesbury North Goods Loop	–	–	F	Token exchange point for trains to/from Blackgrove Road
Aylesbury Vale Jn				
<u>Aylesbury Vale Parkway</u>	–	–		Platform detail must be shown
<u>Blackgrove Road</u>	–	–		Site of Claydon L&NE Jn SB
Quainton Road	–	–	S	Buckinghamshire Railway Society
Line temporarily out of use beyond 44 miles 46 chains				
<u>Calvert</u>	–	–		Single line to/from Blackgrove Road. Line temporarily out of use beyond 0m 11ch. No access to/from Claydon L&NE Jn
<u>Claydon L&NE Jn</u>	–			To/from Bicester Gavray Jn – MD736

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Oxford North Jn</u>	DB UB	UML URL DML		To/from Oxford – GW200 - Refer to Western and Wales Timetable Planning Rules
Oxford Canal Jn				
Region Boundary: Western and Wales/North West and Central				29 miles 15 chains

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Woodstock Road Jn	–	–		
Oxford Parkway	– UB	–		Platform detail must be shown
<i>Water Eaton Jn</i>				<i>To/from Banbury Road Sidings</i>
Oxford Banbury Road Sidings		–	F	
Oxford Parkway Signal OB1770		–	S	For reversing moves to/from Oxford Parkway
Islip	– UB	– DB	S	
Bicester Depot West Jn	–	– DB		For trains to/from Bicester Depot Goods Loop or Bicester Depot Run Round
Bicester Central Ordnance Depot (COD)			F	
Bicester Depot Goods Loop	UB	–		<i>To/from Bicester Central Ordnance Depot (COD)</i>
Bicester Depot Run Round	UB	–		<i>To/from Bicester Central Ordnance Depot (COD)</i>
Bicester Depot East Jn	UB			For trains to/from Bicester Depot Goods Loop or Bicester Depot Run Round
Bicester Village	–	– DB		
Bicester Gavray Jn	– UB	– DBC		<i>To/ from Bicester South Jn – MD745</i> Line code UB only for down direction movements reversing at signal OB1792
Bicester Signal OB1792	–	–	S	For trains reversing on the Up Bletchley
Claydon LNE Jn	–	–		Single Line to/from Bicester Gavray Jn
Bletchley Swanbourne Siding	–	–		Run-round siding to/from Forders <i>Route mothballed beyond 1m29ch</i> <i>The route from Swanbourne Siding to Denbigh Hall South Jn is temporarily out of use until 15th December 2023</i>
Bletchley Flyover Jn (Summit of)	–	–		<i>To/from Fenny Stratford – MD140</i>
Denbigh Hall South Jn	–			<i>To/from Milton Keynes Central – MD101</i>

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

MD745 BICESTER SOUTH JN TO BICESTER GAVRAY JN

TIMING POINT	DOWN	UP	CODE	NOTES
Bicester South Jn	– UBC	– DML		<i>To/from Princes Risborough MD701</i>
Bicester Signal OB9024		–	S	For trains shunting between platforms at Bicester Village
Bicester Gavray Jn	–	– DBC		<i>To/from Bicester Village MD736</i>

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Wolverhampton North Jn	–			<i>To/from Wolverhampton – MD301</i>
Oxley Stafford Road Jn	–	–		<i>To/from Bushbury Jn – MD301</i>
Oxley Down Goods Loop	–		S	
Oxley Up Goods Loop		–	S	
Oxley CS	–	–	S	
Bilbrook	–	–	S	
Codsall	–	–	S	
Albrighton	–	–	S	
Cosford	–	–		
Shifnal	–	–	S	
Madeley Jn	–	–		<i>To/from Ironbridge – MD810</i>
Telford Central	–	–	S	
Oakengates	–	–	S	
Donnington Jn	–	–	X	<i>To/from Donnington Freight Terminal</i>
Wellington	–	–		Platform detail must be shown
Abbey Foregate Jn	–	–		<i>To/from English Bridge – GW730 Refer to Western and Wales Timetable Planning Rules</i>

MD805 OXLEY STAFFORD ROAD JN TO BUSHBURY OXLEY JN (OXLEY CHORD LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Oxley Stafford Road Jn	–	–		<i>To/from Wolverhampton North Jn – MD801</i> <i>To/from Cosford – MD801</i>
Bushbury Jn	–	–		<i>To/from Wolverhampton North Jn – MD301</i> <i>To/from Penkridge – MD301</i>

MD810 MADELEY JN TO IRONBRIDGE

TIMING POINT	DOWN	UP	CODE	NOTES
Madeley Jn	–			Single Line lead until 1347 points
<i>MJ328 Signal</i>		–		Protecting signal on Up Ironbridge
<i>MJ329 Signal</i>				Protecting signal on Down Ironbridge Single Line from beyond Signal MJ329 to Ironbridge PS Stop Board
Ironbridge PS Stop Board				Trains to stop in either direction
Ironbridge Power Station				

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER

TIMING POINT	DOWN	UP	CODE	NOTES
Abbotswood Jn	–	–		Single lead junction <i>To/from Ashchurch – MD306</i>
Abbotswood Signal BA7654		–	S	
Norton Jn	–	–		<i>To/from Evesham – MD910</i>
Shrub Hill Signal 67	–	–	S	Shunting moves only
Wylds Lane Jn	–	–	X	<i>To/from Worcester Yard</i>
Shrub Hill Signal 59		–		All trains from Worcester Yard to be timed here
Shrub Hill Signal 52	–	–	S	Shunting moves only
Shrub Hill Signal 54	–	–	S	Shunting moves only
Worcester Shrub Hill Long Siding	–	–	S	
Worcester Shrub Hill	–	–		Platform detail must be shown. Values which can be shown in the “Platform Details” field are: 1 – Both parts of platform 1 2 – Both parts of platform 2 1A – Platform 1A 1B – Platform 1B 2A – Platform 2A 2B – Platform 2B 3 – Platform 3 (Bay)
<i>Shrub Hill Jn</i>				<i>To/from Worcester Foregate Street – MD940</i>
Worcester Shrub Hill Middle Sidings	–	–	S	
Worcester Shrub Hill Middle Sidings Headshunt	–	–	S	
Worcester Back Road	–	–	S	
Worcester Hereford Sidings	–	–	S	
Worcester TC (Yard)		–	S	Recessed trains only
Tunnel Jn Signal 34	–	–	S	Shunting moves only
Tunnel Jn Signal 58	–		S	
Worcester Tunnel Jn	–	–		<i>To/from Worcester Foregate Street – MD950</i>
Droitwich Signal 68		–		Timing point in the In the Up direction
Droitwich Spa	–	–		
<i>Droitwich Spa Jn</i>				<i>To/from Hartlebury – MD430</i>
Stoke Works Jn		–		<i>To/from Bromsgrove – MD306</i>

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Route Boundary: Western/NW&C</i>				<i>Boundary at 112 miles 0 chains</i>
Pershore	–	–	S	Single line to/from Norton Jn To/from Evesham – Refer to GW310 - Western & Wales Timetable Planning Rules
Worcestershire Parkway	–	–	S	
<u>Norton Jn</u>	–	–		To/from Worcester Shrub Hill – MD900 To/from Abbotswood Jn- MD900

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Shrub Hill Jn</i>				<i>To/from Worcester Shrub Hill – MD900</i>
<u>Worcester Foregate Street</u>	–	–		Platform detail must be shown To/from Worcester Tunnel Jn – MD950
<u>Henwick</u>	–	–		
<u>Newlands East</u>	–	–		
Malvern Link	–	–	S	
Great Malvern	–	–	S	
Malvern Wells Down Goods Loop	–	–	S	
<u>Malvern Wells</u>	–	–		Single Line from 130m 18ch to/from Shelwick Jn
Colwall	–	–	S	
<u>Ledbury</u>	–	–		Passing Loop
<u>Shelwick Jn</u>	–	–		Single Line from Shelwick Jn to/from 130m 18ch To/from Hereford – GW730

MD950 WORCESTER TUNNEL JN TO HENWICK

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Worcester Tunnel Jn</u>	–	–		To Droitwich Spa (Down)/from Droitwich Signal 68 (Up) – MD900
<u>Worcester Foregate Street</u>	–	–		Platform detail must be shown To/from Worcester Shrub Hill – MD900
<u>Henwick</u>	–	–		To/from Newlands East – MD940

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Armitage Jn (former site of)</i>				<i>To/from Lichfield North Jn – MD101</i>
Rugeley Trent Valley	SL UDR	SL	S	Platform detail must be shown
<u>Rugeley North Jn</u>	FL SL	FL SL UDC		To/from Rugeley Power Station Jn. – NW1004
<u>Colwich</u>	FL	FL SL		To/from Stone – NW5009

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Milford and Brocton	SL		X	
Whitehouse Jn		FL	X	
Stafford Trent Valley Jn	SL	SL –		To/from Penkridge – NW1002
Stafford South Jn	FL SL	FL SL	X	
Stafford	FL SL	FL SL		Platform detail must be shown which includes UDG – Stafford Goods Loop, DFL and UFL
Stafford North Jn	SL	FL GL	X	
Stafford Doxey Jn	FL	SL	X	
Little Bridgeford Jn		SL		
Searchlight Lane Jn	DNB SL			To Yarnfield Jn – NW5008
Norton Bridge Jn				For timing purposes this location is shown as Norton Bridge
Norton Bridge	FL EC	FL		To/from Yarnfield Jn – NW5008
Madeley	FL SL	FL SL		
Basford Hall Jn	FL SL IL –	FL SL		To/from Crewe SSN SB – NW1009
Crewe Signal CE105	SL		S	Regulating point on Down Slow
Crewe LNWR Crewe Carriage Sheds	–	–		Carriage Sheds TIPLOC CREWECS. Also known as Crewe LNWR
Crewe Carriage Sheds Departure Signals	–			TIPLOC CREWESD Timing point for all trains from Carriage Sheds to Crewe station
Crewe South Jn				To/from North Stafford Jn – NW1005 To/from Gresty Lane – NW1007
Crewe	FL SL	FL SL		Platform detail must be shown. Also show the following in platform where applicable: "DFL" for trains timed via the Down Fast line. "MT" in platform for trains reversing in the former Motorail terminal. "UDL" for trains timed via the Up & Down Loop. "UFL" for trains timed via the Up Fast Line To/from North Staffs Jn – NW1005 To/from Gresty Lane – NW1007
Crewe D.H.S.				See Section 5.3 for specific rules applicable to trains to/from this location.
Crewe North Jn				To/from Crewe Steelworks – NW3001 To/from Sydney Bridge Jn – NW5001
Crewe Coal Yard	FL SL	FL SL IL		To/from Salop Goods Jn – NW1017
Winsford South Jn				
Winsford	FL	FL SL		
Hartford	FL	FL	S	
Hartford Jn	FL SL	FL		To/from Hartford C.L.C. Jn – NW3037
Acton Bridge	FL	FL SL		
Acton Bridge Jn				
Weaver Jn	FL	FL		To/from Runcorn – NW2001

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Acton Grange Jn</u>	FL OL	FL		<i>To/from Walton Old Jn – NW1019 To/from Runcorn East – NW3003</i>
<i>Warrington South Jn</i>				<i>To/from Walton Old Jn – NW1019</i>
<u>Warrington Bank Quay</u>	FL SL USL	FL OL		Platform detail must be shown
<i>Warrington North Jn</i>				
Dallam Jn	FL USL	FL SL		Trains on the "FL" or Up "SL" only <i>To/from Warrington Royal Mail Terminal</i>
Dallam Freight Terminal		SL	F	
Warrington R.M.T.	USL	–		See Section 5.3 for specific rules applicable to trains to/from this location
<u>Winwick Jn</u>	FL	FL SL		<i>To/from Earlestown – NW1021</i>
<u>Golborne Jn</u>	FL SL	FL		<i>To/from Newton-le-Willows – NW1021 To/from Parkside Jn – NW2015</i>
Haydock Branch Jn	–	SL		<i>To/from Kelbit Private Sidings – NW1023</i>
Bamfurlong Jn	SL GL	FL SL	X	<i>To/from Bamfurlong Sidings Jn – NW1025</i>
Springs Branch	GL	GL		Trains to/from Wigan Diesel Depot T.C., Wigan Springs Branch Stabling Sidings or to/from GL only. See Section 5.3 for specific rules applicable to trains to/from Depot
Wigan Diesel Depot T.C.		–	S	
Wigan Springs Branch Stabling Sidings		–	S	TIPLOC SPRBSS
<u>Springs Branch Jn</u>	FL GL UDS	FL SL GL		<i>To/from St. Helens Central – NW2023</i>
<u>Wigan South Jn</u>	FL DPL UPL	FL GL UDS		
Wigan Station Jn	–	–		Trains to/from Crow Nest Jn. or Wigan Wallgate – NW6009) or Platforms 1, 2 or 3 at Wigan North Western station only
<u>Wigan North Western</u>	FL	FL DPL –		Platform detail must be shown
<u>Balshaw Lane Jn</u>	FL SL	FL		
Euxton Balshaw Lane	SL	SL	S	Platforms are on Slow Lines only
<u>Euxton Jn</u>	FL SL	FL SL		<i>To/from Chorley – NW6001</i>
Leyland	FL SL	FL SL	S	
Leyland Sidings	–		S	
<u>Farington Jn</u>	FL SL –	FL SL	X	Timing point for trains to/from Leyland Sidings; trains crossing to Down Fast or Down Lostock Hall and for trains crossing from Up Lostock Hall to Up Slow or Up Fast or Up Fast to Up Slow <i>Trains to/from Lostock Hall Jn – NW7011</i>
<u>Farington Curve Jn</u>	SL	SL		Timing point for Slow Lines only <i>To/from Rufford – NW7007 To/from Lostock Hall Jn – NW7009</i>
Skew Bridge Jn	SL GL	SL	X	Trains crossing to/from Goods Lines only

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Preston Ribble Jn</u>	DFL UFL DSL USL GL	FL SL GL		
<i>Preston South Jn</i>				<i>To/from Preston Docks – NW1027</i>
<u>Preston</u>	TL DFL UFL DSL USL GL	UFL DFL USL DSL GL		Platform detail must be shown
<u>Preston Fylde Jn</u>	–	TL UFL DFL USL DSL GL		<i>To/from Lancaster – NW4001</i> <i>To/from Deepdale – NW4003</i> <i>To/from Kirkham & Wesham – NW4005</i>

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

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

NW1004 RUGELEY TOWN (EXCLUSIVE) TO RUGELEY NORTH JN

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

NW1005 KIDSGROVE JN TO CREWE SOUTH JN

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

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

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

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Basford Hall Jn</u>	IL	FL SL		To/from Madeley – NW1001
Crewe Sorting Sidings North	IL	IL	S	
<u>Crewe Sorting Sidings Middle</u>	– IL	IL		
Crewe Signal 43/44	–	IL	X	From Crewe South Yard/Coal Sidings
<u>Crewe Sorting Sidings North SB</u>	IL	IL		To/from Gresty Lane – NW1013 To/from Crewe South Yard/ Coal Sidings
<u>Salop Goods Jn</u>	IL	IL		From Crewe North Jn – NW1015 To/from Crewe Coal Yard – NW1017
<u>Crewe Sydney Bridge</u>	FL SL	IL		
Sandbach South Jn				To/from Sandbach – NW5001

NW1011 GRESTDY LANE TO SALOP GOODS JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Gresty Lane</u>	–	–		To/from Nantwich – NW1007
<u>Salop Goods Jn</u>	IL	–		To/from Crewe Sydney Bridge – NW1009 To/from Crewe Coal Yard – NW1017

NW1013 CREWE SORTING SIDINGS NORTH TO GRESTDY LANE

TIMING POINT	DOWN	UP	CODE	NOTES
Crewe Sorting Sidings North	–	– IL		To/from Basford Hall Jn – NW1009
<u>Crewe Sorting Sidings North SB</u>	–	– IL		
<u>Crewe Gresty Lane</u>	–	–		To/from Nantwich – NW1007

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Salop Goods Jn</u>		IL		To Crewe SSN SB – NW1009
<u>Crewe Signal CE142</u>				From Crewe Steelworks – NW3001
Note: Line is signalled in Up direction only				

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Salop Goods Jn</u>	IL	IL –		To/from Crewe SSN SB – NW1009 To/from Gresty Lane Jn – NW1011
<u>Crewe Coal Yard</u>	FL SL	IL		To/from Winsford – NW1001

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Acton Grange Jn</u>	OL	FL –		To/from Weaver Jn – NW1001 To/from Runcorn East – NW3003
<u>Walton Old Jn</u>	OL	OL		
Warrington South Jn				To/from Warrington Bank Quay – NW1001

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Winwick Jn</u>	–	FL SL		To/from Warrington Bank Quay – NW1001
Earlestown South Jn				To/from Earlestown West Jn – NW2015
<u>Earlestown</u>	–	–		
Earlestown East Jn				To/from Earlestown West Jn – NW2015
<u>Newton-le-Willows</u>	–	–		
Newton-le-Willows Jn				To/from Parkside Jn – NW2015
Lowton Jn				To/from Parkside Jn – NW2019
<u>Golborne Jn</u>	FL SL	–		To/from Springs Branch Jn – NW1001

NW1023 HAYDOCK BRANCH JN TO KELBIT P. S.

TIMING POINT	DOWN	UP	CODE	NOTES
Haydock Branch Jn	–	SL		Single Line from Haydock Branch Jn to Kelbit Private Sidings
Kelbit Private Sidings		–		To/from Bamfurlong Jn – NW1001

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

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Bamfurlong Sidings Jn</i>				For timing purposes this location is shown as Bamfurlong Jn
Ince Moss Jn	–	GL		To/from St. Helens Central – NW2023

NW1027 PRESTON SOUTH JN TO STRAND ROAD

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

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

TIMING POINT	DOWN	UP	CODE	NOTES
Weaver Jn	–	FL		To/from Acton Bridge – NW1001
Halton Jn		–		To/from Frodsham Jn – NW3021
<i>Runcorn Jn</i>				
Runcorn	–	–		To/from Folly Lane Sidings – NW2003
Ditton East Jn	FL SL	–		<u>Note:</u> between 0001 and 0545 Tuesdays to Fridays, all trains between Ditton Jn and Allerton Jn <u>must</u> be timed via "SL". To/from Ditton Reception Sidings
Widnes Transport Technology Centre		–	S	TIPLOC WIDNTTF To/from Ditton Reception Sidings
Ditton Reception Sidings	–	–	S	
Ditton West Jn	SL	–	F	To/from Ditton Reception Sidings
<i>Halewood East Jn</i>				To/from Halewood (Jaguar Cars)
Halewood (Jaguar Cars)	SL	SL	F	
<i>Halewood West Jn</i>				To/from Halewood (Jaguar Cars)
<i>Speke East Jn</i>				For planning purposes this location is shown as Speke Jn
Speke Jn	FL SL	FL SL	X	
<i>Speke West Jn</i>				For planning purposes this location is shown as Speke Jn
<i>Allerton East Jn</i>				To/from Garston Jn – NW2007
<i>Allerton Jn</i>				To/from Hunts Cross West Jn – NW6003
Liverpool South Parkway	FL SL	FL SL		Platform details must be shown
				<u>Note:</u> between 0001 and 0545 Mondays to Fridays, all trains between Allerton Jn and Wavertree Jn <u>must</u> be timed via "SL"
<i>Allerton West Jn</i>				
Liverpool South Parkway Signal WE1872	SL	SL	S	Shunting moves only

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

TIMING POINT	DOWN	UP	CODE	NOTES
West Allerton	FL SL	FL SL	S	
Mossley Hill	FL SL	FL SL	S	
Wavertree Jn	FL –	FL SL		
Edge Hill Depot	–	–	S	Timing point for ECS moves to/from Edge Hill Depot
Edge Hill Gullet Sidings	–	–	S	To/from Edge Hill Depot To/from Edge Hill Wapping Sidings
Former Edge Hill SB	FL SL	FL –		To/from Bootle Branch Jn – NW2015 To/from Edge Hill "Depot Complex", Down Wapping and Gullet Sidings
Edge Hill Wapping Sidings	–	–	S	To/from Edge Hill Depot To/from Edge Hill Gullet Sidings
Edge Hill	FL SL	FL SL		Platform detail must be shown
<i>Edge Hill West Jn</i>				
Crown Street Jn	FL DSL USL	FL SL		TIPLOC LVRPLCS The only route to platform 1 at Liverpool Lime Street is via the USL
Liverpool Lime Street		FL USL DSL		Platform detail must be shown

NW2003 RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)

TIMING POINT	DOWN	UP	CODE	NOTES
Runcorn	–	–		Single Line from Runcorn to/from Network Rail Boundary To/from Weaver Jn – NW2001
<i>Network Rail/Ineos Chlor Boundary</i>				0 miles 69 chains
Folly Lane I.C.I. Sidings		–		

NW2005 SPEKE JN TO GARSTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
Speke Jn	–	FL SL		To/from Ditton Jn – NW2001
Garston Jn	–	–		To/from Freightliner Depot

NW2007 ALLERTON EAST JN TO GARSTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Allerton East Jn</i>				To/from Wavertree Jn – NW2001
Garston Jn	–	–		To/from Freightliner Depot – NW2005

NW2009 ARPLEY JN TO DITTON EAST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Latchford Sidings</u>	–			
<u>Arpley Jn</u>	–	–		To/from Walton Old Jn – NW2011
<u>Monk's Siding SB</u>	–	–		
<u>Fiddlers Ferry Power Station SB</u>	–	–		To/from Fiddlers Ferry Power Station
<u>Ditton East Jn</u>	– SL	–		To/from Speke Jn – NW2001

NW2011 WALTON OLD JN TO ARPLEY JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Walton Old Jn</u>	–	OL		To/from Acton Grange Jn – NW1019
<u>Arpley Jn</u>	–	–		To/from Latchford Sidings – NW2009

NW2015 ORDSALL LANE JN TO EDGE HILL

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ordsall Lane Jn</u>	–	–		To/from Deansgate – NW6001 To/from Deal Street Jn – NW6007
<u>Eccles Station Jn</u>				
<u>Eccles</u>	–	–		Goods Loop in Up direction only To/from Weaste – NW2017
Patricroft	–	–	S	
<u>Astley</u>	–	–		
<u>Parkside Jn</u>	–	–		To/from Lowton Jn – NW2019
<u>Newton-le-Willows Jn</u>				To/from Golborne Jn – NW1021
<u>Newton-le-Willows</u>	–	–		
<u>Earlestown East Jn</u>				To/from Earlestown – NW1021
<u>Earlestown</u>	–	–		
<u>Earlestown West Jn</u>				To/from Earlestown – NW2021
Earlestown Up & Down West	–	–	S	Recessed Trains Only
<u>Sankey Jn</u>				
<u>St. Helens Junction</u>	–	–		
Lea Green	–	–	S	
<u>Rainhill</u>	–	–		
Whiston	–	–	S	
<u>Huyton Jn</u>				To/from St. Helens Central – NW2023
<u>Huyton</u>	FL SL	–		
<u>Roby</u>	–	FL SL		
<u>Roby Jn</u>				
Broad Green	–	–	S	
<u>Olive Mount Jn</u>	–	–		To Edge Lane Jn – NW2029
Wavertree Technology Park	–	–	S	
<u>Bootle Branch Jn</u>	–	–		To/from Edge Lane Jn – NW2027 To/from Down and Up Waterloo Sidings
Down and Up Waterloo Sidings (Tuebrook)	–	–		
<u>Former Edge Hill SB</u>	FL SL	–		To/from Liverpool Lime Street – NW2001

NW2017 ECCLES TO WEASTE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Eccles</u>				Single line from Eccles to/from Network Rail Boundary <i>To/from Eccles – NW2015</i>
<i>Network Rail/MSR Boundary</i>	–	–		

NW2019 PARKSIDE JN TO LOWTON JN (EAST CURVE LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Parkside Jn</u>				<i>To/from Astley – NW 2015</i>
<i>Lowton Jn</i>				<i>To/from Golborne Jn – NW1021</i>

NW2021 EARLESTOWN SOUTH JN TO EARLESTOWN WEST JN (LIVERPOOL CURVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Earlestown South Jn</i>				Single line from Earlestown South Jn to/from Earlestown West Jn <i>To/from Winwick Jn – NW1021</i>
<u>Earlestown</u>	–	–		
<i>Earlestown West Jn</i>				<i>To/from St. Helens Junction – NW2015</i>

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)

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

NW2025 ST. HELENS STATION JN TO RAVENHEAD JN

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

NW2027 EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bootle Branch Jn</u>	–	–		<i>To/from Former Edge Hill SB – NW2015</i> <i>To/from Olive Mount Jn – NW2015</i> <i>To/from Down and Up Waterloo Sidings (Tuebrook)</i>
<u>Edge Lane Jn</u>	–	–		<i>To/from Olive Mount Jn – NW2029</i>
<u>Bootle Jn</u>	–	–		<i>To/from Waterloo – NW8001</i> <i>To/from Bootle Down & Up Goods – NW8007</i>
Stop Board 1	–			All Down trains to show OP stop of 2 minutes for permission to proceed to Port of Liverpool
<i>Network Rail/Mersey Docks & Harbour Company Boundary</i>				<i>5 miles 53 chains</i>
<u>Strand Road Level Crossing</u>	–	–		
Liverpool Euro Metal		–	F	
Liverpool Bulk Handling Terminal		–	F	
Liverpool Gladstone Dock		–	F	
Seaforth Container Terminal		–	F	

NW2029 OLIVE MOUNT JN TO EDGE LANE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Olive Mount Jn</u>	–	–		<i>To/from Roby – NW2015</i>
<u>Edge Lane Jn</u>	–	–		<i>To/from Bootle Jn – NW2027</i>

NW3001 CREWE NORTH JN TO HOLYHEAD

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Crewe North Jn</i>				<i>To/from Crewe – NW1001</i>
Crewe Heritage G.F.	–	–		Trains to/from Crewe Heritage Centre only
Crewe Signal CE142		IL		Up trains to Salop Goods Jn (see NW1015) only
Crewe Steel Works SB	–	–		
Beeston Castle & Tarporley SB	–	–		
Chester East Jn	–	–		To/from Mickle Trafford – NW3003 Use for access to/from Chester DMU depot
Chester Signal CR527	–		S	For shunt moves only
Chester East Jn				<i>To/from Mickle Trafford – NW3003</i>

NW3001 CREWE NORTH JN TO HOLYHEAD				
TIMING POINT	DOWN	UP	CODE	NOTES
Chester DMU Depot		–	S	
<u>Chester</u>	DML UFL USL	–		Platform detail must be shown For Down trains only, the following applies: All movements from Platforms 2, 3 or UDM DUM to Chester South Jn <u>must</u> show running line DML or UFL. All movements from Platform 4 to Chester South Jn <u>must</u> show running line UFL. All movements from Platform 7 or DTL, UDG DUG or REC to Chester South Jn <u>must</u> show running line USL
Chester Middle Yard	–	–	S	Siding detail must be shown Siding 6 is only accessible from Chester West Jn
Chester Signal CR106		–	S	For shunt movements exiting Chester DMU depot
Chester DMU Depot		–	S	
Chester West Jn				To/from Chester North Jn – NW3011
<u>Chester South Jn</u>	– SL	UFL USL		For Up trains only, the following applies: All movements from Chester South Jn to Chester Platforms 2, 3, 4 or UDM DUM <u>must</u> show running line UFL. All movements from Chester South Jn to Chester Platform 7 or DTL, UDG DUG or REC <u>must</u> show running line USL To/from Chester North Jn via Up & Down Fork – NW3009
Roodee Jn	–	– SL	X	To/from Down Slow/Up Slow
<u>Saltney Jn</u>	–	–		To/from Wrexham North Jn – NW3005
<u>Shotton (Low Level)</u>	– UH	– DH		UH and DH for wrong direction movements only
NW&C/Wales Route Boundary				To/from Flint – Western & Wales Timetable Planning Rules - NW3001

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Chester East Jn</i>				<i>To/from Chester – NW3001</i>
Chester Signal CR528		-	S	For shunt movements
<i>Mickle Trafford Jn</i>				<i>For timing purposes this location is shown as Mickle Trafford SB</i>
Mickle Trafford SB	–	–		<i>To/from Mouldsworth – NW3023</i>
Helsby	–	–		Platform detail must be shown <i>To/from Ellesmere Port – NW3013</i>
<i>Helsby Jn</i>				<i>For timing purposes this location is shown as Helsby</i>
Frodsham	–	–	S	Platform detail must be shown
Frodsham Jn	–	–		Also, Goods Loop in Up direction only <i>To/from Halton Jn – NW3021</i>
Runcorn East	–	–		Platform detail must be shown
Acton Grange Jn	FL OL	–		<i>To/from Warrington Bank Quay (via Main Lines) – NW1001</i> <i>To/from Walton Old Jn (via Helsby Lines) – NW1019</i>

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN

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

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

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

NW3009 CHESTER NORTH JN TO CHESTER SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Chester North Jn</u>	–	–		Single line from Chester North Jn to/from Chester South Jn To/from Chester DMU Depot To/from Hooton – NW3011
<u>Chester South Jn</u>	– SL	–		To/from Saltney Jn – NW3001

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Chester West Jn</i>				To/from Chester South Jn – NW3001
<u>Chester North Jn</u>	–	–		To/from Chester DMU Depot To/from Chester South Jn – NW3009
Bache Down Goods Loop	–		S	
Bache	–	–	S	Platform detail must be shown
Capenhurst	–	–	S	Platform detail must be shown
<i>Hooton South Jn</i>				To/from Hooton – NW8013

NW3013 HOOTON SOUTH JN TO HELSBY JN

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

NW3021 FRODSHAM JN TO HALTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Frodsham Jn</u>	–	–		Single line from Frodsham Jn to Halton Jn From Helsby – NW3003
<u>Halton Jn</u>	–	–		To Runcorn – NW2001

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Edgeley Jn No.2</u>	–	FL SL		<i>To/from Stockport – NW5001</i>
Edgeley Signal EY1.20		–	S	Regulating point for trains on the Up Liverpool. Refer to Edgeley Jn No.2 Planning Restrictions in section 5.3 for further detail
<u>Cheadle Village Jn</u>	–	–		Single line from Cheadle Village Jn to/from Sharston Jn
<u>Sharston Jn</u>	–	–		
Northenden RTS			F	
Northenden Jn Signal NJ8			S	
<u>Northenden Jn</u>	–	–		<i>To/from Hazel Grove High Level Jn – NW9017</i>
Skelton Jn	–	–		Trains using Down Goods Loop or to/from Partington – NW3025 only
<u>Deansgate Jn</u>	–	–		Single line from Deansgate Jn to/from Navigation Road
<u>Navigation Road</u>	–	–		
Deansgate Jn Signal DJ19	–	–	S	Timing point for trains shunting between platforms at Altrincham
<u>Altrincham</u>	–	–		
<u>Hale</u>	–	–		
Ashley	–	–	S	
<u>Mobberley</u>	–	–		
Knutsford	–	–	S	
Plumley	–	–	S	
<u>Plumley West SB</u>	–	–		
Lostock Gralam	–	–	S	
Lostock Works	–	–	F	
Northwich East Jn	– GL	–		To/from Down & Up Goods line only. Also Goods Loop in Up direction only. Down trains proceeding towards Northwich South Jn <u>must</u> cross to the "GL" at this point
Northwich T.C.	–	– GL	F	
<u>Northwich</u>	–	– GL		Up trains from Northwich South Jn <u>must</u> run via the "GL" at this point and proceed via Northwich East Jn
<i>Northwich Station Jn</i>				<i>To/from Northwich South Jn – NW3031</i>
Northwich West Jn	–	–		<i>Trains to/from Northwich South Jn only – NW3029</i>
Hartford East Jn	–	–		<i>Trains to/from Oakleigh Sidings only – NW3033</i>
<i>Hartford West Jn</i>				<i>To/from Hartford North Jn – NW3035</i>
Greenbank Signal 9	–	–	S	For reversing moves to/from Greenbank
<u>Greenbank</u>	–	–		
Hartford C.L.C. Jn	–	–	X	<i>To/from Hartford Jn only – NW3037</i>
Cuddington	–	–	S	
Delamere	–	–	S	
<u>Mouldsworth</u>	–	–		Single line from 31 miles 13 chains to/from Mickle Trafford
<u>Mickle Trafford</u>	–	–		<i>To/from Chester – NW3003</i>

NW3025 SKELTON JN TO PARTINGTON

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

NW3027 TIMPERLEY TO ALTRINCHAM (METROLINK LINES)

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

NW3029 SANDBACH NORTH JN TO NORTHWICH WEST JN

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

NW3031 NORTHWICH SOUTH JN TO NORTHWICH STATION JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Northwich South Jn</u>	–	–		Single line from Northwich South Jn to/from Northwich Station Jn <i>To/from Sandbach North Jn – NW3029</i>
<i>Northwich Station Jn</i>				<i>To/from Northwich – NW3023</i>

NW3033 HARTFORD EAST JN TO HARTFORD NORTH JN (EAST GOODS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hartford East Jn</u>	–	–		Single line from Hartford East Jn to/from Hartford North Jn To/from Northwich – NW3023
<i>Hartford North Jn</i>				To/from Oakleigh Sidings – NW3035

NW3035 HARTFORD WEST JN TO HARTFORD NORTH JN (WEST GOODS LINE) NW3035 HARTFORD WEST JN TO OAKLEIGH SIDINGS (WINNINGTON BRANCH)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hartford West Jn</i>				Single line from Hartford West Jn to/from Hartford North Jn To/from Greenbank – NW3023
<i>Hartford North Jn</i>				To/from Hartford East Jn – NW3033
<i>Network Rail Boundary 0m74ch</i>				
<u>Oakleigh Sidings</u>		–		

NW3037 HARTFORD C.L.C. JN TO HARTFORD JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hartford C.L.C. Jn</u>	–	–		To/from Greenbank – NW3023
<u>Hartford Jn</u>	FL	–		To/from Acton Bridge – NW1001

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Preston Fylde Jn</u>	–	TL UFL DFL USL DSL GL		To/from Lancaster – NW4001 To/from Deepdale – NW4003 To/from Kirkham & Wesham – NW4005
Oxheys		–	S	Up Passenger Loop
Barton & Broughton	–			Timing point for all Down trains Down Passenger Loop
<u>Garstang and Catterall</u>	–	–		
Oubeck	–	–	S	Down Goods Loop and Up Goods Loop
Lancaster South Jn		–	S	Reversing moves and stopping on UPL only
<u>Lancaster</u>	–	–		Platform detail must be shown including DFL, UFL
<i>Lancaster North Jn</i>				
<u>Morecambe South Jn</u>	–	–		To/from Bare Lane – NW4011
Hest Bank Jn	–	–	X	To/from Bare Lane – NW4013

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.

TIMING POINT	DOWN	UP	CODE	NOTES
Carnforth South Jn	–	–	X S	Timing point for all trains using the Up and Down Goods Loops or Up Passenger Loop Track detail must be shown for Up and Down Goods Loops
Carnforth Down Sidings	–		S	
Carnforth North Jn	–	– UPL		Track detail must be shown for Up and Down Goods Loops <i>To/from Carnforth Station – NW4033</i>
<i>Oxenholme South Jn</i>				
Oxenholme Signal CE41	–		S	For reversing moves only
Oxenholme Up Goods Loop		–	S	
Oxenholme CE Siding	–		S	Access to/from platforms 2 and 3 at Oxenholme Lake District only
Oxenholme Signal CE45	–			Timing point for all trains via the Down Windermere
<i>Oxenholme North Jn</i>				For timing purposes location shown as Oxenholme Lake District
Oxenholme Lake District	–	– UGL		Platform detail must be shown <i>To/from Windermere – NW4019</i>
Grayrigg	–	–		Up Loop is Goods Loop only
<i>Tebay South Jn</i>				For planning purposes location is shown as Tebay
Tebay	–	–		Up & Down Goods Loop
<i>Tebay North Jn</i>				For planning purposes location is shown as Tebay
Shap Summit	–	–		Line detail including SDG or UGL to be shown
Shap Summit Quarry			F	
Shap Hardendale Quarry			F S	
Shap Hardendale Quarry Jn	–	–		Timing point for all trains to and from Hardendale Quarry
Shap Summit Signal CE148	–		X	Timing point for trains propelling from Up Main to Harrison's Sidings
Harrison's Sidings	–			Timing point for all Down trains and trains reversing to Harrison's Sidings Down Goods Loop
Harrison's Quarry		–	F	
Eden Valley		–		Timing point for all Up trains
Penrith South Jn	SL		X	Timing point for Down trains to SL
<i>Penrith Middle Jn</i>				
Penrith North Lakes	–	–		
<i>Penrith North Jn</i>				
Plumpton		–	S	Also, Up Goods Loop
<i>Southwaite HABD</i>	–	–		
Upperby Bridge Jn	– GL	–	X	

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.

TIMING POINT	DOWN	UP	CODE	NOTES
Upperby Jn	– GL	GL	X	Trains to/from Goods Lines only To/from Bog Jn – NW4021 To/from London Road Jn – NW4023
Carlisle South Jn				To/from Currock Jn – NW4033 To/from London Road Jn – NW9901
Carlisle	–	–		Platform detail must be shown including Wapping, Collier Lane, A, B and C sidings
Carlisle North Jn				
Caldew Jn	–	UML DML		Trains to/from Goods Lines or Up trains running via the bi-directional Down Line to Carlisle
Kingmoor TMD		GL		
Kingmoor Up Passenger Loop		–	S	
Kingmoor Jn				
Brunthill Branch Jn				
Carlisle Network Yard	GL	GL	F	Also known as Kingmoor Yard
Floriston	–			Down trains from Kingmoor Yard only
Mossband Jn	–	–		Up Trains to Kingmoor Yard or trains to/from Longtown M.o.D. only To/from Bush-on-Esk – NW4029
Gretna Jn	–	–		

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.

NW4003 PRESTON FYLDE JN TO DEEPPDALE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Preston Fylde Jn	–	TL		Single line from Preston Fylde Jn to/from Deepdale Jn To/from Preston – NW4001
Deepdale Jn		–		To/from Deepdale Coal Concentration Depot

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

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

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH

TIMING POINT	DOWN	UP	CODE	NOTES
Kirkham North Jn	–	–	S	To/from Kirkham & Wesham – NW4005
Kirkham West Jn	–	–		
Moss Side	–	–	S	Timing point for stopping trains in the Down direction and all trains in the Up direction
Lytham	–	–	S	
Ansdell & Fairhaven	–	–	S	
St. Annes-on-the-Sea	–	–	S	Timing point for stopping trains in the Up direction and all trains in the Down direction
Squire's Gate Squires Gate	–	–	S	
Blackpool Pleasure Beach	–	–	S	
Blackpool South		–		

NW4011 MORECAMBE SOUTH JN TO MORECAMBE

TIMING POINT	DOWN	UP	CODE	NOTES
Morecambe South Jn	–	–		Single line from Morecambe South Jn to/from Bare Lane Jn To/from Lancaster – NW4001
Bare Lane Jn				To/from Hest Bank – NW4013
Bare Lane	DUH DUM	–		Platform detail must be shown for Northern services. Platform 1 for DUM (Down and Up Morecambe); Platform 2 for DUH (Down and Up Heysham) DUH and DUM are independent single lines from Bare Lane to/from Morecambe
Morecambe Jn Ground Frame	DUH	DUH	S	Trains stopping to operate Ground Frame (See Section 5.3). To/from Heysham Port access is to/from DUH line only – NW4017
Morecambe		DUH DUM		Access to run-round is to/from DUH line only

NW4013 HEST BANK TO BARE LANE

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

NW4017 MORECAMBE JN TO HEYSHAM PORT

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

NW4019 OXENHOLME TO WINDERMERE

TIMING POINT	DOWN	UP	CODE	NOTES
Oxenholve Lake District	–	–		Platform detail must be shown Single line from Oxenholve Lake District to/from Windermere <i>To/from Carnforth North Jn – NW4001</i>
Kendal	–	–	S	
Burneside (Cumbria)	–	–	S	
Staveley (Cumbria)	–	–	S	
Windermere		–		

NW4021 UPPERBY JN TO ROME STREET JN

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

NW4023 UPPERBY JN TO LONDON ROAD JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Upperby Jn</u>	GL	GL		Single line from Upperby Jn to/from London Road Jn <i>To/from Upperby Bridge Jn (via Goods Lines) – NW4001</i>
<u>London Road Jn</u>	–	GL		<i>To/from Petteril Bridge Jn – NW9901</i>

NW4025 CURROCK JN TO BOG JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Currock Jn</u>	–	–		<i>To/from Wigton – NW4033</i>
<u>Bog Jn</u>	– GL	–		<i>To/from Upperby Jn – NW4021</i> <i>To/from London Road Jn – NW9911</i>

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL

TIMING POINT	DOWN	UP	CODE	NOTES
<i>End of Line</i>				96 miles 9 chains
<i>Stainton Jn</i>				Single line from Stainton Jn to/from Brunthill Branch Jn and Brunthill <i>To/from Brunthill</i>
<i>Brunthill Branch Jn</i>				<i>To/from Carlisle New Yard</i>
<i>Brunthill</i>				Network Rail Boundary <i>To/from Carlisle Warehousing Siding</i>

NW4029 MOSSBAND JN TO BUSH-ON-ESK

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Mossband Jn</u>	–			Single line from Mossband Jn to/from Network Rail Boundary <i>To/from Carlisle – NW4001</i>
<i>Bush-on-Esk West Jn</i>				<i>To/from Longtown M.o.D.</i>
<i>Bush-on-Esk East Jn</i>				
<i>Network Rail Boundary</i>				<i>0 miles 24 chains</i> <i>To/from Smallstown M.o.D.</i>

Note: The only timing link currently used is from Mossband to/from Longtown M.o.D.

NW4031 GRETNA JN TO GRETNA GREEN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Please refer to Line of Route SC031 (Scotland Timetable Planning Rules) for Gretna Jn to Gretna Green				

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Carnforth North Jn</u>	–	–		<i>To/from Morecambe South Jn – NW4001</i>
<u>Carnforth</u>	–	–		
<i>Carnforth Station Jn</i>	–	–		<i>To/from Settle Jn – NW9903</i>
Silverdale	–	–	S	
<u>Arnside</u>	–	–		
<u>Grange-over-Sands</u>	–	–		
Kents Bank	–	–	S	
Cark & Cartmel	–	–	S	
<u>Ulverston</u>	–	–		
Dalton	–	–	S	
<u>Dalton Jn</u>	–	–		<i>To/from Park South Jn via NW4041</i>
Roose	–	–	S	
Salthouse Jn	–	–	X	<i>To/from Port of Barrow</i>
<u>Barrow-in-Furness</u>	–	–		Platform detail must be shown Single line from 29 miles 28 chains to/from Park South Jn
Barrow-in-Furness Carriage Sidings		–	S	<i>To/from Barrow-in-Furness</i>
<u>Park South Jn</u>	–	–		<i>To/from Dalton Jn via NW4041</i>
<u>Askam</u>	–	–		
Kirkby-In-Furness	–	–	S	
<u>Foxfield</u>	–	–		
Green Road	–	–	S	
<u>Millom</u>	–	–		
<u>Silecroft</u>	–	–		
<u>Bootle (Cumbria)</u>	–	–		
Ravenglass	–	–	S	
<u>Drigg</u>	–	–		<i>To/from Drigg British Nuclear Fuels Sidings</i>
Seascale	–	–	S	<i>To/from British Nuclear Fuels Private Sidings</i>
Sellafield Signal SD18	–	–	S	
British Nuclear Fuels Private Sidings		–	S	
<u>Sellafield</u>	–	–		Single line from Sellafield to/from St Bees
Braystones	–	–	S	
Nethertown	–	–	S	
<u>St. Bees</u>	–	–		Passing Loop. Show “t” for trains which do not stop to pick up or set down passengers Single line from St Bees to/from Bransty Jn
Powbeck Railhead	–		F	
Mirehouse Jn	–	–	X	Trains to/from Powbeck Railhead only
Corkickle	–	–	S	
<u>Whitehaven</u>	–	–		Token exchange. Show “t” for trains which do not stop to pick up or set down passengers
<i>Bransty Jn</i>				
<u>Parton</u>	–	–		Single line from 1 mile 68 chains to/from Parton North Jn
<u>Parton North Jn</u>	–	–		
Harrington	–	–	S	

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

TIMING POINT	DOWN	UP	CODE	NOTES
Workington Yard	–	–	S	To/from Workington only
Workington	–	–		See Section 5.3 for specific rules applicable to trains to/from this location
Derwent Jn	–	–	X	Trains to/from Workington Docks only Multiple operator TIPLOCs available: WKNTDKS (Cumbria CC), WKNTDRP (DRS), WKNTFLR (Freightliner)
Flimby	–	–	S	
Maryport	–	–		Single Platform on Down & Up Platform Line only
Aspatria	–	–	S	
Wigton	–	–		
Dalston Oil Depot G.F.				To/from Dalston Oil Sidings – Timing point for trains to/from Dalston Oil Sidings
Dalston (Cumbria)	–	–	S F	Timing point for trains from Dalston Oil Sidings
Currock Jn	–	–		To/from Bog Jn – NW4025
Carlisle South Jn				To/from Carlisle – NW4001

NW4041 DALTON JN TO PARK SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Dalton Jn	–	–		To/from Ulverston – NW4033
Park South Jn	–	–		To/from Foxfield – NW4033

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

TIMING POINT	DOWN	UP	CODE	NOTES
Crewe North Jn	–			To/from Crewe – NW1001
Crewe Up Manchester Loop		–		Loop in Up direction only (for Up trains timed into Platforms 1 or 5 at Crewe station conflicting with Down train from Platform 1 or 5 on Up Manchester line)
Crewe Sydney Bridge	FL	–		
Sandbach South Jn				To/from Salop Goods Jn – NW1009
Sandbach	–	FL IL		Platform detail must be shown
Sandbach North Jn		–	X	Only trains to/from Middlewich lines to be timed here To/from Middlewich – NW3029
Holmes Chapel	–	–	S	
Goostrey Jn				
Goostrey	–	–	S	
Chelford South Jn				
Chelford Loop	–	–	S	Up & Down Passenger Loops
Chelford North Jn				
Chelford	–	–	S	
Alderley Edge Up Siding	–		S	TIPLOC ALDEUPS
Alderley Edge Down Siding	–		S	TIPLOC ALDEDNS

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Alderley Edge South Jn</i>				
<u>Alderley Edge</u>	–	–		Platform detail must be shown
<i>Alderley Edge North Jn</i>				
Wilmslow Down Reversing Siding	–		S	
<i>Wilmslow South Jn</i>				<i>To/from Heald Green South Jn – NW5003</i>
<u>Wilmslow</u>	–	–		Platform detail must be shown
<i>Wilmslow North Jn</i>				
Handforth	–	–	S	
<i>Cheadle Hulme South Jn</i>				
<u>Cheadle Hulme</u>	–	–		Platform detail must be shown <i>To/from Macclesfield – NW5009</i>
<i>Cheadle Hulme North Jn</i>				
<u>Adswold Road Jn</u>	FL SL	–		
<u>Edgeley Jn No.1</u>	FL SL	FL SL		<i>To/from Hazel Grove – NW9001</i>
<u>Edgeley Jn No.2</u>	FL SL	–		<i>To/from Cheadle Village Jn – NW3023</i>
<i>Edgeley Jn</i>				<i>For planning purposes this location is shown as Edgeley Jn No.2</i>
<u>Stockport</u>	FL SL	FL SL		Platform detail must be shown
Stockport Carriage Sidings	FL SL			See Section 5.3 for specific rules applicable to trains to/from this location
Stockport Signal ST2.88/89	SL	FL –		Timing point for trains to/from Stockport Carriage Sidings or shunting between platforms on Down Slow
Stockport Signal ST2.116/118	FL	SL FL –		Timing point for trains to/from Stockport Carriage Sidings or shunting between platforms on Down Fast
<u>Heaton Norris Jn</u>	FL SL	FL SL		Track code UGL to be shown for trains using the Up Goods Loop Down trains stopping at Heaton Chapel and/or Levenshulme must be routed Down Slow Trains for Longsight South must be routed Down Fast <i>To/from Ash Bridge Jn – NW5011</i>
Heaton Chapel	SL	SL	S	Platforms are on Slow Lines only
Levenshulme	SL	SL	S	Platforms are on Slow Lines only
<u>Slade Lane Jn</u>	FL SL	FL SL		<i>To/from Heald Green – NW5003</i>
Longsight (South Jn)	–	FL SL	X	Timing point for trains to/from Longsight TMD
Longsight TMD	–	–	S	
Longsight Excursion Platform	GL	–	S	TIPLOC LNGSEPL
Longsight Down Goods Loop	SL GL	FL SL GL	S	Bi-directional Loop
Manchester International Depot	GL	GL	S	TIPLOC LNGSFLW
Longsight Up & Down Goods Loop	GL	FL	S	Bi-directional Loop
Longsight North Jn	FL SL GL	FL GL	X	Also known as Longsight Depot Jn Timing point for all trains to/from Up & Down Goods and Longsight Carriage Maintenance Depot
<u>Ardwick Jn</u>	FL SL EL	FL SL GL		<i>To/from Ashburys – NW5015</i>

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

TIMING POINT	DOWN	UP	CODE	NOTES
Mayfield Goods Loop	SL	SL	S	Bi-directional Loop (Access only to/from Manchester Piccadilly Platforms 9 – 14)
<i>Manchester Piccadilly East Junction</i>				<i>To/from Manchester Oxford Road (via Manchester Piccadilly Platforms 13 and 14) – NW6001</i>
Manchester Piccadilly		FL SL EL		Platform detail must be shown

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

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

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
Heald Green South Jn	–	–		<i>To/from Wilmslow – NW5003</i>
Heald Green West Jn	–	–		<i>To/from Manchester Airport – NW5007</i>

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Manchester Airport	–			Platform detail must be shown
Heald Green West Jn	–	–		<i>To/from Heald Green South Jn – NW5005</i>
<i>Heald Green North Jn</i>				<i>To/from Heald Green – NW5003</i>

NW5008 NORTON BRIDGE TO STONE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Norton Bridge	EC	FL		<i>To/from Stafford – NW1001</i>
Searchlight Lane Jn	DNB SL			<i>To Madeley – NW1001</i>
Yarnfield Jn	–	UNB EC		<i>To/from Little Bridgeford Jn – NW1001</i>

NW5008 NORTON BRIDGE TO STONE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Stone</u>	–	–		
Stone Jn				For timing purposes this location is shown as Stone. To/from Stoke Jn – NW5009

NW5009 COLWICH JN TO CHEADLE HULME

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Colwich</u>	–			To/from Rugeley North Jn – NW1001
<u>Stone</u>	–	–		To/from Norton Bridge – NW5008
Barlaston	–	–	S	
Wedgwood	–	–	S	
Sideway Jn	–		S	Recessed trains only
<u>Stoke Jn</u>	–	–		To/from Foley Crossing SB – NW5012
Glebe Street Jn				To/from Caldun Quarry – NW5010 To/from Viaduct Siding
<u>Stoke on Trent</u>	–	–		Platform detail must be shown
Stoke North Jn	GL	–	X	
Newcastle Jn	GL	GL	X	
Cliffe Vale Jn				
Grange Jn	–	DGL GL	X	
Longport	GL	–	S	
Longport Jn	–	–	X	To/from Longport F.D.
Pinnox Branch Esso Sidings			F	To/from Longport Jn only
Bradwell Jn	–	GL	X	
Kidsgrove Jn				For timing purposes this location is shown as Kidsgrove
<u>Kidsgrove</u>	–	–		To/from Alsager – NW1005
<u>Congleton</u>	–	–		
Macclesfield South Turnback		–	S	TIPLOC MACLSTB For trains reversing on the Down Stoke
Macclesfield South Jn				
<u>Macclesfield</u>	–	–		Platform detail must be shown
Macclesfield North Jn				
Prestbury	–	–	S	
Adlington (Cheshire)	–	–	S	
Poynton	–	–	S	
Bramhall	–	–	S	
Bramhall Jn				
<u>Cheadle Hulme</u>		–		To/from Adswold Road Jn – NW5001 Platform detail must be shown

NW5010 GLEBE STREET JN TO CALDON QUARRY

TIMING POINT	DOWN	UP	CODE	NOTES
Glebe Street Jn				To/from Stoke-on-Trent – NW5009
Milton Jn, former site of				Change of mileage 3m 51ch/0m 0ch
Endon				

NW5010 GLEBE STREET JN TO CALDON QUARRY

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Network Rail/Churnet Valley Railway lease boundary</i>				<i>6m 37ch</i>
<i>Leek Brook Jn</i>	-	-		<i>Change of mileage 6m 65ch/0m 0ch</i>
<i>Ipstones Loop</i>				
<i>Network Rail/Churnet Valley Railway lease boundary</i>				<i>7m 53ch</i>
<i>Caldon Quarry</i>				
<i>End of the Line</i>				<i>7m 79ch</i>

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Heaton Norris Jn</u>	- DB	FL SL		<i>To/from Stockport – NW5001</i>
<u>Ash Bridge Jn</u>	-	- UB		<i>Trains reversing on the Down Branch at signal HN49 to be timed here</i>
Reddish South	-	-	S	
<u>Denton Station Jn</u>	-	-		
Denton	-	-	S	
<u>Denton Jn</u>	-	-		<i>Single line from Denton Jn to/from Guide Bridge Station Jn To/from Ashton Moss North Jn – NW7021</i>
Guide Bridge Signal GB872	-		S	<i>TIPLOC GIDB872</i>
<i>Guide Bridge Station Jn</i>				<i>To/from Guide Bridge – NW5015</i>

NW5012 FOLEY CROSSING (EXCLUSIVE) TO STOKE JN

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

NW5013 DENTON JN TO ASHTON MOSS NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Denton Jn</u>	-	-		<i>To/from Heaton Norris Jn – NW5011</i>
<u>Ashton Moss North Jn</u>	-	-		<i>To/from Baguley Fold Jn – NW7021</i>

NW5015 HADFIELD TO ARDWICK JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hadfield</u>	-			<i>Single line from Hadfield to/from Dinting West Jn</i>
<i>Dinting East Jn</i>				<i>To/from Dinting South Jn – NW5017</i>
<u>Dinting</u>	-	-		

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

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

NW5019 GLOSSOP TO DINTING WEST JN

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

NW5021 STALYBRIDGE TO GUIDE BRIDGE WEST JN

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

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

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

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

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

NW6003 CASTLEFIELD JN TO ALLERTON JN

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

NW6003 CASTLEFIELD JN TO ALLERTON JN

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

NW6004 WATER STREET JN TO SALFORD CENTRAL (ORDSALL CHORD LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Water Street Jn	–	–		To/from Deansgate – NW6001
Irwell Street Jn				Down Ordsall Chord only
Salford Central	–	–		To/from Deal Street Jn – NW6007

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Manchester Victoria East Jn				To/from Miles Platting Jn – NW7001
Manchester Victoria	FL SL	FL SL		Platform detail must be shown
Manchester Victoria West Jn				
Manchester Victoria Turnback Siding	–	–		Access to/from Manchester Victoria via SL only See Section 5.3 for specific rules applicable to trains to/from this location
Deal Street Jn	–	FL SL		To/from Ordsall Lane Jn – NW6007
Salford Central	–	–		Platform detail must be shown
Salford West Jn				To/from Salford Hope Street Sidings
Salford Hope Street Sidings		–	F	
Windsor Bridge South Jn				To/from Salford Crescent – NW6001

NW6007 DEAL ST JN TO ORDSALL LANE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Deal Street Jn	–	FL SL		To/from Manchester Victoria – NW6005
Salford Central	–	–		To/from Water Street Jn on Up Ordsall Chord – NW6004
Irwell Street Jn				To/from Water Street Jn on Down Ordsall Chord – NW6004
Ordsall Lane Jn	-	-		To/from Eccles – NW2015 To/from Salford Crescent – NW6001

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

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

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

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

NW6013 LOSTOCK JN TO CROW NEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Lostock Jn</u>	–	–		To/from Bolton – NW6001
Westhoughton	–	–	S	
<u>Crow Nest Jn</u>	–	–		To/from Wigan Wallgate – NW6009

NW6015 WIGAN WALLGATE TO KIRKBY

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

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Manchester Victoria West Jn</i>				To/from Deal Street Jn – NW6005
<u>Manchester Victoria</u>	FL SL	FL SL UFL		Platform detail must be shown
<i>Manchester Victoria East Jn</i>				
<i>Bromley Street Jn</i>				
<u>Miles Platting Jn</u>	–	FL SL		To/from Philips Park West Jn – NW7021
<u>Brewery Jn</u>	ML DPL	–		Timing point for trains to/from Philips Park West Jn or planned to recess in either the Down or Up Passenger Loops
<u>Thorpes Bridge Jn</u>	–	– ML UPL		'ML' and 'UPL' only for trains using Brewery Jn as a timing point. To/from GMC Siding – NW7019 and to/from Newton Heath TMD
Newton Heath TMD	–	–	S	
Moston	–	–	S	
<u>Vitriol Works</u>	–	–		Up Goods Loop (out of use)
Mills Hill	–	–	S	
<u>Castleton South Jn</u>		–		Timing point for trains from Castleton North Jn only From Castleton North Jn – NW7005
Castleton Down Goods Loop	–		S	
<u>Castleton East Jn</u>	– GL	–		To/from Castleton North Jn – NW7005
Castleton R.W.D.				See Section 5.3 for specific rules applicable to trains to/from this location

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

TIMING POINT	DOWN	UP	CODE	NOTES
Castleton	–	–	S	Timing point for Down trains from GL only
<i>Rochdale West Jn</i>				
<u>Rochdale</u>	–	–		Platform detail must be shown
<u>Rochdale East Jn</u>	–	–		
Rochdale Turnback Siding / Signal TH7304	–	–	S	For E.C.S. workings from/to Rochdale only
Smithy Bridge	–	–	S	
<u>Littleborough</u>	–	–		
Walsden	–	–	S	
<u>Todmorden</u>	–	–		
<i>Todmorden Viaduct Jn</i>				To/from Stansfield Hall Jn – NW7006
<u>Hall Royd Jn</u>	–	–		To/from Copy Pit – NW7009
<i>Route Boundary: NW&C/LNE</i>				22 miles 62 chains
<u>Hebden Bridge</u>	–	–		To/from Milner Royd Jn – LN854. Refer to LNE Timetable Planning Rules

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.

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

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Todmorden</u>	–	–		To/from Littleborough – NW7001
<i>Todmorden Viaduct Jn</i>				
<u>Stansfield Hall Jn</u>	–	–		To/from Copy Pit – NW7009

NW7007 FARINGTON CURVE JN TO ORMSKIRK

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

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Farington Curve Jn</u>	–	SL		<i>To/from Preston Ribble Jn – NW1001</i>
Lostock Hall	–	–	S	
<u>Lostock Hall Jn</u>	–	–		<i>To/from Farington Jn – NW7011</i>
Bamber Bridge	–	–	S	
Pleasington	–	–	S	
Cherry Tree	–	–	S	
Mill Hill	–	–	S	
Blackburn Taylor Street	KSS	–	X	<i>To/from King Street Siding</i>
Blackburn King Street Depot	–		S	TIPLOC BLKBKST
Blackburn Bolton Jn	–	– KSS	X	<i>To/from King Street Siding To/from Blackburn King Street Depot To/from Blackburn Station Holding Sidings</i>
Blackburn Station Holding Sidings	-	-	S	TIPLOC BLKBSHS
Blackburn Bolton Jn	–	– KSS	X	<i>To/from King Street Siding To/from Blackburn King Street Depot</i>
<u>Blackburn</u>	DEL UEL	–		Platform detail must be shown <i>To/from Darwen – NW6011</i>
<u>Daisyfield Jn</u>	–	UEL DEL*		<i>To/from Langho – NW7013</i> * DEL – For trains to Platform 1 at Blackburn only
Rishton	–	–	S	
Church & Oswaldtwistle	–	–	S	
<u>Accrington</u>	–	–		
Huncoat	–	–	S	
Hapton	–	–	S	
<i>Rose Grove West Jn</i>				<i>To/from Padiham Power Station Sidings – NW7015</i>
Rose Grove	–	–	S	Timing point for all trains using the Down Goods Platform detail including DGL must be shown
<u>Gannow Jn</u>	–	–		End of Down Goods <i>To Chaffers Level Crossing – NW7017</i>
Burnley Manchester Road	–	–	S	
<u>Copy Pit</u>	–	–		
<u>Stansfield Hall Jn</u>	-	-		<i>To/from Todmorden – NW7006</i>
<u>Hall Royd Jn</u>	–	–		<i>To/from Hebden Bridge – NW7001</i>

NW7011 FARINGTON JN TO LOSTOCK HALL JN (LOSTOCK HALL LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Farington Jn</u>	–	FL SL		Single lead connection <i>To/from Euxton Jn – NW1001</i>
<u>Lostock Hall Jn</u>	–	–		<i>To/from Blackburn – NW7009</i>

NW7013 DAISYFIELD JN TO HELLIFIELD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Daisyfield Jn</u>	–	–		<i>To/from Blackburn – NW7009</i>
Ramsgreave & Wilpshire	–	–	S	
<u>Langho</u>	–	–		Timing point for stopping trains in the Up direction and all trains in the Down direction
<u>Whalley</u>	–	–		Timing point for stopping trains in the Down direction and all trains in the Up direction
<u>Clitheroe</u>	–	–		Note: trains shunting between the Down arrival platform and Up departure platform must run via Horrocksford Jn to reverse
<u>Horrocksford Jn</u>	–	–		
Clitheroe Castle Cement		–	F	
<i>Hellifield South Jn</i>				
<i>Hellifield SB</i>				<i>To/from Hellifield – NW9901</i>

NW7015 PADIHAM POWER STATION SIDINGS TO ROSE GROVE WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Padiham Power Station Sidings</i>				Line Out of Use
<i>Rose Grove West Jn</i>				

NW7017 GANNOW JN TO COLNE

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

NW7019 THORPES BRIDGE JN TO GMC SIDING (INCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Thorpess Bridge Jn</u>	–			To/from Miles Platting Jn – NW7001
GMC Siding		–		

NW7021 MILES PLATTING JN TO MARSDEN

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

NW7023 PHILIPS PARK WEST JN TO BREWERY JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Philips Park West Jn</u>	–	–		To/from Miles Platting Jn – NW7021 To/from Phillips Park South Jn – NW7025
<u>Brewery Jn</u>	– DPL	–		To/from Thorpess Bridge Jn – NW7001

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Philips Park West Jn</u>	–	–		To/from Miles Platting Jn – NW7021
<u>Philips Park South Jn</u>	–	–		To/from Baguley Fold Jn – NW7027
Ashburys West Jn				To/from Ashburys – NW5015

NW7027 BAGULEY FOLD JN TO PHILLIPS PARK SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Baguley Fold Jn</u>	–	–		To/from Ashton Moss North Jn – NW7021
<u>Phillips Park South Jn</u>	–	–		To/from Ashburys West Jn – NW7025

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hunts Cross West Jn</u>	–	– UDE*		<i>To/from Hunts Cross – NW6003</i> * – DC Electric services <u>must</u> use UDE (Single)
<u>Liverpool South Parkway</u>	–	–		Platform detail must be shown
Cressington	–	–	S	Platform detail must be shown
Aigburth	–	–	S	Platform detail must be shown
St. Michaels	–	–	S	Platform detail must be shown
Brunswick	–	–	S	Platform detail must be shown
<i>Start/End of Underground Section</i>				<i>57 chains from Liverpool Central</i>
Liverpool Central Reversing Siding	–		S	
<i>Liverpool Central South Jn</i>				<i>To/from Liverpool Central Reversing Siding</i>
<u>Liverpool Central (Low Level)</u>	–	–		Platform detail must be shown
<i>Liverpool Central North Jn</i>				
Paradise Jn	–	–	X	Access to/from Down line only (bi-directional from/to Liverpool Central) <i>To/from Stock Interchange Holding Line – NW8003</i>
<u>Moorfields (Low Level)</u>	–	–		Platform detail must be shown
<i>Leeds Street Portal – Start/end of Underground Section</i>				<i>28ch from Moorfields</i>
Sandhills Reversing Siding	–		S	Access to/from Sandhills station only
<u>Sandhills</u>	–	–		Platform detail must be shown
<i>Sandhills Jn</i>				<i>To/from Kirkdale – NW8005</i>
Bank Hall	–	–	S	Platform detail must be shown
Bootle Jn	–	–	X	<i>To/from Bootle Branch Jn – NW2027</i> <i>To/from Aintree – NW8007</i>
Bootle Oriel Road	–	–	S	Platform detail must be shown
Bootle New Strand	–	–	S	Platform detail must be shown
Seaforth & Litherland	–	–	S	Platform detail must be shown
<u>Waterloo</u>	–	–		Platform detail must be shown
Blundellsands & Crosby	–	–	S	Platform detail must be shown
<u>Hall Road</u>	–	–		Platform detail must be shown
Hightown	–	–	S	Platform detail must be shown
<u>Formby</u>	–	–		Platform detail must be shown
Freshfield	–	–	S	Platform detail must be shown
Ainsdale	–	–	S	Platform detail must be shown
Hillside	–	–	S	Platform detail must be shown
<u>Birkdale</u>	–	–		Platform detail must be shown
Southport Sig. 112	–		S	
Southport C.H.S.	–	–	S	
Southport Wallside Sdg		–	S	
<u>Southport</u>		–		Platform detail must be shown. DC Electric services <u>must</u> use Platforms 1, 2 and 3

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)

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

NW8005 SANDHILLS JN TO ORMSKIRK

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

NW8007 BOOTLE JN TO AINTREE EMERGENCY G. F.

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

NW8009 WALTON JN TO KIRKBY

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

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Mann Island Jn</i>				Single line from Mann Island Jn to James Street via Liverpool Central One way loop from James Street Platform 1 <i>To/from Canning Street Jn – NW8011</i>
<u>James Street</u>	—			Platform detail must be shown as follows: 1 for trains from Hamilton Square continuing around the Loop or for terminating trains from Hamilton Square if the Loop line is not available 2 for terminating trains from Hamilton Square or for trains continuing via Stock Interchange Line (see NW8003)
<u>Moorfields (Deep Level)</u>	—			Must be timed through Platform 3
<u>Liverpool Lime Street (Deep Level)</u>	—			Must be timed through Platform A
<u>Liverpool Central (Deep Level)</u>	—			Must be timed through Platform 3
<u>James Street</u>	—			Platform detail must be shown as follows: 1 for trains starting at James Street towards Hamilton Square after working a previous service from Hamilton Square terminating at James Street when the Loop line is not available 2 for trains from Stock Interchange Line (see NW8003) 3 for trains from Loop
<i>Mann Island Jn</i>				Start/end of Down/Up line separation
<i>Canning Street Jn</i>				<i>To Down Chester Line via Platform 2 at Hamilton Square – NW8013</i>
<u>Hamilton Square</u>	—	—		Platform detail must be shown as follows: 1 for trains towards James Street 2 for trains towards Birkenhead Central 3 for trains towards West Kirby
<i>Hamilton Square Jn</i>				<i>From Up Chester Line – NW8013</i>
Conway Park	—	—	S	Platform detail must be shown

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Mersey Tunnel (End/start of Underground Section)</i>				<i>16 chains from Birkenhead Park</i>
Birkenhead Park	–	–	S	Platform detail must be shown
<u>Birkenhead North</u>	–	–		Platform detail must be shown <i>To/from Birkenhead North TMD via Passenger Loop</i>
Birkenhead North TMD	–	–	S	
<u>Bidston East Jn</u>	–	–		<i>To/from Birkenhead North TMD To/from New Brighton – NW8015</i>
<i>Bidston West Jn</i>				<i>To/from Stabling siding</i>
<u>Bidston</u>	–	–		Platform detail must be shown
<i>Bidston Dee Jn</i>				<i>To/from Dee Marsh Jn – Western & Wales Timetable Planning Rules - NW3007</i>
Leasowe	–	–	S	Platform detail must be shown
Moreton (Merseyside)	–	–	S	Platform detail must be shown
Meols	–	–	S	Platform detail must be shown
Manor Road	–	–	S	Platform detail must be shown
Hoylake	–	–	S	Platform detail must be shown
West Kirby Siding No. 1		–	S	
West Kirby Siding No. 2		–	S	
<u>West Kirby</u>		–		Platform detail must be shown

NW8013 CANNING STREET JN TO HOOTON SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Canning Street Jn</i>				<i>To/from Mann Island Jn – NW8011</i>
<u>Hamilton Square</u>	–	–		Platform detail must be shown as follows: 1 for trains towards James Street 2 for trains towards Birkenhead Central 3 for trains towards West Kirby
<i>Mersey Tunnel (End/start of Underground Section)</i>				<i>6 chains from Birkenhead Central</i>
<u>Birkenhead Central</u>	–	–		Platform detail must be shown
Birkenhead Central Signal 717	–		S	
Birkenhead Central C.S.	–		S	
Green Lane	–	–	S	
<i>Rock Ferry North Jn</i>				<i>To/from north facing bay platforms at Rock Ferry</i>
<u>Rock Ferry</u>	–	–		Platform detail must be shown
<i>Rock Ferry South Jn</i>				<i>To/from Canning Street – NW8017</i>
Bebington	–	–	S	Platform detail must be shown

NW8013 CANNING STREET JN TO HOOTON SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Port Sunlight	–	–	S	Platform detail must be shown
Spital	–	–	S	Platform detail must be shown
Bromborough Rake	–	–	S	Platform detail must be shown
Bromborough	–	–	S	Platform detail must be shown
Eastham Rake	–	–	S	Platform detail must be shown
Hooton North Jn				
Hooton	–	–		Platform detail must be shown
Hooton South Jn				To/from Chester North Jn – NW3011 To/from Ellesmere Port – NW3013

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Bidston East Jn	–	–		To/from Birkenhead North – NW8011
Wallasey Village	–	–	S	Platform detail must be shown
Wallasey Grove Road	–	–	S	Platform detail must be shown
New Brighton Siding No. 1		–	S	
New Brighton Siding No. 2		–	S	
New Brighton Wall Siding		–	S	
New Brighton		–		Platform detail must be shown

NW8017 CANNING STREET NORTH TO ROCK FERRY SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Network Rail Boundary				15 miles 40 chains.
Rock Ferry North Jn				Single line from Rock Ferry North Jn to/from Rock Ferry South Jn
Rock Ferry South Jn				To/from Hooton – NW8013
Note: Not currently used for timing purposes				

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Dore West Jn	–	–		Single line from Dore West Jn to/from Dore South Jn To/from Dore Station Jn – Refer to LNE Timetable Planning Rules - LN808 To/from Dore South Jn – Refer to LNE Timetable Planning Rules - LN807
Route Boundary: NW&C/LNE				154 miles 20 chains
Totley Tunnel East SB	–	–		
Grindleford	–	–		
Hathersage	–	–	S	
Bamford	–	–		Intermediate Block signals
Hope (Derbyshire)	–	–	S	
Earles Sidings Signal ES30	–		S	For trains on the Up Main propelling to Earles Sidings

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
Earles Sidings	–	–		Timing point for all trains routed to the Sidings or Down Loop. Track detail DGL or SDG to be shown All trains to/from Earles Sidings MUST be timed at Earles Sidings SB See 5.3 for further detail
Earles Sidings SB	–	–		
Earles Sidings Signal ES31	–			Timing point for all Down trains (Intermediate Block Signal)
Edale Signal EE16		–		Timing point for all Up trains (Intermediate Block Signal)
Edale	–	–		
Chinley East Jn	–	–		<i>To/from Chinley South Jn – NW9003</i>
Chinley North Jn	–	–		<i>To/from Chinley South Jn – NW9005</i>
Chinley	–	–	S	
New Mills South Jn	–	–		<i>To/from New Mills Central – NW9007</i>
Hazel Grove High Level Jn	–	–		Single line from Hazel Grove High Level Jn to/from Hazel Grove East Jn Down Cheadle Loop for trains to Northenden Jn only
<i>Hazel Grove East Jn</i>				<i>To/from Buxton – NW9021</i>
Hazel Grove	–	–		Platform detail must be shown
<i>Hazel Grove West Jn</i>				
Hazel Grove Down Siding		–	S	
Hazel Grove Up Siding		–	S	
Hazel Grove Signal HG14		–	S	For reversals on the Down Hope Valley to/from Hazel Grove
Woodsmoor	–	–	S	
Davenport	–	–	S	
Edgeley Jn No.1	FL SL	–		<i>To/from Stockport – NW5001</i>

NW9003 CHINLEY EAST JN TO CHINLEY SOUTH JN (CHORD LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Chinley East Jn	–	–		Single line from Chinley East Jn to/from Chinley South Jn <i>To/from Edale – NW9001</i>
Chinley South Jn	–	–		<i>To/from Peak Forest South SB – NW9005</i>

NW9005 CHINLEY NORTH JN TO BUXTON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Chinley North Jn</u>	–	–		Single line from Chinley North Jn to/from Chinley South Jn <i>To/from New Mills South Jn – NW9001</i>
<u>Chinley South Jn</u>	–	–		<i>To/from Chinley East Jn – NW9003</i>
<u>Chinley Signal CY168</u>	–			Timing point for all Down trains
Peak Forest Cemex Sidings	–	–	S	
<u>Peak Forest South SB</u>	–	–		
Peak Forest Up Sidings	–	–	S	
Peak Forest Long Sidings	–	–	S	
<i>Down and Up Through Siding</i>	–	–	S	
<u>Great Rocks Jn</u>	–	–		Single line from Great Rocks Jn to/from Buxton SB <i>To/from Tunstead Sidings</i>
Tunstead Sidings	–	–	S	
<u>Topley Pike</u>	–	–		
<u>Buxton SB</u>	–	–		<i>To/from Brigg's Sidings – NW9019</i> <i>To/from Buxton – NW9021</i>
<u>Buxton Up Relief Sidings</u>		–	S	

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN

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

NW9009 MARPLE WHARF JN TO ROSE HILL

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Marple Wharf Jn</u>	–	–		<i>To/from Romiley – NW9007</i>
<i>Green Meadows Jn</i>				Single line from Green Meadows Jn to/from End of Line
<u>Rose Hill</u>		–		
<i>End of Line</i>				<i>6 chains from Rose Hill</i>

NW9011 ROMILEY JN TO HYDE JN

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

NW9013 WOODLEY JN TO BREDBURY SIDINGS

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

NW9017 HAZEL GROVE HIGH LEVEL JN TO NORTHCENDEN JN

TIMING POINT	DOWN	UP	CODE	NOTES
Hazel Grove High Level Jn	–			Single line from Hazel Grove High Level Jn to/from Northenden Jn <i>To/from New Mills South Jn – NW9001</i>
<i>Cheadle Jn</i>				
Northenden Jn		–		<i>To/from Deansgate Jn – NW3023</i>

NW9019 BUXTON TO BRIGG'S SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
Buxton SB	–	–		Single line from Buxton SB to/from Brigg's Sidings <i>To/from Buxton Up Relief Sidings - NW9005</i>
Hillhead Ground Frame	–	–	S	TIPLOC HILLHGF Trains to/from Hillhead Sidings. All trains to Hillhead Sidings must stop to operate the Ground Frame.
Hillhead Sidings		–	F	TIPLOC HILLHSG
Brigg's Ground Frame	–	–		All trains must stop to operate the Ground Frame.
Hindlow Quarry		–	F	
<i>Brigg's Sidings</i>				
Dowlow Quarry		–	F	

NW9021 BUXTON TO HAZEL GROVE EAST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Buxton</u>	–			Platform detail including HS must be shown No access to HS or Platform 1 from Up Main
<u>Buxton SB</u>	–	–		<i>To/from Buxton Up Relief Sidings – NW9005</i>
Dove Holes	–	–	S	
<u>Chapel-en-le-Frith</u>	–	–		
Whaley Bridge	–	–	S	
<u>Furness Vale</u>	–	–		
New Mills Newtown	–	–	S	
Disley	–	–	S	
Middlewood	–	–	S	
<i>Hazel Grove East Jn</i>				<i>To/from Hazel Grove – NW9001</i>

NW9901 GARGRAVE TO CARLISLE SOUTH JN

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

NW9901 GARGRAVE TO CARLISLE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Langwathby	–	–	S	
Lazonby & Kirkoswald	–	–		
Armathwaite	–	–	S	
Low House Crossing SB Level Crossing	–	–		
Howe & Co's Siding SB	–	–		Also, Goods Loop in Down direction only
Petteril Bridge Jn	–	–		To/from Corby Gates SB – NW9909
London Road Jn	–	–		Single line from London Road Jn to/from Carlisle South Jn To/from Upperby Bridge Jn. – NW4023 To/from Bog Jn – NW9911
Carlisle South Jn				To/from Carlisle – NW4001

NW9903 SETTLE JN TO CARNFORTH STATION JN

TIMING POINT	DOWN	UP	CODE	NOTES
Settle Jn	–	–		To/from Hellifield – NW9901 Single lead junction to/from Gargrave line
Giggleswick	–	–	S	
Clapham (North Yorkshire)	–	–	S	
Bentham	–	–	S	
Wennington	–	–	S	
Carnforth Station Jn	–	–		To/from Carnforth – NW4033

NW9909 CORBY GATES TO PETTERIL BRIDGE JN

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

NW9911 LONDON ROAD JN TO BOG JN (NEWCASTLE GOODS LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
London Road Jn	GL	–		To/from Petteril Bridge Jn – NW9901
Bog Jn	–	GL		To/from Currock Jn – NW4025 To/from Carlisle Rome Street – NW4021

2.2 Route Opening Hours

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

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

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

PLT denotes passage of last train.

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

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

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

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)			
ROUTE SECTION	SX	SO	SUN
Aston North Jn to Lichfield Trent Valley High Level (inclusive)	Open continuously	Open continuously	Open continuously
Lichfield Trent Valley High Level (exclusive) to Alrewas	Open from 0600 Monday	0001 – 0600 1815 – 0015 (Sun)	0745-1345-0730 - 1230

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

ROUTE SECTION	SX	SO	SUN
Lichfield Trent Valley Jn to Lichfield Trent Valley	Open from 0600 Monday	0001 – 0600 1815 – 0015 (Sun)	0745 — 1345 - 0730 -1230

MD725 AYLESBURY TO CLAYDON L&NE JN

ROUTE SECTION	SX	SO	SUN
Aylesbury to Aylesbury Vale Parkway	Open continuously	Open continuously	Open continuously
Aylesbury Vale Parkway to Claydon L&NE Jn (via Calvert)	Open continuously	Open until 0600	Open from 2200

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN

ROUTE SECTION	SX	SO	SUN
Oxford North Jn to Oxford Parkway	Open continuously	Open continuously	Open continuously
Oxford Parkway to Bicester Gavray Jn	Open continuously	Open continuously	Open continuously
Bicester Gavray Jn to Claydon L&NE Jn	Temporarily out of use	Temporarily out of use	Temporarily out of use
Claydon L&NE Jn to Bletchley Swanbourne Siding (End of Line)	Temporarily out of use	Temporarily out of use	Temporarily out of use
Bletchley Swanbourne Siding (End of Line) to Denbigh Hall South Jn	Temporarily out of use	Temporarily out of use	Temporarily out of use

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

ROUTE SECTION	SX	SO	SUN
Evesham SB to Norton Jn	0515 – 0010	0515 – 0010	0900 - 0010

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

ROUTE SECTION	SX	SO	SUN
Worcester Shrub Hill to Henwick	Continuous	Continuous	00:10 (closes) 08:00 (opens)
Henwick to Newland East	0510 – 0000	0510 – 0000	0830 – 2335
Newland East to Malvern Wells	0510 – 0000	0510 – 0000	0830 – 2330
Malvern Wells to Ledbury	0500 – 2350	0500 – 2350	0830 – 2330
Ledbury to Shelwick Jn	0450 – 2340	0450 – 0000	1210 – 2325

MD950 WORCESTER TUNNEL JN TO HENWICK

ROUTE SECTION	SX	SO	SUN
Worcester Tunnel Jn to Henwick	Continuous	Continuous	0040 (closes) 0800 (opens)

NW2009 ARPLEY JN TO DITTON EAST JN

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

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

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

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

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

NW3013 HOOTON SOUTH JN TO HELSBY JN

ROUTE SECTION	SX	SO	SUN
Hooton South Jn to Ellesmere Port	Open continuously	Open continuously	Open continuously
Ellesmere Port to Helsby Jn	Open continuously	Open continuously	Open until 0030 and from 2200

NW3021 FRODSHAM JN TO HALTON JN

ROUTE SECTION	SX	SO	SUN
Frodsham Jn to Halton Jn	0510 - 2359	0520 - 2359	0820 - 2359

NW4019 OXENHOLME TO WINDERMERE

ROUTE SECTION	SX	SO	SUN
Oxenholme to Windermere	0520 – 2320	0520 – 2320	1030 – 2215

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL

ROUTE SECTION	SX	SO	SUN
Controlled by Carlisle Yard operated by DB Cargo and open only when Yard is staffed			

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

ROUTE SECTION	SX	SO	SUN
Carnforth North Jn to Barrow-in-Furness	Open continuously	Open continuously	Open continuously
Barrow-in-Furness to Millom	0520 – 2350	0520 – 2350	0900 - 2030
Millom to Bootle	0600 – 2110	0600 – 2110	0950 - 1910
Bootle to Whitehaven	0600 – 2135	0600 – 2135	0915 - 1900
Whitehaven to Workington	0530 – 0010	0530 – 0010	0900 - 2245
Workington to Carlisle South Jn	0520 - 2359	0520 - 2359	0800 - 2215

The following signal boxes are equipped to be switched-out. Opening hours are:

	SX	SO	SUN
Grange-over-Sands	0600 – 2024	Closed	Closed
Dalton Jn	0600 – 2024	Closed	Closed
Workington Main No.3	0700 – 2300	0700 – 1500	Closed

NW4041 DALTON JN TO PARK SOUTH JN

ROUTE SECTION	SX	SO	SUN
Dalton Jn to Park South Jn	0600 – 2048	Closed	Closed

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

ROUTE SECTION	SX	SO	SUN
Wigan Wallgate to Southport (exc. Wallgate C.S.)	0540 – 0035	0540 – 0035	0820 – 2330

NW6015 WIGAN WALLGATE TO KIRKBY

ROUTE SECTION	SX	SO	SUN
Wigan Wallgate to Kirkby (Rainford SB opening hours)	0530 – 2010	0530 – 2010	Closed

NW7007 FARINGTON CURVE JN TO ORMSKIRK

ROUTE SECTION	SX	SO	SUN
Farington Curve Jn to Ormskirk	0540 – 0010	0540 – 0010	Closed

NW9021 BUXTON TO HAZEL GROVE EAST JN

ROUTE SECTION	SX	SO	SUN
Buxton to Hazel Grove East Jn	0540-0110	0540-0110 Sunday	0800 – 2359
The following signal box is equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Chapel-en-le-Frith	0600-2300	0600-2300	Closed

NW9901 GARGRAVE TO CARLISLE SOUTH JN

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

NW9903 SETTLE JN TO CARNFORTH STATION JN

ROUTE SECTION	SX	SO	SUN
Settle Jn to Carnforth Station Jn	0530 – 2225	0530 – 2225	0910 – 2110

NW9909 CORBY GATES TO PETTERIL BRIDGE JN

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

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

4.6 Engineers' Trains Restrictions

Some On Track Machines (OTMs) do not reliably activate track circuits. These OTMs must use one of the following special reporting numbers 6Z09, 7Z09 or 8Z09*. Because these OTMs do not reliably activate track circuits it is not possible to apply the headways and junction margins as outlined in Timetable Planning Rules consistently and it is therefore not possible for Capacity Planning to provide timings for these movements. *Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

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

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

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

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

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

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

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Conveying Passengers on Goods Lines

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

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

5.2 Headways

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

5.2.1 Headway Values

All times are in minutes. All routes are shown.

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

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

AB indicates locations where absolute block signalling applies. Here the headway is to be calculated from the transit time of the first of each pair of trains running between the stated timing points. A value "x" shall be added to the transit time to allow for the signaller's actions and sighting of the relevant signal. The planning headway is shown as "AB+x".

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

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

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

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

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

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

Headways in NW&C are applied on the depart to depart methodology.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Euston to Camden Jn (inclusive)	3	3	
Camden Jn (exclusive) to Hanslope Jn (inclusive)	3 Fast Lines 4 Slow Lines	3 Fast Lines 4 Slow Lines	
Hanslope Jn (exclusive) to Rugeley North Jn (inclusive) via Weedon and Rugby	3	3	

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

TIMING POINT	DOWN	UP	NOTES
Hanslope Jn to Rugby via Northampton	4	4	

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES

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

MD130 WATFORD JUNCTION TO ST ALBANS ABBEY

TIMING POINT	DOWN	UP	NOTES
Watford Junction to St Albans Abbey	*		* Single line - One Train in Section (OTS)

MD136 HARLESDEN JN TO WEMBLEY CENTRAL (WILLESSEN CARRIAGE SHED LINES)

TIMING POINT	DOWN	UP	NOTES
Harlesden Jn to Wembley Central	5	5	

MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)

TIMING POINT	DOWN	UP	NOTES
Harlesden Jn to Princess Royal Distribution Centre (PRDC)	5	5	
Harlesden Jn to Wembley Central	5	5	

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Bletchley to Fenny Stratford	TCB		Planned as AB Single line from 0 miles 49 chains to 1 mile 42 chains
Fenny Stratford to Woburn Sands	TCB	TCB	Planned as AB
Woburn Sands to Ridgmont	TCB	TCB	Planned as AB
Ridgmont to Millbrook	TCB	TCB	Planned as AB
Millbrook to Bedford St. Johns	TCB	TCB	Planned as AB

MD140 BLETCHLEY TO BEDFORD ST JOHN'S (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Following freight or non-stop passenger:			
Bletchley	4	n/a	
Fenny Stratford	5	4	
Woburn Sands	4	4	
Ridgmont	4	4	
Millbrook	4	4	
Forder's Sidings	‡	‡	
Bedford St John's	4	4	
Bedford (Midland)	n/a	4½ (3)*	

Following all-stations passenger:

Bletchley	4½ (2½)*	n/a	
Fenny Stratford	9 (3½)*	3½ (2½)*	
Woburn Sands	7½ (2½)*	5	
Ridgmont	4	4½	
Millbrook	4½	4	
Forder's Sidings	†	†	
Bedford St John's	3½ (2½)*	5	
Bedford (Midland)	n/a	5½ (3)*	

* figures in brackets indicate reduced headways that may be used to clear the section on single yellow aspects, but pathing time equivalent to the difference must be used approaching the next mandatory timing point, unless another similar exemption is stated

‡ Down direction depart 8 minutes after previous train passes Millbrook

‡ Up direction depart 1 minute after previous train passes Millbrook

† Down direction depart 2 minutes after previous train departs Kempston Hardwick

† Up direction depart 1 minute after previous train departs Millbrook

MD145 CAMDEN ROAD WEST JN TO CAMDEN JN

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

MD150 KENSAL GREEN JN TO WILLESDEN SUBURBAN JN

TIMING POINT	DOWN	UP	NOTES
Kensal Green Jn to Willesden Junction Low Level	5	5	

MD155 KENSAL GREEN JN TO HARLESDEN JN (CITY LINES)

TIMING POINT	DOWN	UP	NOTES
Kensal Green Jn to Harlesden Jn	5	5	

MD160 WILLESDEN HIGH LEVEL JN TO MITRE BRIDGE JN

TIMING POINT	DOWN	UP	NOTES
Willesden High Level Jn to Mitre Bridge Jn	3	3	

MD166 NORTH POLE JN TO WEMBLEY

TIMING POINT	DOWN	UP	NOTES
Mitre Bridge Jn to Willesden West London Jn	TCB	TCB	Planned as AB
Willesden West London Jn to Willesden No.7	5	5	
Willesden No.7 to Wembley Central	5	5	

MD167 MITRE BRIDGE JN TO ACTON WELLS JN (SOUTH WEST LINES)

TIMING POINT	DOWN	UP	NOTES
Mitre Bridge Jn to Willesden West London Jn	TCB	TCB	Planned as AB+2
Willesden West London Jn to Willesden South West Sidings	TCB	TCB	Planned as AB+2
Mitre Bridge Jn to Willesden South West Sidings (via Willesden South West Goods Lines)	TCB	TCB	Planned as AB+2
Willesden South West Sidings to Acton Wells Jn	TCB	TCB	Planned as AB+2

MD170 ACTON CANAL WHARF TO WILLESDEN JN

TIMING POINT	DOWN	UP	NOTES
Acton Canal Wharf to Willesden Jn	TCB	TCB	Planned as AB+2

MD175 BRACKMILLS TO NORTHAMPTON SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Brackmills to Northampton South Jn	10	10	

MD180 RUGBY TRENT VALLEY JN TO NEW BILTON

TIMING POINT	DOWN	UP	NOTES
Rugby Trent Valley Jn to New Bilton	*		* Single line - One train in Section (OTS)

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN

TIMING POINT	DOWN	UP	NOTES
Hinckley (exclusive) to Abbey Jn	4	4	

MD233 NUNEATON MIDLAND YARD JN TO CANAL FARM JN

TIMING POINT	DOWN	UP	NOTES
Nuneaton Midland Yard Jn to Canal Farm Jn	TCB *		* Single line signalled in down direction only. Planned as AB+2

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

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

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

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

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

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

MD310 BARNT GREEN TO REDDITCH

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

MD315 STECHFORD SOUTH JN TO ASTON SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Stechford to Aston	4	4	

MD320 PROOF HOUSE JN to BUSHBURY JN (VIA BESCOT)

TIMING POINT	DOWN	UP	NOTES
Proof House Jn to Aston	3	3	
Aston to Perry Barr North Jn	4	4	
Perry Barr North Jn to Bescot Stadium	4	4	
Perry Barr North Jn to Bescot Yard	7	7	For consecutive moves
Bescot Yard to Darlaston Jn	7	7	
Bescot Stadium to Portobello Jn	4	4	
Portobello Jn to Bushbury Jn	4	4	

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)

TIMING POINT	DOWN	UP	NOTES
Soho South to Perry Barr North Jn	5	5	

MD330 SOHO EAST JN TO SOHO NORTH JN

TIMING POINT	DOWN	UP	NOTES
Soho East Jn to Soho North Jn	5	5	

MD335 PERRY BARR WEST JN TO PERRY BARR SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Perry Barr West Jn to Perry Barr	3	3	

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Aston (exclusive) to Alrewas	5 \$	5 \$	\$ 4 if following a train not stopping between Aston (exclusive) and Lichfield Trent Valley High Level (inclusive)

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

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

MD350 ANGLESEA SIDINGS TO LICHFIELD CITY

TIMING POINT	DOWN	UP	NOTES
Anglesea Sidings to Lichfield City Jn	*		* Single line - One Train in Section (OTS)

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

TIMING POINT	DOWN	UP	NOTES
Lichfield Trent Valley Jn to Lichfield Trent Valley	*		* Single line - Plan as AB+2

MD360 WALSALL PLECK JN TO DARLASTON JN

TIMING POINT	DOWN	UP	NOTES
Pleck Jn to Darlaston Jn	5	5	

MD365 PORTOBELLO JN TO WOLVERHAMPTON CRANE ST JN

TIMING POINT	DOWN	UP	NOTES
Portobello Jn to Wolverhampton	5	5	

MD401 HEYFORD TO BORDESLEY JN

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

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Leamington Spa to Milverton Jn	4	4	
Milverton Jn to Kenilworth Loop	5	TCB*	*Single Line TCB planned as AB +1
Kenilworth Loop to Gibbet Hill Jn	5	5	Single Line
Gibbet Hill Jn to Coventry	3	3	

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Coventry to Chilvers Coton Jn	4	4	
Chilvers Coton Jn to Nuneaton	AB+2	AB+2	

MD415 HATTON STATION TO STRATFORD-UPON-AVON

TIMING POINT	DOWN	UP	NOTES
Hatton Station to Hatton West Jn	AB+2	AB+2	Axle Counter Block but timed as AB
Hatton West Jn to Bearley Jn	*		* Single line - Axle Counter Block but timed as AB+2

MD415 HATTON STATION TO STRATFORD-UPON-AVON

TIMING POINT	DOWN	UP	NOTES
Bearley Jn to Stratford upon Avon	AB*	AB*	*Train 1 arrives Stratford Upon Avon; Train 2 passes Bearley Jn simultaneously and vice-versa.

MD420 HATTON NORTH JN TO HATTON WEST JN

TIMING POINT	DOWN	UP	NOTES
Hatton North Jn to Hatton West Jn	*		* Single line - TCB plan as AB+2

MD425 TYSELEY SOUTH JN TO BEARLEY JN

TIMING POINT	DOWN	UP	NOTES
Tyseley to Whitlocks End	6		
Whitlocks End to Wood End	AB+2		TCB but timed as AB
Wood End to Henley in Arden	AB+2		TCB but timed as AB
Henley in Arden to Bearley Jn	AB+2		TCB but timed as AB
Bearley Jn to Henley in Arden		AB+2	TCB but timed as AB
Henley in Arden to Sig TB3478		AB+2	TCB but timed as AB
Signal TB3478 to Whitlocks End		AB+2	TCB but timed as AB
Whitlocks End to Tyseley		6	

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	NOTES
Droitwich Spa to Kidderminster	4	4#	# Headway is increased to 5 minutes when following a freight train
Kidderminster to Stourbridge Junction	4	4	

MD435 SMALL HEATH SOUTH TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	NOTES
Small Heath South Jn to Birmingham Snow Hill	3	3	
Birmingham Snow Hill to Stourbridge Junction	4	4	

MD440 GALTON JN TO SMETHWICK JN

TIMING POINT	DOWN	UP	NOTES
Galton Jn to Smethwick Jn	5	5	

MD445 STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

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

MD450 STOURBRIDGE NORTH JN TO ROUND OAK

TIMING POINT	DOWN	UP	NOTES
Stourbridge North Jn to Kingswindsford	OTS	OTS	One train in section.

MD455 KINGSWINFORD JN SOUTH TO PENSNETT (OUT OF USE)

TIMING POINT	DOWN	UP	NOTES
Kingswindsford Jn South to Pensnett	*		* Single Line - One Train in Section (OTS)

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)

TIMING POINT	DOWN	UP	NOTES
Kineton Jn to Kineton Sidings	*		* TCB planned as AB+2
Kineton Sidings to Kineton MOD	*		* Single line - one train in section (OTS). See section 5.3 regarding successive trains

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

TIMING POINT	DOWN	UP	NOTES
Tamworth to Water Orton (exclusive)	4	4	
Water Orton (inclusive) to Landor Street Jn (exclusive)	3*	3*	*4 minutes if following Class 6, 7 or 8
Landor Street Jn (inclusive) to Proof House Jn	3	3	

MD545 KINGSBURY JN TO WHITACRE JN

TIMING POINT	DOWN	UP	NOTES
Kingsbury Jn to Whitacre Jn	5	5	

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

TIMING POINT	DOWN	UP	NOTES
Nuneaton to Water Orton	3*	3*	* Headway to be 4 minutes if following Class 6, 7 or 8 traffic

MD560 WATER ORTON WEST JN TO PARK LANE JN

TIMING POINT	DOWN	UP	NOTES
Water Orton West to Park Lane Jn	3	3	Single Line

MD565 CASTLE BROMWICH JN TO RYECROFT JN

TIMING POINT	DOWN	UP	NOTES
Castle Bromwich Jn to Park Lane Jn	4	3½	Single Line
Park Lane Jn to Ryecroft Jn	5	5	

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)

TIMING POINT	DOWN	UP	NOTES
Landor Street Jn to St. Andrews Jn	4*	4\$	* A train cannot pass Landor Street Jn until the preceding train has passed St Andrews Jn. \$ A train cannot pass St Andrews Jn until the preceding train has passed Landor Street Jn.
St. Andrews Jn to Bordesley Jn	3*	3\$	* A train cannot pass St Andrews Jn until the preceding train has passed Bordesley Jn. \$ A train cannot pass Bordesley Jn until the preceding train has passed St Andrews Jn.
Bordesley Jn to Kings Norton	5	5	

MD570 SALTLEY LANDOR STREET JN TO KING'S NORTON JN (CAMP HILL LINES)

TIMING POINT	DOWN	UP	NOTES
Landor Street Jn to St. Andrew's Jn	*	*	* TCB plan as AB+2
St Andrew's Jn to Bordesley Jn	*	*	* TCB plan as AB+2
Bordesley Jn to Lifford East Jn	4	4	
Lifford East Jn to King's Norton	*	*	* TCB plan as AB+2

MD575 ST ANDREWS JN TO GRAND JN

TIMING POINT	DOWN	UP	NOTES
St Andrews Jn to Grand Jn	3	3	

MD580 LIFFORD EAST JN TO LIFFORD WEST JN

TIMING POINT	DOWN	UP	NOTES
Lifford East Jn to Lifford West Jn	3	3	

MD701 MARYLEBONE TO AYNHO JN

TIMING POINT	DOWN	UP	NOTES
Marylebone to Princes Risborough (inclusive)	3	3 +	+ Headway is increased to 4 minutes where following a train that has stopped at West Ruislip
Princes Risborough (exclusive) to Bicester North (inclusive)	4 \$	4	\$ Headway is increased to 5 minutes if first train stops at Haddenham & Thame Parkway
Bicester North (exclusive) to Aynho Jn (exclusive)	5	5	

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL

TIMING POINT	DOWN	UP	NOTES
Neasden South Jn to Harrow-on-the-Hill	4	4	
Harrow-on-the-Hill to Mantles Wood	*	*	* LUL Controlled by Metropolitan Line

MD712 AMERSHAM TO AYLESBURY

TIMING POINT	DOWN	UP	NOTES
Mantles Wood to Aylesbury	9	9	

MD715 NEASDEN SOUTH JN TO NEASDEN JN

TIMING POINT	DOWN	UP	NOTES
Neasden South Jn to Neasden Jn	AB+2	AB+2	

MD720 PRINCES RISBOROUGH TO AYLESBURY

TIMING POINT	DOWN	UP	NOTES
Princes Risborough to Little Kimble		*	* Single line - Time as AB+2 for successive trains
Little Kimble to Aylesbury		*	* Single line - Time as AB+2 for successive trains

MD725 AYLESBURY TO CLAYDON L&NE JN

TIMING POINT	DOWN	UP	NOTES
Aylesbury to Blackgrove Road	*		* Single line - One Train in Section (OTS) unless train is recessed at Aylesbury North Goods Loop or Aylesbury Vale Parkway. In the Down direction a train can depart Aylesbury 2 minutes after the preceding train has arrived at Aylesbury Vale Parkway
Blackgrove Road to Calvert	*		* Single line - One Train in Section (OTS)
Blackgrove Road to Quainton Road	*		* Single line - One Train in Section (OTS)

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Oxford North Jn to Bicester Gavray Jn	4 \$	4 \$	\$ - 5 if following a freight service
Bicester Gavray Jn to Claydon LNE Jn	AB+2	AB+2	Temporarily out of use
Claydon LNE Jn to Bletchley Flyover Jn	AB+2	AB+2	Temporarily out of use
Bletchley Flyover Jn to Denbigh Hall South Jn	AB+2	AB+2	Temporarily out of use

MD740 BLETCHLEY FLYOVER JN TO FENNY STRATFORD (FLYOVER LINES)

TIMING POINT	DOWN	UP	NOTES
Bletchley Flyover Jn to Fenny Stratford	AB+2	AB+2	

MD745 BICESTER SOUTH JN TO BICESTER GAVRAY JN

TIMING POINT	DOWN	UP	NOTES
Bicester South Jn to Bicester Gavray Jn	AB+2	AB+2	TCB timed as AB

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Wolverhampton to Oxley Stafford Road Jn	3	3	
Oxley Stafford Road Jn to Abbey Foregate Jn	6	6	

MD805 OXLEY STAFFORD ROAD JN TO BUSHBURY OXLEY JN (OXLEY CHORD LINES)

TIMING POINT	DOWN	UP	NOTES
Oxley Stafford Road Jn to Bushbury Jn	5	5	

MD810 MADELEY JN TO IRONBRIDGE

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

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER

TIMING POINT	DOWN	UP	NOTES
Abbotswood Jn to Norton Jn	*	*	* Single line, one train in section
Norton Jn to Worcester Shrub Hill	AB+2	AB+2	
Worcester Shrub Hill to Worcester Tunnel Jn	AB+2	AB+2	
Worcester Tunnel Jn to Droitwich Spa	AB*	AB*	* Droitwich to Signal 68 in the up is TCB but timed as AB * Based on Droitwich Spa arrival owing to provision of taillamp camera
Droitwich Spa to Stoke Works Jn	*	*	* Single line, TCB planned as AB+0

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

LOCATION	DOWN	UP	NOTES
Evesham to Norton Jn	Single Line		TCB

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

TIMING POINT	DOWN	UP	NOTES
Worcester Shrub Hill to Henwick	Single Line		
Henwick to Newlands East	AB+2	AB+2	
Newlands East to Malvern Wells	AB+2	AB+2	
Malvern Wells to Ledbury	Single Line		

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

TIMING POINT	DOWN	UP	NOTES
Ledbury to Shelwick Jn	Single Line § *		<p>§ At Hereford the signaller has to see or be advised by the driver or station staff that a train in classes 0, 4, 6, 7 and 8 coming from the Ledbury direction is complete with a tail lamp before another train can be accepted from the Leominster or Ledbury directions. Also, a train cannot pass Shelwick Jn towards Ledbury until confirmation that the previous Down train in classes 0, 4, 6, 7, 8 arrived complete.</p> <p>* At Ledbury the signaller has to be advised by use of the 'train arrived complete button' at the station that any train coming from the Hereford direction is complete with a tail lamp before another train can be accepted from or sent towards the Hereford direction.</p>

MD950 WORCESTER TUNNEL JN TO HENWICK

TIMING POINT	DOWN	UP	NOTES
Worcester Tunnel Jn to Henwick	AB+2	AB+2	

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

TIMING POINT	DOWN	UP	NOTES
Rugeley North Jn to Crewe (inclusive)	3	3	No more than 13 trains per hour on FL between Stafford and Crewe
Crewe (exclusive) to Balshaw Lane Jn (inclusive)	4 5 GL *	4 5 GL *	* Where Goods Line exist
Balshaw Lane Jn (exclusive) to Preston Fylde Jn (inclusive)	3 5 GL *	3 5 GL *	* Where Goods Line exist

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

TIMING POINT	DOWN	UP	NOTES
Penkridge to Stafford Trent Valley Jn	3	3	

NW1005 KIDSGROVE JN TO CREWE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Kidsgrove to Barthomley Jn	6	6	
Barthomley Jn to North Stafford Jn	4	4	Single line
North Stafford Jn to Crewe South Jn	4	4	

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Nantwich to Gresty Lane	AB+2	AB+2	
Gresty Lane to Crewe South Jn	4	4	

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES)

TIMING POINT	DOWN	UP	NOTES
Basford Hall Jn to Salop Goods Jn SB	AB	AB	4 minute headway applies
Salop Goods Jn SB to Sydney Bridge Jn	4	4	
Sydney Bridge Jn to Sandbach	3	3	

NW1011 GRESTDY LANE TO SALOP GOODS JN

TIMING POINT	DOWN	UP	NOTES
Gresty Lane to Salop Goods Jn	AB+2	AB+2	4 minute headway applies

NW1013 CREWE SORTING SIDINGS NORTH TO GRESTDY LANE

TIMING POINT	DOWN	UP	NOTES
Crewe SSN to Gresty Lane	AB+2	AB+2	4 minute headway applies

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

TIMING POINT	DOWN	UP	NOTES
Salop Goods Jn to Crewe North Jn	*		* Single line - TCB planned as AB+2 Note: Line is signalled in Up direction only

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

TIMING POINT	DOWN	UP	NOTES
Salop Goods Jn to Crewe Coal Yard	AB+2	AB+2	4 minute headway applies

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

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

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

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

NW1023 HAYDOCK BRANCH JN TO KELBIT P. S.

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

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

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

NW1027 PRESTON SOUTH JN TO STRAND ROAD

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

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

TIMING POINT	DOWN	UP	NOTES
Weaver Jn to Liverpool Lime Street	3	3	

NW2003 RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)

TIMING POINT	DOWN	UP	NOTES
Runcorn SB to Network Rail/Ineos Chlor boundary	*		* Single line, timed as TCB Single lead at Runcorn SB. For Method of Working see Sectional Appendix Local Instructions

NW2005 SPEKE JN TO GARSTON JN

TIMING POINT	DOWN	UP	NOTES
Speke Jn GF to Speke Jn	*		* Single line and Single lead at Speke Jn Ground Frame
Speke Jn to Garston Jn	AB+2	AB+2	

NW2007 ALLERTON EAST JN TO GARSTON JN

TIMING POINT	DOWN	UP	NOTES
Liverpool South Parkway to Garston Jn	AB+2	AB+2	Single line between Allerton East Jn and Garston Jn

NW2009 ARPLEY JN TO DITTON EAST JN

TIMING POINT	DOWN	UP	NOTES
Latchford Sidings to Arpley Jn	AB+2	AB+2	
Arpley Jn to Monk's Siding	AB+2	AB+2	
Monk's Siding to Fiddlers Ferry Power Station SB	AB+2	AB+2	
Fiddlers Ferry Power Station SB to Ditton East Jn	AB+2	AB+2	

NW2011 WALTON OLD JN TO ARPLEY JN

TIMING POINT	DOWN	UP	NOTES
Walton Old Jn to Arpley Jn	4	4	

NW2015 ORDSALL LANE JN TO EDGE HILL

TIMING POINT	DOWN	UP	NOTES
Ordsall Lane Jn to Former Edge Hill SB	3	3	4 when following Class 4, 6, 7 or 8

NW2017 ECCLES TO WEASTE

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

NW2019 PARKSIDE JN TO LOWTON JN (EAST CURVE LINES)

TIMING POINT	DOWN	UP	NOTES
Parkside Jn to Lowton Jn	4	4	

NW2021 EARLESTOWN SOUTH JN TO EARLESTOWN WEST JN (LIVERPOOL CURVE)

TIMING POINT	DOWN	UP	NOTES
Earlestown South Jn to Earlestown West Jn		*	* Single line – TCB timed as AB+2 Single lead at both ends of line

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)

TIMING POINT	DOWN	UP	NOTES
Springs Branch Jn to Huyton Jn	4	4	

NW2025 ST. HELENS STATION JN TO RAVENHEAD JN

TIMING POINT	DOWN	UP	NOTES
St. Helens Station Jn to Ravenhead Jn	*		* Single line - One Train in Section (OTS)

NW2027 EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS

TIMING POINT	DOWN	UP	NOTES
Bootle Branch Jn to Edge Lane Jn	AB+2*	AB+2*	* Signalling is TCB, however the signal spacing requires that AB planning rules apply
Edge Lane Jn to Bootle Jn	AB+2*	AB+2*	
Bootle Jn to Stop Board 1	*		* Only one train permitted between these locations
Stop Board 1 to Strand Road Level Crossing	*		* Only one train permitted between these locations
Strand Road Level Crossing to Bootle Jn		*	* Only one train permitted between these locations

NW2029 OLIVE MOUNT JN TO EDGE LANE JN

TIMING POINT	DOWN	UP	NOTES
Olive Mount Jn to Edge Lane Jn	*		* Single line, TCB timed as AB Single lead at both ends of line

NW3001 CREWE NORTH JN TO HOLYHEAD

Please refer to Western and Wales edition of the Timetable Planning Rules for NW3001 Saltney Jn to Holyhead

TIMING POINT	DOWN	UP	NOTES
Crewe North Jn to Crewe Steel Works SB	5	5	
Crewe Steel Works SB to Beeston Castle and Tarporley SB	AB+2	AB+2	
Beeston Castle and Tarporley SB to Saltney Jn	4	4	

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

TIMING POINT	DOWN	UP	NOTES
Chester East Jn to Mickle Trafford SB	3	3	
Mickle Trafford SB to Helsby	AB+2	AB+2	Please see section 2.2 for Signal Box Opening Hours
Helsby to Frodsham Jn (inclusive)	AB+2	AB+2	

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

TIMING POINT	DOWN	UP	NOTES
Frodsham Jn (exclusive) to Acton Grange Jn	4	4	

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN

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

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

TIMING POINT	DOWN	UP	NOTES
For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007			
Dee Marsh Jn SB to Bidston	TCB*	TCB*	* TCB planned as AB+2

NW3009 CHESTER NORTH JN TO CHESTER SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Chester North Jn to Chester South Jn	*		* Single line, TCB timed as AB+2 Single lead at both ends of the line

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Chester West Jn to Hooton South Jn	5	5	

NW3013 HOOTON SOUTH JN TO HELSBY JN

TIMING POINT	DOWN	UP	NOTES
Hooton South Jn to Ellesmere Port	AB+2	AB+2	
Ellesmere Port to Helsby Jn	AB+2	AB+2	

NW3021 FRODSHAM JN TO HALTON JN

TIMING POINT	DOWN	UP	NOTES
Frodsham Jn to Halton Jn	*		* Single line, TCB timed as AB.

NW3023 EDGELEY JN NO.2 TO MICKLE TRAFFORD

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

NW3025 SKELTON JN TO PARTINGTON

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

NW3027 TIMPERLEY TO ALTRINCHAM (METROLINK LINES)

TIMING POINT	DOWN	UP	NOTES
Timperley to Signal DJ501	—		Under Metrolink Control
Signal DJ501 to Deansgate Jn			
Deansgate Jn to Navigation Road	—		Single Line
Navigation Road to Altrincham			

NW3029 SANDBACH NORTH JN TO NORTHWICH WEST JN

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

NW3031 NORTHWICH SOUTH JN TO NORTHWICH STATION JN

TIMING POINT	DOWN	UP	NOTES
Northwich South Jn to Northwich Station Jn	Single Line		TCB

NW3033 HARTFORD EAST JN TO HARTFORD NORTH JN

TIMING POINT	DOWN	UP	NOTES
Hartford East Jn to Hartford North Jn	Single Line		TCB Single lead at Hartford East Jn

NW3035 HARTFORD WEST JN TO HARTFORD NORTH JN

NW3035 HARTFORD WEST JN TO OAKLEIGH SIDINGS (WINNINGTON BRANCH)

TIMING POINT	DOWN	UP	NOTES
Hartford West Jn to Hartford North Jn	Single Line		TCB Single lead at Hartford West Jn

NW3037 HARTFORD C.L.C. JN TO HARTFORD JN

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

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

TIMING POINT	DOWN	UP	NOTES
Preston Fylde Jn to Gretna Jn	4 \$ 5 GL *	4 5 GL *	No more than 12 trains per hour * Where Goods Line exists

\$ Please see section 5.3 Junction Margins and Station Planning Rules for exceptions at Lancaster
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.

NW4003 PRESTON FYLDE JN TO DEEPDALE JN

TIMING POINT	DOWN	UP	NOTES
Preston Fylde Jn to Deepdale Jn	Single Line		One train In Section (OTS)

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

TIMING POINT	DOWN	UP	NOTES
Preston Fylde Jn to Blackpool North	3	3	

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH

TIMING POINT	DOWN	UP	NOTES
Kirkham & Wesham to Kirkham West Jn	TCB*	TCB*	* For train planning purposes this section of line should be treated as being AB+2
Kirkham West Jn to Blackpool South	*		* Single line - One Train in Section (OTS)

NW4011 MORECAMBE SOUTH JN TO MORECAMBE

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

NW4013 HEST BANK TO BARE LANE

TIMING POINT	DOWN	UP	NOTES
Hest Bank to Bare Lane	*		* Single line, TCB timed as AB+2 Single lead at Hest Bank

NW4017 MORECAMBE JN TO HEYSHAM PORT

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

NW4019 OXENHOLME TO WINDERMERE

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

NW4021 UPPERBY JN TO ROME STREET JN

TIMING POINT	DOWN	UP	NOTES
Upperby Jn to Rome Street Jn	4	4	

NW4023 UPPERBY JN TO LONDON ROAD JN

TIMING POINT	DOWN	UP	NOTES
Upperby Jn to London Road Jn	Single Line		TCB Single lead at Upperby Jn. Access only to Down Newcastle line at London Road Jn

NW4025 CURROCK JN TO BOG JN

TIMING POINT	DOWN	UP	NOTES
Currock Jn to Bog Jn	4	4	

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL

TIMING POINT	DOWN	UP	NOTES
Brunthill Branch Jn and Brunthill	*		* Single line - One Train in Section (OTS)

NW4029 MOSSBAND JN TO BUSH-ON-ESK

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

NW4031 GRETNA JN TO GRETNA GREEN (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Please refer to Line of Route SC031 (Scotland Timetable Planning Rules) for Gretna Jn to Gretna Green			

NW4033 CARNFORTH NORTH JN TO CARLISLE (VIA BARROW-IN-FURNESS)			
TIMING POINT	DOWN	UP	NOTES
Carnforth North Jn to Carnforth Station Jn	4	4	
Carnforth Station Jn to Arnside	AB+2	AB+2	
Arnside to Grange-over-Sands	AB+2	AB+2	When Grange-over-Sands SB is switched out, the section becomes Arnside to Ulverston. See section 2.2 for details of when Grange-over-Sands SB is switched out
Grange-over-Sands to Ulverston	AB+2	AB+2	
Ulverston to Dalton Jn	AB+2	AB+2	When Dalton Jn SB is switched out, the section becomes Ulverston to Barrow-in-Furness. See section 2.2 for details of when Dalton Jn SB is switched out
Dalton Jn to Barrow-in-Furness	AB+2	AB+2	
Barrow-in-Furness to Park South Jn	Single Line		Tokenless block applies Single lead at Park South Jn
Park South Jn to Askam	AB+2	AB+2	
Askam to Foxfield	AB+2	AB+2	
Foxfield to Millom	AB+2	AB+2	
Millom to Silecroft	AB+2	AB+2	
Silecroft to Bootle	AB+2	AB+2	
Bootle to Drigg	AB+2	AB+2	
Drigg to Sellafeld	AB+2	AB+2	
Sellafeld to St Bees	AB+2	AB+2	ETB Single Line Sellafeld to St Bees with passing loop at St. Bees
St Bees to Whitehaven	AB+2	AB+2	ETB Single Line St Bees to Whitehaven with passing loop at St. Bees
Whitehaven to Parton	AB+2	AB+2	
Parton to Workington	AB+2	AB+2	Single Line Parton South Jn to Parton North Jn
Workington to Maryport	AB+2	AB+2	
Maryport to Wigton	AB+2	AB+2	
Wigton to Carlisle South Jn	4	4	

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

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

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

TIMING POINT	DOWN	UP	NOTES
Wilmslow to Slade Lane Jn	3	3	See also section 5.3 – Junction Margins & Station Planning Rules for exceptions applicable at Slade Lane Jn

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN

TIMING POINT	DOWN	UP	NOTES
Heald Green South Jn to Heald Green West	3	3	

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

TIMING POINT	DOWN	UP	NOTES
Manchester Airport to Heald Green North Jn	3	3	

NW5008 NORTON BRIDGE TO STONE JN

TIMING POINT	DOWN	UP	NOTES
Norton Bridge to Stone Jn	3	3	

NW5009 COLWICH JN TO CHEADLE HULME

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

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

TIMING POINT	DOWN	UP	NOTES
Heaton Norris Jn to Guide Bridge Station Jn	4	4	

NW5013 DENTON JN TO ASHTON MOSS NORTH JN

TIMING POINT	DOWN	UP	NOTES
Denton Jn to Ashton Moss North Jn	AB+2	AB+2	

NW5015 HADFIELD TO ARDWICK JN

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

NW5017 DINTING SOUTH JN TO DINTING EAST JN

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

NW5019 GLOSSOP TO DINTING WEST JN

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

NW5021 STALYBRIDGE TO GUIDE BRIDGE WEST JN

TIMING POINT	DOWN	UP	NOTES
Stalybridge to Guide Bridge West Jn	4	4	

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

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

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

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

NW6003 CASTLEFIELD JN TO ALLERTON JN

TIMING POINT	DOWN	UP	NOTES
Castlefield Jn to Trafford Park East Jn	3	3	
Trafford Park East Jn to Glazebrook East Jn	4	4	
Glazebrook East Jn to Birchwood	AB+2	AB+2	TCB but planned as AB
Birchwood to Warrington Central (inclusive)	AB+2	AB+2	TCB but planned as AB
Warrington Central (exclusive) to Hough Green	4 Non-stop * 6½ stopping	4 Non-stop * 6 stopping	* The non-stop headway also applies for trains stopping at Warrington Central and Widnes only. The stopping headway should be applied to a train following a preceding train which stops at either Warrington West or Sankey
Hough Green to Hunts Cross (inclusive)	AB+2	AB+2	TCB but planned as AB
Hunts Cross (exclusive) to Allerton Jn	3	3	

NW6004 WATER STREET JN TO SALFORD CENTRAL (ORDSALL CHORD LINES)

TIMING POINT	DOWN	UP	NOTES
Water Street Jn to Salford Central	3	3	

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Manchester Victoria to Windsor Bridge South Jn	3 Fast 3 Slow*	3 Fast 3 Slow*	* Where Slow Line exists

NW6007 DEAL STREET JN TO ORDSALL LANE JN

TIMING POINT	DOWN	UP	NOTES
Deal Street Jn to Ordsall Lane Jn	3	3	

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

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

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

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

NW6013 LOSTOCK JN TO CROW NEST JN

TIMING POINT	DOWN	UP	NOTES
Lostock Jn to Crow Nest Jn	6	6	

NW6015 WIGAN WALLGATE TO KIRKBY

TIMING POINT	DOWN	UP	NOTES
Wigan Wallgate to Rainford	AB+2	AB+2	
Rainford to Kirkby	*		* Single line - One Train in Section (OTS)

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

TIMING POINT	DOWN	UP	NOTES
Manchester Victoria to Thorpes Bridge Jn	2½	2½	Down trains can be timed to depart Manchester Victoria 2 minutes apart but must be 2½ minutes apart at Miles Platting.

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

TIMING POINT	DOWN	UP	NOTES
Thorpes Bridge Jn (exclusive) to Hebden Bridge	4	4	Exceptions at Littleborough: Down - 4½ applies when following any train that stops at Smithy Bridge and/or Littleborough. Up - 5½ applies when following any train that stops at Littleborough and/or Smithy Bridge Up - 6½ applies following freight

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.

TIMING POINT	DOWN	UP	NOTES
Castleton East Jn to Hopwood GF	*		* Single line - One Train in Section (OTS)

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)

TIMING POINT	DOWN	UP	NOTES
Todmorden to Stansfield Hall Jn	4		One train in section only

NW7007 FARINGTON CURVE JN TO ORMSKIRK

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

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)

TIMING POINT	DOWN	UP	NOTES
Farington Curve Jn to Hall Royd Jn	4	4	

NW7011 FARINGTON JN TO LOSTOCK HALL JN (LOSTOCK HALL LINES)

TIMING POINT	DOWN	UP	NOTES
Farington Jn to Lostock Hall Jn	4	4	Single lead at Farington Jn

NW7013 DAISYFIELD JN TO HELLIFIELD

TIMING POINT	DOWN	UP	NOTES
Daisyfield Jn to Langho	AB+2		
Langho to Horrocksford Jn	AB+2		
Whalley to Daisyfield Jn		AB+2	
Horrocksford Jn to Whalley		AB+2	
Horrocksford Jn to Hellifield	AB+2	AB+2	

NW7017 GANNOW JN TO COLNE

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

NW7019 THORPES BRIDGE JN TO GMC SIDING

TIMING POINT	DOWN	UP	NOTES
Thorpess Bridge Jn to GMC Siding	Single Line		See Sectional Appendix Local Instructions for method of working

NW7021 MILES PLATTING JN TO MARSDEN

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

NW7023 PHILIPS PARK WEST JN TO BREWERY JN

TIMING POINT	DOWN	UP	NOTES
Philips Park West Jn to Brewery Jn	*	*	* TCB plan as AB+2

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN

TIMING POINT	DOWN	UP	NOTES
Philips Park West Jn to Ashburys West Jn	4	4	

NW7027 BAGULEY FOLD JN TO PHILIPS PARK SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Baguley Fold Jn to Philips Park South Jn	*	*	* TCB plan as AB+2

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT

TIMING POINT	DOWN	UP	NOTES
Hunts Cross West Jn to Liverpool Central	5	5	
Liverpool Central to Sandhills Jn	2½*	2½*	* 1½ applies for ECS following a passenger service
Sandhills Jn to Southport	5	5	

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)

TIMING POINT	DOWN	UP	NOTES
Paradise Jn to James Street	Single Line		Access only to/from Down line at Paradise Jn

NW8005 SANDHILLS JN TO ORMSKIRK

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

NW8007 BOOTLE JN TO AINTREE EMERGENCY G. F.

TIMING POINT	DOWN	UP	NOTES
Bootle Jn to Aintree Emergency Ground Frame	*		* Single line - One Train in Section (OTS)

NW8009 WALTON JN TO KIRKBY

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

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

TIMING POINT	DOWN	UP	NOTES
Mann Island Jn to Mann Island Jn (via Loop)	Single Line		TCB 2 minute headway applies
Mann Island Jn to Birkenhead North	2	2	
Birkenhead North to Bidston Dee Jn	3	3	
Bidston Dee Jn to West Kirby	5	5	

NW8013 CANNING STREET JN TO HOOTON SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Canning Street Jn/Hamilton Square to Rock Ferry	3	3	
Rock Ferry to Hooton South Jn	5	5	

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)

TIMING POINT	DOWN	UP	NOTES
Bidston East Jn to New Brighton	5	5	Shunt moves via the New Brighton line to Birkenhead North Depot may be planned 3 minutes behind the previous New Brighton service

NW8017 CANNING STREET NORTH TO ROCK FERRY SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Canning Street North SB to Rock Ferry South Jn	*		* Single line - One Train in Section (OTS) Single line between Rock Ferry North Jn and Rock Ferry South Jn.

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)

TIMING POINT	DOWN	UP	NOTES
Dore West Jn to Totley Tunnel East	*	*	* TCB planned as AB+2
Totley Tunnel East to Grindleford	AB+2	AB+2	
Grindleford to Bamford	AB+2	AB+2	
Bamford to Earles Sidings SB	AB+2	AB+2	
Earles Sidings SB to Earles Sidings signal ES31	AB+2		
Edale Signal EE16 to Earles Sidings SB		AB+2	
Earles Sidings signal ES31 to Edale	AB+2		
Edale to Edale signal EE16		AB+2	

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)

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

NW9003 CHINLEY EAST JN TO CHINLEY SOUTH JN (CHORD LINE)

TIMING POINT	DOWN	UP	NOTES
Chinley East Jn to Chinley South Jn	*	*	* TCB planned as AB+2

NW9005 CHINLEY NORTH JN TO BUXTON

TIMING POINT	DOWN	UP	NOTES
Chinley North Jn to Chinley South Jn	*	*	* TCB planned as AB+2
Chinley South Jn to Chinley Signal CY168	AB+2		
Chinley Signal CY168 to Peak Forest SB	AB+2		
Peak Forest South SB to Chinley South Jn		AB+2	
Peak Forest South SB to Great Rocks Jn SB	AB+2	AB+2	
Great Rocks Jn SB to Buxton SB	*		* Single line. Time as AB+2 for successive trains. Please refer to Section 5.3 NW9005 Chinley North Jn to Buxton

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN

TIMING POINT	DOWN	UP	NOTES
New Mills South Jn to New Mills Central SB	AB+2	AB+2	
New Mills Central SB to Marple Wharf Jn	4	4	
Marple Wharf Jn to Romiley	3	3	
Romiley to Ashburys East Jn	4	4	

NW9009 MARPLE WHARF JN TO ROSE HILL

TIMING POINT	DOWN	UP	NOTES
Marple Wharf Jn to Rose Hill	Single Line		Single line from 10 miles 56 chains to end of line

NW9011 ROMILEY JN TO HYDE JN

TIMING POINT	DOWN	UP	NOTES
Romiley to Woodley (inclusive)	4		
Woodley (exclusive) to Hyde Jn (inclusive)	AB+2		
Romiley Jn to Hyde Jn		4	

NW9013 WOODLEY JN TO BREDBURY SIDINGS

TIMING POINT	DOWN	UP	NOTES
Woodley Jn to Bredbury Sidings	*		* One Train in Section (OTS)

NW9017 HAZEL GROVE HIGH LEVEL JN TO NORTHENDEN JN

TIMING POINT	DOWN	UP	NOTES
Hazel Grove High Level Jn to Northenden Jn	Single Line		TCB timed as AB

NW9019 BUXTON TO BRIGG'S SIDINGS

TIMING POINT	DOWN	UP	NOTES
Buxton SB to Brigg's Sidings Ground Frame	*	*	* NST – one train in section. No access to/from Down Main line at Buxton SB. Please refer to Section 5.3 NW9019 Buxton – Briggs Sidings

NW9021 BUXTON TO HAZEL GROVE EAST JN

TIMING POINT	DOWN	UP	NOTES
Buxton to Chapel-en-le-Frith	AB+2	AB+2	When Chapel-en-le-Frith SB is closed, the section is Buxton to Furness Vale. See section 2.2 for Signal Box Opening Hours
Chapel-en-le-Frith to Furness Vale	AB+2	AB+2	
Furness Vale to Hazel Grove	AB+2	AB+2	

NW9901 GARGRAVE TO CARLISLE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Gargrave to Hellifield	AB+2	AB+2	
Hellifield to Settle Jn	AB+2	AB+2	
Settle Jn to Horton-in-Ribblesdale	AB+2		See section 5.3 for planning restrictions at Arcow Quarry
Helwith Bridge to Settle Jn		AB+2	

NW9901 GARGRAVE TO CARLISLE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Horton-in-Ribblesdale to Ribblehead	AB+2		
Ribblehead to Blea Moor	AB+2		Single line over Ribblehead Viaduct
Blea Moor to Helwith Bridge		AB+2	Single line over Ribblehead Viaduct
Blea Moor to Garsdale	AB+2	AB+2	
Garsdale to Kirkby Stephen	AB+2		
Ais Gill to Garsdale		AB+2	
Mallerstang to Ais Gill		AB+2	
Kirkby Stephen to Mallerstang		AB+2	
Kirkby Stephen to Appleby	AB+2		
Crosby Garrett to Kirkby Stephen		AB+2	
Ormside to Crosby Garrett		AB+2	
Appleby to Ormside		AB+2	
Appleby to Kirkby Thore	AB+2	AB+2	
Kirkby Thore to Culgaith	AB+2	AB+2	
Culgaith to Lazonby & Kirkoswald	AB+2	AB+2	
Lazonby & Kirkoswald to Low House Crossing SB	AB+2	AB+2	
Low House Crossing SB to Howe & Co Siding SB	AB+2	AB+2	
Howe & Co Siding SB to London Road Jn	4	4	
London Road Jn to Carlisle	Single Line		

NW9903 SETTLE JN TO CARNFORTH STATION JN

TIMING POINT	DOWN	UP	NOTES
Settle Jn to Carnforth Station Jn	AB+2	AB+2	Single lead at Settle Jn

NW9909 CORBY GATES TO PETTERIL BRIDGE JN

TIMING POINT	DOWN	UP	NOTES
Corby Gates to Petteril Bridge Jn	4	4	

NW9911 LONDON ROAD JN TO BOG JN (NEWCASTLE GOODS LINES)

TIMING POINT	DOWN	UP	NOTES
London Road Jn to Bog Jn	4	4	

5.2.2 General Capacity Constraints

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

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

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

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

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

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

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

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

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

MD401 HEYFORD TO BORDESLEY JN

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

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

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

NW5009 COLWICH JN TO CHEADLE HULME

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

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

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

5.3 Junction Margins and Station Planning Rules

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

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

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

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

STANDARD VALUES – MINIMUM (APPLIES TO ALL ROUTES EXCEPT THOSE STARTING MD9XX)

Adjustment to Sectional Running Times

Movements	Reason	Value
Terminating trains arriving on half minutes in final timing link (except trains terminating at Liverpool Central and London Overground/LUL trains terminating anywhere on MD120, MD137 or MD166)	Station working	½

Connectional Allowance

5

Attachment of Locomotives/Units

Class/Type	Allowance
Class 22x	7
Class 80x	7 (Avanti West Coast)
DMU	6, except: GWR Class 165/166 DMU, 5 TfW Class 150/153/158, 5
EMU	5
Locomotive	10

Detachment of Locomotives/Units:

Class/Type	Allowance
Class 22x	7 (Avanti West Coast/CrossCountry)
Class 80x	7 (Avanti West Coast)
DMU/EMU	5, except: GWR Class 165/166 DMU, 4 (3 if a second driver is present in the rear unit) TfW Class 150/153, 4 TfW Class 158, 6
Locomotive	10

STANDARD VALUES – MINIMUM (APPLIES TO ALL ROUTES EXCEPT THOSE STARTING MD9XX)

Dwell Time

Dwell	Allowance
Standard	½
Class 170 and Class185 DMUs	45 seconds. To be shown as alternative ½ and 1 minute dwells
Class 22x DMU	1½
Class 350 EMU	45 seconds. To be shown as alternative ½ and 1 minute dwells
Class 390	2
Class 80x	2 (Avanti West Coast), 1½ (Transpennine Express)
LH	1
HST	1½

Junction Margins

First Movement	Second Movement	Margin
Arrival	Conflicting departure	1
Departure	Conflicting arrival	3
All other conflicting movements, except: Where second move is a crossing move		3 2

Minimum allowance for freight movements

Reversal before/after propelling movement	2
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Minimum Locomotive Change Allowance

12

Minimum Locomotive Run-round Allowance

15 Passenger
20 Freight

Minimum Turnround

10, except for the following

LH/HST	15
DMU/EMU	4 But no more than 3 successive 4 minutes turnrounds followed by an additional 10 minutes (10 minutes applies to diagrams and not stations)
LUL (London Underground Ltd)	4
Transpennine Express Services	12 Class 68 and Mk.5A coaches 8 Class 397 9 Class 802
Avanti West Coast Services	30 At Manchester Piccadilly, reduced to 27 minutes for a maximum of two turnrounds in each hour. 25 At Liverpool Lime Street 20 At all locations for train entering passenger service after an ECS move or an ECS move following a train leaving passenger service. Class 220/221 – 17 minutes at Blackpool North, Liverpool Lime Street and Manchester Piccadilly.
Chiltern Railways Services	7 DMU* 10 Class 68 and Mk.3 coaches*

*Can be reduced on agreement with Chiltern Railways

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

STANDARD VALUES – MINIMUM (APPLIES TO ALL ROUTES EXCEPT THOSE STARTING MD9XX)

CrossCountry 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

Platform Reoccupation

Standard (same direction)	3
Standard (opposite direction)	Refer to standard junction margin or location specific rules

Reoccupation of Single Lines

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

Reversal

DMU / EMU	4, except:
Class 377	5 (for 7-9 car), 6 (10 or 12 car)
Class 378/710	5 (4 car) 6, except 5 when forming an ECS (5 car) 7 (8 car) 8 (9-12 car)
Class 22x	5 CrossCountry Trains only 6 Avanti West Coast Only
2x Class 22x	6 CrossCountry Trains only 7 Avanti West Coast only
Class 390	15 minutes at all locations. Applies to both 9-car and 11-car units
Class 397	8
Class 80x	7 (for 5-car), 8 (for 7 and 10-car). Applies for Avanti West Coast only
Class 802	8 (10 if a double set). Applies for Transpennine Express only
Class 68 and Mk.5A coaches	12 (6 permitted if two drivers are present)
HST including New Measurement Train	7
DVT	8 Only applies to services operating in DVT mode.

Train Crew Change Allowance

- 2 minutes, except:
- 1 minute for Merseyrail DC services
 - 3 minutes for Avanti West Coast

STANDARD VALUES – MINIMUM (APPLIES TO MD9XX ROUTES ONLY)

Brake Testing

Great Western Railway Class 80x services require a $\frac{1}{2}$ minute running brake test allowance to be included in each schedule timed using 802-E or 802-D timing loads, at the first practical opportunity that a running speed of 40mph or higher is achievable, or prior to the first stop (whichever occurs first.) This is a mandatory allowance, to apply at the start of each journey, after any driver change, change to train formation or any reversal en-route. It is not to be applied during local shunt moves or ECS moves on/off depots. Where doubt exists, please request advice from the Train Operator.

Dwell Time

Class 80x	1 1½ Avanti West Coast Only
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Junction Margin

Allowances are shown in a matrix giving the time required for the second train to cross after the first train using a junction on a conflicting move has passed. Elements used in the construction of the margin are signal spacing, junction resetting time and speed of the junction turnout (see table below).

First Train	Transit speed													
Length	5	10	15	20	25	30	40	60	70	75	90	100	110	125
Single Loco	4	3½	3	3	2½	2½	2½	2½	2½	2½				
2 Car	4½	3½	3	3	3	2½	2½	2½	2½	2½	2½			
3 Car	4½	3½	3	3	3	2½	2½	2½	2½	2½	2½			
4 Car	5	3½	3	3	3	2½	2½	2½	2½	2½	2½	2½	2½	2½
5/6 Car (GWR Short Form HST (HSTGW4))	5	3½	3½	3	3	3	2½	2½	2½	2½	2½	2½	2½	2½
8/9 Car / D245	5½	4	3½	3	3	3	2½	2½	2½	2½	2½	2½	2½	2½
10 Car, / HST8	5½	4	3½	3	3	3	2½	2½	2½	2½	2½	2½	2½	2½

Freight

Up to 40 SLUs	6	4½	3½	3½	3	3	3	2½	2½	2½	2½			
Up to 50 SLUs	6½	4½	4	3½	3	3	3	2½	2½	2½	2½			
Up to 60 SLUs	7	5	4	3½	3½	3	3	2½	2½	2½	2½			
Up to 80 SLUs	8½	5½	4½	4	3½	3½	3	3	3	2½	2½			
Up to 103 SLUs	9½	6	4½	4	4	3½	3	3	3	3	2½			

Pathing Rule

Where pathing time of more than 2 minutes is unavoidably imposed between stopping points due to conflict at a junction a restart allowance must be inserted in the timing section after the conflict point as shown in the table below.

Note:- Pathing time must not be applied approaching ARS controlled junctions where a restart allowance would be incurred as it will be ignored by ARS. This causes the route to be set too early creating delay to any preceding train planned ahead on minimum junction margin. Any pathing required should be inserted at the preceding dwell point.

STANDARD VALUES – MINIMUM (APPLIES TO MD9XX ROUTES ONLY)

Line Speed	Restart allowance in minutes					
	< 80 mph	80 mph	90 mph	100 mph	110 mph	125 mph
Pathing time \$						
< 2	0	0	0	0	0	0
2	0	0	0	0	0	1
2 ½	0	0	0	½	1	2
3	0	0	½	½	1½	2
3 ½	0	½	1½	1½	2½	3
≥4	½	1	2	2	3	3½

\$ Aggregated pathing time including engineering box time and any other allowances after the last stopping point

Pathing Rule (Freight)

Where pathing time of more than 2 minutes is inserted into freight trains between stopping points, the freight train must be deemed to have stopped at the next timing point and must be re-started using a start to (stop / pass) SRT, from the point of conflict.

Platform End Conflicts

Trains may arrive 1 minute before or 3 minutes after a departure

Reversal

22X	5
22X formed of 2 sets	6
GWR West DMU (143-166)	3 for up to and including 3 coaches 4 for 4 coaches or above (may be reduced to 3 if a second driver is diagrammed)
DMU (165/166/769 4 - 6 car formation)	4 May be reduced to 3 if a second driver is diagrammed
DMU (165/166/769 7 - 9 car formation)	5 May be reduced to 3 if a second driver is diagrammed
170 and 175	4
Cl. 80X (5 Cars)	6\$ (in platform) – 7\$ (not in platform)
Cl. 80X (9/10 cars)	8\$ (in platform) - 15\$ (not in platform)
Freight - Reversal before/after propelling movement	2
Freight only locations	15
GWR Short Form HST (HSTGW4)	6 (On a platform) 8 (On Ballast/Siding)
New Measurement Train	7
Light locomotive only	3
Loco Hauled passenger/parcel rolling stock	10

\$ - Class 80x minimum reversal time (5, 9 or 10 car) can be reduced to 5 mins if two drivers are provided. This specially-reduced value may only be used with prior agreement from GWR that two drivers are to be diagrammed. An individual agreement is required for each schedule to be timed in this manner. The 5-minute value may not be used under any other circumstances

Turnround Allowances in General

At each stage of timetable development, turnrounds will not be planned for a shorter time than the minimum times shown here unless agreed by the Network Rail Operational Planning Project Manager and appropriate Business Manager.

Where an Operator wishes to specify a turnround at a location where no minimum is specified in this document, this shall be subject to the agreement of the Route Operational Planning Manager and appropriate Business Manager

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

Euston

Attachment of Units:

Class 350 EMU	9
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Conflicting Moves

All conflicting moves in the station throat must have a minimum of 3 minutes clearance.

Connectional Allowance	15
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Detachment of Units:

Class 350 EMU	9
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Minimum Turnround Time – Trains entering or leaving passenger service

Standard	20 (except London Overground)
Class 319 (West Midlands Trains)	5 for 4 cars, 6 for 8 cars 8 for 12 cars (entering service), 9 for 12 cars (leaving service)
Class 350 (West Midlands Trains)	6 for 4 cars, 7 for 8 cars, 9 for 12 cars

Minimum Turnround Time – Trains changing direction at end of journey

EMU up to 4 car	5
EMU 6 to 8 car	6
EMU 9 to 12 car	8
Class 90, 7 Mk4s and DVT	25
Avanti West Coast services	30 (except services originating at Birmingham New Street or Rugby) 20 for services originating at Birmingham New Street or Rugby 25 for services originating from Liverpool Lime Street, Manchester Piccadilly, North Wales Coast and Chester 35 for service originating from Glasgow Central or Edinburgh (reduced to 30 if via West Midlands and had minimum 10 minute dwell at Wolverhampton)

Platform End Conflicts

First Movement	Second Movement	Margin
Arrive	Depart (except London Overground)	2
Arrive	London Overground service departs	1
Depart	Arrive	3 4
Depart Platforms 8-11	Arrive Platforms 8-11	3
Depart (if HST or locomotive-hauled)	Arrive	5
Locomotive hauled vacating	Inward locomotive to be released	3

Train Watering Points	Platforms 1 and 15
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Camden Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Passenger or ECS from Camden Road West Jn to the Down Slow which has not stopped at Camden Jn	Differential Junction speed	1 (to be applied at next mandatory timing point)

Movement Up	Reason	Value
Passenger or ECS to Camden Road	Differential Junction speed	1

Dwell Time

Change of electric power mode to/from non-DC platforms at Euston	1
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Planning Note

The standage at signal WM801 (Down Primrose Hill) is 733 meters/114SLUs (exclusive of stand-back allowance) to be clear of Camden Road West Jn.

Kilburn Up and Down Goods Loop

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Slow to Loop approaching Kilburn Up and Down Goods Loop	Approach Control	1

Willesden TMD

Adjustments to Sectional Running Times

Movement Up	Reason	Value
ECS from the Up Slow	Arrival is possible into either TMD Loop or Arrival Road	4

Margins between arrivals and departures

Minimum interval between all moves to/from Willesden TMD	12
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Willesden West London Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
From Mitre Bridge Jn to Down Fast or Down Slow	Differential Junction speed and signal restriction	1 Before & 1 after
Down Fast or Down Slow to Relief Lines, South West Sidings or Acton Lane Reception approaching West London Jn	Approach Control	1 for Passenger and ECS, 2 for freight
ECS from Camden Jn towards Willesden TMD	Slow crossover	1
Train from Willesden TMD towards the Down Slow	Departure is possible from either TMD Loop or Departure Road	3

Movement Up	Reason	Value
Up Fast and South West Sidings to Up Slow after West London Jn	Differential Junction speed	1
Up Fast or Up Slow to Mitre Bridge Jn approaching West London Jn	Differential Junction speed	1
Train crossing from Relief Lines, South West Sidings or Acton Lane Reception onto the Up Fast towards Camden Jn	Acceleration Allowance	1½ for Passenger, 2 ½ for freight approaching next timing point
Train from Willesden TMD onto the Up Slow	Acceleration after slow crossover	1 approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Train crossing from Relief Lines, South West Sidings or Acton Lane Reception towards Camden Jn	Pass on Down Fast	4 ½
Pass on Up or Down Fast	Train crossing from Relief Lines, South West Sidings or Acton Lane Reception towards Camden Jn	2
Train crossing from Up Fast towards Mitre Bridge Jn	Train from Mitre Bridge Jn to Down Fast	5*

* 4 minutes when preceding fouling move is a 5 car EMU or other train of equivalent length

Harlesden Jn

Junction Margins

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

Sudbury Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train from Up or Down Relief Lines to Down Slow to be applied at the next timing point after Wembley Central		
Class 4 up to 1000t (inclusive)	Acceleration Allowance	½*
Class 4 over 1200t	Acceleration Allowance	1*
Class 6 up to 1400t (inclusive)	Acceleration Allowance	½*
Class 6 over 1600t	Acceleration Allowance	1*

*Additional ½ for trains from Up and Down Goods to be applied before Wembley Central

Junction Margins

First Movement	Second Movement	Margin
Freight Train from Up or Down Relief Lines, Up and Down Goods and Brent Reception Lines to Down Slow	Train departs Wembley Central towards Willesden West London Jn on the Up Slow	2 ½
Freight Train from Up or Down Relief Lines, Up and Down Goods and Brent Reception Lines to Down Slow	Train passes Wembley Central towards Willesden West London Jn on the Up Slow	3 ½
Passenger/ECS from Up or Down Relief Lines, Up and Down Goods and Brent Reception Lines to Down Slow	Train departs Wembley Central towards Willesden West London Jn on the Up Slow	1
Passenger/ECS from Up or Down Relief Lines, Up and Down Goods and Brent Reception Lines to Down Slow	Train passes Wembley Central towards Willesden West London Jn on the Up Slow	2
Train departs Wembley Central towards Willesden West London Jn on the Up Slow	Train departs from Up or Down Relief Lines, Up and Down Goods and Brent Reception Lines to Down Slow	1 ½
Train passes Wembley Central towards Willesden West London Jn on the Up Slow	Train departs from Up or Down Relief Lines, Up and Down Goods and Brent Reception Lines to Down Slow	1
Train departs Wembley Central towards Willesden West London Jn on the Up Slow	Train passes from Up or Down Relief Lines to Down Slow	4 ½
Train passes Wembley Central towards Willesden West London Jn on the Up Slow	Train passes from Up or Down Relief Lines to Down Slow	4

Wembley Central

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train from Wembley Reception and Departure Lines 1-7, Wembley Yard, Carriage Line or Up and Down Relief to Down Slow hauled by Diesel traction *		
Class 6 up to 400t (inclusive)	Acceleration Allowance	½
Class 6 600t	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 6 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 2000t (inclusive) to 2200t (inclusive)	Acceleration Allowance	3
Class 6 over 2200t (inclusive)	Acceleration Allowance	3½
Class 4 up to 400t	Acceleration Allowance	1
Class 4 600t	Acceleration Allowance	1½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 4 over 1500t	Acceleration Allowance	2½
Train from Wembley Reception and Departure Lines 1-7, Wembley Yard, Carriage Line or Up and Down Relief to Down Slow hauled by Electric traction *		
Class 6 up to 800t (inclusive)	Acceleration Allowance	½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	1
Class 6 1600t (inclusive) to 2000t (inclusive)	Acceleration Allowance	1½
Class 6 over 2200t	Acceleration Allowance	2
Class 4 up to 600t (inclusive)	Acceleration Allowance	½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	1
Class 4 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	1½
Class 4 over 1800t	Acceleration Allowance	2

* All values apply approaching next timing point, not applicable if train is crossing at North Wembley Jn

Movement Up	Reason	Value
Train to Wembley-Reception and Departure Lines 1-7, Carriage Line or Up and Down Relief from Up Slow	Differential Junction speed	1

Dwell Time

Class 350 EMU	1
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Junction Margins

First Movement	Second Movement	Margin
Non-stop Down train passes Wembley Central on the Down Slow	Train from Wembley Yards, Reception and Departure Lines 1-7, Wembley DBC Fan A & B, Carriage Line to Down Slow	2 \$
Down train Departs Wembley Central on the Down Slow	Train from Wembley Yards, Reception and Departure Lines 1-7, Wembley DBC Fan A & B, Carriage Line to Down Slow	3\$
Train from Up and Down Relief to Down Slow	Train passes Wembley Central towards Willesden West London Jn on the Up Slow	4
Train from Up and Down Relief to Down Slow	Train departs Wembley Central towards Willesden West London Jn on the Up Slow	2
Train from Wembley Reception and Departure Lines 1-7, Wembley DBC Fan A & B, Carriage Line to Down Slow	Train departs/passes Wembley Central towards Willesden West London Jn on the Up Slow	4 ½

\$ The normal headway applies at the next mandatory timing point – see section 5.2

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

Harrow and Wealdstone	
Dwell Time	
Class 350 EMU	1

Bushey	
Dwell Time	
Class 350 EMU	1

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

Watford Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Platform 10 & 11	Approach Control	1 ½
Dwell Time		
Class 390/80x	1½	
All other EMU	1	
LH/HST	1	
Minimum Turnround Time – Trains changing direction at end of journey		
EMU up to 4 car, except:	5	
Class 377 4 or 5 car	4	
EMU 6 to 8 car, except:	6	
Class 377 8 car	5	
EMU 9 to 12 car	9	

Watford Junction

Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)

West Midlands Trains entering service	2
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)

Watford North Jn

Adjustments to Sectional Running Times

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

Kings Langley

Dwell Time

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

Dwell Time

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

Connectional Allowance

5 10 if a bus service

Dwell Time

Class 350 EMU	1
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Bourne End Jn (Herts)

Adjustments to Sectional Running Times

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

Berkhamsted

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

Tring

Adjustments to Sectional Running Times

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

Tring

Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)

West Midlands Trains entering service	2
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)

Tring North Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Class 390 crossing Down Slow to Down Fast	Differential Junction speed	1 approaching Tring
Movement Up	Reason	Value
Class 390 crossing Up Fast to Up Slow	Differential Junction speed	1 at next timing point after Tring

Ledburn Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Fast to Down Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Down Slow to Down Fast	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Movement Up	Reason	Value
Up Fast to Up Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Up Slow to Up Fast	Differential Junction speed	½ EMU and Class 4 1 All except EMU

Down direction and Up direction adjustments do not apply to Class 6 or 7 trains

Leighton Buzzard

Dwell Time

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

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

Denbigh Hall North Jn

Adjustments to Sectional Running Times

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

Milton Keynes Central

Attachment of Units:

Class 350 EMU	9
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Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train arriving from Down Slow into Platform 1 or 2	Approach Control on TK5233	1
Train arriving from Down Slow into Platform 2a	Approach Control on TK5233	1 ½
Train arriving from Down Fast into Platform 5 (Milton Keynes Reversible Fast)	Approach Control	½
Non-stop train from Down Fast to Down Slow using the Milton Keynes Reversible Fast	Flashing Yellow Aspects on TK3233.	1

* Adjustments do not apply to Class 0,4,6 or 7 trains

Movement Up	Reason	Value
Train from Up Fast stopping in Plat 5	Flashing Yellow Aspects on Signal KR3250	½

Dwell Time

Class 319/Class 350 EMU	1
Class 390/Class 80x	1½ for pick up or set down only

Detachment of Units:

Class 350 EMU	9
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Junction Margins

First Movement	Second Movement	Margin
Non-stop Down train passes Milton Keynes Central towards Hanslope Jn	Down train recessed in Platforms 2 or 5 departs towards Hanslope Jn	2 \$
Non-stop Up train passes Milton Keynes Central towards Bletchley	Up train recessed in Platforms 2, 2a, 3 or 5 departs towards Bletchley or the relief lines at Denbigh Hall South Jn	2 \$
Non-stop from Down Fast to Down Slow using the Milton Keynes Reversible Fast	Pass on Up Fast	3 ½
Non-stop from Down Fast to Down Slow using the Milton Keynes Reversible Fast	Arrive Platform 4 from Up Fast	4
Depart Platform 5 to Down Slow	Pass Platform 4 from Up Fast	4
Depart Platform 5 to Down Slow	Arrive Platform 4 from Up Fast	4 ½
Depart Platform 5 to Up Fast	Up train arrive Platform 4	3

Milton Keynes Central

\$ The normal headway applies at the next mandatory timing point – see section 5.2

Minimum Turnround Time – Trains changing direction at end of journey

EMU up to 4 car, except: Class 377 4 or 5 car	5 4
EMU 6 to 8 car, except: Class 377 8 car	6 5
EMU 9 to 12 car	8

Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)

West Midlands Trains entering service	2
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)

Wolverton

Dwell Time

Class 350 EMU	1
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Hanslope Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Fast to Down Northampton	Differential Junction speed	½ plus ½ at next timing point
Down Slow to Down Fast	Differential Junction speed	½ plus ½ at next timing point
Movement Up	Reason	Value
Up Northampton to Up Fast	Differential Junction speed	½ plus ½ at next timing point
Crossing Up Fast to Up Slow	Differential Junction speed	½ plus ½ at next timing point

Down direction and Up direction adjustments do not apply to Class 0,4,6 or 7 trains

Rugby

Attachment of units		9
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All non-stop Class 22X, 80x and 390 trains from Down Northampton	Differential Line and Junction speeds	1½
Movement Up	Reason	Value
All non-stop trains crossing Up Fast to Up Northampton	Approach Control	1
All non-stop Up trains using Platform 1 to the Up Northampton	Differential Line and Junction speeds	2 approaching Rugby and 1 approaching Hillmorton Jn
All non-stop Class 22X and 390 trains to Up Northampton	Differential Line and Junction speeds	1½
Non-stop trains joining Up Fast from Up Coventry (excluding freight trains)	Differential speed	½ approaching Rugby
Detachment of units		9
Dwell Time		
Class 22X DMU	1½	
EMU (except Class 390)	1	
Class 390/80x	1½ for pick up or set down only	
LH / HST	2	
Junction Margins		
First Movement	Second Movement	Margin
Non-stop Down train passes Rugby on Down Fast	Down train departs from platforms 1 or 2 towards Rugby Trent Valley Jn via a conflicting route	2
Non-stop Up train passes platform 4 towards Hillmorton Jn	Up train departs from platform 5 towards Hillmorton Jn	2
Non-stop Up train passes platform 6 towards Hillmorton Jn	Up train departs from Up Goods Loop or Up & Down Through towards Hillmorton Jn	2
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	8 (5 for WMT services)	

Rugby Trent Valley Jn

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

Brinklow

Junction Margins

First Movement	Second Movement	Value
Pass on Down Trent Valley Fast towards Nuneaton	Pass/Depart Down Trent Valley Slow towards Nuneaton	2*
*The normal headway applies at the next mandatory timing point – see section 5.2		

Attleborough South Jn

Adjustments to Sectional Running Times

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

Attleborough South Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Down Trent Valley to Down Slow (Approaching Attleborough Jn)	Differential Junction speed	Class 350	1½
		All other timing loads timed over 75mph	1

Nuneaton

Adjustments to Sectional Running Times

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

Nuneaton		
Movement Up	Reason	Value
Up Fast to Platform 5 (if stopping)	Slow speed crossover at Nuneaton North Jn, approach control	1
Up Fast to Platform 5 (non-stop trains)	Slow speed crossover at Nuneaton North Jn, approach control	2
Depart platform 5 to Up Fast	Slow speed crossover at Nuneaton South Jn	1 approach Rugby Trent Valley Jn *
Pass platform 5 to Up Fast	Slow speed crossover at Nuneaton South Jn	2 approach Rugby Trent Valley Jn *
* - allowance to be inserted at High Oaks Jn or Newbold Jn if crossing there prior to Rugby Trent Valley Jn		
Dwell Time		
Class 22x/390/80x	1½	
All other DMU/EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn via Platform 7	5
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn stopping at Platform 6	Parallel*
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn passing Platform 6	1*
Train to Hinckley passing or departing from platform 7	Train from Hinckley to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	4
Train to Hinckley passing or departing from platform 6	Train from Hinckley to platform 6	4
* These moves are parallel at Midland Yard Jn		
Platform End Conflicts		
Non stop Down train preceding an arrival from Abbey Jn must have 3 minutes clear Non stop Down train following an arrival from Abbey Jn must have 3 minutes clear Non stop Up train preceding an arrival from Coventry/ Abbey Jn must have 2 minutes clear Non stop Up train following an arrival from Coventry/ Abbey Jn must have 4 minutes clear Stopping Down train preceding an arrival from Coventry must have 3 minutes clear Stopping Down train preceding an arrival from Abbey Jn must have 2 minutes clear Stopping Down train following an arrival from Coventry must have 4 minutes clear Stopping Down train following an arrival from Abbey Jn must have 3 minutes clear Stopping Up train preceding an arrival from Coventry/ Abbey Jn must have 2 minutes clear Stopping Up train following an arrival from Coventry/ Abbey Jn must have 3 minutes clear Conflicting move departures/arrivals to/from same origin/destination must have 5 minutes clear		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Canal Farm Jn

Junction Margins

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

Amington Jn

Adjustments to Sectional Running Times

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

Tamworth Low Level

Dwell Time

Class 350 EMU	1
Class 390/80x	1½

Lichfield Trent Valley Low Level

Dwell Time

Class 350 EMU	1
Class 390/80x	1½

Lichfield North Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains crossing Down Slow to Down Fast not stopping at Lichfield Trent Valley Low Level	Acceleration	½ before ½ after*

*Does not apply to Class 0,4, 6 or 7 or passenger traction timed at 75mph or less

Down train from Lichfield Trent Valley Chord towards Rugeley North Jn (not at Linespeed by Lichfield North Jn. Applies approaching next timing point after Lichfield North Jn)

Passenger traction timed up to and including 110 mph (includes XC 22x)	Acceleration Allowance	1½
Passenger traction timed over 110mph and Class 4 up to 600t (inclusive)	Acceleration Allowance	2
Class 4 over 800t	Acceleration Allowance	2½
Class 6 up to 600t (inclusive)	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) up to 1300t (inclusive)	Acceleration Allowance	2
Class 6 1300t (exclusive) up to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 over 1800t	Acceleration Allowance	3

Movement Up	Reason	Value
Up trains crossing Up Fast to Up Slow or routed towards the Lichfield Trent Valley Chord	Approach Control	1

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

Hanslope Jn

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

Northampton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Arrive/pass platform 1	Approach control on signal RY1015	1
Movement Up	Reason	Value
Up Northampton Fast to platforms 3, 4 or 5	Approach control on signal RY1036	1
Up and Down Slow to platforms 4 or 5	Approach control on signal RY1038	1

Attachment/Detachment | 9 for Class 350

Dwell Time

All, except:	1
Class 22x/390/80x	1½

Northampton

Junction Margins and Platform Reoccupation

First Movement	Second Movement	Margin
Depart platforms 1, 4 or 5 to the Up & Down Slow	Arrive UML, platforms 2, 3 or Riverside Sidings from Up Northampton Fast, Down Goods Loop, Kings Heath Traincare Depot	Parallel
Arrive UML, platform 1, 4 or 5 from Up Northampton Fast, or Up and Down Slow	Arrive platform 2, 3 or Riverside Siding from Down Goods Loop or Kings Heath Traincare Depot	Parallel
Depart platforms 1, 4 or 5 to the Down Northampton Fast, Down Goods Loop or Kings Heath Traincare Depot	Arrive Northampton via Up Northampton Fast	4½
Depart platforms 2, 3 or Riverside Sidings to the Up & Down Slow	Arrive Northampton via Up Northampton Fast	6
Depart platforms 2, 3 or Riverside Sidings towards Long Buckby via Down Northampton Fast	Arrive platform 2, 3 or Riverside Siding via Up Northampton Fast, Up and Down Slow or Up Reception	5
Depart platforms 2, 3 or Riverside Sidings towards Long Buckby via Down Northampton Fast	Arrive platforms 2, 3 or Riverside Sidings from Down Goods Loop or Kings Heath Traincare Depot	6
Down train arrives platforms 2 or 3	Down train departs from Riverside Sidings or platforms 2 or 3	1
Down train arrives into platform 2	Up train arrives into platform 3	3
Down train departs from platforms 2, 3 or Riverside Sidings	Down train arrives in either platforms 2 or 3	4
Down train departs towards Long Buckby via Down Northampton Fast	Conflicting down train departs to Up and Down Slow, Down Goods Loop or Kings Heath Traincare Depot	3
Freight train passes Northampton in the Down direction	Any train passes or departing Northampton to Long Buckby	5
Up train departs from platforms 2 or 3	Down train arrives platforms 2 or 3	5
Freight train passes or departs Northampton in the Up direction	Any train passes or departing Northampton in the Up direction	5
Up train arrives into platform 2	Up train departs platform 3	1

Minimum Turnround Time – Trains changing direction at end of journey

EMU	8
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Platform Reoccupation (opposing direction)

First Movement	Second Movement	Margin
Up train departs or passes platform 1 or UML	Down train arrives platform 1	4
Train departs platform 1 in the Up direction	Train passes or departs Northampton North Jn from Kings Heath Traincare Depot into platform 1	2
Train departs platforms 2 or 3 in the Up direction	Train passes or departs Northampton North Jn from Kings Heath Traincare Depot to platforms 2 or 3	2

Northampton

Planning Restriction

The maximum standage at signal RY1022 (UML) to avoid fouling the route from Long Buckby direction into platform 1 is 286 meters/44 SLUs. The maximum standage at RY1022 (UML) to avoid fouling Northampton North Jn is 512 meters/80 SLUs however this will foul the route from the Up Northampton Fast to platform 1 via 1409 points. Any train longer than this to be timed to stand at Northampton North Jn at either RY1036 (Up Northampton Fast) or RY1038 (Up & Down Slow).

The UML is inaccessible directly from Kings Heath Traincare Depot, the Down Goods Loop or the Up Reception.

Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)

London Northwestern trains entering service	2
London Northwestern trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)

Northampton Riverside Sidings

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

Northampton North Jn

Junction Margins

First Movement	Second Movement	Margin
Pass or depart Northampton towards Long Buckby via Down Northampton Fast	Pass or depart Northampton North Jn towards Northampton via a conflicting route	3

Planning Restriction

No pathing time or other allowance can be added between Northampton North Jn and Northampton in either direction as there are no intermediate signals.

Northampton Kings Heath Traincare Depot

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

Northampton Down Goods Loop

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

Long Buckby

Dwell Time

Class 350 EMU	1
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Daventry South Jn

Junction margins for Daventry South Jn are off-set from Daventry North Jn. Please refer to Daventry North Jn for junction margins.

Daventry North Jn

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Entering Daventry Freight Terminal from Hillmorton Jn	Slow speed turnout and approach control	2
Movement Down	Reason	Value
Exiting Daventry Freight Terminal towards Hillmorton Jn	Acceleration and not at linespeed at Daventry North Jn	2 applies at next timing point

Junction Margins

First Movement	Second Movement	Margin
Train departing Daventry Freight Terminal passes Daventry North Jn towards Hillmorton Jn	Train from Hillmorton Jn towards Long Buckby	4
Up departure from DIRFT passing Daventry South Jn	Any train passing Daventry North Jn in the Up direction	6
Train passing Daventry North Jn towards Long Buckby	Train departing Daventry Freight Terminal towards Hillmorton Jn	2
Train entering Daventry Freight Terminal at Daventry South Jn	Passing Daventry North Jn towards Long Buckby	4
Passenger pass Daventry North Jn in Up direction	Pass Daventry South Jn from Daventry Freight Terminal	3

Rugby

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

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES

Queen's Park

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains departing from Kilburn High Road Platform 1	Slow Speed Crossover	½

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

Willesden Junction Low Level		
Dwell Time	1 Morning Up and evening Down peak (does not apply to LUL services)	
Junction Margins		
First Movement	Second Movement	Margin
Down train from Kensal Green Jn	Up train pass towards Kensal Green	2
Up train depart/pass towards Kensal Green	Down train from Kensal Green Jn	3
Platform Reoccupation	2½ Same direction/Through Lines 4 Platform 2 (Bay Platform)	
Signalling constraint		
Due to signalling overlaps, no Up train can depart from Harlesden whilst an Up train is departing the Low Level Bay toward Queen's Park or the New Lines		
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
Standard	1, except	
LUL services entering service	½	

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

Wembley Central DC	
Dwell Time	1 Morning Up peak (does not apply to LUL services)

Harrow and Wealdstone DC

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up trains departing from Platform 1	Acceleration after crossover	½

Dwell Time	1 Morning Up and evening Down peak (does not apply to LUL services)
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Platform reoccupation margins

First movement	Second movement	Margin
Depart Platform 1 to turnback siding	Arrive Platform 1 from Kenton	3½ *
Depart Platform 1 towards Hatch End	Arrive Platform 1 from Kenton	4

* To facilitate the current level of service this can be reduced to 3 minutes by agreement with the Operational Planning Programme Manager, on the understanding that this may result in the driver of the following train receiving a restricted aspect at WS51 signal.

Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)

Standard	1, except: ½ applies for LUL trains entering traffic 1½ applies for LUL trains leaving traffic
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Watford Junction DC

Platform end conflicts (platforms 1 – 4)

First movement	Second movement	Margin
Arrive	Depart	1
Depart	Arrive	3

MD130 WATFORD JUNCTION TO ST ALBANS ABBEY

Watford Junction

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

Watford North

Dwell Time	1 (applies in Down direction only)
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St Albans Abbey

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)**Railnet Reception****Planning Restriction**

Trains to/from HLG or REV line codes must travel via 'track code' numbers 1 or HLG

Trains to/from PRDC must travel via 'track code' numbers 1-4

Trains to/from Willesden OTM Sidings must travel via 'track code' number 4

Wembley Reception & Departure Lines 1-7**Planning Restriction**

Reception Line No 1 must not be used for stabling trains. It needs to be kept free for run round movements and for access to the loco sidings from the North.

MD140 BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)**Bletchley**

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

Forders Sidings

Run-round Allowance	30 minutes
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MD145 CAMDEN ROAD WEST JN TO CAMDEN JN**Camden Jn**

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

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN**Nuneaton**

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

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

Rugby Trent Valley Jn

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

Coventry

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Rugby Trent Valley Jn towards Coundon Road not stopping at Coventry	Deceleration to 15 mph and differential junction Speed	1 ½
Trains from Rugby Trent Valley Jn to Platform 4	Approach Control	1

Passing Trains from Gibbet Hill Jn towards Berkswell. (Applies approaching next timing point after Coventry)

Movement Down	Reason	Value
Passenger/ECS	Acceleration Allowance	1 ½
Class 6 up to 400t (inclusive)	Acceleration Allowance	½
Class 6 600t	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 6 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 2000t (inclusive) to 2200t (inclusive)	Acceleration Allowance	3
Class 6 over 2200t	Acceleration Allowance	3½
Class 4 up to 400t	Acceleration Allowance	1
Class 4 600t	Acceleration Allowance	1½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 4 over 1500t	Acceleration Allowance	2½

Movement Up	Reason	Value
Trains from Berkswell towards Gibbet Hill Jn not stopping at Coventry	Deceleration to 15 mph and differential junction Speed	1 passenger, ECS and light engines 1 ½ freight

Passing Trains from Coundon Road towards Rugby Trent Valley Jn (Applies approaching next timing point after Coventry)

Movement Up	Reason	Value
Passenger/ECS	Acceleration Allowance	1 ½
Class 6 up to 400t (inclusive)	Acceleration Allowance	½
Class 6 600t	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 6 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 2000t (inclusive) to 2200t (inclusive)	Acceleration Allowance	3
Class 6 over 2200t	Acceleration Allowance	3½
Class 4 up to 400t	Acceleration Allowance	1
Class 4 600t	Acceleration Allowance	1½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 4 over 1500t	Acceleration Allowance	2½

Coventry

Dwell Time

Class 390/80x	1½ for pick up or set down.
DMU/EMU	1

Junction Margins – London End

First Movement	Second Movement	Margin
Up Freight passing towards Gibbet Hill Jn	Down train from Rugby Trent Valley Jn arrives platforms 3 or 4	5
Up passenger departing or passing towards Gibbet Hill Jn	Down train from Rugby Trent Valley Jn arrives platforms 3 or 4	4\$
Up train departs platform 1 to Rugby Trent Valley Jn	Up train arrives platform 2	4*
Up train departs platform 2 to Rugby Trent Valley Jn	Up train not stopping at Canley or Tile Hill arrives platform 1	4

*Can be reduced to 3 if there is no Down arrival/pass from Rugby Trent Valley Jn into Platform 3 or 4 within 4 minutes before or after the arrival into platform 2

\$ Where the second movement is a train with a minimum of 1 minute pathing time approaching Coventry, the Junction Margin may be reduced by ½ minute.

Junction Margins – Birmingham End

First Movement	Second Movement	Margin
Up train from Berkswell arrives platform 4	Down train to Berkswell departs platform 3	1
Down Freight departing or passing towards Coundon Road	Up train from Berkswell arrives platforms 1 or 2	4½
Up train from Berkswell arrives platforms 1 or 2	Down Freight passing towards Coundon Road	2
Down passenger departing or passing towards Coundon Road	Up train from Berkswell arrives platforms 1 or 2	3½ £
Up train from Berkswell arrives platforms 1 or 2	Down passenger departing or passing towards Coundon Road	1
Down passenger departing or passing platform 4 towards Coundon Road	Down train from Rugby Trent Valley Jn arrives platforms 3	4
Down freight departing or passing platform 4 towards Coundon Road	Down train from Rugby Trent Valley Jn arrives platforms 3	5
Down passenger departing platform 3 towards Berkswell not calling at Canley or Tile Hill	Down train departing platform 4 towards Berkswell	2½\$
Down train departs/pass Platform 3 towards Berkswell	Down train departs Platform 4 towards Coundon Road	2

\$ The normal headway applies at the next mandatory timing point – see section 5.2

£ Where the second movement is a train with a minimum of 1 minute pathing time approaching Coventry, the Junction Margin may be reduced by ½ minute.

Minimum Turnround Time – Trains changing direction at end of journey

Standard	10
All West Midlands Trains services	5

Other Platform End Conflicts (except where shown above)

Trains may arrive 1 minutes before or 3 minutes after a departure.

Canley

Dwell Time

Class 350 EMU	1
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Tile Hill

Dwell Time

Class 350 EMU	1
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Berkswell

Dwell Time

Class 350 EMU	1
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Hampton-In-Arden

Dwell Time

Class 350 EMU	½
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Birmingham International

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train from Coventry passing platforms 1, 2, 4 and 5	Differential junction speed	½
Movement Up	Reason	Value
Train from Stechford to platform 3	Approach Control	1*
Non-stop passenger train from Stechford routed via platforms 1, 2 or 5	Flashing yellow aspects/Speed differential	½

* Reduced to ½ for trains that have stopped at Marston Green

Dwell Time

Class 22x	1½
Class 390/80x	1½ for pick up or set down
EMU	1

Junction Margins

First Movement	Second Movement	Margin
Up or Down arrival into any platform	Conflicting departure from any platform	1
Down train departs towards Stechford	Up train arrives/passes via a conflicting route	4
Down train departs platform 3	Up train arrives/passes platform 3	3 *
Up train arrives platforms 1 or 2	Down train arrives platforms 1 or 2	Simultaneous
Up train arrives platform 1 or 2	Down train arrives platform 3	Simultaneous

* approach control allowance (see Adjustments to Sectional Running Times) applies to the second movement

Birmingham International

Minimum Turnround Time – Trains changing direction at end of journey

Standard	10
Trains from Coventry, Birmingham and Wolverhampton	5

Marston Green

Dwell Time

Class 350 EMU	1
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Lea Hall

Dwell Time

Class 350 EMU	1
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Stechford

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains routed towards Aston	Differential Junction Speed	1
Movement Up	Reason	Value
Trains from Aston routed towards Birmingham International	Differential Junction Speed	1 applied approaching the next timing point

Dwell Time

Class 350 EMU	1
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Junction Margins

First Movement	Second Movement	Margin
Freight train routed towards Aston	Passenger train towards Birmingham International	4
Pass Platform 2 towards Birmingham International (not stopping at Lea Hall or Marston Green)	Depart Platform 1 towards Birmingham International	1½*

* The normal headway applies at the next mandatory timing point – see section 5.2

Adderley Park

Dwell Time

Class 350 EMU	4 ½
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Proof House Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from the Stour Lines towards Aston stopping at Duddeston	Approach Control and Slower Line Speed	½
Trains from the Stour Lines towards Aston not stopping at Duddeston	Approach Control and Slower Line Speed	1

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		2½ before or 1 after

Birmingham New Street

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Class 730 to Platform 12	To compensate for longer distance travelled to end of platform	½

Attachment/Detachment

Standard value unless requested from train operator and agreed with Capacity Planning.

Connectional Allowance	12
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Dwell Time

Standard including 22x/390	3 Except: 2 CrossCity services from Four Oaks direction towards Longbridge
HST/Locomotive Hauled Coaching Stock	3

EMU formations to/from Soho LMD

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

Platforming Maximum Length Trains:

Two trains of maximum length must not be planned to share the same platform face simultaneously. Maximum length is Class 390, 15 Mk.2/13 Mk.3 vehicles and one locomotive or other type of stock of similar length.

~~Platform 5B can only accommodate either a light locomotive or a single Class 153 unit between the platform end and NS202 signal if the train arrives from either the Soho South Jn direction or Selly Oak direction.~~

Platform Reoccupation

Platform	Margin
Same direction	3
Opposite direction	See table for platform end margin
Platform 4C (Bay)	3

Birmingham New Street

Platform End Margin

Trains may arrive 1 minute before a departure or 3 minutes after a departure. Exceptions, see below table:

First Movement	Second Movement	Margin
Train arrives at A or B end of platform from any route	Train arrives at the same platform but at opposite end	4
Trains departing from A end of platform towards Five Ways or Soho Road	Any conflicting arrival	4
Trains departing from B end of platform towards Proof House Jn	Any Conflicting arrival	4
Train consist of 7 or more vehicles departing any platform	Any conflicting arrival	4
Train consist of 4 or more vehicles departing via DEL line platforms from 7,8,9 & 10	Train arriving via DEL line platforms 7,8 & 9	4
Train consist of 3 or fewer vehicles departing via DEL line platforms from 7,8,9 & 10	Train arriving via DEL line platforms 7,8 & 9	3
Train consist of 4 or more vehicles departing via DEL line platforms from 11 & 12	Train arriving via DEL line	4
Train consist of 3 or fewer vehicles departing via DEL line platforms from 11 & 12	Train arriving via DEL line	3
Train arrives in platform 10 via WL from Proof House Jn	Train departs platform 9 towards Proof House Jn via DEL lines	4
Train departs platform 1 towards Soho South Jn	Arrival into any platform from Up Stour	5
Train departs towards Proof House Jn	Train arrives into platforms 1, 2 or 3 from Proof House Jn via F route	5
Train departs platforms 5, 6, 7 or 8 towards Selly Oak direction	Arrival into platforms 5 to 12 from the Selly Oak direction	5
Train departing towards Soho South Jn from all platforms except platform 1	Trains arriving onto platforms 10, 11 & 12 from Soho South Jn	4
Train arriving Platform 11 at signal BM6211 (A end)	Train arriving Platform 10 from the Down Derby	Value to be confirmed
Train arriving Platform 6 at signal BM5306 (B end – Inner Platform Signal)	Movement to or from No.1 Siding North End	Value to be confirmed
Train arriving Platform 8 at signal BM5308 (B end – Inner Platform Signal)	Movement to or from No.2 Siding North End	Value to be confirmed
Train arriving Platform 9 at signal BM5309 (B end – Inner Platform Signal)	Movement to or from No.3 Siding North End	Value to be confirmed
Train arriving Platform 11 at signal BM6411 (A end – Inner Platform Signal)	Train arriving/departing Platform 12A	Value to be confirmed

Station Working Requirements

Access to Platforms

All Platforms	Up and Down Stour to/from Soho South Jn
Platforms 1 to 10	Up and Down Stour to/from Proof House Jn
Platforms 5 to 12	Up and Down Main to/from Selly Oak
Platforms 7 to 12	Up and Down Derby to/from Proof House Jn

Soho South Jn

Adjustments to Sectional Running Times

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

Soho LMD

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

Soho Curve North Jn

Junction Margins

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

Galton Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains towards Smethwick Jn	Junction differential	½
Movement Up	Reason	Value
Trains from Smethwick Jn	Slow speed junction	½ all passenger rolling stock to be applied approaching Soho South Jn
Train departing Smethwick Galton Bridge not calling at Smethwick Rolfe Street	Not at linespeed by Galton Jn	½ approaching next timing point (not Class 730)

Junction Margins

Due to the restrictive length of the chord and overlap issues at Galton Jn, trains towards Soho Junctions from Smethwick Jn must not be planned to be held at Galton Jn itself. Use of suitable adjustment values must be used to hold the train at Smethwick Jn on route MD435 before crossing Galton Jn towards the Soho Junctions.

Smethwick Galton Bridge Low Level

Connectional Allowance 7

Dwell Time

Class 158 1

Sandwell & Dudley

Dwell Time

Class 390/80x 1½

Watery Lane (Down/Up Stour Goods)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains to Down Stour Goods	Approach control	{1} ECS and light engine; {1½} freight at Dudley Port

Movement Up	Reason	Value
Trains from the Up Stour Goods Loop	Not at line speed passing Dudley Port	{1} to be applied at next timing point after Dudley Port

Junction Margins

First Movement	Second Movement	Margin
Pass Dudley Port to Watery Lane (Down Stour Goods)	Down Pass/Arrive Dudley Port	4
Down Depart/Pass Dudley Port, not stopping Tipton	Depart Watery Lane (Down Stour Goods)	2½
Down Depart/Pass Dudley Port, stopping Tipton	Depart Watery Lane (Down Stour Goods)	3½
Arrive Watery Lane (Up Stour Goods)	Up Pass Dudley Port	4
Arrive Watery Lane (Up Stour Goods)	Up Arrive Dudley Port	5
Up Pass/Depart Dudley Port	Depart Watery Lane (Up Stour Goods)	2

Monmore Green

Junction Margins

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

Wolverhampton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Dudley Port to Platforms 2, 3 and 4 via BW388A/BW388B points	Approach Control	1
Connectional Allowance		
	7	
Dwell Time		
Class 22X	1½	
Class 390/80x	3 minutes for terminating services continuing as an ECS	
DMU/EMU	1	
Wolverhampton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Dudley Port to Platforms 2, 3 and 4 via BW388A/BW388B points	Approach Control	1
Connectional Allowance		
	7	
Dwell Time		
Class 22X	1½	
Class 390/80x	3 minutes for terminating services continuing as an ECS	
DMU/EMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU	10, except:	
Wolverhampton to Walsall services	5	
Class 153 (single unit)	3	
Class 390	30	
Platform End Conflicts		
First movement	Second movement	Margin
Down train arrives in platform 1	Up train departs from platform 5	1
Down arrival from Portobello Jn direction into platforms 1, 2 or 5	Up train departs from platforms 3 or 4 towards Dudley Port	1
Down train departs from platform 2	Down train arrives in platform 1	3
Down train departs from platform 6	Down train arrives in platform 1	3
Up train departs from platform 4 towards Dudley Port	Down arrival from Portobello Jn direction into platforms 1, 2 or 5	4
Up train departs from platform 5	Down train arrives in platform 1	4
Up train departs from platforms 2, 3 or 4	Down train arrives in platforms 2, 3 or 4 Conflicting Down train arrives in platforms 2, 3 or 4	3
Up train departs from platforms 2, 3 or 4 towards Portobello Jn	Up train departs from platforms 2, 3 or 4 towards Dudley Port	2 ½
Down train depart platforms 3 or 4	Up train arrives platform 2, 3 or 4	4
Up train depart platform 2	Down train arrives platform 1	Parallel*
Up train depart platform 2	Up train arrive platform 3	3£
Up train depart platform 3	Up train arrive platform 2	Parallel**

Wolverhampton

*Must not be a up arrival into platform 3 within 3 minutes before or after an up arrival into platform 2
£Movement can be simultaneous if there is no down arrival into platform 1 within 1 minute before or 4 minutes after an up train departs platform 2
**Must not be down arrival into platform 1 within 3 minutes before or after an up arrival into platform 2

Platform Reoccupation

Bay Platforms	4
Through Lines	3 for same direction moves 4 for opposite direction moves

Platform Restriction

Services formed of an 11 car Class 390 will block the route in the Down direction into platform 2. An arrival in the Down direction may be planned into platform 2 provided there is no simultaneous arrival in the Up direction into platform 3
There is no route in the Up direction from platforms 1 or 5 towards Portobello Jn
Platform 6 is not signalled for passenger arrivals

Bushbury Jn

Adjustments to Sectional Running Times

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

Movement Up	Reason	Value
Trains that are routed towards Portobello Jn on the Up Grand Junction	Differential Junction Speed and Approach Control	1½

Junction Margins

First Movement	Second Movement	Value
Standard junction margins apply except where a train is from a standing start at SB4695 signal as below		
Train pass Bushbury Jn towards Wolverhampton	Train depart SB4695 signal on the down Grand Jn towards Bushbury Jn	1

Bushbury Jn

Planning Restrictions

Trains on the Down Grand Jn over 382 metres/60SLU should not be planned to stop at Bushbury Jn because it will stand foul of Fowlers Park Foot Path Crossing. Any train over that length that is required to stop should be timed to do so at SB4695 Signal
Due to this no pathing allowance should be inserted between Portobello Jn and Bushbury Jn for trains over 382metres/60SLU

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

Birmingham New Street

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

Five Ways

Dwell Time

1

University

Dwell Time

1

Platform reoccupation margins

First movement	Second movement	Margin
Depart platform 2 towards Selly Oak	Arrive platform 2 from Five Ways	3
Depart platform 1 towards Five Ways	Arrive platform 1 from Selly Oak	2½ *

* The 1 minute station dwell time combined with a 2½ minute platform reoccupation in the Up direction adds up to ½ less than the 4 minute headway. This is acceptable provided the full headway is applied at the next applicable timing point.

Selly Oak

Dwell Time

1

Kings Norton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Non-stop trains routed from Lifford East Jn on the Down Camp Hill	Differential Junction speed	1 1½ (HST) Applies at next timing point after Kings Norton

Movement Up	Reason	Value
Non-stop trains routed towards Lifford East Jn on the Up Camp Hill	Approach Control and Differential Junction speed	1 (22x) 1½ all other traction

Dwell Time	1
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Junction Margins

First Movement	Second Movement	Margin
Arrive or pass Platform 4 from Selly Oak	Pass from Up Fast or Up Slow towards Lifford East Jn	3
Pass towards Lifford East Jn	Arrive or pass Platform 4 from Selly Oak	2½
Pass on Down Fast	Pass from Up Fast or Up Slow towards Lifford East Jn	2
Pass from Up Fast or Up Slow towards Lifford East Jn	Pass on Down Fast	2½ Passenger 3½ Freight
Pass on Down Fast	Pass or depart from Down Slow to Down Fast	2½
Pass or depart from Down Slow to Down Fast	Pass on Down Fast	3½
Pass Platform 1 from Up Fast	Arrive Platform 1 from Up Slow	3
Pass or depart from Up Fast or Up Slow towards Lifford East Jn	Arrive or pass Platform 1 via 615A/615B points towards Bournville	2½
Arrive or pass Platform 1 from Up Fast	Pass or depart from Up Slow towards Lifford East Jn	1½

Planning Note

If pathing time is required between Lifford East Jn and Kings Norton, this is to be shown approaching Lifford East Jn when the first train is using Platform 4 at Kings Norton. This is because there are no intermediate signals between Lifford East Jn and Kings Norton.

Kings Norton West Jn

Junction Margins

First Movement	Second Movement	Margin
Pass Down Slow to Down Fast	Pass Kings Norton on Down Fast	2½
Pass Kings Norton on Down Fast	Pass or depart from Kings Norton West Jn	2½

Longbridge

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Non-stop trains crossing from the Down Slow to Down Fast	Junction differential	1 Applies at next timing point after Longbridge

Movement Up	Reason	Value
Non-stop trains crossing from the Up Fast to up Slow	Junction differential	1

Dwell Time	1
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Junction Margins

First Movement	Second Movement	Margin
Non-stop train passes Longbridge on Down Gloucester Fast	Train departs Longbridge platform 2 to the Down Gloucester Fast	2
Depart platform 2 to reversing siding	Any conflicting movement, except as below:	3
Depart platform 2 to reversing siding	Train from Up Gloucester Fast to arrive platform 1	4
Up train passes or arrives at Longbridge	Depart platform 2 to reversing siding	1
Down train passes Longbridge on Down Gloucester Fast	Depart platform 2 to reversing siding	1
Up train arrives platform 1 from the Up Gloucester Fast	Train passes Longbridge on the Up Gloucester Fast	3

Station working

To allow EMU shunt moves to take place robustly, trains must not be given a shunt stop at Longbridge when arriving from Barnt Green on the SL. Services are to be allocated pathing time between the two locations or a timed stop at Longbridge Signal 23.

Turnround Allowance	10 Must have a minimum of 6 minutes after a timed arrival into the turnback siding, subject to an overall minimum of 10 minutes. All crossing movements must be timed.
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Cofton Jn

Junction Margins

First Movement	Second Movement	Margin
Pass or depart Barnt Green towards Bromsgrove	Depart from Cofton Down Goods	1
Pass or arrive Barnt Green towards Redditch	Depart from Cofton Down Goods	2

Planning Restriction

Two trains can be planned to stand at Cofton Jn on the Down Goods provided the second train is less than 458m in length

Barnt Green

Adjustments to Sectional Running Times *

Movement Down	Reason	Value
All trains routed to Down Redditch (to Alvechurch)	Approach control and junction differential	1
Movement Up	Reason	Value
Non-stop trains from Up Redditch towards Longbridge	Junction differential	1 Applies at next timing point after Barnt Green
Depart from Barnt Green platform 3 to Up Slow or Up Fast	Junction differential	½ Applies at next timing point after Barnt Green

* Adjustments apply only to trains formed of Class 730 EMU

Junction Margins

First Movement	Second Movement	Margin
Down Main passing towards Bromsgrove	Depart Barnt Green to the Up Main from Redditch branch	2
Non-stop train passes Barnt Green platform 1 on Up Gloucester Fast	Train departs Barnt Green platform 3 (Redditch branch) to the Up Gloucester Fast	2
Depart Barnt Green to the Up Main from Redditch branch	Down Main passing towards Bromsgrove	3

Dwell Time

DMU	1
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Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Bromsgrove

Adjustments to Sectional Running Times

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

Bromsgrove			
Train from Droitwich Spa stopping at Bromsgrove			
Allowance to be shown approaching Bromsgrove	Slow speed junction at Stoke Works Jn	170/172	1
Train from Abbotswood Jn to Bromsgrove (via Up Gloucester), stopping or non-stopping at Bromsgrove			
Allowance to be shown approaching Bromsgrove	Minus allowance as the SRTs are for the slower route	15x	-1
Allowance to be shown approaching Barnt Green for trains not stopping ONLY	Minus allowance as the SRTs are for the slower route	15x	-½
Assisting Locomotive in Rear, Working between Bromsgrove and Blackwell – Lickey Incline			
<ul style="list-style-type: none">• The Lickey Incline is a 1 in 37 gradient over a two mile section of line between Bromsgrove and Blackwell on the Birmingham to Gloucester Line• An assisting locomotive in rear is required over this section of line for certain freight trains (see below)• Assistance in Rear is authorised from BA7612 Signal Up Bromsgrove Loop or BA3614 Signal Up Gloucester• An allowance of 7 minutes should be included for attachment of the assisting locomotive at signals BA7612 or BA3614• The assisting locomotive is normally detached at Blackwell. The locomotive will then either return to Bromsgrove to continue banking operations or will run to another location as required by the Operator.• All assisting engine movements associated with the assistance of trains up the Lickey Incline run with headcode 0B00• Freight trains towards Barnt Green on the Lickey Incline need assisting above the following trailing weights:			
Class 37 – 420 tonnes; Class 47 – 360 tonnes; Class 56 – 725 tonnes; Class 57 – 380 tonnes; Class 60 – 1065 tonnes; Class 66 – 775 tonnes; Class 66/6 – 1020 tonnes; Class 67 – 215 tonnes			
Planning Restriction			
The Tamper Siding cannot be accessed when the Up Bromsgrove Loop (Platform 1) is occupied by a train longer than 289 metres/45 SLU			
Dwell Time			
DMU	1		
Junction Margins			
First Movement	Second Movement	Value	
Down train arrives Platform 3	Down train passes Platform 4 on the Down Gloucester	3½	
Down train passes Platform 4 on the Down Gloucester	Down train departs from Platform 3 to the Down Gloucester	2	
Up train passes Platform 2 to the Up Gloucester	Up train departs Platforms 1 or 3 to the Up Gloucester	2	
Freight which has had an assisting locomotive in rear between Bromsgrove and Blackwell, arrives or passes Barnt Green	Train departs or passes Bromsgrove on Up Gloucester	Simultaneous	
Minimum Turnround Time – Trains changing direction at end of journey			
West Midlands Trains	5		

Bromsgrove

Permissive Working

Attaching is authorised as shown below:

Location	Direction	Restrictions
Platform 1	Permitted in Up direction only	For attaching banking locomotive ONLY
Platform 2	Permitted in Up direction only	For attaching banking locomotive ONLY

Platform Reoccupation

First Movement	Second Movement	Value
Train departs Platform 3 to Up Gloucester	Train arrives Platform 3 from the Down Gloucester	4
Train departs Platform 2 to Up Gloucester	Train arrives Platform 2 from the Down Gloucester	4½

Station Working

Only the lines serving Platforms 1, 2 and 3 are electrified. Electric traction cannot access Platform 4.

Stoke Works Jn

Adjustments to Sectional Running Times

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

Worcestershire Parkway

Dwell Time

All	1
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Abbotswood Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
From the Down Gloucester to Down Abbotswood Goods Loop	Approach Control	All traffic	½
From Up Abbotswood Curve (from Norton Jn) towards Ashchurch *	Accelerating from 30mph crossover	22x/HST	1
		170	1½
		LH	2
		Freight	3
From a stop at Worcestershire Parkway towards Ashchurch *	Not passing Abbotswood Jn at line speed	170	1
From Stoke Works Jn towards Ashchurch via Down Gloucester * (not from Norton Jn)	Minus allowance as the SRTs are for the slower route from Norton Jn	142 150 to 158	-1

* Allowance applies approaching the next timing point

Abbotswood Jn

Adjustments to Sectional Running Times (allowance to be shown after this location)

Movement Up	Reason	Timing Load	Value
Up Gloucester to Down Abbotswood Curve (towards Norton Jn)	Flashing Yellows for 30mph junction	170/22x/HST	1
		LH	2
		Freight	1

Junction Margins

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

MD310 BARNT GREEN TO REDDITCH

Barnt Green

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

Redditch

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

Proof House Jn

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

Aston

Junction Margins

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

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

Perry Barr North Jn			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value*
Pass from Perry Barr West Jn	Junction differential	730 and freight	½
		All other timing loads	1
* Applies at next timing point after Perry Barr North Jn			
Movement Up	Reason	Value	
Trains routed towards Perry Barr West Jn	Junction differential	1	
Restriction			
There is limited standage between Perry Barr North Jn and Perry Barry West Jn on the Up Soho line. Consequently, it is not possible to stand a train in excess of 34 SLUs/218 metres in length at NS279 signal, Perry Barr West Jn. This means that before a train in excess of 34 SLUs in length can depart Perry Barr North Jn towards Soho, the route must be available through to Soho East Jn. If the route is not available, a train from the Bescot direction in excess of 34 SLUs will stand at NS272 at Perry Barr North Jn on the Up Grand line. Therefore, when timing a train in excess of 34 SLUs in length from Bescot or beyond through Perry Barr North and West Junctions towards Soho you must be aware of movements through Perry Barr West Jn and plan accordingly so as to avoid problems at Perry Barr North Jn.			

Bescot Down Yard

Junction Margins

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

Bescot Stadium

Junction Margins

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

Portobello Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains routed towards Wolverhampton	Differential Junction speed	½ passenger or ECS 1 all other timing loads

Movement Up	Reason	Value
Trains that have passed from Wolverhampton on Up Heath Town towards Darlaston Jn		
Class 6 up to 800t (inclusive)	Acceleration from lower speed route	½
Class 6 1000t (inclusive) to 1200t (inclusive)	Acceleration from lower speed route	1
Class 6 above 1400t (inclusive)	Acceleration from lower speed route	1½
Class 4 up to 800t	Acceleration from lower speed route	½
Class 4 1000t (inclusive) to 1200t (inclusive)	Acceleration from lower speed route	1
Class 4 above 1400t (inclusive)	Acceleration from lower speed route	1½
All other timing loads	Acceleration from lower speed route	½

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)

Soho East Jn

Junction Margins

First Movement	Second Movement	Margin
Up Trains to Soho North Jn	Down Trains from Soho South Jn	3

Perry Barr West Jn

Junction Margins

First Movement	Second Movement	Margin
Down Soho to Perry Barr South Jn	Up Soho from Perry Barr North Jn	4

Restriction

There is limited standage between Perry Barr North and Perry Barr West Junctions on the Up Soho line. Consequently, it is not possible to stand a train in excess of 34 SLUs/218 metres in length at NS279 signal, Perry Barr West Jn. This means that before a train in excess of 34 SLUs in length can depart Perry Barr North Jn towards Soho, the route must be available through to Soho East Jn.

If the route is not available, a train from the Bescot direction in excess of 34 SLUs will stand at NS272 at Perry Barr North Jn on the Up Grand line. Therefore, when timing a train in excess of 34 SLUs in length from Bescot or beyond through Perry Barr North and West Junctions towards Soho you must be aware of movements through Perry West Jn and plan accordingly so as to avoid problems at Perry Barr North Jn

Perry Barr North Jn

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

MD330 SOHO EAST JN TO SOHO NORTH JN

Soho East Jn

See entry under route MD325 Soho South Jn to Perry Barr North Jn (Soho Lines)

Soho North Jn

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

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

Erdington

Dwell Time	1
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Sutton Coldfield

Dwell Time	1
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Four Oaks

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train terminating in platforms 2 or 3	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Down train arrives Platform 2 or 3	Down train arrive/pass Platform 1	3
Up train depart or pass	Down train arrives Platforms 2 or 3	3
Up train pass non-stop to Aston	Up service depart Platform 3	3*

* The normal headway applies at the next mandatory timing point – see section 5.2

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Butlers Lane

Dwell Time	1
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Blake Street

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train terminating in Up platform	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Down train arrives Platform 1	Down train arrive/pass Platform 2	3
Up train depart or pass	Down train arrives Platform 1	3

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Lichfield City

Dwell Time	
Standard	1, except:
CrossCountry services (HST & 22x)	1½

Junction Margins

First Movement	Second Movement	Margin
Down train arrives Platform 2	Down train arrives/pass Platform 1	4
Up train pass/depart	Down train arrive Platform 2	3½

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Lichfield Trent Valley High Level

Detachment Allowance | 2 EMU inclusive of turnround time and no shunt involved.

Junction Margins

First Movement	Second Movement	Margin
Up train depart from Platform 3	Down train pass Platform 3	3
Up train pass not stopping at Lichfield City	Up service depart Platform 3	3*

* The normal headway applies at the next mandatory timing point – see section 5.2

Minimum Turnround Time – Trains changing direction at end of journey

Standard | 5

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

Pleck Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Pass from Bescot to Down Slow	Approach Control	730	½
		All other timing loads	1

Movement Up	Reason	Value
Pass from Up Slow at Pleck Jn	Junction differential	½ applies approaching next timing point
Slow or Fast line to Dudley Run Round Line	Signalled to very slow speed at Pleck Jn	2
Train to Bescot Down Sidings via Bescot Jn	Approach Control	1

Walsall

Dwell Time | 1

Junction Margins

First Movement	Second Movement	Margin
Down train towards Ryecroft Jn from Fast line/Platform 3	Up train using Slow line/Platform 2	3½

Minimum Turnround Time – Trains changing direction at end of journey

Standard | 5

Planning Restriction

Class 390 are prohibited from using the Down Walsall Fast through Platform 3

Mid Cannock Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Bloxwich towards Cannock FLT	Approach control approaching Mid Cannock Jn	1
Movement Up	Reason	Value
Train from Cannock FLT towards Bloxwich	15mph departure speed and Running Brake Test	3 Approaching Bloxwich
Junction Margins		
First Movement	Second Movement	Value
Train to Cannock FLT from Bloxwich	Pass from Hednesford/Cannock	8
Planning Rules		
All trains to/from Cannock FLT must have a minimum 1 minute stop at Mid Cannock Junction for operational and terminal acceptance reasons.		
No allowances to be shown between Cannock FLT and Mid Cannock Junction		
Cannock		
Dwell Time	1 Peak (Up trains to Birmingham New Street 0700 – 0830 SX and Down trains from Birmingham New Street 1600 – 1800 SX)	

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

Rugeley Town		
Dwell Time	1	

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

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

MD401 HEYFORD TO BORDESLEY JN

Heyford

Dwell Time

165/166	½
All except 165/166	45 Seconds

Aynho Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train running bi-directionally on Up Bicester	Differential Junction speed and approach control	1
Movement Up	Reason	Value
Train running bi-directionally on Down Bicester	Differential Junction speed and approach control	1
Train to Up Goods Loop	Differential junction speed and approach control	1½

Kings Sutton

Dwell Time

165/166	½
All except 165/166	45 Seconds

Banbury Depot Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All movements to Platform 1	Slow speed crossover	½
All movements to Platform 3	Approach control/slow speed crossovers	1
All movements to Platform 4	Approach control/slow speed crossovers	½

Junction Margins

First Movement	Second Movement	Margin
Depart/Pass Banbury Depot Reception Road to Up Cherwell Valley	Pass on Down Cherwell Valley	4
Pass on Down Cherwell Valley	Depart/Pass Banbury Depot Reception Road to Up Cherwell Valley	2

Planning Restriction

No pathing time to be added between Banbury Depot Jn and Banbury in the Down Direction or between Banbury and Banbury Depot Jn in the Up Direction as there are no intermediate signals between these locations.

Banbury				
Adjustments to Sectional Running Times				
Movement Down		Reason	Timing Load	Value
Depart Platforms 1, 3 or 4 to Down Cherwell Valley		Speed differential	22x	½ approaching Reservoir Jn, and ½ after Reservoir Jn
			All other Passenger Timing Loads	½ approaching Reservoir Jn
All movements to any platform where the platform is already occupied		Permissive working allowance		½
Movement Up		Reason		Value
Up Cherwell Valley to Platform 4		Junction differential and approach control		1
Down Cherwell Valley to platform 1		Speed differential and approach control		½ *
Down Cherwell Valley to platforms 3 or 4		Junction differential and approach control		½
Pass platform 1 to Depot Reception		Junction differential and approach control		½
All movements to any platform where the platform is already occupied		Permissive working allowance		½
* If approaching an occupied platform, the adjustment is increased to 1½. The separate permissive working allowance should not be added.				
Dwell Time				
All DMU (except Class 22x)		1 increased to 2 if booked traincrew relief		
HST		1		
LH		1		
Junction Margins				
First Movement		Second Movement		Margin
Depart Platform 1 or 2 to the Up Cherwell Valley		Arrive Platform 1 or 2 from the Down Cherwell Valley		3½
Depart Platform 3 to the Up Cherwell Valley		Arrive Platform 3 from the Down Cherwell Valley		3½
Depart Platform 1 or 2 to the Up Cherwell Valley		Arrive Platform 3 from the Down Cherwell Valley		4
Depart Platform 4 to the Up Cherwell Valley		Arrive Platform 4 from the Down Cherwell Valley		4
Depart Platform 1 in the Up direction		Arrive Platform 1 from the Banbury Depot Reception Road		3
Depart Platform 1 to the Banbury Depot Reception Road		Arrive Platform 1 from the Down Cherwell Valley		4
Permissive Working				
Attaching/Detaching and Platform Sharing is authorised as shown below:				
Platform 1		Attaching/Detaching and Platform Sharing in both directions*		
Platform 2		Prohibited except in contingency		
Platform 3		Prohibited except in contingency		
Platform 4		Prohibited except in contingency		
Up Banbury Loop		Permitted for freight only (see Planning Restriction – Up Banbury Loop below)		

Banbury

* Platform 1 comprises two axle counter sections, OLGG at the north end and OLGF at the south end.

Permissive working requires one of the two axle counter sections to be clear. The useable platform length of section OLGG is 133 meters and the useable platform length of section OLGF is 138 meters.

A margin of 4 minutes should be planned between the arrival of the first movement and the second movement. Similarly, a 4 minute margin applies between all subsequent movements.

Platform Reoccupation

Down direction	3
Up direction	2

Planning Restriction – Up Banbury Loop

Two trains can use the Up Banbury Loop simultaneously - the first train to arrive must draw forward to signal OL7120. For planning purposes this is shown as Banbury Platform 4. The maximum standage at this signal is 815 meters or 127 SLUs to the overlap of signal OL7134 (this excludes locomotive(s) and stand-back allowance). The maximum standage at signal OL7134 (clear of Reservoir Jn) is 823 meters or 128 SLUs (this excludes locomotive(s) and stand-back allowance).

Minimum Turnround Time – Trains changing direction at end of journey

DMU	5
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Down Banbury Loop/Down Banbury Goods Loop

Permissive Working

Permitted in the Down Banbury Loop

Permitted for freight only in both directions in the Down Banbury Goods Loop (see Planning Restriction below)

Planning Restriction

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

Run-round Maneuvers

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

For Trains to/from Banbury Aggregate Sidings

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

Reservoir Neck

Planning Note

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

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

Banbury Aggregate Sidings

Planning Note

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

Arriving Trains:

Arriving from Fenny Compton Direction:

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

Arriving from Banbury Direction:

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

Departing Trains

Departing towards Fenny Compton Direction:

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

Departing to Banbury Direction:

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

Reservoir Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from a stand at Banbury Down Goods Loop	Speed differential/acceleration allowance	1 approaching next timing point

Movement Up	Reason	Value
Up Cherwell Valley to Up Banbury Loop or Down Banbury Goods Loop	Junction differential (flashing yellows)	½
Up Cherwell Valley to Down Cherwell Valley	Junction differential and approach control	1

Planning Note

All trains using the Banbury Down Goods Loop at Reservoir Jn must show their stop at planning location Banbury Down Goods Loop and not Reservoir Jn. This is for planning purposes so trains in both directions can all be shown at the same location.

Fenny Compton

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Non-stop towards Kineton Sidings	Approach control and deceleration	2

Junction Margins

First Movement	Second Movement	Margin
Down Main to Down Main	Down Goods Loop to Up Main	2
Down Goods Loop to Up Main	Down Main to Down Main	5
Up freight to UGL	Up main	5

Restriction

Up trains from Kineton Sidings to stop OP "dot stop" at Fenny Compton due to approach control on Signal OL7150

Leamington Spa

Adjustment to Sectional Running Times

Movement Up	Reason	Value
All trains from platform 2 or the Down Main	Slow speed crossover	½ applies at next timing point
Arrival into platform 4 from either Milverton Jn or Hatton	Approach control	1
Non-stop trains from Milverton Jn towards Fenny Compton	Acceleration from slow speed crossover	1 for freight; ½ for passenger including light engines applies at next timing point

Leamington Spa		
Movement Down	Reason	Value
Train departing towards Hatton from platforms 1,3 or 4	Slow speed crossover	½ applies at next timing point
Train departing towards Milverton Jn from platform 1	Slow speed crossover	½ applies at next timing point
Non-stop trains on Down Cherwell Valley towards Milverton Jn	Approach control on signal LN37	1 for freight; ½ for passenger including light engines
Connectional Allowance	5	
Detachment Allowance	5	
Dwell Time		
Class 22x	1½	
DMU	1	
HST	1½	
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves (see below for exceptions)		3
Freight pass Leamington Spa towards Milverton Jn	Arrive/Pass Leamington Spa form Hatton	4
Train passes from Milverton Jn towards Fenny Compton	Train departs platform 4 towards Hatton	1
Train arrives or passes Platform 3 or Up Main from Hatton	Train departs from any platform, depot siding or Down Main towards Milverton Jn	1
Platform Reoccupation		
Platform 1		
First Movement	Second Movement	Margin
Train departs towards Milverton Jn	ECS arrives from either LN126 or LN128 signals	4
Platform 4		
Reoccupation Margin	4, except as below	
Train departs towards Milverton Jn	Train arrives from Milverton Jn	6
Station Working		
1. Platform 1 (Down Bay) used for departures only. Not signalled for loaded passenger train arrivals;		
2. It is not possible to signal a train to arrive into Platform 1 with a train signalled to arrive into Platform 2 or vice versa;		
3. It is not possible to signal a train to depart from Platform 1 with a train signalled to arrive into Platform 2;		
4. It is not possible to signal train into Platform 2 with a train signalled to depart from Platform 1;		
Turnround Allowance	5 DMU without shunt 12 DMU with shunt (reduced to 8 if shunting via signal LN113)	

Warwick

Dwell Time

LH	1
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Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train departing platform 2 towards Hatton	Slow speed crossover and running brake test	½

Hatton

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass Platform 3 from Down Main	Approach control and slow speed crossover	2
Arrive Platform 3 from Down Main	Approach control and slow speed crossover	1½
Pass from Down Goods Loop	Not at line speed passing Hatton	½* Passenger ½* Freight 600t and under 1* Freight 800t to 1475t 1½* Freight 1600t-2000t 2* Freight 2200t and over
Depart Platform 3 to Down Main	Slow speed crossover	½* Passenger ½* Freight
Pass Platform 3 to Up Main	Slow speed crossover	2*%
Depart Platform 3 to Up Main	Slow speed crossover	1½*%

* Applied approaching next timing point.

% Can be reduced by ½ if stopping at Warwick Parkway

Junction Margins

First Movement	Second Movement	Margin
Arrive platform 3	Pass on Down Main	2
Pass/depart Platform 2	Depart Down Goods Loop to Down Main	1
Pass/depart Platform 2	Depart Platform 3 to Down Main	2
Pass Platform 2	Depart Platform 3 to Up Main	1
Arrive Platform 2	Depart Platform 3 to Up Main	2
Arrive/Pass Platform 2	Pass Platform 3 to Up Main	3

Hatton North Jn

Junction Margins

First Movement	Second Movement	Value
Departing/passing Hatton towards Dorridge	Passing Hatton North Jn from Hatton West Jn towards Dorridge	3
Passing Hatton towards Dorridge	Passing Hatton North Jn towards Hatton West Jn	3

Hatton North Jn

Junction Margins

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

Dorridge

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train to platform 3 or Up and Down Goods	Flashing Yellow Aspects	½
Movement Up	Reason	Value
Up Passenger Loop to Dorridge start to pass (Applies approaching next timing point)	Not at linespeed by Dorridge	2 DMU 1
Train from platform 3	Slow speed crossover	½ Approaching next timing point
Train from Up and Down Goods	Slow speed crossover	½ Approaching next timing point
Train to platform 3	Speed differential	1

Junction Margins

First Movement	Second Movement	Margin
Up non-stop	Train departing Dorridge UPL	2

Station working

Up services shown to shunt at Dorridge must be shown to do so in the Up Passenger Loop.

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
Shunting to a different platform	10

Bentley Heath Crossing

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Platform 3 or Up and Down Goods to Down Main	Not at linespeed at Bentley Heath Crossing	1½ Approaching next timing point
Class 168 or Chiltern Class 68 departing Dorridge Platform 2	Not at linespeed at Bentley Heath Crossing	1 Approaching next timing point
Movement Up	Reason	Value
Up train to Platform 3 or Up and Down Goods or Up Dorridge Passenger Loop having stopped at Widney Manor	Approach Control	½
Up train to Platform 3 or Up and Down Goods or Up Dorridge Passenger loop (not stopped at Widney Manor)	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Up train arrives at Dorridge Up & Down Goods Loop	Down train departs Dorridge	1
Up train arrives at Dorridge Up & Down Goods Loop	Down train passes Dorridge	1½

Solihull

Dwell Time

Class 22x	1½
DMU	1

Tyseley

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Passenger train moving to slow line prior to Tyseley station	Approach control	1
Movement Up	Reason	Value
Passenger train moving from slow line after Tyseley station	Slow speed crossover	1 After

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3 Before/ 1 After

The interlocking prevents the setting of a route on the US into Tyseley station with routes set for a train from the DM to DS.

Tyseley Up and Down Through Sidings

Planning Note

It is preferable for trains arriving in the Up Direction to perform a Run Round to arrive on the Tyseley Up Through Siding and Run Round via the Tyseley Down Through Siding. It is possible for a train on the Tyseley Down Through Siding to Run Round via LJ1295 signal (Up Dorridge) at Tyseley South Jn and Small Heath station. The Run Round should be planned with careful consideration of the opportunities between other services on the Up and Down Bordesley and Up and Down Snow Hill.

Run Round via Tyseley Down Through Siding	25 minutes
Run Round via Main Line	35 minutes

Tyseley LMD

Operating Restriction for Departures

ECS following each other in the same direction must be planned to depart a minimum of 5 minutes apart. However, trains can be planned to pass Small Heath South Junction or Tyseley South Junction a minimum of 3 minutes (headway) apart. Pathing time may therefore be used approaching Small Heath South Junction or Tyseley South Junction if required.

There is no restriction for ECS departing Tyseley Depot in opposite directions.

Small Heath South Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Bordesley to Up Slow/Tyseley depot	Junction differential	1

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3 Before/ 1 After

Bordesley Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
From Tyseley (Tyseley to St Andrews Jn)	Junction differential	½ After

Movement Up	Reason	Value
To Tyseley (St Andrews Jn to Tyseley)	Junction differential	½ Before

Junction Margins

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

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN

Milverton Jn

Junction Margins

First Movement	Second Movement	Value
Up train passes from Kenilworth Loop	Down train passes towards Kenilworth Loop	4 *
Up train passes from Kenilworth Loop	Down train departs towards Kenilworth Loop	2

* margin is increased by 1 minute where both movements are freight

Planning Note

The maximum standage at signal LN52 on the Up Kenilworth (clear of 236 points at Milverton Jn) is 624meters/97SLUs to avoid fouling the single line to/from Kenilworth. This standage excludes stand-back allowance.

The maximum standage at signal LN51 on the Down Kenilworth (clear of Leamington Spa North Jn) is 731meters/114SLUs to avoid fouling Leamington Spa North Jn. This standage excludes stand-back allowance.

Kenilworth Loop

Junction Margins

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

Gibbet Hill Jn

Junction Margins

First Movement	Second Movement	Value
Down train passes from Kenilworth Loop	Up train passes towards Kenilworth Loop	4
Down train passes from Kenilworth Loop	Up train departs towards Kenilworth Loop	2

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

Three Spires Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Coventry or North Yard to Prologis Sidings	Slow speed turnout onto Branch	1 Before
Movement Up	Reason	Value
Prologis Sidings to Coventry or Coventry North Yard	Slow speed turnout from the Branch	1 After
Trains for Bedworth Murco Sidings to stop at Bedworth GF for 10 minutes to allow Ground Frame release.		

Coventry Arena

Planning Restriction – Down direction

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

MD415 HATTON STATION TO STRATFORD UPON AVON

Hatton West Jn

Junction Margins

First Movement	Second Movement	Margin
Passing Hatton West Jn towards Hatton or Bearley Jn	Passing Hatton North Jn towards Hatton West Jn	2

Bearley Jn

Junction Margins

First Movement	Second Movement	Margin
From Whitlocks End direction to Stratford	From Stratford to Hatton direction	3 a)* 4 b)*
From Stratford to Hatton	From Whitlocks End to Stratford	3
From Hatton direction to Stratford	From Stratford to Hatton direction	3 a)* 4 b)*

a) Stopping at Wilmcote

b) Not stopping at Wilmcote

* A train towards Hatton can wait at Bearley Jn at signal HS3488 for the single line from Hatton to clear if required.
A stop must be shown at Bearley Jn in the schedule and the single line cannot be re-occupied until 2 minutes after the preceding train from the single line has passed Bearley Jn.

Stratford Upon Avon

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
LH	25*
LH shunting to a different platform	40

* Does not apply to Chiltern Railways fixed formation loco hauled sets with DVT, use Standard Turnround

MD425 TYSELEY SOUTH JN TO BEARLEY JN

Whitlocks End

Dwell Time	1
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Platform End Conflicts

The margin between a train leaving Platform 2 at Whitlocks End towards Shirley and the next train towards Stratford must be 4 minutes

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Henley In Arden

Dwell Time	1
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MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

Droitwich Spa

See entry under route MD900 Abbotswood Jn to Stoke Works Jn via Worcester

Kidderminster

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Kidderminster Turnback not stopping at Kidderminster	Differential Speed	1 After Kidderminster
Movement Up	Reason	Value
Trains timed to arrive on Platform 2 at Kidderminster whilst a train is departing or moving from the turnback siding to Platform 1	Arriving at Kidderminster on a red aspect	2 before Kidderminster
Trains timed to arrive on Platform 2 at Kidderminster whilst a train is departing Platform 1 towards Hartlebury	Arriving at Kidderminster on a red aspect	2 before Kidderminster

Kidderminster		
Dwell Time		
DMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunting to a different platform	10	
Junction Margins		
First Movement	Second Movement	Margin
Train to the Down Goods Loop or Severn Valley Railway	Train from Hartlebury	5
Train to the Down Goods Loop or Severn Valley Railway	Train from Turnback siding	3
Train from the Down Goods Loop or Severn Valley Railway passing Kidderminster	Train from Hartlebury	5
Train departing Platform 1 towards Hartlebury	Train from Hartlebury	5
Train departing/moving from Turnback Siding	Train arriving into Platform 2	Parallel*
Train departing/moving from Turnback Siding	Train passing Platform 2	5
Train arrived Platform 1 from Turnback Siding	Departure from Platform 2	2
Train departing Platform 1 towards Hartlebury	Train arriving into Platform 2	Parallel*
* See adjustments to sectional running times		

Stourbridge Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Stourbridge Down Goods Loop	Approach Control	1
Movement Up	Reason	Value
Train terminating in Platform 2	Approach Control	½
Assisting Locomotive in Rear, Working of Old Hill bank Freight trains towards Rowley Regis up Old Hill Bank need assisting above the following trailing weights. Class 37 – 585 tonnes Class 47 – 505 tonnes Class 56 – 835 tonnes Class 57 – 530 tonnes Class 60 – 1425 tonnes Class 66 – 1045 tonnes Class 66/6 – 1370 tonnes Class 67 – 420 tonnes / 12 vehicles Attachment of Banking Locomotive. 7 minutes. The Tiploc sequence for banking of trains is BLAKEDN – STRBDGJ P/P – STRBJGL S/S (7min OP) and STRBJGL – ROWLEYR S/S (5 min OP)		
Connectional Allowance	2	
Dwell Time		
DMU	1	

Stourbridge Junction		
Platform End Margins		
First Movement	Second Movement	Margin
Train towards Rowley Regis, Down Goods Loop or Down Sidings from Platform 3	Arrival into Platform 2 from Kidderminster	4
Train towards Rowley Regis from Platform 3	Arrival into Platform 3 from Rowley Regis	4
Arrival into Platform 2 from Kidderminster	Departure from Platform 3 towards Rowley Regis	2
Departure from Platform 3 towards Rowley Regis	Departure from Platform 2 towards Rowley Regis	4
Train towards Rowley Regis from Platform 2	Arrival into Platform 2 from Rowley Regis	3
Junction Margins		
First Movement	Second Movement	Margin
Passenger train passing or departing Stourbridge Junction towards Kidderminster	Freight train from Round Oak/Brierley Hill	3
Freight train passing Stourbridge Junction towards Kidderminster	Freight train from Round Oak/Brierley Hill	4
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunting to a different platform	10	

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

Caledonia Yard
Planning Notes
<p>Arrivals</p> <p>A train arriving at Caledonia Yard over 260m/853ft/40SLU for Small Heath Aggregate Siding shall require a 2 minute OP stop within Caledonia Yard to split the train. This should take place on Line 7.</p> <p>A train arriving at Caledonia Yard over 220m/722ft/34SLU for Bordesley Aggregate Siding shall require a 2 minute OP stop within Caledonia Yard to split the train.</p> <p>Departures –Small Heath Aggregate Siding</p> <p>A train departing Small Heath Aggregate Siding over 260m/853ft/40SLU shall require a 30 minute OP stop within Caledonia Yard to reform the train. This includes the time taken for the loco to run-round the train.</p> <p>A train departing Small Heath Aggregate Siding under 260m/853ft/40SLU shall require a 25 minute OP stop within Caledonia Yard to perform a run-round</p> <p>Departures – Bordesley Aggregate Siding</p> <p>A train departing Bordesley Aggregate Siding over 220m/722ft/34SLU shall require a 30 minute OP stop within Caledonia Yard to reform the train. This includes the time taken for the loco to run-round the train.</p> <p>A train departing Bordesley Aggregate Siding under 220m/722ft/34SLU shall require a 25 minute OP stop within Caledonia Yard to perform a run-round</p>

Small Heath Aggregate Siding

Planning Note

Only one freight service can be accommodated at Small Heath Aggregate Siding at any one time. Trains to Small Heath Aggregate Siding over 260m/853ft/40SLU will be split on Line 7 within Caledonia Yard and the line will remain occupied for the duration of the trains terminal time at Small Heath Aggregate Siding.

Bordesley Aggregate Siding

Planning Note

Only one freight service can be accommodated at Bordesley Aggregate Siding at any one time. Trains to Bordesley Aggregate Siding over 220m/722ft/34SLU will be split within Caledonia Yard and the line will remain occupied for the duration of the trains terminal time at Bordesley Aggregate Siding.

Birmingham Moor Street

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains to platforms 3 and 4	Approach control and slower speed in platforms	½
All movements to any platform where the platform is already occupied (allowance to be applied in addition to other adjustment values)	Permissive working allowance	½

Dwell Time

DMU/LH	1
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Platform End Margins

First Movement	Second Movement	Margin
Departure from Platform 1 towards Small Heath South Jn on the Up Snow Hill	Arrival from Small Heath South Jn into Platform 1	4
Departure from Platform 1 towards Small Heath South Jn on the Up and Down Small Heath Goods	Arrival from Small Heath South Jn into Platform 1	5
Departure from Platform 1 towards Small Heath South Jn on the Up and Down Small Heath Goods	Arrival from Small Heath South Jn on the Down Snow Hill into Platform 2	4
Departure from Platform 3 or 4	Arrival into Platform 2 from Small Heath South Jn	3 ½
Departure from Platform 3 or 4	Arrival into Platform 1 from Small Heath South Jn	4
Arrival into Platform 1 or 2 from Small Heath South Jn	Departure from Plat 3 or 4	1
Train Departs Platform 3 or 4 to the Up Snow Hill	Train Departs Birmingham Snow Hill to Platform 2 at Birmingham Moor Street	1

Birmingham Moor Street

Planning Note

Margins for trains to/from Snow Hill need to be applied in conjunction with rules at Birmingham Snow Hill. A train cannot depart Birmingham Moor Street if there is not a platform available at Birmingham Snow Hill or vice versa

There are no signals between Birmingham Moor Street and Birmingham Snow Hill therefore no pathing time to be used between these locations

Birmingham Snow Hill

Dwell Time

DMU	1
LH	2

Platform End Margins

First Movement	Second Movement	Margin
Departure from Platform 1 towards Birmingham Moor Street	Arrival from Birmingham Moor Street into Platform 1, Platform 2 or Platform 3	5
Departure from Platform 2 towards Birmingham Moor Street	Arrival from Birmingham Moor Street into Platform 2 or Platform 3	5
Departure from Platform 2 towards Jewellery Quarter	Arrival into Platform 2 from Jewellery Quarter	5
Departure from Platform 3 towards Jewellery Quarter	Arrival into Platforms 2 or 3 from Jewellery Quarter	5
Arrival into Platform 3 from Birmingham Moor Street	Departure from Platform 1 or Platform 2 towards Birmingham Moor Street	2
Departure from Platform 1 towards Jewellery Quarter	Arrive Platform 1 from Turnback Sidings	4
Departure from Platform 1 towards Birmingham Moor Street	Departure from Platform 1 towards Jewellery Quarter	2
Departure from Platform 1 towards Jewellery Quarter	Departure from Platform 1 towards Birmingham Moor Street	2
Departure from Platform 2 towards Birmingham Moor Street	Arrival from Jewellery Quarter into Platform 3	4#
Train Departs Platform 3 or 4 to the Up Snow Hill at Birmingham Moor Street	Train Departs Birmingham Snow Hill to Platform 2 at Birmingham Moor Street	1

Only applies if there is a train from Moor Street Platform 2 on the Down towards Snow Hill Platform 1

Planning Note

Margins for trains to/from Moor Street need to be applied in conjunction with rules at Birmingham Moor Street. A train cannot depart Birmingham Snow Hill if there is not a platform available at Birmingham Moor Street or vice versa.

There are no signals between Birmingham Snow Hill and Birmingham Moor Street therefore no pathing time to be used between these locations

Turnround Allowance

5 Platform 1 if first train is to reversing siding
10 Platform 1

Smethwick Galton Bridge High Level

Connectional Allowance 7

Dwell Time

DMU 1

Smethwick Jn

Junction Margins

Up Trains towards Galton Jn

The following should be read in conjunction with the rules at Galton Jn

First Movement	Second Movement	Margin
Up train routed towards Galton Jn	Down train from Smethwick Galton Bridge towards Rowley Regis	4
Down train from Smethwick Galton Bridge towards Rowley Regis	Up train routed towards Galton Jn	2

Down Trains from Galton Jn

There is limited standage between Galton Jn and Smethwick Jn. Therefore, do not plan trains that are longer than 25 SLUs/160 metres to stop at Smethwick Jn.

Do not use any pathing time or other allowances between Galton Jn and Smethwick Jn because of the risk that the train will come to a stand at Smethwick Jn and still be foul of Galton Jn.

Rowley Regis

Adjustments to Sectional Running Times

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

Cradley Heath

Dwell Time

DMU 1 Applies to Chiltern Railways trains towards Birmingham between 0630 and 0830

MD440 GALTON JN TO SMETHWICK JN

Galton Jn

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

Smethwick Jn

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

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)

Kineton Sidings 1 and 2 (Fenny Compton Exchange Sidings)

Dwell Time

Towards Kineton MOD	5 OP stop for signaller's actions, and driver to withdraw the token
From Kineton MOD	10 OP stop for driver to confirm to signaller that the train is complete with tail lamp, and that the token has been replaced

Junction Margins

First Movement	Second Movement	Margin
Down arrive Kineton Sidings	Up depart Kineton Sidings	1
Up arrive Kineton Sidings	Down depart Kineton Sidings	15

Length restriction

72 SLU/461m between OL5157/5159 stop boards and OL1184/1186 signals on Kineton Sidings 1 and 2
93 SLU/600m at OL5157/5159 stop boards clear of 155 points

Successive trains to and from Kineton MOD

30 minutes to be allowed between arrival at Kineton MOD and departure from Kineton Sidings, similarly between arrival at Kineton Sidings and departure from Kineton MOD, to allow for the token to be taken by road transport from one location to the other and signaller's actions

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

Tamworth High Level

Dwell Time

Class 22x	1½
DMU	1

Wilnecote

Dwell Time

Class 170	1
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Kingsbury Reception Sidings

Planning Rules

Only one train is permitted in the section between Kingsbury Reception Sidings and the terminals at any one time.

Incoming Intermodal trains for Birch Coppice Terminal to show 3 minute OP stop for acceptance purposes.

Departing Intermodal trains from Birch Coppice Terminal to show 2 minute OP stop.

Incoming trains for Kingsbury Oil Terminal to show 30 minute OP stop for acceptance purposes.

Departing trains from Kingsbury Oil Terminal to show 60 minute OP stop to prepare the train and conduct a locomotive run round.

Kingsbury Reception Sidings

Incoming trains for Kingsbury E.M.R Sidings to show a 5 minute OP stop.

Departing trains from Kingsbury E.M.R Sidings to show 20 minute OP stop to prepare the train and conduct a locomotive run round.

~~Kingsbury Shunting Frame~~ Kingsbury Shunt Frame

Planning Rules

~~Incoming trains to show 3 minute OP stop for acceptance purposes~~

~~Departing Intermodal trains from Birch Coppice to show 2 minute OP stop~~

~~Only one train is permitted in the section between Kingsbury Shunting Frame and the terminals at any one time.~~

Only one train can pass Kingsbury Shunt Frame at any one time.

Kingsbury Branch Jn

Planning Rules

~~Incoming trains from Tamworth direction to show 2 minute OP stop to pick up radio and prepare to propel towards Kingsbury Shunt Frame~~

Incoming trains from Tamworth direction to show 2 minute OP stop to pick up radio and prepare to propel towards Kingsbury Reception Sidings

~~Departing trains from Kingsbury Shunt Frame towards Tamworth to show 1 minute OP stop to prepare to change direction.~~

Departing trains from Kingsbury Reception Sidings towards Tamworth to show 1 minute OP stop to prepare to change direction.

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train from Tamworth that has propelled at Kingsbury Branch Jn to Kingsbury Reception Sidings	Reduced speed	3*

*To be applied between Kingsbury Branch Jn and Kingsbury Reception Sidings

Movement Up	Reason	Value
Train from Kingsbury Oil terminal that has propelled at Kingsbury Reception Sidings towards Tamworth	Reduced speed	3

Kingsbury Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Tamworth towards Whitacre Jn	Junction speed differential and flashing yellow signals	½ except: 1 22x 1½ HST%
% Reduce to ½ if stopping at Tamworth		
Movement Up	Reason	Value*
Pass to Tamworth having stopped at Water Orton (via Up Derby)	Not at line speed by Kingsbury Jn	½ 170
Pass to Tamworth having crossed from Up Derby Slow or Park Lane Jn at Water Orton West Jn (via Up Derby)	Not at line speed by Kingsbury Jn	½ 75mph freight 800t and above ½ 60 mph freight 2000t/TR115 and above
Pass from Whitacre Jn to Tamworth (stopping at Wilnecote)	Junction speed differential and acceleration	1½ 170
Pass from Whitacre Jn to Tamworth (stopping at Tamworth)	Junction speed differential and acceleration	1 170 1½ 22x 2 HST
Pass from Whitacre Jn to Tamworth (not stopping at Wilnecote or Tamworth)	Junction speed differential and acceleration	1 170 1½ 22x and HST 75mph freight: 1½ to 400t 2 600t/TR40 and above 60mph freight: ½ to 600t/TR40 1 800t/1000t/T R55 1½ 1200t/1400t/T R70 2 1600t/TR85 2½ 1800t-2200t/TR100-115 3 2400t/TR130 and above

* Approaching next timing point

Kingsbury Jn

Junction Margins

First Movement	Second Movement	Margin
Train from Tamworth	Train departing Kingsbury Shunt Frame towards Kingsbury Jn or Tamworth	1
Passenger train from Water Orton or Whitacre Jn	Train departing Kingsbury Shunt Frame towards Tamworth	2
Freight train from Water Orton or Whitacre Jn	Train departing Kingsbury Shunt Frame towards Tamworth	3
Train from Tamworth that has propelled at Kingsbury Branch Jn and arrived at Kingsbury Shunt Frame Kingsbury Reception Sidings	Train from Tamworth	3
Train towards Tamworth that has propelled from Kingsbury Shunt Frame and arrived at Kingsbury Branch Jn Train towards Tamworth that has propelled from Kingsbury Reception Sidings and arrived at Kingsbury Branch Jn	Train from Tamworth	3
Train towards Tamworth that has propelled from Kingsbury Shunt Frame and arrived at Kingsbury Branch Jn Train towards Tamworth that has propelled from Kingsbury Reception Sidings and arrived at Kingsbury Branch Jn	Train from Water Orton or Whitacre Jn direction	4
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Passenger train from Tamworth	2
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Freight train from Tamworth	4
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Passenger train from Water Orton or Whitacre Jn direction	2
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Freight train from Water Orton or Whitacre Jn	4
Train from Whitacre Jn	All trains except Class 6 from Tamworth towards Water Orton	3
Train from Whitacre Jn	Class 6 from Tamworth towards Water Orton	4
All trains except Class 6 from Water Orton	Train from Whitacre Jn direction	2
Class 6 from Water Orton	Train from Whitacre Jn direction	3
Train from Tamworth towards Water Orton	Train from Whitacre Jn direction	2

Water Orton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All non-stop Down trains from Kingsbury Jn (via Down Derby) crossing to Park Lane Jn or UDS at Water Orton West Jn	Junction differential	1
All non-stop Down trains from Coleshill Parkway towards Castle Bromwich Jn on the ML	Junction differential	1 approaching next timing point*

*1½ when Class 170 is using the Down Whitacre

Water Orton

Movement Up	Reason	Value
All non-stop trains from Castle Bromwich Jn on the ML towards Coleshill Parkway	Junction differential	1 for passenger and ECS ½ for freight
All stopping trains towards Coleshill Parkway	Junction differential	½
All non-stop trains from Park Lane Jn or UDS towards Kingsbury Jn (via Up Derby)	Acceleration Allowance from lower speed route	1 approaching next timing point

Dwell time

Class 170	½
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Junction Margins

First Movement	Second Movement	Margin
Pass/depart Platform 1 from Coleshill Parkway	Pass/arrive Platform 1 towards Coleshill Parkway	4*
Passenger pass direct from Kingsbury Jn	Pass/arrive Platform 1 towards Coleshill Parkway	3*
Freight pass direct from Kingsbury Jn	Pass/arrive Platform 1 towards Coleshill Parkway	4
Pass/depart Platform 1 or Down Whitacre towards Park Lane Jn at Water Orton West	Pass/arrive from Up Derby Fast at Water Orton West	4
Pass/depart Platform 1 or Down Whitacre towards Park Lane Jn at Water Orton West	Pass/arrive from Up Derby Slow at Water Orton West	5
Pass/depart Platform 1 or Down Whitacre towards Up Derby Slow at Water Orton West	Pass/arrive from Up Derby Fast at Water Orton West	4
Pass/depart Platform 1 or Down Whitacre towards Up Derby Slow at Water Orton West	Pass/arrive from Park Lane Jn	5
Pass/depart Platform 1 towards Coleshill Parkway	Pass/arrive Platform 1 from Coleshill Parkway	4
Pass/depart Platform 1 towards Coleshill Parkway	Pass/arrive from Kingsbury Jn	3
Pass/depart Platform 1 towards Castle Bromwich Jn on Down Derby Fast	Depart Down Whitacre towards Castle Bromwich Jn or Park Lane Jn	2
Pass/arrive towards Kingsbury Jn or Coleshill Parkway	Pass Platform 1 or Down Whitacre towards Up Derby Slow or Park Lane Jn at Water Orton West	3
Pass/arrive towards Kingsbury Jn or Coleshill Parkway	Depart Platform 1 or Down Whitacre towards Up Derby Slow or Park Lane Jn at Water Orton West	1
Pass towards Kingsbury Jn or Coleshill Parkway	Train from Park Lane Jn or Up Derby Slow depart Water Orton West Jn for Kingsbury Jn or Coleshill Parkway	2

*Where the second movement is a train with a minimum of 1 minute pathing time approaching Water Orton, the Junction Margin may be reduced by ½ minute.

Planning Restriction

No allowance should be inserted between Water Orton West Jn and Water Orton into any trains because there are no intermediate signals in either direction.

Water Orton West Jn

Planning Note

Junction margins at Water Orton West Jn are calculated at Water Orton, see Water Orton for details.

Planning Restriction

No allowance should be inserted between Water Orton West Jn and Water Orton into any trains because there are no intermediate signals in either direction.

Castle Bromwich Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All non stop train from Park Lane Jn or the Up Derby Slow to the Down Derby Fast	Acceleration Allowance	1
Train from the Down Derby to the Down Derby Goods	Flashing Yellow Aspects/ Differential Junction Speed	½

Movement Up	Reason	Value
All non stop trains from the Up Derby Fast towards Park Lane Jn or the Up Derby Slow	Approach Control and Slow Speed Crossover	1 ½

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3*
*Plus half minute if first move is freight		

Bromford Bridge

Reoccupation of Single Lines	5 From/to Jaguar Sidings
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Washwood Heath Up Sidings

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

Washwood Heath West Jn

Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		5 before/ 3 after

Landor Street Jn

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4 before/ 3 after

Planning Note

Trains standing at signal LL4772 signal on the Up St Andrews that are longer than 454 meters/71SLUs (exclusive of stand-back allowance) will foul St Andrews Jn. Therefore, junction margins at St Andrews Jn must be based on trains' departure time at Landor Street Jn if over length.

Proof House Jn

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

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

Abbey Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Train from Whitacre Jn to Nuneaton stopping at platform 6 whilst a parallel move is taking place at Nuneaton onto the Nuneaton North Chord	Encountering adverse aspects approaching Abbey Jn and Nuneaton platform 6	1

Planning Rule/Junction Margin

A train routed on the Up Arley from Nuneaton Platform 7 to Abbey Jn and crossing to the Down Arley must have a margin of 4 minutes before the next train from the direction of Water Orton/Whitacre Jn.

Whitacre Jn

Junction Margins

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

Coleshill Parkway

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Exit from Hams Hall reception lines towards Water Orton	Acceleration after slow speed crossover at Coleshill Parkway (20mph)	Freight 2 approaching next timing point
Movement Up	Reason	Value
Entry to Hams Hall reception lines from Water Orton direction	Approach control	Freight 2
Dwell Time		
Class 170	1	

Water Orton

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

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)

Landor Street Jn

See entry under route MD501 Tamworth (inclusive) to Birmingham Proof House Jn

St Andrews Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Class 22x from Proof House Jn on the Stour Lines crossing at Grand Jn to the Up and Down Camp Hill	Approach Control	½

Junction Margins

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

Planning Notes

A train cannot pass Landor Street Jn (and stand at SY88 signal) when headed toward St Andrews Jn, if a train is occupying the Up Camp Hill Curve – due to St Andrews Jn being in the overlap of SY88 signal.

Trains standing at signal LL4772 signal on the Up St Andrews that are longer than 454 meters/71SLUs (exclusive of stand-back allowance) will foul St Andrews Jn. Therefore, junction margins at St Andrews Jn must be based on trains' departure time at Landor Street Jn if over length.

Bordesley Jn

See entry under route MD401 Heyford to Bordesley Jn

Lifford East Jn**Adjustments to Sectional Running Times**

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

Movement Up	Reason	Value
Classes 15x/170/22x and HST from Up Lifford Curve to Up Camp Hill (pass to pass)	Junction differential	1 After

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4 before/ 3 after

Planning Constraint when routed to Lifford West Jn via Lifford Curve MD580

Due to the signalling constraints, a train routed along the Down Lifford Curve cannot be brought to a stand at Lifford West Jn SY45 signal and must therefore be held on the Down Camp Hill at Lifford East Jn.

Kings Norton

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

MD701 MARYLEBONE TO AYNHO JN

London Marylebone

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Into an occupied platform	Approach Control	1
Train having reversed at Neasden South Jn	Not at linespeed at Neasden South Jn	½

Attachment/ Detachment	8 Inclusive of turnround time and no shunt involved 15 Inclusive of turnround time and shunt involved
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Connectional Allowance	10
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Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching/Detaching and Platform Sharing
Platform 4	Detaching only
Platform 5	Attaching/Detaching and Platform Sharing
Platform 6	Attaching/Detaching and Platform Sharing

In all cases here must be no more than 7 carriages at the buffer stops if another train is to platform share or attach to another train already in the same platform

Platform Reoccupation

3 minutes between a departing train and an arrival

Neasden South Jn

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Train routed towards Neasden Jn via Neasden Curve	Approach control	1 except Freight

Junction Margins

First Movement	Second Movement	Margin
A Down Metropolitan Line train	An Up Wycombe Line train	2
An Up Wycombe Line train	A Down Metropolitan Line train	2½
An Up Wycombe Line train	An Up Metropolitan Line train	3
An Up Metropolitan Line train	An Up Wycombe Line train	3
A Down or Up Wycombe Line train	A train from Neasden Jn arriving at Neasden T.C.	3
A Down or Up Wycombe Line train	The departure from Neasden T.C. of a train for Neasden Jn	1
A train departing from Neasden T.C. towards Neasden Jn	A Down or Up Wycombe Line train.	3

Great Central Way Jn

Reoccupation of Single Line
5 minutes to/from Wembley LMD

Wembley Stadium

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Neasden Jn (Neasden Curve) towards Wembley Stadium	Not at linespeed at Neasden South Jn	1 except freight
Passing Wembley Stadium and using Wembley Turnback siding	Approach control	1

Movement Up	Reason	Value
Trains from Wembley Turnback siding not stopping at Wembley Stadium	Not at linespeed at Wembley Stadium	1 After

Dwell Time

LH	1
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Minimum Turnround Time – Trains changing direction at end of journey

Standard	10
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Wembley Stabling Siding (proposed)

Junction Margins

First Movement	Second Movement	Margin
Depart Turnback Siding to Wembley Stadium	Depart Stabling Siding to Turnback Siding	2
Arrive Stabling Siding via Turnback Siding	Depart Wembley Stadium to Turnback Siding	1

Permissive Working

The siding is permissive for arrivals only

Northolt Park Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to SL (Down Northolt Loop)	Differential Junction speed and approach control	½*
* Not applicable to trains that have stopped at Northolt Park		
Class 168 having stopped at Northolt Park and using FL between Northolt Park Jn and South Ruislip	Not at linespeed at Northolt Park Jn	½ approaching next timing point
Trains departing Wembley LMD that have not stopped before Northolt Park Jn	Not passing Wembley Stadium at linespeed	1

Northolt Park Jn

Junction Margins

First Movement	Second Movement	Margin
Down Pass to SL (Down Northolt Loop)	Down Pass on FL	2

South Ruislip

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Passenger, ECS or light engine pass from Greenford branch or SL (Down Northolt Loop) from Northolt Park Jn	Not at linespeed passing South Ruislip	½ approaching next timing point
Freight pass from SL (Down Northolt Loop)	Not at linespeed passing South Ruislip	1 approaching next timing point

Movement Up	Reason	Value
Passenger trains towards Greenford Branch (NOT required from West Ruislip platform 4)	Not at linespeed at South Ruislip	1
Pass South Ruislip from LUL reversing siding	Not at linespeed at South Ruislip	Class 165/8 1 approaching next timing point
Pass towards Northolt Waste Terminal	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Pass on Down Main	Depart Platform 3 to Down Main	2
Pass towards Northolt/Greenford via platform 3	Pass on Down Main	3
Pass towards Northolt/Greenford via platform 3	Arrive South Ruislip from SL (Down Northolt Loop)	3
Pass from Northolt Refuse siding	Pass on Down Main	4

West Ruislip

Connectional Allowance	3
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Adjustment to Sectional Running Times

Movement Down	Reason	Value
Train crossing to platform 4 at West Ruislip	Approach control	1
Pass West Ruislip to LUL reversing siding	Approach control	1
Departing platform 4 towards Gerrards Cross	Slow speed crossover	1 approaching next timing point

West Ruislip

Movement Up	Reason	Value
Pass towards Greenford branch or Northolt Waste Sidings (NOT required from West Ruislip platform 4)	Approach control	½ Passenger 1 Freight
Pass from HS2 terminal via Platform 4 towards South Ruislip	Not at linespeed passing West Ruislip	½ Freight approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass on the Up Main	Depart platform 4 to the up Main	2
Down train arrives/pass platform 4	Pass on the Up Main	3
Pass on the Up Main	Down train arrives platform 4	3*
* 2½ if second train has stopped at South Ruislip		
Down arrive/pass from South Ruislip	Pass on the Up Main, crossing to Down Main at Ruislip Gardens Jn	2½
Down arrive/pass from South Ruislip	Up train departs and crosses to Down Main at Ruislip Gardens Jn	1

Gerrards Cross

Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train to turnback siding not stopping at Gerrards Cross	Approach control	1
Movement Up	Reason	Value
Pass Platform 1 in the Up direction	Approach control	1 approaching Gerrards Cross
	Not at line speed passing Gerrards Cross	1½ Class 168 / 1 Class 165 approaching next timing point
Connectional Allowance	1	
Dwell Time		
A minimum dwell of 1 minute is required for a train terminating and departing ECS to the turnback siding		
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to turnback siding	Up arrival/pass Platform 2	2½
Platform Reoccupation		
For movements in same or opposite direction	3	

Gerrards Cross

Minimum Turnround Time – Trains changing direction at end of journey

Down platform	5
Shunting via Turnback Siding	11

Station Working

A minimum of 3½ minutes to be allowed between the arrival of a Down terminating train requiring to gain access to the Turnback Siding and the passage of an Up train.

A dwell of 1 minute is required before moving into the turnback siding

High Wycombe

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Trains to platform 1 at High Wycombe	Slow turnout and approach to buffer stops	1
Movement Up	Reason	Value
Depart platform 1	Slow speed crossover	½ approaching next timing point
Depart or Pass platform 2	Approach control	1 approaching High Wycombe
	Acceleration from slow speed crossover	½ approaching next timing point

Connectional Allowance	1
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Dwell Time

DMU	1
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Junction Margins

First Movement	Second Movement	Margin
Up train out of Bay platform 1	Down train	3
Up train departing platform 2	Down train	3
Down train departing platform 2	Up train arriving/passing platform 2	3
Down train arriving platform 1	Down train passing platform 2	2
Down train arriving platform 1	Down train arriving platform 2	2½

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Platform Reoccupation

Through Lines: –	3
Bay	3

Princes Risborough

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Main to Platform 2 (Up Princes Risborough Loop)	Differential Junction speed	2 Freight 1 DMU
Pass Princes Risborough to Thame Branch Siding	Approach control	1

Movement Up	Reason	Value
Pass Platform 2 (Up Princes Risborough Loop) to Up Main	Differential Junction speed	2 Freight 1 DMU
Pass from Down Main to Up Main	Differential Junction speed	½
Arrive Platform 2 (Up Princes Risborough Loop) from Haddenham & Thame Parkway direction to be overtaken on Up Main or reverse to Aylesbury branch	Approaching a red signal at Princes Risborough	1 Passenger
Train terminating in platform 1 (bay platform)	Slow turnout speed and approach to buffer stop	½

Connectional Allowance	2
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Junction Margins

First Movement	Second Movement	Margin
Down train to Aylesbury branch	Up non-stop	3½
Up train from Aylesbury branch	Up non-stop	3½
Up train departing Platform 2 or train from Aylesbury branch	Down train to Platform 2 or Aylesbury branch	4
Up non-stop	Down train to Platform 2 or Aylesbury branch	3½
Up non-stop	Up train from Platform 2 or Aylesbury branch	2

Minimum Turnround Time – Trains changing direction at end of journey

Standard	3
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Platform Reoccupation

	4 Opposite
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Planning Note

For a train to be routed reversibly onto the Up Main the line must be clear to signal ME2029 at Bicester South Jn. A subsequent train cannot be routed from Bicester South Jn onto the Up Main until the line is clear throughout to Princes Risborough.

A train is unable to leave Aylesbury towards Princes Risborough if a train is shunting between the bay platform and platform 2 and vice versa.

Haddenham and Thame Parkway

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Departing platform 2 at Princes Risborough	Slow speed crossover north of Princes Risborough	½

Movement Up	Reason	Value
Departing Bicester Turnback siding and not stopping at Bicester North	Not passing Bicester North at linespeed	1

Haddenham and Thame Parkway

Adjustments to Sectional Running Times

Depart from Bicester North	Not passing Bicester South Jn at linespeed	½ Class 168
Train that has come from Bicester Village direction and passed Bicester South Jn	Not passing Bicester South Jn at linespeed	1
Train that has come from Bicester Village direction and stopped or been pathed approaching Bicester South Jn	Departing Bicester South Jn from standing start	2

Bicester South Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train heading towards Bicester Village	Reducing speed for Bicester Chord	1

Junction Margins

First Movement	Second Movement	Margin
Train passing Bicester South Jn towards Bicester North	Train passing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	3
Train passing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	Train passing Bicester South Jn towards Bicester North	2½
Train passing Bicester South Jn towards Bicester North	Train departing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	1½ \$

\$ - Note required adjustment to sectional running time of two minutes at Haddenham and Thame Parkway (coming from standing start at Bicester South Jn)

Planning Note

For a train to be routed reversibly onto the Down Main the line must be clear to signal ME176 at Princes Risborough. A subsequent train cannot be routed from Princes Risborough onto the Down Main until the line is clear throughout to Bicester South Jn.

Bicester North

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train to Up platform	Junction differential and approach control	1
Movement Up	Reason	Value
Train running bi-directionally on Down Bicester	Differential Junction speed at Aynho Jn	1

Connectional Allowance 3

Dwell Time

DMU/LH 1

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
Shunt from Down to Up platform	10

Bicester North

Junction Margins

First Movement	Second Movement	Margin
Up train non-stop	Train from Turnback siding	1
Up train non-stop	Down train into Up platform	3½
Up train departing Bicester North	Down train into Up platform	4
Down train into Up platform	Down train	3
Down train into Turnback sidings	Up fast	4

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL

Neasden South Jn

See entry under route MD701 Marylebone to Aynho Jn

Harrow on the Hill

Connectional Allowance 3

Amersham

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Train using platform 2 at Amersham	Slow speed crossovers	1 before ½ after

Minimum Turnround Time – Trains changing direction at end of journey

Trains from Marylebone	5
Trains from Aylesbury	9

Platform Reoccupation

Through Lines: –	3 Same 3 Opposite
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MD712 AMERSHAM TO AYLESBURY

Great Missenden

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Train terminating at Great Missenden	Cautionary aspects on approach	1

Movement Up

Train departing P2	Slow speed crossover and running brake test	1 After
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Aylesbury

Dwell Time

All	1
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Adjustment to Sectional Running Times

Movement Down	Reason	Value
Approaching an occupied platform	Slower speed approach	½

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Platform End Conflicts

A minimum of one minute to be allowed between a Down train arriving at Platform 3 and an Up train departing from Platform 2

A minimum of three minutes to be allowed between an Up train departing and a Down train arriving in circumstances where a fouling movement would occur. All movements from the carriage sidings to Aylesbury station must be regarded as creating a fouling movement.

Junction Margins

First Movement	Second Movement	Margin
Down train arrive Platform 3	Up train from Aylesbury Vale Parkway arrive/pass Platform 2	3*
Down train arrive Platform 3	Down train towards Aylesbury Vale Parkway arrive/pass Platform 2	3*

*Doesn't apply if first movement is arriving permissively into platform 3

Reoccupation of Single Lines

To/from Princes Risborough

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

To/from Aylesbury Vale Parkway or Claydon LNE Jn

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

MD715 NEASDEN SOUTH JN TO NEASDEN JN

Neasden South Jn

See entry under route MD701 Marylebone to Aynho Jn

Neasden Jn

Reoccupation of Single Lines

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

MD720 PRINCES RISBOROUGH TO AYLESBURY

Princes Risborough

Reoccupation of Single Lines

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

Aylesbury

See entry under route MD712 Amersham to Aylesbury

MD725 AYLESBURY TO CLAYDON L&NE JN

Aylesbury

See entry under route MD712 Amersham to Aylesbury

Aylesbury North Loop

Permissive working is allowed in the Loop
Passenger trains must not be planned into Aylesbury North Loop.
A Freight train is not dependant on being in the Loop to release or replace a token. It is permissible to stop on the passenger line to undertake token duties

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

Aylesbury Vale Parkway

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Station Working

It is permissible for a train to split in the platform, however there is no facility for a train to join in the platform.
Trains can pass Aylesbury Vale Parkway to or from Calvert/Claydon LNE Jn whilst a train is in the platform.

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN

Woodstock Road Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
For services crossing from Up Bletchley to Down Bletchley	Approach control and reduced speed crossover	1 approaching Woodstock Road Jn & 1 approaching next timing point
Movement Up	Reason	Value
For services crossing from Down Bletchley to Up Bletchley	Approach control and reduced speed crossover	1 approaching Woodstock Road Jn & 1 approaching next timing point
From Oxford Banbury Road Sidings	Not at line speed passing Woodstock Road Jn	½ approaching Woodstock Road Jn and ½ approaching next timing point

Oxford Parkway

Adjustments to Sectional Running Times

Movement Down	Reason	Value
For services stopping or terminating in platform 2	Approach control	½

Planning Note

Freight train to Banbury Road Sidings to show 2 minute OP stop to collect radio from shunter

Banbury Road Sidings

Planning Note

Only one service can be accommodated at Oxford Banbury Road Sidings at any one time.

Bicester Depot West Jn

Junction Margins

First Movement	Second Movement	Margin
Down train towards Bicester Depot Reception Lines	Up train departs or passes Bicester Village towards Oxford Parkway	2

Bicester Depot Reception Lines

Adjustments to Sectional Running Times

Movement Down	Reason	Value
For services stopping or terminating in the Reception Lines/Depot	Entering Reception Line on Ground Position Light Signal	½

Bicester Village

Junction Margins

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

Denbigh Hall South Jn

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

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)

Codsall

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Approaching Cosford when using Bushbury to Oxley Stafford Road Jn chord	Slow speed junction	Class 6 S04 ½ S06, S08 and TR-40 1 S10, S12, TR-55 and TR-70 1½ S14 and TR-85 2 S16, S18 and TR-100 2½ S20 and TR-115 and above 3 Class 4 S04 1½ S06, S08, S10, S12, S14 and TR-40 2 S16, TR-55 and above 2½

Dwell Time

DMU	1
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Shifnal

Dwell Time

DMU	1
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Madeley Jn

Adjustments to Sectional Running Times

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

Telford Central

Dwell Time

Class 80x	1½
DMU	1

Wellington

Adjustments to Sectional Running Times

Movement Down	Reason	Value
To Donnington Freight Terminal	Slow speed turnout at Donnington Jn	1 Freight
Movement Up	Reason	Value
From Donnington Freight Terminal	Slow speed turn out at Donnington Jn	1 Freight

Dwell Time

Class 80x	1½
DMU	1, except: ½ Off-peak all station services to Shrewsbury

Planning Note

SRTs for passenger timing loads stopping at Wellington in either direction are based on stopping in the platform loops and include built in approach control allowances

Platform end conflicts

A minimum of 6 minutes to be allowed between a train departing the Bay and an arrival on the Down.

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER

Abbotswood Jn

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

Norton Jn

Adjustments to Sectional Running Times

Movement	Reason	Timing Load	Value
Norton Jn to Abbotswood Jn	Junction differential	DMU, 22x, 80x	{½}
		XC HST	{1}
Worcester Shrub Hill Platform 1 to Norton Jn	Slow speed crossover at Worcester station	80x	½
Train starting journey at Worcester	Running brake test	80x	½

Worcester Shrub Hill

Adjustment to Sectional Running Time

Movement Down	Reason	Timing Load	Value
Train from the Cotswold line via Norton Jn	Norton Jn – Worcester SRT based from Abbotswood Jn	80x	½
Movement Up	Reason	Timing Load	Value
Arrival from Droitwich Spa direction routed into Platform 2B with Platform 2A occupied	SPAD mitigation	All DMU/EDMU	1 approaching Tunnel Jn 1 approaching Shrub Hill
Arrival from Worcester Foregate Street routed into Platform 2B with Platform 2A occupied.	SPAD mitigation	All DMU/EDMU	1 approaching Shrub Hill

Connectional Allowance

7

Dwell Time

DMU	1
Class 80X	1½

Junction Margins

First Movement	Second Movement	Margin
Arrival of an up train from Worcester Foregate Street into Worcester Shrub Hill	Departure of a down train from Worcester Shrub Hill towards Worcester Foregate Street	3
An arrival or departure to/from platform 3 or Worcester Back Road	An Up arrival into platform 2	3
A train arriving into platform 2 from Worcester Foregate Street or Worcester Tunnel Jn	Train departing platform 1 towards Norton Jn	2
An arrival into Platform 1 entirely or platform 1B only.	An arrival into platform 2 From Worcester Foregate St direction	4

Worcester Shrub Hill				
Platform Reoccupation		3*		
* Where trains are using the same platform in the OPPOSITE direction, the minimum platform re-occupation time is 4 minutes.				
Turnround allowances				
From	L/H	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
London Paddington	35	15	15	20
Birmingham/Hereford/Gloucester/ Oxford		10		
Cardiff/Swindon		12		

Worcester Carriage Service Depot
Empty Stock moves from Worcester Foregate Street that require access to Worcester C.S.D. and are formed with more than 1 unit without through corridor connections must be routed via Worcester Shrub Hill. ECS moves from the Droitwich Spa direction that require access to Worcester C.S.D. AND formed with more than one unit etc. are required to run via Worcester Shrub Hill reverse at the east end and run back via Platform 1 into the C.S.D. Moves to Worcester C.S.D. from Worcester Shrub Hill can only be accessed from Platform 1.

Droitwich Spa		
Dwell Time		
DMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrival of train at Droitwich Spa from Hartlebury	Departure of train from Droitwich Spa towards Stoke Works Junction	4
Departure of train from Droitwich Spa towards Stoke Works Junction	Arrival of train at Droitwich Spa from Hartlebury	4

Stoke Works Jn
See entry under route MD306 Birmingham New Street to Ashchurch (exclusive)

MD910 PERSHORE (INCLUSIVE) TO NORTON JN
Norton Jn
See entry under route MD900 Abbotswood Jn to Stoke Works Jn via Worcester

Worcestershire Parkway		
Dwell Time		
Class 80X	1½	
Junction Margins		
First Movement	Second Movement	Margin
Train passes Norton Jn towards Abbotswood Jn	Down train departs Worcestershire Parkway	2
Train passes Norton Jn towards Worcester Shrub Hill	Down train departs Worcestershire Parkway	AB+2 based on previous train arriving at Worcester Shrub Hill

MD940 WORCESTER SHRUB HILL TO SHELWICK JN
Worcester Shrub Hill
See entry under route MD900 Abbotswood Junction to Stoke Works Junction via Worcester

Worcester Foregate Street			
Connectional Allowance		7	
Dwell Time			
DMU	1		
Class 80X	1½		
Planning Note			
West Midlands Trains services terminating at Worcester Foregate Street may reverse in the platform provided that there is no requirement to clear the single line.			
Turnround allowances			
From	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
Oxford/Birmingham into Platform 1	10		
London Paddington into Platform 1	12	15#	20#
Birmingham (direct into Platform 2)	4		
# may be reduced to a minimum of 10 minutes subject to extended dwell at Worcester Shrub Hill			

Henwick		
Junction Margins		
First Movement	Second Movement	Margin
Passing of a down train from Worcester Shrub Hill towards Malvern	Crossing of a up train from Malvern towards Worcester Shrub Hill	3
A train reversing to return to Shrub Hill or Rainbow Hill Curve, can perform this move via the Down Main Line or Henwick Turnback.		

Newlands East

Adjustments to Sectional Running Times

Movement	Reason	Value
From Worcester Foregate Street Platform 2 only	Slow speed crossover at Henwick	1

Malvern Link

Dwell Time

Standard	1
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Great Malvern

Connectional Allowance

7

Dwell Time

80x	1½
Terminating 80x	4 – 9 Car, 3 – 5 Car
150 to 172	1

Turnround allowances

From	16x	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
Worcester Direction (Via Malvern Wells)	15	14		
London Paddington			16*	25\$

* Can be reduced to 15 if two drivers are provided

\$ Can be reduced to 20 if two drivers are provided

Malvern Wells

Capacity Constraints

- i) If there is an Up train in the section between Ledbury and Malvern Wells a Down train cannot arrive at/or pass Malvern Wells until 2 minutes after the Up train has passed Malvern Wells;
- ii) ECS movements from the direction of Great Malvern, that are to reverse at Malvern Wells, should arrive no later than 2 minutes before the arrival of an Up train at Ledbury;
- iii) An ECS movement reversing at Malvern Wells can depart from Malvern Wells towards Newlands East L.C. Signal Box with an Up train in the section between Ledbury and Malvern Wells;
- iv) ECS movements towards Great Malvern, that have reversed at Malvern Wells must not arrive Great Malvern until 3 mins after the previous train has passed Newlands East Signal Box. It is permitted to place pathing time between Malvern Wells and Great Malvern; MW5 signal protects the AB section. This principle can also be applied to an Up train from Ledbury following a preceding train towards Newlands East, provided the second train has {1} inserted approaching Malvern Wells for Restrictive signalling aspects.
- v) A 9/10 car class 80x formation booked to reverse at Malvern Wells MUST do so via the single line section and therefore requires the section to Ledbury to be CLEAR and is subject to note ii).

Colwall

Dwell Time

DMU	1
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Ledbury

Capacity Constraints

When it is necessary for two trains to cross at Ledbury they should arrive a minimum of 3 minutes apart. If this is not possible then see below for 'Adjustments'

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Direction – applies only when there is a train in the section between Shelwick Jn and Ledbury at the time the Down train is scheduled to arrive in Ledbury	Warning Acceptance	1
Up Direction – applies only when there is: i) a train in the section between Malvern Wells and Ledbury; or ii) an ECS movement required to reverse at Malvern Wells that is timed to be between Newlands East and Malvern Wells when the Up train is approaching Ledbury.	Warning Acceptance	1

Dwell Time

80X	1½
DMU	1

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

Rugeley Trent Valley

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from the Up Slow and Up Fast crossing to the Up & Down Cannock	Approach Control	1
Up trains from Stone joining the Up Slow or Up Fast at Colwich Jn	Differential Junction speed	½ Class 390 1 All except Class 390

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Rugeley North Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains crossing Down Slow to Down Fast	Approach Control for 30mph Crossover and acceleration allowance	½

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

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

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

Stafford		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Stone via East Chord at Norton Bridge to Platform 1	Differential Junction Speed	½
Up Slow to Platform 6 (approaching Stafford) Up Slow to Platform 5 or 6 (approaching Stafford)	Approach Control	½
Up Slow to Stafford Goods Loop (approaching Stafford)	Approach Control	1
Pass on Up Fast and cross to Up Slow at Stafford South Jn.	Differential Junction speed	1
Pass platform 4 and cross to Up Fast at Stafford South Jn	Differential Junction speed	1
Detachment Allowance	5	

Stafford		
Dwell Time		
Class 22x	1½	
Class 390/80x	1½	
DMU/EMU	1	
Platform End Margins and Junction Margins (south end)		
First movement	Second movement	Value
Depart platform 1 or 3 towards Up Slow or Up Penkridge	Pass Stafford on Down Fast	3
Pass on Up Fast towards Colwich	Depart platform 1 to any conflicting route	2
Depart platform 3 to Up Fast	Pass Stafford on Down Fast	3½
Pass platform 4 towards Penkridge	Depart platform 1 towards Penkridge	2½
Pass Stafford platform 4 towards Whitehouse Jn via the Up Slow	Pass Stafford platform 4 towards Penkridge	2½
Pass or depart from Stafford platform 4 towards Penkridge	Pass Stafford platform 4 towards Whitehouse Jn via the Up Slow	2½
Pass on Down Fast	Depart platform 1 to Up Slow or Up Penkridge	2
Pass on Down Fast	Depart platform 3 in either the Down or Up direction	2
Platform End Margins and Junction Margins (north end)		
First movement	Second movement	Value
Depart/pass platform 5 and crossing to Down Fast at Doxey Jn	Arrive/pass platform 5 but not crossing at Doxey Jn	2½
Depart/pass platform 5 but not crossing at Doxey Jn	Arrive/pass platform 5 and crossing to Down Fast at Doxey Jn	2
Arrive Stafford Goods Loop from Up Slow	Depart platform 5 or 6	1
Depart platform 5 or 6	Arrive Stafford Goods Loop from Up Slow	3
Arrive / pass platform 4	Depart platform 5 or 6 or Stafford Goods Loop if crossing Down Fast at Doxey Jn	2
Pass on Down Fast or Pass on Up Fast	Down depart platform 1	2
Down depart platform 1	Pass on Up Fast	3½
Platform Reoccupation		
Same Direction	2	
Opposite Direction	4	

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

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

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

Crewe		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to arrive any platform (except Platform 6 unless routed towards Sandbach)	Approach control	½
FL departure to Crewe Coal Yard (timed 80-92700 only)	Slow speed crossovers and OHNS	{1} after Crewe Coal Yard
All non-stop trains via Fast Line or Slow Line running between Basford Hall Jn and Sydney Bridge Jn or Crewe Steel Works	Reduced speed required for trains to Manchester and Chester lines	1½
All non-stop trains Fast Line to Fast Line at Crewe (via Platforms 6, 11, 12 and UDL)	Slow speed through station area	1 and 1 approaching next timing point
All non-stop trains from Down Fast Line to Slow Line at Crewe	Approach control	1
All non-stop trains Fast Line to Slow Line at Crewe (via any platform or UDL)	Slow speed through station area	2
All non-stop trains crossing Slow Line to Slow Line at Crewe (via Platforms 11, 12 or UDL)	Slow speed through station area	2
All non-stop trains crossing Slow Line to Fast Line at Crewe (via any route)	Slow speed through station area	1 approaching next timing point
All non-stop trains from Gresty Lane to Fast Line (via any route)	Slow speed through station area	1 approaching next timing point
All non-stop trains from Crewe CS towards Crewe Coal Yard via Down Fast or Down Slow	Accelerating through station when clear of Carriage Sidings	1½ approaching next timing point
Movement Up	Reason	Value
All non-stop trains via Fast Line or Slow Line running between Sydney Bridge Jn or Crewe Steel Works and Basford Hall Jn	Reduced speed required for trains from Manchester and Chester lines	1½ approaching Basford Hall Jn
All non-stop trains Fast Line to Fast Line at Crewe (via Platforms 1 and 5)	Slow speed through station area	1 and 1½ approaching next timing point
All non-stop trains via Up or Down Fast Line to Slow Line at Crewe	Approach control	1
All non-stop trains crossing Fast Line to Slow Line at Crewe (via any platform or UDL)	Slow speed through station area	2
All non-stop trains crossing Slow Line to Slow Line at Crewe (via any route except Platforms 11, 12 or UDL)	Slow speed through station area	2
All non-stop trains 'crossing Slow Line to Slow Line at Crewe (via Platforms 11, 12 or UDL)	Slow speed through station area	3

Crewe		
All non-stop trains from Fast Line or Slow Line towards Gresty Lane (via Platforms 6, 11, 12 or UDL)	Approach control and slow speed through station area	2
All non-stop trains from Up or Down Fast Line towards Gresty Lane	Approach control	1
All non-stop trains from Up Slow, Up or Down Fast towards Gresty Lane	Approach control	1
All non-stop trains via any route except Up Slow, Up or Down Fast towards Gresty Lane	Approach control and slow speed through station area	2
All non-stop trains on Up Fast or Up Slow towards Alsager	Approach control and slow speed through station area	1
All non-stop trains routed from the Up Fast or Up Slow via Platform 1 towards Alsager	Approach control and slow speed through station area	2
All stopping trains arriving from the Up Fast to platforms 6, 10, 11 and 12 or UDL	Approach control	1
All trains arriving into Platform 1	Approach control	1
Connectional Allowance	10	
Dwell Time		
Class 22x (Avanti West Coast)	3 May be reduced to 2 minutes for services not requiring traincrew relief (confirm with train operator)	
Class 22x (CrossCountry)	2	
DMU/EMU	2	
LH/HST	3 2 for trains of 4 or fewer coaches 2 for TfW loco-hauled sets which are not reversing	
Junction Margins		
First Movement	Second Movement	Margin
Train departure from Platform 1 or 5 towards Crewe Sydney Bridge	Train arrival from Crewe Sydney Bridge into Platforms 5 or 6 or passing on "UFL" or "DFL"	6 ^{\$}
Train departure from Platform 1 or 5 towards Crewe Sydney Bridge	Train arrival from Crewe Sydney Bridge into Platform 1	6 ^{\$}
Train departure from Platform 6 towards Crewe Sydney Bridge	Train arrival from Crewe Sydney Bridge into Platform 6	6
Any train movement crossing "UFL" or "DFL"	Any train passing on "UFL" or "DFL"	4
Train departure to Nantwich/Crewe South Yard	Train arrival from Nantwich/Crewe South Yard for conflicting moves	5
Depart platform 6 to Up Fast	Pass non-stop on Down Fast	4
Train departure to Crewe Steelworks	Train arrival from Crewe Steelworks for conflicting moves	5
\$ Can be reduced to 3 minutes if train is routed via Up Manchester Loop.		
Planning Note		
All Class 805 services with the timing load 805-D require a minimum 2-minute stop in the station for power changeover purposes in either direction. Where a station dwell already exists, there is sufficient timing within to undertake the power changeover. All non-stop and ECS services are required to show a 2-minute OP stop at Crewe.		
Platform End Conflicts		
Departing a platform after conflicting arrival on other platform 1½		

Crewe	
Platform Reoccupation	
Multiple Unit or Light Locomotive following Multiple Unit or Light locomotive 3	
Locomotive hauled or HST following Multiple Unit or Light locomotive 3½	
Multiple Unit or Light locomotive following Locomotive hauled or HST 3½	
Locomotive hauled or HST following locomotive hauled or HST 4	
Splitting and Coupling of Units: Permitted in all platforms	
Train Watering Points	
Platforms 10, 11 and 12.	

Crewe D.H.S.					
Moves applicable to Electric and Diesel Traction					
For departures or arrivals via Platforms 11 and 12 or via the Up & Down Loop:					
	ARR	DEP		ARR	DEP
Crewe D.H.S. dep.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe ^{\$}	XXRM02	XXRM06	Crewe Signal 551	XXRM02	XXRM06
		"_"			"_"
Crewe Signal 551	XXRM08	XXRM12	Crewe ^{\$}	XXRM08	XXRM12
Crewe*		XX/14	Crewe D.H.S. arr	XX.14	
* A platform or running line must be specified in the platform column.					
\$ "MT" must be specified in the platform column.					
For all other northbound departures and arrivals:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe ^{\$}	XXRM02	XXRM06	Crewe Signal 533 or PLP	XXRM02	XXRM06
		"_"			"_"
Crewe Signal 533 or PLP	XXRM08	XXRM12	Crewe ^{\$}	XXRM08	XXRM12
		"_"			"_"
Crewe*		XX/14	Crewe D.H.S.	XX.14	
* A platform or running line must be specified in the platform column.					
\$ "MT" must be specified in the platform column.					
For southbound departures and arrivals via Basford Hall Jn:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe Basford Hall Jn		XX/XX
		"_"			"FL" "SL"
Crewe*	XXRM02	XXRM06	Crewe*	XXRMXX	XXRMXX
		"FL" "SL"			"_"
Crewe Basford Hall Jn		XX/XX	Crewe D.H.S.		XX.XX
* "MT" must be specified in the platform column.					

Crewe D.H.S.

For southbound departures and arrivals via Gresty Lane:

	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe Gresty Lane		XX/XX
		"_"			"_"
Crewe*	XXRM02	XXRM06	Crewe*	XXRMXX	XXRMXX
		"_"			"_"
Crewe Gresty Lane		XX/XX	Crewe D.H.S.	XX.XX	

* "MT" must be specified in the platform column.

Moves applicable to Diesel Traction only

For departures or arrivals via Nantwich and Gresty Lane:

	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Nantwich		XX/XX
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane		XX/XX
		"GL"			"_"
Crewe Gresty Lane		XX/05	Crewe D.H.S.	XX.XX	
		"_"			
Nantwich		XX/XX			

For departures and arrivals from Sorting Sidings North/Middle via Gresty Lane:

	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Sorting Sidings North/ Middle		XX.00
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane	XXRM08	XXRM12
		"GL"			"_"
Crewe Gresty Lane	XXRM05	XXRM09	Crewe D.H.S.	XX.16	
		"_"			
Sorting Sidings North/ Middle	XX.17				

For northbound departures and arrivals via Gresty Lane:

	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane	XXRMXX	XXRMXX
		"GL"			"_"
Crewe Gresty Lane	XXRM05	XXRM09	Crewe D.H.S.		XX.XX
		"_"			
Crewe*		XX/XX			

* A platform or running line must be specified in the platform column.

Crewe Coal Yard

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains from Crewe crossing "SL" to "FL"	Reduced speed required at turn-out	1½ Passenger** 4 Freight**
All Down trains from the Independent Lines to "FL" timed to 75 mph and above	Reduced speed required at turn-out	1½ Passenger ** 5 Freight**
All Down trains from the Independent Lines to "FL" timed below 75mph	Reduced speed required at turn-out	1 Passenger ** 3 Freight**
All Down trains from the Independent Lines to "SL" timed to 75 mph and above	Reduced speed required at turn-out	2 Passenger ** 4½ Freight**
All Down trains from the Independent Lines to "SL" timed below 75mph	Reduced speed required at turn-out	1 Passenger ** 2 Freight**

** Apply between Crewe Coal Yard and Winsford as appropriate

Movement Up	Reason	Value
All Up trains to Crewe crossing "FL" to "SL"	Reduced speed required at turn-out	2 Passenger * 2 Freight*
All Up trains to the Independent Lines crossing from the "FL"	Reduced speed required at turn-out	2 Passenger * 2 Freight*
All Up trains to the Independent Lines crossing from the "SL"	Reduced speed required at turn-out	2 Passenger * 2 Freight*

* Apply between Winsford and Crewe Coal Yard as appropriate

Winsford

Junction Margins

First Movement	Second Movement	Margin
Down train pass from Fast Line	Down train pass from Slow Line	2½
Down train pass from Fast Line	Down train arrive from Slow Line	3

Platform Reoccupation Time | 4

Hartford

Platform Reoccupation Time | 4

Hartford Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains passing from CLC line to Down Slow	Acceleration	1 After Hartford Jn.

Movement Up	Reason	Value
Up trains crossing Up Fast to CLC line	Approach control	2 Before Hartford Jn.

Hartford Jn

Junction Margins

First Movement	Second Movement	Margin
Pass Up Fast to Up Main	Depart from Up Slow to Up Main	2

Acton Bridge

Adjustments to Sectional Running Times

Movement Up	Reason	Value
All trains timed over 110mph from Runcorn joining the Up Main at Weaver Jn	Differential Junction Speed	½
All trains crossing FL to SL	Reduced speed required	1

Junction Margins

First Movement	Second Movement	Margin
Pass Down Fast to Down Main	Depart Down Slow to Down Main	2

Platform Reoccupation Time	4
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Weaver Jn

Junction Margins

First Movement	Second Movement	Margin
Up train from Acton Grange Jn passes Weaver Jn	Up train from Runcorn passes Weaver Junction	3*

* The normal headway applies at the next mandatory timing point – see section 5.2

Acton Grange Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Approaching Acton Grange Jn All trains crossing from 'Down Main' to 'Down Helsby' Pass Down Main to Down Helsby	Approach control and slow speed over junction deceleration	2 Before Acton Grange Jn
Departing Acton Grange Jn All trains crossing from 'Down Main' to 'Down Helsby' Depart Down Main to Down Helsby	Acceleration away from junction Slow speed crossover and acceleration	1 After Acton Grange Jn Approaching next timing point
Approaching Acton Grange Jn All trains crossing from 'Down Helsby' to 'Down Main' Pass Down Helsby to Down Main	Acceleration away from junction	1 Before Warrington Bank Quay Approaching next timing point

Acton Grange Jn

Movement Up	Reason	Value
Approaching Acton Grange Jn All trains crossing from 'Up Helsby' to 'Up Main' Pass Up Helsby to Up Main	Approach control and slow speed over junction deceleration Acceleration away from junction	1 Before Acton Grange Jn 2 Approaching next timing point
Departing Acton Grange Jn All trains crossing	Acceleration away from junction	2 After Acton Grange Jn

Warrington Bank Quay

Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Non-stop trains via Up Slow or Up Goods to Up Main direct to Acton Grange Jn	Movement over and acceleration from 15mph crossover	1 approaching next timing point
All trains crossing Up Fast to Platform 1	Approach control and slow speed crossover	1
Dwell Time		
EMU/DMU	1	
LH/HST	2	
Junction Margins		
First Movement	Second Movement	Margin
Down Freight train pass from Arpley	Pass Up Fast or Down Fast	5
Platform Reoccupation Time	3½	
Splitting and Coupling of Units: Permitted in all platforms		

Warrington R.M.T.

For northbound departures/arrivals:

	ARR	DEP		ARR	DEP
Warrington R.M.T.		XX.00	Winwick Jn		XX/00 ^{\$}
		"USL"			"SL"
Winwick Jn		XX/05*	Warrington R.M.T.	XX.05	
If via Golborne Jn/Springs Branch Jn.		"FL" ^{\$}			
If via Earlestown		"_"			

* for Class 325 and trains up to E315 only. Trains E385 and over to be XX/06.

^{\$} for W.C.M.L. trains only, add ½ between Winwick Jn and Golborne Jn/Springs Branch Jn as appropriate.

Warrington R.M.T.

For southbound departures/arrivals:

	ARR	DEP		ARR	DEP
Warrington R.M.T.		XX.00	Warrington Bank Quay*		XX/00 or XX.00
		"-"			"FL" "USL"
Dallam Jn		XX/02	Dallam Jn		XX/02
		"FL" "SL"			"-"
Warrington Bank Quay		XX/04*	Warrington R.M.T.	XX.05	

* Add {1} between Acton Grange Jn and Warrington Bank Quay.

Junction Margins

First Movement	Second Movement	Margin
Train on Down Fast Line crossing at Dallam Jn to Up Slow Line and then running into the R.M.T.	Train on Up Slow Line	3

Restriction

WTT services using the bay platforms at Warrington R.M.T. should not be planned to use diesel traction.

Winwick Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains on Down Fast from Dallam Bridge joining Down Earlestown	Approach control	½ Before Winwick Jn.
All trains on Down Slow from Warrington Bank Quay joining Down Main	Approach control	½ Before Winwick Jn.
Movement Up	Reason	Value
All trains joining Up Fast from Up Earlestown	Acceleration from slower speed junction	½ After Winwick Jn.

Golborne Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains formed of Classes 185, 220, 221, 390, 80x, HST joining Down Slow from Down Lowton	Acceleration from Slow Speed Junction	½ After Golborne Jn
Trains from Winwick Jn. joining Down Slow from Down Main (multiple units and HST)	Approach Control	½
Trains from Winwick Jn. joining Down Slow from Down Main (LH coaching stock)	Approach Control	1
Trains from Winwick Jn. joining Down Slow from Down Main (freight timed at 75mph)	Approach Control	½
All MU and HST trains joining Down Main from Down Lowton	Acceleration from Slow Speed Junction	1 after Golborne Jn.
All LH trains joining Down Main from Down Lowton	Acceleration from Slow Speed Junction	1½ after Golborne Jn.
All freight trains joining Down Main from Down Lowton with trailing load of less than 1200t	Acceleration from Slow Speed Junction	2 after Golborne Jn.

Golborne Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All freight trains joining Down Main from Down Lowton with trailing load of 1200t or greater	Acceleration from Slow Speed Junction	3 after Golborne Jn
Movement Up	Reason	Value
All trains to Winwick Jn joining Up Main from Up Slow	Acceleration from Slower Speed Junction	1 after Golborne Jn.
All trains timed as Class 14x and 15x joining Up Lowton from Up Main	Approach Control	½
All trains (except classes 14x and Class 15x) joining Up Lowton from Up Main	Approach Control	1½

Springs Branch

Trains for either Springs Branch Stabling Sidings or Wigan Diesel Depot T.C. will arrive/depart via the two headshunts at Springs Branch. The following rules describe the margins between successive arrivals or departures to/from the Stabling Sidings or Diesel Depot and should be read in conjunction with the timing information shown below for these locations.

Margins between successive arrivals

First Movement	Second Movement	Margin
Arrive Springs Branch for either Springs Branch Stabling sidings or Wigan Diesel Depot	Following movement arrives Springs Branch for either Springs Branch Stabling sidings or Wigan Diesel Depot	5*

* A margin of 10 minutes is required after the second of a pair of trains have arrived before the next arrival can be accepted at Springs Branch

A train can depart Springs Branch towards either Springs Branch Stabling Sidings or Wigan Diesel Depot a minimum of 2 minutes after a second arrival.

Margins between successive departures

First Movement	Second Movement	Margin
Depart from Springs Branch having arrived from either Springs Branch Stabling sidings or Wigan Diesel Depot	Following movement departs Springs Branch having arrived from either Springs Branch Stabling sidings or Wigan Diesel Depot	5*

* A margin of 10 minutes is required after the second of a pair of trains have departed before the next departure can be timed at Springs Branch

Wigan Springs Branch Stabling Sidings

For southbound departures/arrivals:

	ARR	DEP		ARR	DEP
Springs Branch Stabling Sidings		XX.00	Bamfurlong Jn.		XX/00
		"_"			"GL"
Springs Branch		XX/05	Springs Branch	XXOP03*	XXOP13*
		"GL"			"_"
Bamfurlong Jn		XX/07	Springs Branch Stabling Sidings		XX.18
		"SL" "FL"			

For northbound departures/arrivals:

	ARR	DEP		ARR	DEP
Springs Branch Stabling Sidings		XX.00	Wigan South Jn		XX/00
		"_"			"GL"
Springs Branch	XXRM05	XXRM09	Springs Branch Jn		XX/02
		"GL"			"GL"
Springs Branch Jn		XX/11	Springs Branch	XXRM03	XXRM07
		"GL"			"_"
Wigan South Jn		XX/13	Springs Branch Stabling Sidings	XX.12	

* Shunt from Down Goods Line to Up Goods Line.

Wigan Diesel Depot T.C.

For southbound departures/arrivals:

	ARR	DEP		ARR	DEP
Wigan Diesel Depot		XX.00	Bamfurlong Jn.		XX/00
		"_"			"GL"
Springs Branch		XX/05	Springs Branch	XXOP03*	XXOP13*
		"GL"			"_"
Bamfurlong Jn		XX/07	Wigan Diesel Depot		XX.18
		"SL" "FL"			

For northbound departures/arrivals:

	ARR	DEP		ARR	DEP
Wigan Diesel Depot		XX.00	Wigan South Jn		XX/00
		"_"			"GL"
Springs Branch	XXRM05	XXRM09	Springs Branch Jn		XX/02
		"GL"			"GL"
Springs Branch Jn		XX/11	Springs Branch	XXRM03	XXRM07
		"GL"			"_"
Wigan South Jn		XX/13	Wigan Diesel Depot	XX.12	

* Shunt from Down Goods Line to Up Goods Line.

Springs Branch Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Up and Down Slow	Pass Down Slow from St. Helens	5
Pass from Up and Down Slow	Pass Down Slow from Golborne direction - Passenger	3
Pass from Up and Down Slow	Pass Down Slow from Golborne direction – Freight	4
Pass from Down Slow to Down Main	Pass from Up and Down Slow	3

Wigan North Western

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains (except Classes 221 and 390) booked to stop at Wigan North Western	Due to the close proximity of the timing points when trains are reducing speed between Springs Branch Jn and Wigan South Jn the pass to pass time is extended.	½ at Wigan South Jn
Trains not longer than 5 x 23 meters length overall departing or passing Platforms 1 or 6 towards Balshaw Lane Jn	Acceleration to line speed from 10mph crossover	1
Trains longer than 5 x 23 meters length overall departing or passing Platforms 1 or 6 towards Balshaw Lane Jn	Acceleration to line speed from 10mph crossover	2
Movement Up	Reason	Value
All Up trains passing Platforms 1 or 6	Approach control and slow speed crossover	3
All Up trains stopping at Platforms 1 or 6	Approach control and slow speed crossover	2

Dwell Time

EMU/DMU	1
LH/HST	2

Junction Margins

First Movement	Second Movement	Margin
Stopping train departing from Wigan Wallgate towards Crow Nest Jn	Train departing from Wigan North Western towards Crow Nest Jn (NW6009)	4
Train departure from Platform 1 towards Balshaw Lane	Train passing on Up Main Line	5 *
Train passing on Up Main Line	Train departure from Platform 1 towards Balshaw Lane Jn	2
Train arrival into Platform 1 from Balshaw Lane Jn	Train passing on Up Main Line	5 *
Train arrival into Platform 6 from Balshaw Lane Jn	Train passing on Up Main Line	5 *

* 4 minutes if stopping

Platform Reoccupation Time	3½
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Balshaw Lane Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
All trains timed with a maximum speed above 75mph joining Up Main from Up Slow. Adjustment to be shown after Balshaw Lane Jn. Any of the adjustments shown for Wigan North Western to be added to this where appropriate.	Acceleration to Up Main line speed	½

Euxton Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains joining the Down Slow from the Down Bolton	Approach control and 30mph crossovers	½ applies approaching Euxton Jn
	Acceleration from 30mph crossovers to line speed	1 applies after Euxton Jn ½ applies after Euxton Jn if stopping at Leyland
All trains joining the Down Fast from the Down Bolton	Acceleration from 50mph crossovers to line speed	½ applies after Euxton Jn
All trains crossing from the Down Fast to the Down Slow	Approach control and 30mph crossovers	1 applies approaching Euxton Jn
	Acceleration from 30mph crossovers to line speed	1 applies after Euxton Jn
Movement Up	Reason	Value
All trains crossing from the Up Fast to Up Bolton that have not stopped at Leyland	Deceleration from line speed for 60mph crossovers	½ applies approaching Euxton Jn
All trains crossing from the Up Slow to Up Bolton or crossing to the Up Fast	Flashing yellow aspects and 30mph crossovers	½ applies approaching Euxton Jn *

* Assumes no conflicting move on the Down Fast. If there is a conflicting move on the Down Fast, refer to junction margins below.

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3

Farington Curve Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains from the Up East Lancs or the Down and Up Ormskirk joining the Down Slow	Acceleration after slow speed crossovers	½ after Farington Curve Jn *
Trains to the Down Goods Loop at Skew Bridge Jn	Approach control	1

* This adjustment does not apply if the train is routed to the Down Goods Loop at Preston Ribble Jn; however, check this location for other adjustments that apply.

Movement Up	Reason	Value
All trains that have travelled on Up Slow from Preston and are joining Down East Lancs or Down and Up Ormskirk	Approach control	½ approaching Farington Curve Jn
All trains that have crossed at Preston Ribble Jn except those joining Down East Lancs or Down and Up Ormskirk	Approach control	½ approaching Farington Curve Jn

Preston Ribble Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains on the Down Fast crossing to any through platform other than platforms 3 or 4 at Preston or routed to the Down Goods or Up & Down Goods	Approach control	1
Trains crossing from the Down Slow to Down Fast, Up Fast, Up Slow or Down Goods	Approach control	1

Junction Margins

First Movement	Second Movement	Margin
Up train arrives in platform 3 at Preston	Train from Down Fast routed to platforms 2, 4 or 5 at Preston	4*

* Does not apply if second movement is crossed to Up Slow at Ribble Jn but note {1} then applies for approach control (see Adjustments to Sectional Running Times)

Preston		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains terminating in Bay Platforms 3c/4c	Approach control	½ approaching Preston
Trains routed to the Up and Down Goods Loop	Slow crossover	½ approaching Preston
Connectional Allowance	8	
Dwell Time		
All	2, except:	
Avanti West Coast Services	3	
Platform Reoccupation Time	4 except in the following instances: 3 minutes for same direction movements by multiple units following other multiple units 6 minutes for trains occupying platforms 3 or 4 and approaching from opposite directions	
Junction Margins		
First Movement	Second Movement	Margin
Train departure towards Lancaster	Conflicting train arrival from Lancaster into any Platform or Goods line	4
Train departure from Platforms 1 and 2 to Up Slow Line	Subsequent train departure from Platforms 1 and 2 to Up Slow Line	4
Splitting and Coupling of Units Permitted	In all platforms. The second unit may enter the same platform after 3 minutes if both units are using the same approach route, after 2 minutes if using different approach routes (e.g. Fast and Slow).	
Other Restrictions		
Trains consisting of 13 or more Mk3 vehicles* must use Platform 4 in the Down direction and Platform 3 in the Up direction. * Or the equivalent length of train consisting of Mk1 and 2 vehicles.		
A train in the Up direction cannot arrive in Platform 6 at the same time as a train is departing in the Up direction from Platforms 4 or 5. Except when the departing train departs via the Down Fast Line to Ribble Jn.		
Between the hours of 0001 and 0900 Sunday, trains are to be retimed with minimum dwell time at Preston station. E.C.S. trains are to be stabled away from running lines (in line with Engineering Access Statement requirements)		

Preston Fylde Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains on the Up Main crossing to any through platform other than platform 4 at Preston or routed to the Up Goods or Up Through	Approach control on signal PN152	1
Movement Down	Reason	Value
Trains from the Up and Down Goods	Slow crossover/acceleration to line speed	½

Planning Restriction

No allowance should be inserted between Preston Fylde Junction and Preston into any trains because there are no intermediate signals in the Up direction.

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

Penkridge

Dwell Time

Class 350 EMU	1
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Stafford Trent Valley Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES)

Basford Hall Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

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

Acton Grange Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

M.S.C. Sidings

Junction Margins

First Movement	Second Movement	Margin
Departure	Departure	5
Arrival	Arrival	5
Departure	Arrival	10
Arrival	Departure	10

M.S.C. Sidings

Operating Restriction

A maximum of 3 trains at once can be accommodated and successively run-round within the MSC Sidings.

Run-round Allowance

20 minutes for MGR trains to/from Fiddlers Ferry which arrive/depart with the same locomotive.

Walton Old Jn

Junction Margins

First Movement	Second Movement	Margin
Departure	Departure	5
Arrival	Arrival	5
Departure	Arrival	10
Arrival	Departure	10

Arpley Sidings

Junction Margins

First Movement	Second Movement	Margin
Arrive from the North	Arrive from the North	20 *
Arrive from the South	Arrive from the South	20 *
Arrive from the North	Arrive from the South	20 *
Arrive from the South	Arrive from the North	20 *
Depart to the North via the Bank	Depart to the North via the Bank	10 *
* Certain services may require a longer interval before a following arrival/departure due to their length. DB Cargo will maintain a list of these services, ensuring that the bids are compliant and advise NWR accordingly.		
Depart to the North via the Bank	Arrive from the North via the Bank	10
Arrive from the North via the Bank	Depart to the North via the Bank	5
Arrive from the South	Depart to the South	5
Depart to the South	Arrive from the South	10
Arrive from Arpley Jn.	Depart to Arpley Jn.	5
Depart to Arpley Jn.	Arrive from Arpley Jn.	10
Depart to Arpley Jn.	Depart to Arpley Jn.	25 #
Arrive from Arpley Jn.	Arrive from Arpley Jn.	25 #

Reduced 10 minutes if one move is LD.

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

Winwick Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Earlestown

Adjustments to Sectional Running Times

Movement	Reason	Value
Passenger trains joining Up Earlestown from Down & Up Liverpool Curve (Platform 3).	Slow speed crossover	½* after Earlestown
* This adjustment becomes 1 for passenger trains formed of 6 cars or more and all freight trains.		
Passenger trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3). Start to Pass and Pass to Pass only.	Slow speed junction	1 after Earlestown
Passenger trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3). Pass to Stop and Start to Stop only.	Slow speed junction	½ after Earlestown
Freight trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3).	Slow speed junction	1½ after Earlestown
Passenger trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss. Pass to Pass and Pass to Stop only.	Approach control and slow speed crossover	2 on approach to Earlestown
Passenger trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss. Start to Pass and Start to Stop only.	Approach control and slow speed crossover	1# on approach to Earlestown
Freight trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss.	Approach control and slow speed crossover	1½ on approach to Earlestown
# This adjustment becomes 1½ for trains formed of 6 cars or more.		
Trains from Newton-le-Willows routed to Winwick Jn.	Approach control	½ on approach to Earlestown
Trains from Winwick Jn routed to Newton-le-Willows that do not stop at Earlestown.	Acceleration from slow speed junction	½ after Earlestown

Connectional Allowance | 8

Dwell Time

Platform 4 | 1

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 3 from St Helens Junction	Arrive Platform 2 from Newton-le-Willows	2½
Depart Platform 2 towards St Helens Junction	Arrive Platform 3 from St Helens Junction	4
Arrive Platform 4 from Winwick Jn	Depart Platform 3 towards Winwick Jn	2
Arrive Platform 4 from Winwick Jn	Arrive or Pass Platform 2 having stopped at Newton-le-Willows	3½
Arrive Platform 4 from Winwick Jn for a dwell of 2 minutes or more	Arrive or Pass Platform 2 having passed Newton-le-Willows	5
Arrive Platform 4 from Winwick Jn	Depart Platform 1 towards Newton-le-Willows	3

Earlestown

Arrive Platform 4 from Winwick Jn for a dwell of 2 minutes or more	Pass Platform 1 towards Newton-le-Willows	5
Depart Platform 4 towards Newton-le-Willows	Arrive or Pass Platform 2 from Newton-le-Willows	3
Arrive or Pass platform 2 towards St. Helens Junction	Arrive or Pass platform 4 towards Newton-le-Willows	2½
Depart or Pass platform 1 towards Newton-le-Willows	Arrive or Pass platform 4 towards Newton-le-Willows	2½

Newton-le-Willows

Dwell Time

All	1*
* Only applies to stopping trains to/from Liverpool	

Golborne Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

Halton Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
All trains towards Frodsham Jn that have not stopped at Runcorn	Differential Junction Speed/Flashing Yellow Aspects	½

Runcorn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains from Frodsham Jn that are not stopping at Runcorn	Differential Junction Speed	½ 1 applies to all trains timed at 75mph and above
Down trains to Folly Lane	Approach control	2 Approaching Runcorn

Dwell Time

LH/HST	1
Class 350	1
Class 390/80x	1½

Ditton East Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All timing loads at 100mph or above crossing from Down Ditton to Down Ditton Slow	Approach control and slow speed junction	1 approaching Ditton East Jn
Classes 142 /150/158/170 crossing from Down Ditton to Down Ditton Slow	Approach control and slow speed junction	½ approaching Ditton East Jn.

Movement Up

Movement Up	Reason	Value
Passenger trains crossing from Up Ditton Slow to UP Ditton	Approach control	1 approaching Ditton East Jn
	Acceleration to line speed from slow speed junction	1 after Ditton East Jn
Freight trains crossing from Up Ditton Slow to UP Ditton	Approach control	1 approaching Ditton East Jn
	Acceleration to line speed from slow speed junction	2 after Ditton. East Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger train from Up Slow to Up Fast line	Passenger train passes on Down Fast	3½
Freight train from Up Slow to Up Fast line	Passenger train passes on Down Fast	3
Passenger train passes on Down Fast	Passenger train from Up Slow to Up Fast line	4 *
* Margin can be reduced to 2 mins if Second train incurs 2 mins Pathing or additional 2 mins Adjustment to SRT		
Passenger train passes on Down Fast	Freight train from Up Slow to Up Fast line	3 *
* Margin can be reduced to 2 mins if Second train incurs 2 mins Pathing or additional 2 mins Adjustment to SRT		

Speke Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Class 4 Freight trains joining Up Slow from Up and Down Goods line.	Slow speed crossover	2 after Speke Jn
Class 6 & 7 Freight trains joining Up Slow from Up and Down Goods line.	Slow speed crossover	1 after Speke Jn

Junction Margins

First Movement	Second Movement	Margin
Up service crossing US to UF at Speke Jn.	Down Fast service passes Ditton towards Speke Jn	1

Liverpool South Parkway

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All non-stop trains from Hunts Cross crossing to the Down Fast	Slow speed junction at Liverpool South Parkway	½
All non-stop trains from Ditton East Jn crossing Down Fast to Down Slow	Approach control and slow speed junction	½ 1 (after)
Movement Up	Reason	Value
All non-stop trains from the Up Fast crossing towards Hunts Cross.	Approach control and slow speed junction	½
All non-stop trains towards Ditton East Jn crossing from Up Slow to Up Fast	Approach control and slow speed junction	½ 1 (after)
All non-stop trains towards Garston Jn crossing to the Up Slow via platform 4	Approach control and slow speed junction	1½
Connectional Allowance	7	
Dwell Time	1 Class 350 1½ Class 80x for pick up or set down only	

Former Edge Hill SB

Junction Margins

First Movement	Second Movement	Margin
Passenger train passes from Down Chat Moss to Down Fast	Passenger train passes from Liverpool Lime Street on Up Main	5
Passenger train passes from Lime Street on Up Main	Passenger train passes from Down Chat Moss to Down Fast	3
Passenger train passes on Up/Down	Freight passes from Wapping Sidings	3
Passenger train passes on Up/Down	Freight passes to Wapping Sidings	3
Freight passes from Wapping Sidings	Passenger train passes on Up/Down	5*
Freight passes to Wapping Sidings	Passenger train passes on Up/Down	5*
Freight passes from Wapping Sidings	Freight passes to Wapping Sidings	5

* Where the second movement is a Down passenger train with a minimum of 1 minute pathing time approaching Former Edge Hill SB., the Junction Margin may be reduced to 4 minutes.

Edge Hill

Junction Margins

First Movement	Second Movement	Margin
Pass on Up Fast	Depart Edge Hill Depot to Down Slow	1
Arrive Edge Hill on Down Fast	Depart Edge Hill Depot to Down Slow	1
Depart/pass Edge Hill on Down Slow	Depart Edge Hill Depot to Down Slow	2
Depart/pass Edge Hill on Down Fast	Depart Edge Hill Depot to Down Fast	2

Edge Hill Wapping Sidings

Junction Margins

First Movement	Second Movement	Margin
First train arrives in sidings	Second train arrives in sidings	15 *
First train departs from sidings	Second train departs from sidings	20 *

* To allow sufficient time for locomotive to perform run-round movement.

Run-round Allowance (DOO) 30 minutes for DB Cargo trains

Crown Street Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains departing from platforms 1 to 5 6 at Liverpool Lime Street that are routed to the Fast Line	Speed Differential	½

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting movements		3

Liverpool Lime Street

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains arriving at a platform already occupied by another train	Approach control	½

Connectional Allowance 10

Permissive Working

Permissive working for platform sharing, attaching and detaching is permitted in all platforms.

Planning Note

All departures from Platform 1 must be planned via the Up Chat Moss Slow (USL)
Departures from Platforms 2 to 5 must be planned via the Up Chat Moss Slow (USL) or Down Chat Moss Slow (DSL).

Planning Restriction

No pathing time to be added between Crown Street Jn and Liverpool Lime Street in the Down direction for trains that are planned to cross Down Fast to Up Slow to platform 1 as there is insufficient standage at signal LL5063 to avoid fouling the Up Fast.

Liverpool Lime Street

Platform End Margins (where a conflicting move occurs within the station throat)

First Movement	Second Movement	Margin
Arrival	Departure	1, except:
Train arrives platform 2 from Down Slow	Train departs platform 1 to Up Slow	Simultaneous
Departure	Arrival	4, except:
Train departs platform 1 to Down Slow or Down Fast	Train arrives platform 1 from Up Slow or Up Fast	6

NW2009 ARPLEY JN TO DITTON EAST JN

Latchford Sidings

Operating Restriction

A maximum of two trains can be accommodated simultaneously.

Run-round Allowance

30 minutes for DB Cargo /FLHH trains. Any other services require the attendance of ground staff and 20 minutes should be allowed except when a second non-D.O.O. service successively occupies the second loop, when 35 minutes should be allowed.

NW2015 ORDSALL LANE JN TO EDGE HILL

Ordsall Lane Jn

See entry under route NW6001 – Manchester Piccadilly East Jn to Euxton Jn

Eccles

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Ordsall Lane Jn stopping in Eccles Up Goods Loop	Approach Control and Slow Speed Crossover	1
Movement Up	Reason	Value
Depart Eccles Up Goods Loop towards Ordsall Lane Jn	Speed Differential	1 applies approaching next timing point

Trains to or from the Weaste Branch

For trains arriving from Ordsall Lane Jn direction

Ordsall Lane Jn pass	XX/XX	Weaste dep	XX.XX
	"_"		"_"
Eccles (Up Goods Loop) arr	XXOP*XX	Eccles (Up Goods Loop) arr	XXOP*XX
Eccles (Up Goods Loop) dep	XXOPXX	Eccles (Up Goods Loop) dep	XXOPXX
	"_"		"_"

Eccles

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Ordsall Lane Jn stopping in Eccles Up Goods Loop	Approach Control and Slow Speed Crossover	1
Movement Up	Reason	Value
Depart Eccles Up Goods Loop towards Ordsall Lane Jn	Speed Differential	1 applies approaching next timing point

Trains to or from the Weaste Branch

Weaste arr	XX.XX	Ordsall Lane Jn pass	XX/XX
* Locomotive runs round via Up Main			

For trains arriving from Astley direction:

Astley pass	XX/XX		
	"_"		
Eccles (Up Goods Loop) pass	XX/XX		
	"_"		
Weaste arr	XX.XX		

Parkside Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains to Golborne Jn from Parkside Jn	Approach control for slow speed junction	1½ (applies approaching Parkside Jn)
Movement Up	Reason	Value
Trains from Golborne Jn routed to Parkside Jn	Acceleration from slow speed junction	1 (applies at next timing point after Parkside Jn)

Junction Margins

First Movement	Second Movement	Margin
Up train from Newton-le-Willows	Down train towards Golborne Jn	2½
Down train towards Golborne Jn	Up train from Newton-le-Willows	3
Up train to Astley from Newton-le-Willows	Up train from Golborne Jn	2

Planning restrictions

No pathing time is to be inserted in the Up Direction between Newton-le-Willows and Parkside Jn as there is no signal between these locations.

Newton-le-Willows

See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

Earlestown

See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

Huyton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Chat Moss to Down Chat Moss Slow not stopping at Huyton	Slower speed junction	½ Passenger and light engines 1 Freight
Junction Margins		
First Movement	Second Movement	Margin
Train from the Up Chat Moss Fast towards Rainhill	Train from St Helens Central to the Down Chat Moss Slow	2½
Train from the Up Chat Moss Slow towards Rainhill	Train from St Helens Central to the Down Chat Moss Slow	3
Train from St Helens Central to the Down Chat Moss Slow arrives at or passes Huyton	Train from Up Chat Moss Fast or Up Chat Moss Slow departs towards Rainhill	1
Train passes Platform 3 on the Up Chat Moss Fast to the Up Chat Moss	Train departs Platform 4 on the Up Chat Moss Slow to the Up Chat Moss	2
Planning restrictions		
No pathing time is to be added between Huyton and Roby on either the Down Chat Moss Fast or Down Chat Moss Slow unless the route into Roby is clear as there are no intermediate signals between these locations.		
No pathing time is to be added between Roby and Huyton on either the Up Chat Moss Fast or Up Chat Moss Slow unless the route into Huyton is clear as there are no intermediate signals between these locations		

Roby			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Down Chat Moss Slow to Down Chat Moss not stopping at Roby (applies at next timing point after Roby) No adjustment applies to any traffic timed at 45mph or less	Acceleration from slower speed junction	All Passenger and light engines	½
		Freight Timing Loads to 1000t	½
		Freight Timing Loads 1200-1400T	1
		Freight Timing Loads above 1600T	1½
Junction Margins			
First Movement	Second Movement	Margin	
Down Chat Moss Fast towards Edge Hill	Down Chat Moss Slow towards Edge Hill	2	

Olive Mount Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight train passing to Olive Mount Chord	Approach control	1 approaching Olive Mount Jn
Movement Up	Reason	Value
Up Freight train passing from Olive Mount Chord	Acceleration to line speed	1 after Olive Mount Jn
Up Passenger train stopping at Wavertree Technology Park, then non-stop to Huyton	Acceleration to line speed	½ after Olive Mount Jn

Junction Margins

First Movement	Second Movement	Margin
Down Freight train pass to Olive Mount Chord	Up train pass non-stop towards Huyton	4
Down Freight train pass to Olive Mount Chord	Up stopping train pass from Wavertree Technology Park	2
Up train pass	Down Freight train pass to Olive Mount Chord	4
Up Freight train pass from Olive Mount Chord	Down Freight train pass to Olive Mount Chord	5
Up train pass towards Huyton	Up Freight train pass from Olive Mount Chord	3

Down/Up Waterloo Sidings (Tuebrook)

Run-round Allowance	25 minutes
Run-round Allowance (DOO)	35 minutes for DB Cargo trains

NW2021 EARLESTOWN SOUTH JN TO EARLESTOWN WEST JN (LIVERPOOL CURVE)

Earlestown

See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)

Springs Branch Jn

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

St. Helens Central

Dwell Time

DMU (All)	1
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Minimum Turnround Time – Trains changing direction at end of journey

DMU/EMU – shunting to a different platform	7
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NW2027 EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS

Edge Lane Jn

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4

Strand Road Level Crossing

Junction Margins

First Movement	Second Movement	Margin
Train from Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock	Train depart Stop Board 1 to any Port of Liverpool terminal	10
Train to Seaforth Container Terminal	Train from Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock departs from Strand Road Level Crossing	10
Train to Seaforth Container Terminal	Train from Seaforth Container Terminal departs from Strand Road Level Crossing	7
Train to Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock	Train from Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock departs Strand Road Level Crossing	7

NW3001 CREWE NORTH JN TO HOLYHEAD

Please refer to Western and Wales edition of the Timetable Planning Rules for NW3001 Saltney Jn to Holyhead

Chester

Adjustments to Sectional Running Times

Movement	Reason	Value
Down trains arriving at Platform 3B via Down & Up Main.	Approach control	2
Up trains arriving at Platform 2	Approach control	1
Arrival at Platform 7 from either direction when already occupied	Approach Control	½

Dwell Time

All	2 (including TfW loco-hauled sets which are not reversing), except:
LH/HST (Slam door stock)	3 *
* 2 mins for trains formed of 4 coaches or less (inclusive of DVT, where applicable)	

Junction Margins

First Movement	Second Movement	Margin
Arrival at Platform 7	Arrival at Platform 7 from opposite direction	3
Depart Platform 7	Depart Platform 7 in opposite direction	simultaneous
Depart Platform 7B towards Hooton / Chester South Jn	Arrival at Platform 7A from opposite direction	2
Depart Platform 7A towards Beeston Castle & Tarporley/Mickle Trafford	Arrival at Platform 7B from opposite direction	2
Arrival at Platform 7A from Beeston Castle & Tarporley/Mickle Trafford	Depart Platform 7B towards Hooton / Chester South Jn	1

Minimum Turnround Time – Trains changing direction during a journey

DVT	5 when operating in DVT mode and where new traincrew are involved.
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Other Restrictions

Only Platform 7 is DC electrified. Electric services should normally plan to use Platform 7B.
The maximum permitted station dwell time of 5 minutes for Merseyrail DC services does not apply.
Steam Hauled services must not use Platform 7.
TfW loco-hauled services to Manchester, calling at Helsby, must only use platforms 1 or 4

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching and Detaching only
Platform 4	Attaching and Detaching only
Platform 5	Attaching/Detaching and Platform Sharing
Platform 6	Attaching/Detaching and Platform Sharing
Platform 7	Attaching/Detaching and Platform Sharing ⁺
Down and Up Main	Permissive for freight including light engines in Down direction only

⁺ Maximum train length for permissive working in Platform 7 is as follows:

Platform 7a – 163m from top of ramp to block joint
Platform 7b – 146m from signal CR93 to block joint

Chester

Train Watering Points	On Platform 1
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Chester DMU Depot

Under normal circumstances trains arrive at DMU Depot at the station end of the depot, and depart from the Birkenhead end of the depot

Departures and arrivals at the station end of the depot to or from locations west of Chester. Note: It is not usual to plan departures from this end of the depot

Chester DMU Depot dep	XX†00	As required then	
Chester Signal 106 arr	XX*05	Chester Signal 97 or Station arr	XXRM00
Chester Signal 106 dep	XX*05	Chester Signal 97 or Station dep	XXRM04
Chester Signal 97 or Station arr	XXRM07	DMU Depot arr	XX†06
Chester Signal 97 or Station dep	XXRM12		
then as required			

Departures and arrivals at the station end of the depot to or from Chester Station excluding Platform 7. Note: It is not usual to plan departures from this end of the depot

Chester DMU Depot dep	XX†00	Chester dep	00†00
Chester Signal 106 arr	XX*05	Chester East Jn arr	XXRM01
Chester Signal 106 dep	XX*05	Chester East Jn dep	XXRM05
Chester pass	XX/07	Chester pass	XX/06
Chester East Jn arr	XXRM08	Chester DMU Depot arr	XX†11
Chester East Jn dep	XXRM12		
Chester arr	XX†13		

Departures and arrivals at the station end of the depot to or from Chester Station Platform 7. Note: It is not usual to plan departures from this end of the depot

Chester DMU Depot dep	XX†00	Chester Platform 7 dep	00†00
Chester Signal 106 arr	XX*05	Chester DMU Depot dep	XX†05
Chester Signal 106 dep	XX*05		
Chester Platform 7 arr	XX†07		

Departures and arrivals at the station end of the depot to or from locations east of Chester. Note: It is not usual to plan departures from this end of the depot

Chester DMU Depot dep	XX†00	As required then	
Chester Signal 106 arr	XX*05	Chester pass	XX/00
Chester Signal 106 dep	XX*05	Chester DMU Depot dep	XX†05
Chester pass	XX/07		
then as required			

Chester DMU Depot

Departures and arrivals at the Birkenhead end of the depot to or from Chester Station Platforms 1, 5 and 6. Note: It is not usual to plan arrivals at this end of the depot

Chester DMU Depot dep	XX†00	Chester Platform 1, 5 or 6 dep	00†00
Chester North Jn. arr	XXRM03	Chester East Jn arr	XXRM01
Chester North Jn. dep	XXRM07	Chester East Jn dep	XXRM05
Chester pass	XX/10	Chester pass	XX/06
Chester East Jn arr	XXRM11	Chester DMU Depot arr	XX†11
Chester East Jn dep	XXRM15		
Chester Platform 1, 5 or 6 arr	XX†16		

Departures and arrivals at the Birkenhead end of the depot to or from Chester Station Platform 2, 3, 4 and 7 Note: It is not usual to plan arrivals at this end of the depot

Chester DMU Depot dep	00†00	Chester Platform 2, 3 4 or 7 dep	00†00
Chester North Jn. arr	XXRM03	Chester North Jn. arr	XXRM03
Chester North Jn. dep	XXRM07	Chester North Jn. dep	XXRM07
Chester Platform 2, 3, 4 and 7 arr	XX†10	Chester DMU Depot arr	XX†10

Departures and arrivals at the Birkenhead end of the depot to or from locations west of Chester. Note: It is not usual to plan arrivals at this end of the depot

Chester DMU Depot dep	00†00	As required then	
Chester North Jn. arr	XXRM03	Chester South Jn pass	XX/00
Chester North Jn. dep	XXRM07	Chester North Jn. arr	XXRM05
Chester South Jn pass	XX/09	Chester North Jn. dep	XXRM09
then as required		Chester DMU Depot arr	XX†12

Departures and arrivals at the Birkenhead end of the depot to or from locations east of Chester. Note: It is not usual to plan arrivals at this end of the depot

Chester DMU Depot dep	00†00	As required then	
Chester North Jn. arr	XXRM03	Chester pass	XX/00
Chester North Jn. dep	XXRM07	Chester North Jn. arr	XXRM03
Chester pass	XX/10	Chester North Jn. dep	XXRM07
then as required		Chester DMU Depot arr	XX†10

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

Frodsham Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains to Halton Jn via the Frodsham Single	Approach Control for lower speed diverging route	1

Junction Margins

First Movement	Second Movement	Margin
Up train from Halton Jn to Frodsham	Down train from Frodsham towards Runcorn East	3
Down train from Frodsham towards Runcorn East	Up train from Halton Jn to Frodsham	3

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007

Bidston

Junction Margins

First Movement	Second Movement	Margin
Train movement over Down West Kirby line	Conflicting train movement from Down Wrexham line	2½

Minimum Turnround Time – Trains changing direction at end of journey

Class 150/153 Only	3
DMU/EMU – shunting to a different platform (services to/from West Kirby only)	7

NW3009 CHESTER NORTH JN TO CHESTER SOUTH JN

Chester North Jn

See entry under route NW3011 Chester West Jn to Hooton South Jn

NW3013 HOOTON SOUTH JN TO HELSBY JN

Ellesmere Port

Junction Margins

First Movement	Second Movement	Margin
Depart Up Platform towards Helsby.	Arrive Down platform from Hooton	5
Arrive Down platform from Hooton	Depart Up Platform towards Helsby.	5
Depart Down Platform towards Hooton	Arrive Up platform from Helsby	5
Arrive Up platform from Helsby	Depart Down Platform towards Hooton	5

NW3013 HOOTON SOUTH JN TO HELSBY JN

Ellesmere Port

Other Restrictions

The maximum permitted station dwell time of 5 minutes for Merseyrail DC services does not apply.

NW3021 FRODSHAM JN TO HALTON JN

Frodsham Jn

See entry under route NW3003 Chester East Jn to Acton Grange Jn

Halton Jn

See entry under route NW2001 Weaver Jn to Liverpool Lime Street

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD

Edgeley Jn No.2

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Deansgate Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All Down trains running towards Navigation Road	Approach Control	1 approaching Deansgate Jn

Altrincham

Dwell Time

All	1
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Northwich

Dwell Time

All	1
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Mickle Trafford Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains to the 'Northwich' line	Approach Control	4½ 1½ except for Class 150 ½ for Class 150

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.

For all loops between Preston Fylde Jn (exclusive) and Carlisle (inclusive), the SRTs will be calculated to include all relevant adjustment allowances for approach control and slow speed turnouts entering the loops. No additional adjustment allowance is specified or required for these locations.

Oxheys

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train passes Preston Fylde Jn	4
Up train passes Preston Fylde Jn	Depart Up Goods Loop	1

Barton & Broughton

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Passenger Loop	Down train pass to Garstang & Catterall	4
Down train pass to Garstang & Catterall	Depart Down Passenger Loop	2

Oubeck

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train depart or passes Lancaster	Simultaneous
Up train pass Lancaster	Depart Up Goods Loop	4
Up train departs Lancaster	Depart Up Goods Loop	5½
Arrive Down Goods Loop	Down train pass Lancaster	6½
Arrive Down Goods Loop	Down train arrive Lancaster	7½
Down train arrives or passes Lancaster	Depart Down Goods Loop	Simultaneous

Lancaster South Jn

Junction Margins

First Movement	Second Movement	Margin
Depart or pass Lancaster to Up Main	Depart Lancaster South Jn to Up Main	3

Planning Restrictions

The maximum length train that can be held at signal PN223 at Lancaster South Jn to avoid fouling the Up Main to platform 4 at Lancaster is 775m.

The maximum length train that can be held at signal PN223 at Lancaster South Jn to be clear of platform 5 is 467m

The overlap from signal PN223 continues to the Up Main – see Junction Margins for Lancaster for further detail.

Lancaster

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Main to platforms 4 and 5	Approach control and slow speed turnout	1½
Movement Up	Reason	Value
Up Main to platforms 1, 2, 3 and 5 from Carnforth North Jn	Approach control and slow speed turnout	1
Up Main to platforms 1, 2, 3 and 5 from Bare Lane	Slow speed crossover at Morecambe South Jn and approach control at Lancaster	1½
Up Main to platform 4 from Bare Lane	Slow speed crossover at Morecambe South Jn	1
Pass Lancaster on Up Main from Bare Lane	Slow speed crossover at Morecambe South Jn	½

Connectional Allowance 6

Dwell Time

Standard (excluding Class 22x/390/80x)	1
Avanti West Coast services entering service formed off ECS in the same direction	5 (does not apply to Driver Only Operation)

Junction Margins

First Movement	Second Movement	Margin
All conflicting movements, except:		4
Train arriving from Down Main into platform 3	Train arriving into platforms 1 or 2	4
Train arriving from Down Main into platform 3	Train departing from platforms 1 or 2	3
Train arriving into or departing from platforms 1 or 2	Train arriving into platform 3	3
Down passenger/light engine departs/passes, or freight passes Lancaster towards Carnforth North Jn	Down train departs Lancaster towards Bare Lane	2
Up train arrive/pass platform 4/Up Main	Depart platform 5 towards Morecambe South Jn	1
Up train arrives Lancaster South Jn	Depart platforms 3, 4, 5 or Up Main to Up Main	3
Up train arrives Lancaster South Jn	Pass Lancaster on Up Main	4½
Up train depart or pass	Following Down direction movement into platforms 4 or 5	4½

Lancaster

Permissive Working

Attaching/detaching and platform sharing is authorised as shown below:

Location	Direction	Restrictions
Platforms 1 and 2	Bay platforms	Attaching/detaching and platform sharing
Platform 3	Down direction	Attaching and detaching only
Platform 4	Up direction	Attaching and detaching only
Platform 5	Both directions	Attaching and detaching only
Platform Reoccupation	3½	

Morecambe South Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Down trains routed towards Bare Lane	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Up train from Bare Lane	Pass on Down	4
Pass on Down	Up train from Bare Lane	3
Up train pass from Carnforth North Jn	Up train from Bare Lane	3*

* Normal headway applies at next timing point

Carnforth South Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Up & Down Goods No.1 or No.2	Pass Morecambe South Jn towards Carnforth North Jn	Simultaneous
Pass Carnforth North Jn on Up Main	Depart Carnforth South Jn to Up Main	3
Depart Carnforth South Jn from Up & Down Goods No.1 or Up & Down Goods No.2 to Up Main	Pass Carnforth North Jn on Down Main	Simultaneous
Pass Carnforth North Jn on Down Main	Depart Carnforth South Jn from Up & Down Goods No.1 or Up & Down Goods No.2 to Up Main	Simultaneous

Carnforth North Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains to-Carnforth platform 2 or Down Furness Goods	Conditional red signals and slow speed turnout	2

Carnforth North Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up train from Carnforth platform 1 or platform 2	Low speed junction at Carnforth North Jn	1 except for Class 185 and 195 1½ for Class 185 and Class 195
All trains routed to Carnforth Up Passenger Loop, Up & Down Goods No.1 or Up & Down Goods No.2	Approach control	2

Oxenholme Lake District

Adjustments to Sectional Running Times

Movement	Reason	Value
Down train routed via the Down Main towards Oxenholme Platform 3	Approach control	1
Up train routed to the Up Goods Loop	Approach control	1
Departing Platform 3 to Up Main	Acceleration to main line speed	½

Dwell Time

Standard (excluding Class 22x/390/80x)	1*
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* - 2 minutes if from Windermere branch

Junction Margins

First Movement	Second Movement	Margin
Train departs Oxenholme in Down direction	Train departs from signal CE45 on Down Windermere to Down Main	2½
Train passes Oxenholme in Down direction	Train departs from signal CE45 on Down Windermere to Down Main	1½
Train departs CE45 on Down Windermere to Down Main	Train passes Oxenholme in Down direction	4
Train passes CE45 on Down Windermere to Down Main	Train passes Oxenholme in Down direction	4
Up train pass platform 1	Up train depart platform 3	2 \$
Up train depart platform 1	Up train depart platform 3	3 \$
Train from platform 3 to Up Main Line	Train movement over Down or Up Main Lines	5
Train departs from platforms 1 or 3 to the Up Main	Train departs from the Up Goods Loop to the Up Main	3
Train departs from platform 3 to the Up Main	Train departs from signal CE45 on the Down Windermere to the Down Main	2
Up train arrives Up Goods Loop	Up train departs or passes Oxenholme	4

\$ A 4 minute headway applies at the next mandatory timing point

Platform Reoccupation Margin	3½, except as below:
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First Movement	Second Movement	Margin
Train departs or passes platform 3 to the Up Main	Train departs from signal CE45 on the Down Windermere to platform 3	2

Grayrigg

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Oxenholme	4
Up train pass to Oxenholme	Depart Up Goods Loop	2
Arrive Down Goods Loop	Down train pass to Tebay	4
Down train pass to Tebay	Depart Down Goods Loop	2

Tebay

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting movements, except:		4
Train pass to Shap or Grayrigg	Depart Goods Loop	2

Shap Summit

Adjustments to Sectional Running Times

Movement	Reason	Value
Up train to Up Goods Loop	Approach control and slow speed crossover	2

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Tebay	4
Up train pass to Tebay	Depart Up Goods Loop	2
Arrive Down Sidings	Down train pass to Harrison's Sidings	4
Down train pass to Harrison's Sidings	Depart Down Sidings	2
Down departure of over 283 meters/44 SLU from Shap Summit Quarry departs Shap Summit	Pass on Up or Down Mains	4
Pass on Up or Down Mains	Down departure of over 283 meters/44 SLU from Shap Summit Quarry arrives Shap Summit	2

Shap Summit Quarry

Arriving Trains

Down arrivals will be signalled towards CE133 signal on the Down Sidings and draws forward into the neck. Once the rear of the train is clear of the hand points leading to the loading siding, the locomotive will propel into the loading siding. A dot stop to be shown at Shap Summit for arrivals.

Up arrivals are required to run forward to Tebay where the locomotive can run-round the train and proceed in the Down direction to Shap Summit Quarry, as described above.

Departing Trains

Down departures up to and including 283 meters/44 SLU depart from CE133 signal to the Down Main and require a minimum stop of 2 minutes for reversal at Shap Summit.

Down departures in excess of 283 meters/44 SLU depart from CE133 signal to the Down Main and require a minimum stop of 4 minutes for reversal at Shap Summit and will block the Up and Down Mains for the duration of this movement.

See Shap Summit for junction margins.

Up departures up to a maximum of 25 SLU can depart from CE129 to the Up Main. A minimum stop of 20 minutes for run-round at Shap Summit is required.

Shap Hardendale Quarry Jn

Arriving Trains

Down arrivals will come to a stand clear of CE142 signal on the Down Main. A 2-minute stop to be planned before the train commences the propelling move to Hardendale Quarry.

There are no special requirements applicable for Up arrivals.

Departing Trains

For northbound departures these will be signalled from CE141 signal to the Down Main. Southbound departures propel from CE141 signal across the Up Main to stand clear behind CE142 signal. A minimum stop of 2 minutes to be planned before the train departs from the signal. Once the route is cleared, the train will proceed across to the Up Main towards Shap Summit

Junction Margins

First Movement	Second Movement	Margin
Arrive Shap Hardendale Quarry from Eden Valley	Up train pass Shap Summit	5½
Arrive Shap Hardendale Quarry from Eden Valley	Up train arrive Shap Summit	6½
Down train pass Harrison's Sidings	Depart Shap Hardendale Quarry Jn	1
Depart Shap Hardendale Quarry Jn towards Harrison's Sidings	Down train pass Shap Summit	4
Up train from Shap Hardendale Quarry passes Shap Summit	Down train passes Shap Summit	Simultaneous
Down train arrives at Shap Hardendale Quarry	Up train pass Shap Summit	4
Down train arrives at Shap Hardendale Quarry	Down train pass Shap Summit	4

Shap Hardendale Quarry

Operating Restriction

A minimum interval of 1 hour 15 minutes is required between consecutive arrivals at Shap Hardendale Quarry.

Harrison's Sidings

Arriving Trains

Trains arriving in the Up direction will stop behind signal CE148 on the Up Main. A 2-minute stop to be planned before the train commences the propelling move into the Down Goods Loop.

Trains arriving in the Down direction will arrive into the Down Goods Loop. The locomotive is required to run-round the train. An allowance of 20 minutes for the run-round moves should be planned.

Departing Trains

Trains departing in the Down direction require the locomotive to run-round before departure. An allowance of 20 minutes for the run-round moves should be planned.

Trains departing in the Up direction do not require the locomotive to run-round.

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Goods Loop	Down train pass to Penrith	4
Up train arrive Down Goods Loop	Up train pass Eden Valley	Simultaneous
Down train pass to Penrith	Depart Down Goods Loop	2
Depart Down Goods Loop to Shap Summit	Up train pass Shap Summit	4
Depart Down Goods Loop to Shap Summit	Down train pass to Penrith	5

Eden Valley

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Pass on Up Main	4
Pass on Up Main	Depart Up Goods Loop	2

Penrith

Adjustments to Sectional Running Times

Movement	Reason	Value
All Down trains running "SL" from Penrith South Jn to Platform 3 at Penrith station (allowance to be included between Tebay and Penrith South Jn)	Approach control	2

Dwell Time

Standard	1, except:
LH/HST	2
Class 221/390/80x	1½

Platform Reoccupation Time	3½
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Plumpton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Shap	4
Up train pass to Penrith	Depart Up Goods Loop	2

Carlisle		
Connectional Allowance	8	
Dwell Time		
All	2	
Junction Margins		
First Movement	Second Movement	Margin
Train departure from Platforms 7 or 8	Conflicting Up train arrival into any Platform	4
Southbound train departure from Platform 1	Conflicting Down train arrival into any Platform	5
Train departure towards Petteril Bridge Jn from any platform	Train arrival from Petteril Bridge Jn into any platform	5
Other Restrictions		
Trains must not be stabled on through platform lines during certain times overnight Saturday/Sunday - refer to Engineering Access Statement for more details.		
Wherever possible, up direction trains conveying FFA, FGA, FSA, FTA and KFA type wagons must be planned through platform 4 at Carlisle station. However, if it is necessary for such trains to be planned through platform 3, or over 'B' or 'C' 'up and down' goods lines at Carlisle Station, the trains must be planned over the down main line from Caldew Jn.		
Locomotive changes and run round moves for freight trains should not be planned in Carlisle Station		
Pathing time must not be inserted between Carlisle and London Road Jn and vice versa for capacity and signalling reasons.		
Platform Reoccupation Time	3½	
Splitting and Coupling of Units: Permitted in all platforms. 20 minutes is required for attaching or detaching LH vehicles		

Caldew Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down train pass to Down Goods	Pass from Up Goods	6
Pass from Up Goods	Down train pass to Down Goods	4

Mossband Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains to Up Goods that have travelled from Cove Signal MC862 (excluding Class 66 timing loads)	Approach control on CE509	2

Gretna Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Passenger trains routed towards Annan	Flashing yellow aspects	1
Freight trains routed towards Annan *	Flashing yellow aspects	1 Class 4 ½ Class 6

* Does not apply to Class 7 or 8 trains

Movement Up	Reason	Value
Applies to the following Timing Loads for trains that have travelled from Annan which are not routed to the Up Goods.		
Class 6 up to 800t (inclusive)	Acceleration	½ after Gretna Jn
Class 6 800t (exclusive) to 1200t (inclusive)	Acceleration	1 after Gretna Jn
Class 6 1200t (exclusive) to 1800t (inclusive)	Acceleration	1½ after Gretna Jn
Class 6 over 2000t	Acceleration	2 after Gretna Jn
Class 4 up to 400t	Acceleration	½ after Gretna Jn
Class 4 600t	Acceleration	1 after Gretna Jn
Class 4 800t (inclusive) to 1200t (inclusive)	Acceleration	1½ after Gretna Jn
Class 4 over 1400t	Acceleration	2 after Gretna Jn
All diesel passenger timing loads	Acceleration	1 after Gretna Jn

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

Preston Fylde Jn

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

Kirkham & Wesham

Adjustments to Sectional Running Times

Movement	Reason	Value
Non-stop train routed via platform 1	Flashing Yellows/Speed Differential	½

Dwell Time

LH/HST	1
DMU/EMU	1, except:
All trains to/from Blackpool South	½
Class 390/80x	1½

Junction Margins

First Movement	Second Movement	Margin
Up train from Blackpool South passes or arrives platform 3	Down train departs platform 2	1
Up train from Blackpool South passes or arrives platform 3	Down train passes platform 2	3
Down train departs or passes platform 2	Up train from Blackpool South passes or arrives platform 3	4

Poulton-Le-Fylde

Dwell Time

Class 158	1
Class 390/80x	1½

Devonshire Road Jn

Junction Margins

First Movement	Second Movement	Margin
All conflicting movements		2½

Blackpool North

Adjustments to Sectional Running Times

Movement	Reason	Value
Approaching any occupied platform	Approach control	½

Minimum Tunround Time – Trains changing direction at end of journey

Class 90, 7 Mk.4s and DVT	25
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Platform End Margins (see also Devonshire Road Jn)

First Movement	Second Movement	Margin
Train arrives any platform	Train departs from any platform	1
Depart platform 3 or 4 via Down Main	Arrive platforms 3 or 4	3
Depart platforms 3 to 6	Arrive platform 5 or 6	4

Blackpool North

Permissive Working

Attaching/detaching and Platform Sharing is authorised as shown below:

Platforms 1 to 6	Attaching/detaching and platform sharing
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NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH

Moss Side

Dwell Time

All – Up direction only	1
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St. Annes-on-the-Sea

Dwell Time

All – Down direction only	1
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NW4011 MORECAMBE SOUTH JN TO MORECAMBE

Bare Lane

The route from Bare Lane Jn to Morecambe is operated as two independent single lines – the Down and Up Morecambe (Platform 1) and the Down and Up Heysham (Platform 2). Trains to/from Heysham MUST use the Down and Up Heysham.

In order to access the Down and Up Heysham line towards Heysham Port, all trains must stop at Morecambe Jn Ground Frame and obtain release of the key to operate the Ground Frame from the signaller at Preston PSB. A minimum of 4 minutes should be allowed for the operation of the Ground Frame in both directions. Once the Ground Frame has been released, no other train can be allowed to proceed towards Morecambe on the Down and Up Heysham from Bare Lane until Ground Frame operated points have been returned to normal and the train that has proceeded to Heysham Port has returned to Bare Lane and cleared the single line.

NW4017 MORECAMBE JN TO HEYSHAM PORT

Morecambe Jn Ground Frame

A minimum of 4 minutes should be allowed for the operation of the Ground Frame in both directions. Locomotive hauled trains that run-round at Morecambe operate the Ground Frame during the run-round.

NW4019 OXENHOLME TO WINDERMERE

Oxenholme

See entry under route NW4001 – Preston Ribble Jn to Cove L.C.

Kendal	
Dwell Time	
DMU	1

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)		
Carnforth		
Dwell Time		
LH/HST	1	
Class 158/Class 185	1	
Junction Margins		
First Movement	Second Movement	Margin
Train from 'Barrow' Direction	Train towards 'Skipton' or 'Bottom Yard'	1
Train crossing towards 'Skipton' or 'Bottom Yard'	Train from 'Barrow' Direction	4

Grange-over-Sands	
Dwell Time	
LH/HST	1
Class 158/Class 185	1

Ulverston	
Dwell Time	
LH/HST	1
Class 158/Class 185	1

Salthouse Jn

N.B. Barrow-in-Furness SB releases Salthouse Jn Ground Frame. However, it cannot be released if Dalton Jn SB is closed.

When the Ground Frame is released the Up and/or Down lines (as detailed below) are considered blocked between Barrow-in-Furness and Dalton Jn inclusive.

For arrivals from Barrow-in-Furness:

Barrow dep	XX.00 #		
	"_"		
Salthouse Jn Ground Frame arr	XX OP RM PR 05		
Salthouse Jn Ground Frame dep	XX OP RM PR 15 *		
	"_"		
Barrow Ramsden Dock/Barrow Docks (ABP) arr	XX PR 25		

Cannot depart until 2 minutes after preceding train on the Up Main has passed Dalton Jn

* Up and Down lines must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Barrow-in-Furness or Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.

For departures to Barrow-in-Furness:

Barrow Ramsden Dock/Barrow Docks (ABP) dep	XX PR 00		
	"_"		
Salthouse Jn Ground Frame arr	XX PR OP RM 10 #		
Salthouse Jn Ground Frame dep	XX PR OP RM 20 *		
	"_"		
Barrow arr	XX.24		

* Down line only must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.

For arrivals from Dalton Jn:

Dalton Jn pass	XX/XX #		
	"_"		
Salthouse Jn Ground Frame arr	XX OP 06 *		
Salthouse Jn Ground Frame dep	XX OP 16 *		
	"_"		
Barrow Ramsden Dock/Barrow Docks (ABP) arr	XX.26		

Cannot depart until 2 minutes after preceding train on the Down Main has passed Barrow-in-Furness

* Down line only must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.

For departures to Dalton Jn:

Barrow Ramsden Dock/Barrow Docks (ABP) dep	XX.00		
	"_"		
Salthouse Jn Ground Frame arr	XX OP 10 *		
Salthouse Jn Ground Frame dep	XX OP 20 *		
	"_"		
Dalton Jn pass	XX/27		

Up and Down lines must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Barrow-in-Furness or Dalton Jn cannot enter the section until 2 minutes after departure from Salthouse Jn Ground Frame.

Barrow-in-Furness

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains departing from Platform 1 towards Roose/Dalton Jn	Slow speed crossover East of station	½ departing Barrow

Dwell Time

LH/HST	2
DMU	2

Splitting and Coupling of Units: Permitted in all platforms

Kirkby-in-Furness

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Foxfield

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Green Road

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Millom

Platform Reoccupation Time (After terminating service on Down Main)	The next Down train cannot depart Foxfield until the terminating train has shunted to the Up Main and is then clear of the Down Main. The minimum allowance for this is 8 minutes after the terminating train's arrival. However, the terminating train cannot reoccupy the Up Main until 3 minutes after the departure of any proceeding Up train from Millom.
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Silecroft

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Bootle (Cumbria)

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Drigg

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Seascale

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Sellafield

Adjustments to Sectional Running Times

Movement	Reason	Value
Down trains terminating at Sellafield	Approach control for crossing into Down & Up Loop	½ Approaching Sellafield

Braystones

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Nethertown

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

St. Bees

Junction Margins

First Movement	Second Movement	Margin
First train arrives	Second train arrives	2
Either train can then depart		1
The remaining train can then depart		1

Mirehouse Jn		
Junction Margins		
First Movement	Second Movement	Value
Train arrive Powbeck Railhead	Up train departs Whitehaven or Down train departs St Bees	4*
Up train arrive St Bees or Down train arrive Whitehaven	Train depart Powbeck Railhead	4*
*Only one train can be in section between St Bees and Whitehaven. Values include 2 minute mandated stop at Whitehaven and St Bees for token working purposes and 2 minutes for signallers actions in conjunction with the train at Powbeck Railhead.		
Planning Restriction		
All freight trains to Powbeck Railhead must have a 5 minute operational stop at Mirehouse Jn for terminal acceptance purposes and Ground Frame operation.		
All trains from Powbeck Railhead must have a 2 minute operational stop at Mirehouse Jn for Ground Frame operation.		

Corkickle	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Whitehaven		
Dwell Time		
LH/HST	2	
DMU	2	
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives platform 1	Down train departs platform 2	1
Up train arrives platform 2	Down train departs platform 1	1
Down train departs	Up train arrives	5
Operating Stop: All trains must stop for Token Working purposes.		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 1	Attaching/Detaching and Platform Sharing	
Platform 2	Prohibited	

Parton	
Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Parton

Junction Margins

First Movement	Second Movement	Margin
Up train arrives at Parton	Down train departs Parton	1

Harrington

Dwell Time

LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Workington

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains from Maryport routed to Workington Yard	Approach Control and Slow speed crossover	5 between Maryport and Workington

Dwell Time

LH/HST	2
DMU	2 if changing train crew

Junction Margins

First Movement	Second Movement	Margin
Arrive Workington Docks	Depart/pass Workington on Down Main	10

For northbound departures/arrivals

Workington *	XX.00	As required to	
	"_"	Workington	XX/00
Workington Main No. 2 SB arr.	XXRM02		"_"
dep.	XXRM06	Workington Main No. 2 SB arr.	XXRM01
	"_"	dep.	XXRM05
Workington	XX/07	Workington *	XX.07
then forward as required			

For southbound departures/arrivals

For all trains		When Maryport SB is open	
Workington * dep.	XX.00	As required to:	
	"_"	Parton North Jn	XX/00
Parton North Jn	XX/08		"_"
then forward as required		Workington Main No. 2 SB arr.	XXRM07 \$
		dep.	XXRM16 \$
		Workington * arr.	XX.19

Workington

When Maryport SB is closed			
		Parton North Jn	XX/00
			" "
		Workington ? arr.	XXRM07
		dep.	XXRM11
			" "
		Workington Main No. 2 SB arr.	XXRM13 \$
		dep.	XXRM22 \$
			" "
		Workington * arr.	XX.24
<p>2- The actual location must be specified in the platform column by using one of the following codes: CS – Carriage Siding SD1 – No. 1 Middle Siding SD2 – No. 2 Middle Siding 2- No. 1 Platform 2- No. 2 Platform \$ - allowance of 9 minutes includes 2 reversals. ? - Show 'REC' in platform column.</p>			
Train Watering Points		Fixed watering point available.	

Flimby

Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Maryport

Junction Margins		
First Movement	Second Movement	Margin
Train departs from platform in either Up or Down direction	Conflicting arrival/pass in the opposite direction	4

Aspatria

Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Dalston (Cumbria)

Dwell Time	
LH/HST	1
DMU	0 for request stop or otherwise standard value applies

Dalston Oil Terminal

For arrivals from Carlisle		For departures towards Carlisle	
Currock Jn pass	XX.00	Dalston Oil Terminal dep	XX.00
	"_"	Dalston Oil Terminal G.F. arr	XXOP02 [#]
Dalston Oil Terminal G.F. arr	XXOPXX*	Dalston Oil Terminal G.F. dep.	XXOP02
Dalston Oil Terminal G.F. dep.	XXOP04	Dalston arr (Locomotive RR via No. 1 GF) ‡	XXOP05 [‡]
Dalston Oil Terminal arr	XX.07	Dalston dep.	XXRM20
* Stops and sets back in to terminal			"_"
# Stops and sets back to Up Main		Currock Jn pass	

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

Sandbach

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Non-stop from Down Wilmslow passing platform 3	Approach Control and Slow speed junction	2 **
From Down Wilmslow stopping in platform 3	Approach Control and Slow speed junction	1 **
Down Manchester Independent to platform 2	Approach Control and Slow speed junction	1 ** & 1 #
Pass platform 3 towards Wilmslow	Acceleration from Slower speed junction	1 #

Movement Up

Movement Up	Reason	Value
Up Wilmslow to Up Manchester Independent, passing platform 1 or platform 2	Approach Control Slow speed junction	2 ** 1 #
Up Wilmslow to Up Manchester Independent, passing platform 3	Flashing Yellow Aspects	1 **
Up Wilmslow to platform 2	Approach Control	1 **
Pass platform 2 to Up Wilmslow	Slow speed junction	2 #

** Approaching Sandbach

After Sandbach

Junction Margins

First Movement	Second Movement	Margin
Platform 3 to/from Wilmslow	Arrive Platform 2 to/from Crewe	2½

Alderley Edge		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All Up trains terminating	Approach Control for terminating services	1
Dwell time		
Up Trains terminating and ECS to Up or Down Sidings		2
ECS from Up or Down Sidings to form a Down passenger service		1

Wilmslow			
Adjustments to Sectional Running Times			
Movement	Reason	Timing Load	Value
Down Wilmslow to Down Styal, not stopping at Wilmslow	Flashing Yellow Aspects	All Timing Loads at 75mph or above	½
Down Wilmslow to Up Styal (platform 2)	Approach control	Passenger and light engines	½
		Freight	1
Up Styal to Up Wilmslow, not stopping at Wilmslow	Acceleration to main line speed from slow speed junction	All Timing Loads at 100mph or above	1*
		Freight	1 approaching Alderley Edge ½ after Alderley Edge \$
Up freight departing Wilmslow	Not at linespeed at Alderley Edge		½ after Alderley Edge \$
Up Wilmslow to Down Wilmslow, not stopping at Wilmslow	Approach control at Wilmslow North Jn		3
Up Wilmslow to Down Wilmslow, stopping at Wilmslow	Approach control at Wilmslow North Jn		2
* Applies approaching next timing point			
\$ Value in addition to allowance shown at Sandbach			
Dwell Time			
LH/HST			1
Class 350			1
Avanti West Coast Services			1½

Wilmslow

Junction Margins

First Movement	Second Movement	Margin
Pass/Depart Platform 2 to Up Wilmslow	Pass Platform 3 (passenger)	4 *
Pass/Depart Platform 2 to Up Wilmslow	Arrive platform 3 (stopping Alderley Edge)	3½
Pass/Depart Platform 2 to Up Wilmslow	Arrive Platform 3 (non-stop Alderley Edge)	4½ *
Pass/Depart Platform 2 to Up Wilmslow	Pass Platform 3 (freight)	5½ *
Pass/Depart Platform 2 to Up Wilmslow	Depart Platform 4, terminating at Alderley Edge	2
Pass/Depart Platform 4 to Up Wilmslow	Depart Platform 2, terminating at Alderley Edge	2
Arrive/Pass platform 3 from Down Wilmslow	Depart Platform 2 to Up Wilmslow	1
Arrive/Pass platform 3 from Down Wilmslow	Pass Platform 2 to Up Wilmslow	2½ \$
Depart platform 2 or 3 to reversing siding	Arrive platform 1 from Down Wilmslow	4½ *
Depart platform 2 or 3 to reversing siding	Pass platform 1 from Down Wilmslow	5½ *
Depart platform 2 or 3 to reversing siding	Pass Platform 1 from Down Wilmslow (Freight)	6½ #
Arrive/Pass platform 1 from Down Wilmslow	Depart platform 2 or 3 to reversing siding	1
Pass/Depart platform 3 to reversing siding	Pass/Depart Platform 2 to Up Wilmslow	3

*Margins can be reduced to 3½ minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow for non-stop trains.

Margin can be reduced to 4½ minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow for non-stop trains.

\$ Margin can be reduced to 2 minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow.

Platform Reoccupation Time	2½
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Planning Restriction

A bi-directional movement cannot arrive into the Down Wilmslow (platform 3) at the same time as a movement is signalled to depart the Up Styal (Platform 2) to the Up Wilmslow, due to the signalling overlap

Cheadle Hulme

Adjustments to Sectional Running Times

Movement	Reason	Value
All non-stop Up trains towards Macclesfield	Slow speed junction and flashing yellow aspects	½
Arrive in Platform 1 at same time as arrival in Platform 3 routed to the Down Main	Approach Control	½
All trains passing Cheadle Hulme from Down Stoke	Acceleration to main line speed from slower speed junction	½ approaching next timing point

Cheadle Hulme		
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting moves, except:		3
Down Stoke to Down Main	Up Main to Up Wilmslow	3½ passenger, ECS and light engines \$ 4 freight \$
Down Wilmslow to Down Fast at Adswood Road Jn	Down Stoke to Down Slow at Adswood Road Jn	2½ *
Down Stoke to Down Fast at Adswood Road Jn	Down Wilmslow to Down Slow at Adswood Road Jn	2½ *
* Value applies at both Cheadle Hulme and Adswood Road Jn		
\$ Where first movement is an arrival into platform 3 (Down Stoke) the overlap from signal MS391 is set to the Up Wilmslow. The next arrive/pass on the Up Main to Up Wilmslow must be 4 minutes after the first movement departs platform 3.		
Planning Note		
A train can be routed from the Down Stoke into Platform 3 at Cheadle Hulme at the same time as a train from the Down Wilmslow is routed through Platform 1 to the Down Main. In these circumstances no Up trains can pass Adswood Road Jn to the Up Main until the train from the Down Wilmslow has passed Adswood Road Jn		
Platform Reoccupation Time Down Macclesfield arrival into Platform 3 only	2½ After train on Up Wilmslow passes clear of the junction. This only applies to trains which stop at Cheadle Hulme	

Adswood Road Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains passing Cheadle Hulme from Down Wilmslow routed to the Down Slow	Approach control	½ Passenger/ ECS 1 Freight (Class 4 only)
Junction Margins		
First Movement	Second Movement	Margin
Passenger/ECS Down Main to Down Slow	Down Main to Down Fast	2½
Up Slow to Up Wilmslow at Cheadle Hulme	Up Fast to Up Stoke at Cheadle Hulme	2½ *
Up Slow to Up Stoke at Cheadle Hulme	Up Fast to Up Wilmslow at Cheadle Hulme	2½ *
Up Fast to Up Wilmslow at Cheadle Hulme	Up Slow to Up Stoke at Cheadle Hulme	2½ *
Up Fast to Up Stoke at Cheadle Hulme	Up Slow to Up Wilmslow at Cheadle Hulme	2½ *
* Value applies at both Adswood Road Jn and Cheadle Hulme		

Edgeley Jn No.1

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Fast to Down Slow	Approach Control	1
Up Fast to Up Hope Valley or Up Slow	Approach Control	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Hope Valley	Pass Up fast or Up Slow stopping at Stockport	2 *
Pass from Hope Valley	Pass Up fast or Up Slow non-stop at Stockport	2½ *
Pass from Hope Valley to Down Slow	Pass Down Fast from Cheadle Hulme	3 *
Pass Up Fast or Up Slow	Pass from Hope Valley	2½ *
Pass Down Fast from Cheadle Hulme	Pass from Hope Valley to Down Slow	2½ *

* Add ½ minute to all margins where the first movement is a freight

Edgeley Jn No.2

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Slow to Down Fast	Approach Control	1½
Up Fast to Down Liverpool	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass Down Slow	Pass from Up Liverpool to Down Fast	2
Pass from Up Liverpool to Down Slow	Pass Edgeley Jn No.1 on Down Slow	3
Pass from Up Liverpool to Down Fast	Pass Edgeley Jn No.1 on Down Slow	2½ \$
Pass from Up Liverpool to Down Fast	Pass from Edgeley Jn No.1 on Down Fast	3
Pass to Cheadle Village Jn	Pass Edgeley Jn No.1 in Down direction	2½ \$
Down train pass	Pass to Cheadle Village Jn	2½ *
Shunt move depart Up Fast Line towards Stockport	Up train depart Stockport to Up Fast Line	2

* Reduced to 1½ if the second train has at least (1) approaching Edgeley Jn No. 2

\$ Add ½ minute to all margins where the first movement is a freight

Planning Restrictions

Trains on the Up Liverpool over 373ft/17SLU will stand foul of the only access to Edgeley Jn No.1 Signal Box. Any train over this length planned to stand at Edgeley Jn No.2 for longer than 5 minutes should be timed to do so at EY1.20. Normal junction margins apply at Edgeley Jn No.2.

A Down train cannot pass Edgeley Jn No.1 routed to the Down Slow whilst a train is routed from the Up Liverpool to the Down Fast or Down Slow at Edgeley Jn No.2.

A Down train cannot pass Edgeley Jn No.1 whilst a train is routed from the Up Fast to the Down Liverpool at Edgeley Jn No.2.

Stockport

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Fast to Down Slow (Platform 4), Down Main or Down Goods	Approach Control	1
Down Goods to Up Fast	Slow speed turnout	1 approaching next timing point
Trains arriving into Platform 3A from Heaton Norris Jn	Approach Control	1½
Trains departing from Platform 3A	Slow exit from platform	½ approaching next timing point
Up Fast to Up Slow (Platform 1)	Approach Control	1
Non-stop train from Up Fast via Platform 2 to Up Slow	Approach control and slow speed turnout	½

Dwell Time

Standard	1, except:
LH	1½
Avanti West Coast Services	1½
Passenger train terminating to form an ECS continuing in the same direction	2

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Down Slow	Down Slow, Down Main or Down Goods to Down Fast	2
Down Slow, Down Main or Down Goods to Down Fast	Down Fast to Down Slow	2
Arrive/Depart Platform 3A	Down arrival into Platform 3	3
Down arrival or departure from Platform 3	Arrive Platform 3A	3
Down arrival into Platform 3	Depart Platform 3A	1
Depart Platform 4 to Down Slow	Down train arriving Down Main	2
Down train arriving Down Main	Depart Platform 4 to Down Slow	2
Depart Down Goods to Up Fast	Down train arriving	4
Up arrival in the Down Goods	Down train arriving Platform 4	3
Depart Down Goods or Down Main to Down Slow	Arrive or Pass Platform 4 to the Down Slow	3
Depart Platform 2 to Up Slow	Non-stop via Platform 1 in the Up direction	4
Depart Platform 1 to Up Fast	Non-stop via Platform 2 in the Up direction	4
Up Slow to Up Fast	Up Fast to Up Slow	2
Up Fast to Up Slow	Up Slow to Up Fast	2

Stockport

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 0	Prohibited
Platform 1	Attaching and Detaching only
Platform 2	Attaching and Detaching only
Platform 3	Attaching and Detaching only
Platform 3A	Attaching/Detaching and Platform Sharing
Platform 4	Attaching and Detaching only

Planning Notes

An 11-car Pendolino (or train of an equivalent length) which has arrived in Platform 1 via the Up Fast will foul the track circuit in rear preventing a route being set into Platform 2 from the Up Fast. The following service must be held at Heaton Norris Jn until the train in Platform 1 has departed.

The maximum standage between Stockport and Edgeley Jn No.2 on the Down Slow or Fast is 80 meters/12.5 SLU. This will permit a route to be set from the Up Fast to the Down Liverpool at Edgeley Jn No.2 but blocks the route from the Up Liverpool to the Down Fast.

Trains in the Up direction must depart Stockport on the FL if routed towards Cheadle Village Jn at Edgeley Jn No.2 SB.

Whilst a train is being shunted at the north end of Stockport station Up Slow to Down Fast, or Down Fast to Up Slow or Up Fast, a train cannot pass Heaton Norris Jn on the Up Fast.

Platform Reoccupation Time	2½
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Heaton Norris Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Fast to Down Slow	Approach Control and slow speed crossover	½ \$
Down Slow to Down Fast	Approach Control and slow speed crossover	½ \$
Up Slow to Up Fast	Approach Control and slow speed crossover	½ \$
Passenger pass from Down Fast or Down Slow to Ash Bridge Jn	Approach Control and Slow speed over Junction	½
Freight pass from Down Fast to Ash Bridge Jn	Approach Control	1
Freight pass from Down Slow to Ash Bridge Jn	Approach Control and Slow speed over Junction	2½
Pass from Ash Bridge Jn	Acceleration from slow speed junction	1 Freight ½ Passenger after Heaton Norris Jn

\$ Additional 1 to be applied approaching next timing point for all freight and all passenger trains of 5 cars or longer

Junction Margins

First Movement	Second Movement	Margin
Pass Up Slow or Up Fast	Pass Down Fast towards Ash Bridge Jn	1½ *
Pass Up Slow or Up Fast	Pass Down Slow towards Ash Bridge Jn	1½
Pass Up Slow or Up Fast	Depart Up Branch or Up Goods Loop to Up Fast	1½
Pass Up Slow	Pass from Ash Bridge Jn to Up Slow or Up Fast	4½
Pass Up Slow or Up Fast	Pass from Ash Bridge Jn to Up Fast	3
Pass from Up Branch to Up Fast	Pass Up Slow (stopping at Heaton Chapel)	3

Heaton Norris Jn

Pass from Up Branch to Up Fast	Pass Up Slow	4
Pass Down Fast	Freight pass from Down Slow towards Ash Bridge Jn	2
Pass Down Fast towards Ash Bridge Jn	Pass Up Slow (stopping at Heaton Chapel)	2*
Pass Down Fast towards Ash Bridge Jn	Pass Up Slow	3*
Pass Down Fast towards Ash Bridge Jn	Pass Up Fast	2½*
Pass Down Slow towards Ash Bridge Jn	Pass Up Slow (stopping at Heaton Chapel)	3
Pass Down Slow towards Ash Bridge Jn	Pass Up Slow	4
Pass Down Slow towards Ash Bridge Jn	Pass Up Fast	3*
Pass Down Slow towards Ash Bridge Jn	Pass Down Fast	3*
*Additional ½ minute if first move is freight.		

Slade Lane Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Up trains crossing from Up Fast to Up Slow or Up Styal	Approach control	½ approaching Slade Lane Jn
Up trains crossing from Up Slow to Up Fast	Acceleration from slower speed junction	½ after Slade Lane Jn
Down Styal to Down Slow or Down Fast	Joining main line at low speed and not reaching line speed before decelerating for Ardwick Jn	½ after Slade Lane Jn
Down Fast to Down Slow	Approach control	½ approaching Slade Lane Jn
Down Fast to Down Slow	Joining slow line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn
Down Slow to Down Fast	Approach control	½ approaching Slade Lane Jn
Down Slow to Down Fast	Joining fast line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn*
Down trains which have stopped at Levenshulme or have a minimum of (1) approaching Slade Lane Jn	Not at line speed	½ after Slade Lane Jn*

* Only one {½} to be used between Slade Lane Jn and Ardwick Jn

Slade Lane Jn

Junction Margins

Movement	Margin
Conflicting movements, same or opposite direction	2½

Exceptions:

First Movement	Second Movement	Margin
From Up Fast or Up Slow	Conflicting movement to Down Fast or Down Slow	3 \$
From Down Styal to Down Fast	From Up Fast to Up Styal or from Up Slow to any route	4

For all margins where the first movement is freight the margin is increased by ½ minute.

\$ If the second movement stops at Levenshulme or has a minimum of 1 minute pathing time approaching Slade Lane Jn, the Junction Margin is reduced to 2 minutes.

Converging/Diverging Margins:

First Movement	Second Movement	Margin
From Up Fast to Up Slow	From Up Fast to Up Fast or Up Styal	2½
From Up Fast to Up Fast	From Up Slow to Up Fast	2½

For all margins where the first movement is freight the margin is increased by ½ minute.

Longsight CMD: access from Longsight South Jn

Planning notes and restrictions

- Trains exiting Longsight CMD at Longsight South Jn must have a dot-stop of zero minutes duration (show 'A' in activities column)
- Trains entering Longsight CMD at Longsight South Jn must be travelling on either the Down Fast or Down Styal approaching Slade Lane Jn.

Longsight Down Goods

Junction Margins

First Movement	Second Movement	Margin
Train arriving in Down Goods from Ardwick Jn	Train on Down Slow Line cannot pass Slade Lane Jn until the first movement has arrived in the Down Goods	As stated under second movement

Longsight North Jn

Planning note

Trains exiting Longsight CMD at Longsight North Jn must have a dot-stop of zero minutes duration (show 'A' in activities column).
The Up & Down Goods line is the preferred route between Longsight North Jn and Ardwick Jn for trains to/from Longsight CMD.

Ardwick Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains which have stopped at Levenshulme	Not reaching line speed after departing station	½
Down trains to Manchester Piccadilly platforms 13 and 14 formed of light locomotives, DMU, EMU, 22x and NMT	To compensate for shorter distance between Ardwick Jn and Manchester Piccadilly 13/14 platforms compared to that between Ardwick Jn and Manchester Piccadilly Platforms 1 to 12.	-1
Movement Up	Reason	Value
All Up locomotive hauled trains except ECS trains for Longsight	Length of train leaving low speed area	½
All ECS trains for Ardwick T.M.D.	Slow speed approach to Depot	½
All ECS trains for Longsight CMD via Up East or Up Fast	Slow speed approach to Longsight	1
All ECS trains for Longsight CMD via Up Slow	Slow speed approach to Longsight	½
Up trains starting from Manchester Piccadilly Platforms 13 and 14 to the Up Slow line to Slade lane Jn., formed of light locomotives, DMU, EMU, 22x and NMT DOES NOT APPLY TO MOVEMENTS TO LONGSIGHT C.S.	To compensate for shorter distance between Manchester Piccadilly 13/14 platforms and Ardwick Jn compared to that between Manchester Piccadilly Platforms 1 to 12 and Ardwick Jn	-1
Up trains starting from Manchester Piccadilly Platforms 13 and 14 on the Up Slow line crossing to the Up Fast or Up East lines at Ardwick Jn formed of light locomotives, DMU, EMU, 22x and NMT DOES NOT APPLY TO MOVEMENTS TO LONGSIGHT C.S.	To compensate for shorter distance between Manchester Piccadilly 13/14 platforms and Ardwick Junction compared to that between Manchester Piccadilly Platforms 1 to 12 and Ardwick Jn	-½

Junction Margins

First Movement	Second Movement	Margin
Passenger	Passenger	3
Freight	Passenger	4
Passenger	Freight	4
Freight	Freight	5
Up Passenger	Down Passenger calling Ardwick	2
Passenger	Down Passenger	2*
	* 2 nd train must have a minimum of (1½) pathing time approaching Ardwick Jn	
Train to Ardwick TMD	Up train pass Ardwick Jn.	4½
Up train pass Ardwick Jn.	Pass from Ardwick TMD	4½

Mayfield Goods Loop

Junction margins

First Movement	Second Movement	Margin
Depart Manchester Piccadilly platform 14 towards Manchester Oxford Road	Depart Mayfield Goods Loop to Manchester Piccadilly platform 14	1
Arrive into Mayfield Goods Loop from platforms 9 to 14	Pass Ardwick Jn on Down Slow	1

Mayfield Goods Loop

Planning Restrictions:

- The loop is permissive for light engines, ECS and freight

Manchester Piccadilly

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains arriving in Platforms 11 & 12, if already occupied	Approach control	½

Connectional Allowance	10
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Dwell Time (applies for services on Platforms 13 and 14 only)

All, except:	2
Class 323	1

Platform end conflicts

First Movement	Second Movement	Margin
Arrive platforms 1 – 12	Conflicting Up departure platform 13 or 14	Same Time
Departure	Conflicting arrival	4
Up train departing from Platforms 8 to 12 to Up Fast or Up East	Arrival from Down Fast	4½
Arrive/pass platform 14 from Down Fast *	Arrive platform 13 from Oxford Road	2
Arrive platform 13 from Oxford Road	Arrive/pass platform 14 from Down Fast	2
Arrive platform 14 from Oxford Road	Arrive platform 13 from Down Fast	Simultaneous

* train must be less than 10-car if stopping

Platform Reoccupation	2 for platforms 13 and 14
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Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platforms 1 to 12	Attaching/Detaching and platform sharing
Platform 13	Contingency use only
Platform 14	Contingency use only

To allow a second train to permissively enter an occupied platform the train(s) at the buffer stops end must not exceed the following overall lengths:

Platforms 1 to 4: the total number of vehicles at the buffers must be no more than 121m in length

Platforms 5 to 9: the total number of vehicles at the buffers must be no more than 143m in length

Platform 10: the total number of vehicles at the buffers must be no more than 95m in length

Platforms 11 and 12: the second train must be no longer than 41m

Planning Restrictions

Avanti West Coast services where possible must only use platforms 5, 6, 7 and 8 in the terminus part of the station

Change of train crew in platforms 13 and 14 is only permitted when Manchester Oxford Road station is not open.

Trains reversing in platform 13 from Manchester Oxford Road must show platform 13B

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

Wilmslow

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Heald Green South Jn

Planning Notes

No allowance should be inserted approaching Heald Green South into Up trains from Heald Green North or Up trains from Heald Green West because there are no intermediate signals.

The standage at MP285 on the Down Styal to avoid fouling Heald Green South Jn is 396 meters/61 SLU. This excludes any standback allowance.

Heald Green

Adjustments to Sectional Running Times

Movement	Reason	Value
Up trains not calling at Heald Green routed towards Manchester Airport	Reduction of speed over junction	½ approach Heald Green
Down trains not calling at Heald Green from Manchester Airport	Acceleration to main line speed from junction	½ After Heald Green

Junction margin

First Movement	Second Movement	Margin
Pass Heald Green from Styal	Depart Heald Green to Manchester Airport	2

Slade Lane Jn

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN

Heald Green South Jn

See entry under route NW5003 Wilmslow to Slade Lane Jn (Styal Lines)

Heald Green West Jn

See entry under route NW5007 Manchester Airport to Heald Green North Jn

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN		
Manchester Airport		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains arriving at Manchester Airport on top of another train	Approach control	½
Other Restrictions		
Permissive working in each platform is only possible if:		
1. The train occupying the 'A' end is no more than 4 cars		
2. The second train arriving into the 'B' end is no more than 4 cars		
Platform end Conflicting Moves		
First Movement	Second Movement	Margin
Train departing	Train arriving	4
Minimum Turnround Time – Loaded to Loaded trains +		
Standard		7
Transpennine Express Services		17\$
+ Does not apply to through services that call at Manchester Airport		
\$ Does not apply between 21:30 and 05:30 (inclusive) Mondays to Saturdays and 21:30 Saturday to 13:00 Sunday.		
The Minimum Turnround as stated at the beginning of section 5.3 applies, subject to the minimum being at least 7 minutes.		

Heald Green West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Train movement from Heald Green direction over Up Airport line	Train movement from Down Airport line to Up Chord	3

NW5008 NORTON BRIDGE TO STONE JN		
Norton Bridge		
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn		

Yarnfield Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains to Norton Bridge via East Chord	Differential Junction Speed and approach control	½
Movement Down		
Trains from East Chord at Yarnfield Jn (show after Yarnfield Jn)	Differential Junction Speed	½ Passenger 2 Freight
Junction Margins		
First Movement	Second Movement	Margin
Train towards Stone from Norton Bridge via East Chord	Train towards Norton Bridge via East Chord	3

Stone
See entry under route NW5009 Colwich Jn to Cheadle Hulme

NW5009 COLWICH JN TO CHEADLE HULME
Colwich Jn
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Stone		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down from Norton Bridge (After Stone)	Differential Junction Speed	1 Class 390 & 221T
Movement Up	Reason	Value
Up to Norton Bridge (Approaching Stone)	Differential Junction Speed	1 Class 390 & 221T
Dwell time		
Class 350	1	

Stoke on Trent	
Dwell Time	
15x/170/350	1
LH/HST	1½

Stoke on Trent

Junction Margins

First movement	Second movement	Margin
Arrive into platform 3	Depart platform 2 towards Kidsgrove	1
Depart platform 2 towards Kidsgrove	Arrive into platform 3	3
Depart platform 3	Arrive platform 2 from Stoke Jn	2½
Arrive platform 2 from Stoke Jn	Depart platform 3	2
Arrive platform 3	Arrive platform 2 from Stoke Jn	2½
Arrive platform 2 from Stoke Jn	Arrive platform 3	3
Arrive from Kidsgrove direction into platforms 2 or 3	Arrive from Kidsgrove direction into platform 1	2

Minimum Turnround Time – Trains changing direction at end of journey

Any train with power operated doors with an inward journey of less than 30 minutes and no shunt	6
Any train with power operated doors with an inward journey of less than 30 minutes including shunt or inward journey of between 30 and 60 minutes	10
Any train with power operated doors with an inward journey of more than 60 minutes	15

Minimum Turnround Time – Trains changing direction during a journey

Any train with power operated doors not completing any station duties	3
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Platform Reoccupation

Through Lines: –	2½ Same
Bays	5 Opposite applies to southbound departures and arrivals from the south 3

Run-round Allowance

Trains from the 'South' of Stoke on Trent:

Trains up to 24 SLUs/154 metres in length can run-round in the Up & Down Through Siding. Minimum time required 20 minutes

Trains longer than 24 SLUs/154 metres can run-round on the Up Goods with the locomotive having to run-round via Kidsgrove. In planning these run-rounds it will be necessary to take account of other traffic on the route between Stoke and Kidsgrove and return in determining the length of time required for the run-round

Trains from the 'North' of Stoke on Trent:

Trains up to 73 SLUs/467 metres in length can run-round on the Up Goods. The train stands on the Up Goods inside SOT439 signal. The locomotive runs round via the station (reverse) then to the Down Goods behind SOT 540 GPL signal at Cliffe Vale Jn (reverse) then to the train on the Up Goods. Minimum time required 25 minutes.

Kidsgrove

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Pass from Down Main to Down Crewe Branch	Differential Junction Speed	All	1
Movement Up	Reason	Timing Load	Value*
Pass from Up Crewe Branch to Up Main	Differential Junction Speed	DMU/EMU/ 22x	1
		390/Freight	2

* applies at next timing point after Kidsgrove

Dwell Time

DMU/EMU	1
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Junction Margins

First Movement	Second Movement	Margin
Between all conflicting movements, except:		3
Pass on Down Main towards Macclesfield	Depart Platform 3 towards Stoke-on-Trent	1

Macclesfield

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Down train to Platform 3	Approach control and slow speed crossovers	DMU/EMU, 22x	1½
		390	2
Movement Up	Reason	Timing Load	Value
Up train to Platform 3	Approach control	DMU/EMU, 22x	½
		390	4
Up train from Platform 3	Slow speed crossover on departure	DMU/EMU, 22x	½ approaching next timing point
		390	4 approaching next timing point

Dwell Time

EMU	4
Class 390/80x/LH	1½

Platform End Margins

First Movement	Second Movement	Margin
Depart Platform 2 or 3 in the Down direction	Arrive Platform 1 in the Down direction	2
Arrive Platform 3 in the Down direction	Arrive Platform 2 in the Up direction	2
Depart Platform 3 in the Up direction	Arrive Platform 2 in the Up direction	2

Platform Reoccupation Time	3
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Macclesfield

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down train arriving Platform 1 simultaneous or within 2 minutes of a train departing Platform 2 or 3 in the Down direction	Approach control due to restricted signalling overlap	½
Down train to Platforms 2 or 3	Approach control and slow speed crossovers	1
Movement Up	Reason	Value
Up train to Platform 3	Approach control and slow speed crossover	½
Up train from Platform 3	Slow speed crossover on departure	½ approaching next timing point

Dwell Time

EMU	1
Class 390/80x/LH	1½

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 2 in the Down direction	Arrive Platform 3 in the Up direction	3
Depart Platform 3 in the Down direction	Arrive Platform 2 in the Up direction	3
Arrive Platform 3 in the Down direction	Arrive Platform 2 in the Up direction	2
Depart Platform 3 in the Up direction	Arrive Platform 2 in the Up direction	2

Platform Reoccupation Time	3
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Cheadle Hulme

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

Ash Bridge Jn

Planning Note

Trains planned to reverse on the Down Branch at signal HN49 should be timed at Ash Bridge Jn. This will block the Down Branch and not the Up Branch or Up Goods Loop

NW5015 HADFIELD TO ARDWICK JN

Hadfield

Minimum Turnround Time – Trains changing direction at end of journey

Class 319 and 323 EMUs	3
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Dinting

Connectional Allowance 3

Junction Margins

First Movement	Second Movement	Margin
Between all movements.		3

Newton (for Hyde)

Operating Instruction

All down trains must stop for ½ minute to activate plunger.

Hyde Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to or from Hyde North	Pass to or from Hyde North	2½
Pass from Flowery Field	Pass to Hyde North	2½
Pass to Hyde North	Pass from Flowery Field	1½
Pass Up or Down	Freight depart Up and Down Loop	2
Freight Pass to Up and Down Loop	Pass up or Down	3

Planning Note

Trains in the Down direction from Woodley that are required to stop at Hyde Jn must instead show the stop at Hyde North as the junction signal is at the end of Hyde North platform.

Guide Bridge

Junction Margins

First Movement	Second Movement	Margin
Arrive / Pass from Stalybridge	Depart to Hyde Jn	1
Arrive / Pass from Stalybridge	Pass to Hyde Jn (Passenger)	2½
Arrive / Pass from Stalybridge	Pass to Hyde Jn (Freight)	4 *
Pass / Depart to Hyde Jn	Arrive / Pass from Stalybridge	4 *
Depart / Pass to Ashburys	Arrive / Pass from Stockport	4 *
Pass from Stockport	Arrive / Pass from Stalybridge	4 *
Down Train Pass	Depart from Down/Up Loop	1
Up Train Pass	Depart from Down/Up Loop	2
Pass / Depart to Hyde Jn	Arrive / Pass from Stockport	1½

* Margins reduced by 1 minute if the second train has a minimum of 1 minute pathing time approaching Guide Bridge.

Ashburys

Adjustments to Sectional Running Times

Movement Down/Up	Reason	Value
All trains for Ardwick T.M.D./Phillips Park South Jn	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Guide Bridge	Pass to Reddish	2½
Arrive/Pass from Guide Bridge	Depart to Reddish	1
Pass to Reddish	Arrive/Pass from Guide Bridge	3½ *
Depart to Reddish	Arrive/Pass from Guide Bridge	4 *
Arrive/Pass from Ardwick Jn	Pass Down main to Ardwick Depot	3 #
Arrive/Pass from Ardwick Jn	Depart Down main to Ardwick Depot	1
Arrive/Pass from Ardwick Jn	Arrive Down platform from Ardwick Depot	2 #
Pass Down main to Ardwick Depot	Arrive/Pass from Ardwick Jn	3
Arrive Down platform from Ardwick Depot	Arrive/Pass from Ardwick Jn	2½
Pass to/from Phillips Park South Jn	Arrive/Pass Up/Down Main	3 #
Arrive/Pass Up/Down Main	Pass to/from Phillips Park South Jn	3

* Margins reduced to 3 minutes if the second train has a minimum of 1 minute pathing time approaching Ashburys or has stopped at Gorton.

Margins are increased by 1 minute if the first movement is a freight train

Planning Note – trains reversing at Ashburys

Trains which have arrived via Phillips Park South Jn can reverse in Ashburys platforms 1 or 2 and on the Down Goods. The maximum standage available in platforms 1 and 2 is 121 meters and the maximum standage available on the Down Goods is 217 meters. These standages exclude any operator specific signal standback allowances.

Ardwick T.M.D.

Arrival and departure margins. These apply irrespective of which depot entrance (Ardwick or Ashburys) the first and second move use

First Movement	Second Movement	Margin
Depart Ardwick T.M.D.	Depart Ardwick T.M.D.	10 +
Arrive Ardwick T.M.D.	Arrive Ardwick T.M.D.	15 *
Depart Ardwick T.M.D.	Arrive Ardwick T.M.D.	15

+ Departures can be simultaneous or less than 10 minutes apart where these departures are from opposite ends of the depot. In these circumstances the previous departure in either direction must be a minimum of 20 minutes before the "second movement."

*An arrival from the Ashburys direction can arrive simultaneously with, or less than 15 minutes before/after an arrival from the Ardwick direction. In these circumstances the next arrival from either direction must be a minimum of 30 minutes after the first arrival.

Ardwick Jn

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5019 GLOSSOP TO DINTING WEST JN

Glossop

Minimum Turnround Time – Trains changing direction at end of journey

Class 319 and 323 EMUs	3
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Dinting

See entry under route NW5015 Hadfield to Ardwick Jn

NW5021 STALYBRIDGE TO GUIDE BRIDGE WEST JN

Stalybridge

See entry under route NW7021 – Miles Platting Jn to Marsden

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

Manchester Piccadilly (Platforms 13 and 14)

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Manchester Oxford Road

Dwell Time

LH/Class 22x/Class 390	2
All other	1½ Off-Peak (2 applies if booked a crew change) 2 Peak (Trains towards Manchester Piccadilly 0745 to 0900 SX and from Manchester Piccadilly 1620 to 1800 SX)

Junction Margins

First Movement	Second Movement	Margin
Depart to Deansgate	Arrive/pass from Deansgate (conflicting move)	3
Freight pass from Deansgate	Depart to Deansgate (conflicting move)	2
Depart any through platform	Depart same through platform in opposite direction	simultaneous
Arrive into any through platform	Arrive into same through platform from opposite direction	3
Arrive into platform 2 from Manchester Piccadilly	Arrive into platform 1 from Deansgate	2
Arrive into platform 1 from Manchester Piccadilly	Arrive into platform 2 from Deansgate	2
Arrive into platform 2 from Deansgate	Arrive into platform 1 from Manchester Piccadilly	3
Arrive into platform 3 or 4 from Manchester Piccadilly	Arrive into platform 3, 4 or 5 from Deansgate	2½

Manchester Oxford Road		
Arrive into any platform 3, 4 or 5 from Deansgate	Arrive into platform 3 or 4 from Manchester Piccadilly	2½
Train over 94 metres but less than 137 metres arrive into platform 3 from Deansgate	Arrive/pass platform 4	4
Other notes and restrictions Station Planning Restrictions		
<ul style="list-style-type: none">Avoid using platform 1 for passenger trains if possible because there is no lift access for passengersPlatforms 2, 3 and 4 should not be used to terminate turnback services except by special arrangement.A train from Deansgate longer than 137 metres cannot turnback in platform 3 due to signal sighting.A train from Deansgate cannot arrive/depart/pass via platform 4 if a 6-car train train longer than 137 metres is occupying platform 3A train from Manchester Piccadilly cannot arrive/pass platform 1 if a service longer than 111 metres is occupying platform 2.A train from Deansgate cannot arrive/depart/pass platform 1 if a service longer than 111 metres is occupying platform 2A train from Manchester Piccadilly or Deansgate cannot arrive/depart/pass platform 3 if a service longer than 91 metres is occupying platform 4.Permissive working is only possible in platform 5 if the second train less than 41m		
Platform reoccupation	2 for platforms 1, 2, 3 and 4	
Splitting and Coupling of Units: Permitted in all platforms. If detaching 2x class 185 in platform 2 trains cannot pass in platform 1 If detaching 2x class 185 in platform 4 trains cannot pass in platform 3		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 1	Attaching/Detaching only	
Platform 2	Attaching/Detaching only	
Platform 3	Attaching/Detaching only	
Platform 4	Attaching/Detaching only	
Platform 5	Attaching/Detaching and Platform Sharing*	
* Permissive working is only possible in platform 5 if the second train less than 41m		

Deansgate		
Dwell Time	1 Peak (Trains towards Manchester Oxford Road 0745 to 0900 SX and from Manchester Oxford Road 1620 to 1800 SX)	
Junction Margins		
First Movement	Second Movement	Margin
Down passenger train passes towards Water Street Jn	Up train arrives at or passes Deansgate from Trafford Park East Jn	3
Down freight train passes Water Street Jn	Up train arrives at or passes Deansgate from Trafford Park East Jn	3
Up passenger train or light engine from Trafford Park East Jn arrives at or passes Deansgate	Down train departs or passes Deansgate towards Water Street Jn	1
Up freight passes Manchester Oxford Road	Down train departs or passes Deansgate towards Water Street Jn	1

Deansgate

Planning Restrictions

No pathing time or other allowance to be shown between Deansgate and Manchester Oxford Road in the Up direction as there is no intermediate signal between these locations.

Platform reoccupation 2

Water Street Jn

Junction Margins – When first train is NOT longer than 8 x 23 meters length overall

First Movement	Second Movement	Margin
Between any conflicting move		2

Junction Margins – When first train is longer than 8 x 23 meters length overall

Down train passes	Following Down train passes Deansgate	2
Down train passes Ordsall Lane Jn	Following Down train passes Water Street Jn	2
Up train passes from Ordsall Chord	Down train passes Salford Central towards Ordsall Lane Jn or Water Street Jn	3
Up train passes Water Street Jn from Ordsall Lane Jn	Next train pass Ordsall Lane Jn in either direction	3*

*Can be reduced to 2 minutes if the second train has a minimum of 1 minute pathing allowance approaching Ordsall Lane Jn or has called at Deansgate or Salford Crescent

Train Length Restrictions

Trains with pathing or other allowances approaching Water Street Jn, or those with pathing stops at Water Street Jn, will foul the junction in rear if they are longer than the lengths specified below. Therefore, any subsequent train cannot pass the junction in rear until the first train has passed or departed Water Street Jn.

Signal	Standage
MC537 (Down Bolton) approaching Water Street Jn	214 meters (clear of Castlefield Jn)
MC532 (Up Bolton) approaching Water Street Jn	206 meters (clear of Ordsall Lane Jn)

Ordsall Lane Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger	Passenger	3 *
Freight	Passenger	3½ *
Passenger	Freight	3½ *
Freight	Freight	4½ *

*Margins can be reduced by 1 minute if the second train has a minimum of 1 minute pathing allowance approaching Ordsall Lane Jn or has called at Deansgate or Salford Crescent.

Salford Crescent

Dwell Time

DMU/EMU 1

Salford Crescent

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 2 from Manchester Victoria	Depart Platform 1 to Oxford Road	½
Depart Platform 1 to Oxford Road	Arrive Platform 2 from Manchester Victoria	3½ *
Depart Platform 2 to Bolton	Arrive Platform 1 from Atherton	4 *
Depart Platform 1 to Bolton	Arrive Platform 1 from Atherton	4 *
Arrive Platform 1 from Atherton	Depart Platform 2 to Bolton	1
Arrive Platform 1 from Atherton	Pass towards Bolton	3
Arrive Platform 2 from Manchester Victoria	Pass towards Oxford Road	3
Arrive Up Bolton line from Manchester Victoria or Manchester Piccadilly	Depart Platform 1 to Manchester Victoria or Manchester Piccadilly	1

* Margins reduced to 3 minutes if the second train has a minimum of 1 minute pathing time approaching Salford Crescent.

Other Restrictions

Between 0030 and 0800 Sundays, only one platform line is available

Platform Reoccupation Margin

Same direction	2½
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Bolton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains to platform 1 and 3	Approach control	1
All trains to platform 2	Approach control/entering Bay platform	1½

Dwell Time

DMU/EMU	1
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Junction Margins

First Movement	Second Movement	Margin
Up departure from platform 5	Down train arrives at Bolton from any route	5
Up departure from platform 4	Down train arrives at Bolton into any platform (except platform 5)	4½

Splitting and Coupling of Units: Permitted in all platforms.

Coupling of units in through platforms is only permitted by special agreement

Lostock Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Chorley	Pass from Hindley	3
Pass from Hindley	Pass to Chorley (non-stop at Lostock)	3
Pass from Hindley	Pass to Chorley (stopping at Lostock)	2

Adlington

Dwell Time

DMU/EMU	1
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Euxton Jn

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

NW6003 CASTLEFIELD JN TO ALLERTON JN

Trafford Park East Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Down trains for the Football Ground Halt	Approach controlled signalling for crossover	½
Down Freight Trains to Trafford Park Reception Lines	Approach controlled signalling for crossover	1
Up Freight Trains from Trafford Park Reception Lines	Slower speed over junction	2 between Trafford Park East Jn and Castlefield Jn

Junction Margins

First Movement	Second Movement	Margin
Depart Reversing Siding to Up CLC	Pass Down CLC	4 *
Pass Down CLC	Depart Reversing Siding to Up CLC	1
Down Freight over 53 SLU pass to Trafford Park FLT	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	9 \$
Down Freight over 53 SLU pass to Trafford Park FLT	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	8 \$
Down Freight pass to Trafford Park Euroterminal	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	7
Down Freight pass to Trafford Park Euroterminal	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	6
Down Freight over 53 SLU pass to Trafford Park Euroterminal or FLT	Depart Reversing Siding to Up CLC	3
Pass up CLC	Down Freight pass to Trafford Park Euroterminal or FLT	2
Down passenger to Football Ground Halt	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	3½
Down passenger to Football Ground Halt	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	3

*Margins can be reduced by 1 minute if the second train has a minimum of 1 minute pathing allowance approaching Trafford Park East Jn.

\$ If train is under 53 SLU to Trafford Park FLT the margins can be reduced by 2.

Manchester United Football Ground Halt

Planning Note

If a train is occupying the Football Ground Halt (clear of signal MP745), a train to the Euroterminal or departing from the Euroterminal or FLT can be routed via Trafford Park West Jn to avoid conflict. The junction margins for Trafford Park East Jn should be applied to these moves

Trafford Park FLT

Planning Restriction

AC electric locomotive hauled services to the Freightliner Terminal require a 10 minute OP stop for the AC locomotive to be detached and a diesel locomotive attached to haul the train into the terminal. During the OP stop trains over 53 SLU in length will stand foul of Trafford Park East Jn.

A margin of 25 minutes to be allowed between arrival of a class 4 or 6 train at Trafford Park FLT and a subsequent departure. This may be reduced on a train by train basis with agreement from Freightliner

Irlam

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains terminating at Irlam	Approach controlled signalling	½

Warrington Central

Adjustments to Sectional Running Times

Movement	Reason	Value
Down train terminating in Platform 1	Approach Control	1
Up train starting from Platform 2	Slow Speed Crossover	½ approaching next timing point

Dwell Time

DMU	1
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Minimum Turnround Time – Trains changing direction at end of journey

DMU/EMU to/from Liverpool Lime Street shunting between arrival platform and a different departure platform	7
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Hunts Cross

Other Restrictions

Terminating electric trains must not use Platform 1 and should normally use Platform 3. Permissive working only applies in Platform 3

Hunts Cross West Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains approaching from the Up Southport routed via the UDE (Single)	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass to/from Southport Lines	Pass to/from Hunts Cross Chord	3
Pass to/from Hunts Cross Chord	Pass from Southport Lines	2
Pass to/from Hunts Cross Chord	Pass to Southport Lines	2½
Pass from UDE Single Line	Pass to UDE Single Line	1½

NW6004 WATER STREET JN TO SALFORD CENTRAL (ORDSALL CHORD LINES)

Water Street Jn

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Salford Central

See entry under route NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN

Manchester Victoria

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge.

Manchester Victoria Turnback Siding

For eastbound departures:		For westbound arrivals:	
Manchester Victoria Turnback Siding dep.	XX.00	Manchester Victoria * dep.	XX.00
	" - "		" - "
Manchester Victoria * arr.	XX.02	Manchester Victoria Turnback Siding arr.	XX.02

* - Platforms 3 or 4 only.

Salford Central

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Down Salford Fast Line	Depart to Up Salford Slow Line	1
Train arrive/pass from Down Ordsall Chord	Depart towards Ordsall Lane Jn	1

Other Restrictions

No allowances to be inserted between Salford Central and Deal Street Jn as there is no signal section between these locations.

Hope Street Peakstone Sidings

For eastbound departures:		For westbound arrivals:	
Hope Street Peakstone Sidings	XX.00	Deal Street Jn	XX/00
Salford Central	/	Salford Central	/
Deal Street Jn	/	Hope Street Peakstone Sidings	XX.XX

NW6007 Deal Street Jn to Ordsall Lane Jn

Salford Central

See entry under route NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn

Ordsall Lane Jn

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

Crow Nest Jn

Junction Margins

First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession, after the 2nd movement a 3" margin is required)		2

Wigan Wallgate

Adjustments to Sectional Running Times

Movement	Reason	Value
Down trains routed from the Up Main to the Down Southport	Approach Control	2 after Wigan Wallgate

Wigan Wallgate

Dwell Time

DMU/EMU 2*

* - 1 minute for trains formed of Class 14x going to Kirkby

Junction Margins

First Movement	Second Movement	Margin
Stopping train departing from Wigan North Western towards Crow Nest Jn	Train departing from Wigan Wallgate towards Crow Nest Jn (NW6009).	4

Minimum Turnround Time – Trains changing direction at end of journey

DMU/EMU shunting between arrival platform and a different departure platform 11

Platform Reoccupation

First Movement	Second Movement	Margin
Platform 2		3

Splitting and Coupling of Units: Permitted in all platforms

Shunting ECS from Wigan Wallgate from Platform 1 or Bay into Up Sidings

Via Up Liverpool Line		Via Down Carriage Sidings	
Wigan Wallgate Platform 1 or Bay dep	XX.00	Wigan Wallgate Platform 1 or Bay dep	XX.00
Wigan SB (Sig. WW106) arr	XX.01½	Wigan DCS (Sig. WW208) arr	XX.02
Wigan SB (Sig. WW106) dep	XX.04½	Wigan DCS (Sig. WW208) dep	XX.05
Wigan Wallgate Platform 2 arr	XX.06	Wigan Wallgate Platform 2 arr	XX.07
Wigan Wallgate Platform 2 dep	XX.10	Wigan Wallgate Platform 2 dep	XX.11
Wigan Up Sidings arr	XX.14 *	Wigan Up Sidings arr	XX.15 *

* SRT includes Driver Setting Route into Depot

Southport

Other Restrictions

Only Platforms 1, 2 and 3 are DC electrified. Platforms 1 and 2 can only be accessed from the electric network.

Platform 3 can be accessed from both the electric network and the Wigan lines. Platforms 4, 5 and 6 can only be accessed from the Wigan lines.

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching/Detaching and Platform Sharing*
Platform 4	Attaching/Detaching and Platform Sharing*
Platform 5	Attaching/Detaching and Platform Sharing*
Platform 6	Attaching/Detaching and Platform Sharing*

* Platforms 3, 4, 5 and 6 – if a train of less than 90 metres in length is occupying any platform at buffer stops, a second train may enter the same platform permissively provided it is no longer than 88 metres in length. If the second train is longer than 88 metres in length, this will occupy both track circuits at signal ML149, which will fail to clear and prevent this train from entering any occupied platform.

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

Bolton

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Darwen

Junction Margins

First Movement	Second Movement	Margin
Up train arrives at Darwen	Down train departs Darwen	Simultaneous
Up train departs from Darwen	Down train arrives at Darwen	-1

NW6013 LOSTOCK JN TO CROW NEST JN

Lostock Jn

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Crow Nest Jn

See entry under route NW6009 Windsor Bridge North Jn to Southport

NW6015 WIGAN WALLGATE TO KIRKBY

Rainford

Dwell Time

Standard	1 (applies for passenger trains towards Kirkby only)
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Token Working Requirements

The line between Rainford and Kirkby is single. A token is required for all trains travelling on the single line and this is exchanged at Rainford Jn Signal Box. The passenger SRTs include an allowance for the token exchange. Freight trains to or from Knowsley Freight Terminal are required to show a stop of 2 minutes in either direction at Rainford for token working, shown as a TW activity code (note the actual token exchange takes place at the Signal Box).

Dale Lane Ground Frame

Arrivals

A 10 minute OP stop to be shown at Dale Lane Ground Frame for all trains arriving at Knowsley Freight Terminal.

Departures

A train from Knowsley Freight Terminal cannot arrive at Dale Lane Ground Frame until 2 minutes after a preceding service from Kirkby has departed/passed Rainford (clear of the overlap of RJ3 signal). A 15 minute OP stop to be shown at Dale Lane Ground Frame for operation of the Ground Frame and token activities.

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

Manchester Victoria

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains from Miles Platting Jn to Manchester Victoria on Up Rochdale Slow into platforms 1, 2, 4, 5 and 6	Approach control	½
Trains from Miles Platting Jn to Manchester Victoria on Up Rochdale Fast into platforms 1, 2, 3, 4 and 6	Approach control	½
Trains from Manchester Victoria to Miles Platting Jn on Down Rochdale Fast from platforms 1, 2, 3, 4 and 5	Slower speed crossovers	½ approaching the next timing point
Trains arriving in Platforms 1 & 2, if already occupied *	Approach control	½

* See section on Permissive Working below

Dwell Time

DMU/EMU	2
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NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

Manchester Victoria

Junction Margins

First Movement	Second Movement	Margin
Depart to Miles Platting	Arrive/Pass from Miles Platting	4
Arrive from Miles Platting	Depart to Miles Platting	1
Depart to Miles Platting	Freight Pass from Miles Platting	4½
Freight Pass from Miles Platting	Depart to Miles Platting	1

Minimum Turnround Time – Trains changing direction at end of journey

DMU/EMU shunting between arrival platform and a different departure platform	11
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Permissive Working

Attaching/detaching and platform sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing #
Platform 2	Attaching/Detaching and Platform Sharing \$
Platform 3	Attaching/Detaching and Platform Sharing in both directions
Platform 4	Attaching/Detaching and Platform Sharing in both directions
Platform 5	Attaching/Detaching and Platform Sharing in both directions +
Platform 6	Attaching/Detaching and Platform Sharing in both directions +

Platform 1 – if the train occupying the buffer stops is longer than 48 metres in length, this will occupy both track circuits and prevent a second train from entering the platform; any second train entering the platform must be 48 metres in length or less to allow sufficient stand back from the signal for clear sighting.

\$ Platform 2 - if the train occupying the buffer stops is longer than 40 metres in length, this will occupy both track circuits and prevent a second train from entering the platform; any second train entering the platform must be 48 metres in length or less to allow sufficient stand back from the signal for clear sighting.

+ Does not apply for locomotive hauled trains

Planning Restriction

'C' Stops in Freight Trains are not allowed to take place at Manchester Victoria.

Miles Platting Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains joining Down Rochdale from Down Rochdale Slow	Approach Control	½ Approaching Miles Platting Jn
Trains joining Up Rochdale Slow from Up Rochdale	Approach Control	½ Approaching Miles Platting Jn

Miles Platting Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Down Slow to Ashton/Rochdale	Pass from Rochdale	2
Pass from Rochdale to Up Fast	Pass from Down Slow to Ashton/Rochdale	3
Pass from Rochdale to Up Slow	Pass from Down Slow to Ashton/Rochdale	3½
Freight Pass from Down Slow to Ashton/Rochdale	Pass from Rochdale	3
Pass from Rochdale to Up Slow	Freight Pass/Depart Manchester Victoria	Same Time
Freight pass from Rochdale	Pass to Ashton/Rochdale	3½

Thorpes Bridge Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass from Brewery Jn towards Vitriol Works	Acceleration from slower speed junction	½ After Thorpes Bridge Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Rochdale	Pass to Dean Lane/Newton Heath TMD	3
Pass to Dean Lane/Newton Heath TMD	Pass from Rochdale (stopping)	3
Pass to Dean Lane/Newton Heath TMD	Pass from Rochdale (Non-Stop)	3½
Pass to Dean Lane/Newton Heath TMD	Pass from Rochdale (Freight)	4
Pass towards Vitriol Works	Depart DPL towards Vitriol Works	2½

Newton Heath TMD

Junction Margins

First Movement	Second Movement	Margin
Arrive Newton Heath TMD (formed of up to 6 vehicles)	Arrive Newton Heath TMD	5
Depart Newton Heath TMD	Depart Newton Heath TMD	5
Arrive Newton Heath TMD (formed of 7 or 8 vehicles)	Down or Up train pass Thorpes Bridge Jn	10

Planning Note

Trains arriving onto Newton Heath TMD arrive onto one of two fuelling roads, each capable of taking up to six vehicles. A train can follow another onto the same fuelling road, but once the road is full the units have to be fuelled and move forward onto the depot before a further arrival onto that road. A train can be arriving onto the second fuelling road whilst units are being fuel on the first road. This means that different permutations of rates of arrival are possible, depending on the number and length of vehicles on each arrival and the spacing between arrivals. It is also possible for an arrival to be formed of eight vehicles, though this requires a longer gap behind the arrival due to the time taken to accept the train onto the depot.

If, for validation reasons, it is necessary to significantly retime an arrival onto Newton Heath from the path which is bid, contact should be made with the Northern Service Planning team to confirm that the revised path will be workable for depot flow. As a minimum, 5 minutes must be allowed between arrivals.

Castleton South Jn

Junction Margins

First Movement	Second Movement	Margin
Train from Castleton North Jn passes Castleton South Jn	Down non-stop train passes Vitriol Works	Same time
Train from Castleton North Jn passes Castleton South Jn	Down stopping train departs Mills Hill	Same time
Down train passes Castleton East Jn	Train from Castleton North Jn departs Castleton South Jn	1

Castleton Down Goods Loop

Planning Note

Trains planned to stand in excess of 382m on the Down Goods Loop will block access to Sidings 2, 3 and 4 and also the route to/from Castleton North Jn via the Up & Down Through Siding.

Castleton East Jn

Junction Margins

First Movement	Second Movement	Margin
Down train arrives at Rochdale # # Applies only to trains which dwell at Rochdale for 4 mins or more. If dwell less than 4 mins., shunt at Castleton can take place 2 mins after train passes Rochdale East Jn.	Shunting move from Castleton East or Castleton DGL to Castleton station on Down Main occupying section beyond Sig.37	3

Rochdale

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains terminating in Platform 2 (Bay Platform) from Up Rochdale	Approach control	2\$

\$ Does not apply for movements from Rochdale Turnback

Junction Margins

First Movement	Second Movement	Margin
Arrive or Depart Platform 2	Down Arrive Platform 1	2
Up Pass Platform 3	Depart Platform 4	3
Depart Platform 4	Arrive Platform 4	4

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Prohibited
Platform 2	Attaching and Detaching only £
Platform 3	Prohibited
Platform 4	Attaching and Detaching only

£ Attaching is only permitted where second movement is signalled from the Rochdale Turnback

Todmorden

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass Todmorden from Stansfield Hall Jn	Acceleration from Todmorden West Curve	1 *
Pass Todmorden to Stansfield Hall Jn	Approach Control	1½
Stop at Todmorden, then routed to Stansfield Hall Jn	Approach Control	1

* Insert value at Littleborough.

Junction Margins

First Movement	Second Movement	Margin
Down train passes Todmorden towards Hall Royd Jn	Up train passes or arrives at Todmorden from Stansfield Hall Jn	2½
Up train passes or arrives at Todmorden from Stansfield Hall Jn	Down train towards Hall Royd Jn or Stansfield Hall Jn arrives at Todmorden	3
Up train passes or arrives at Todmorden from Stansfield Hall Jn	Down train passes Todmorden towards Stansfield Hall Jn	3

Hall Royd Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Up trains routed towards Stansfield Hall Jn	Approach Control	½

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.

Castleton "Depot Area"

Adjustments to Sectional Running Times

Movement	Reason	Value
When propelling between Castleton and Castleton North Jn	Reduced speed	6
When propelling between Castleton North Jn and Hopwood GF	Reduced speed	7

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)

Todmorden Viaduct Jn to Stansfield Hall Jn

Maximum length of train which can stand on the Todmorden West Curve:
Down – 150m, Up – 150m

Stansfield Hall Jn

See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs lines)

NW7007 FARINGTON CURVE JN TO ORMSKIRK

Farington Curve Jn

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

Rufford

Minimum dwell time

Down trains only 1

Minimum dwell time is essential for signaller actions

Ormskirk

See entry under route NW8005 Sandhills Jn Ormskirk

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)

Farington Curve Jn

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

Lostock Hall Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Departing Lostock Hall Jn – All passing trains from Farington Jn	Acceleration to line speed	1
Approaching Lostock Hall Jn – All trains to Farington Jn	Approach control	1

Blackburn

Adjustments to Sectional Running Times

Movement	Reason	Value
All Down trains routed to Platforms 1 or 3	Approach Control on signal PN451	½
All freight trains from Lostock Hall Jn routed to the Up and Down Goods	Approach Control on signal PN451	2
All passenger trains from Daisyfield Jn routed to Platform 2 or from the Clitheroe line routed to Platform 4	Slow speed junction	½

Blackburn

Dwell Time

DMU	1
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Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Attaching/Detaching only
Platform 2	Prohibited
Platform 3	Attaching/Detaching and Platform Sharing
Platform 4	Prohibited

Daisyfield Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Approaching Daisyfield Jn - All Up trains routed to Platforms 1 and 2 at Blackburn.	Approach Control	½
All freight trains from the Up East Lancs routed to the Blackburn Up and Down Goods	Approach Control	1½ approaching Daisyfield Jn and ½ approaching Blackburn

Junction Margins

First Movement	Second Movement	Margin
Pass from Up Hellifield line	Pass from Blackburn on Down line	4
Pass on Up or Down East Lancs line	Pass from Up Hellifield line	3

Accrington

Dwell Time

Class 158	1
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Gannow Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Approaching Gannow Jn - All Down trains (except those that have called at Rose Grove) joining the Up & Down Colne	Approach Control	½
After Gannow Jn - All Up trains coming off the Up and Down Colne	Acceleration to main line speed from slow speed junction	½

Burnley Manchester Road

Dwell Time

DMU	1
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Stansfield Hall Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down train passing from Todmorden	Acceleration from Todmorden West Curve	{½} After Stansfield Hall Jn
Up train passing towards Todmorden	Approach Control	{1} Approaching Stansfield Hall Jn
Simultaneous Moves Not permitted		
A Down train from Hall Royd Jn planned to stand or show pathing time approaching Stansfield Hall Jn must have a margin of 3 minutes before or after any conflicting move over the Todmorden West Curve. This is due to the overlap of PN339 signal extending across Stansfield Hall Jn.		

Hall Royd Jn
See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

NW7011 FARINGTON JN TO LOSTOCK HALL JN (LOSTOCK HALL LINES)
Farington Jn
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Lostock Hall Jn
See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs Line)

NW7013 DAISYFIELD JN TO HELLIFIELD
Daisyfield Jn
See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs Line)

Clitheroe	
Turnround Allowance	12 minutes for multiple unit service shunting between arrival platform and a different departure platform (shunt via Horrocksford Jn)

Hellifield
See entry under route NW9901 Gargrave to Carlisle South Jn

NW7017 GANNOW JN TO COLNE

Gannow Jn

See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs lines)

Chaffers Crossing

Dwell Time

All traction	Dot stop to be shown for level crossing duties
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NW7019 THORPES BRIDGE JN TO GMC SIDING (INCLUSIVE)

Thorpes Bridge Jn

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

Newton Heath TMD

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

NW7021 MILES PLATTING JN TO MARSDEN

Miles Platting Jn

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

Philips Park West Jn

Adjustments to Sectional Running Time

Movement	Reason	Value
Down train pass from Brewery Jn	Acceleration	1
Up train towards Brewery Jn	Approach control and deceleration	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Miles Platting towards Baguley Fold Jn	Depart from Up Brewery towards Baguley Fold Jn	1 minute after the first train passes Baguley Fold Jn
Pass to Brewery Jn	Pass from Miles Platting	3 where 1 st train is up to 40 SLUs 3½ >40 SLU up to 60 SLU 4 over 60 SLU

Baguley Fold Jn

Adjustments to Sectional Running Time

Movement	Reason	Value
Down train from Philips Park South Jn	Acceleration	½ passenger 1 freight up to 800t/TR40 1½ freight 1000t/TR55 and above
Up train to Philips Park South Jn	Approach control and deceleration	1 passenger 1½ freight
Up train towards Brewery Jn	Approach control and deceleration	½

Ashton Moss North Jn

Adjustments to Sectional Running Time

Movement	Reason	Value
Any train routed non-stop from Down Ashton to Up Crowthorne	Flashing yellow aspects	½
Pass from Down Crowthorne to Up Ashton	Acceleration	½ passenger ½ freight up to 1800t/TR100 1 freight 2000t/TR115 and above

Junction Margins

First Movement	Second Movement	Margin
Freight passes from Down Ashton to Up Crowthorne	Passenger service from Stalybridge that has stopped at Ashton-Under-Lyne	4
Freight passes from Down Ashton to Up Crowthorne	Passenger service from Stalybridge that has not stopped at Ashton-Under-Lyne	4
Passenger service passes from Stalybridge	Freight passes from Down Ashton to Up Crowthorne	3½

Stalybridge

Adjustments to Sectional Running Times

Movement	Reason	Value
Non-stop train from Huddersfield direction towards Ashton via Platforms 1	Approach control signals released from red	½
Train from Guide Bridge direction to Platform 1 or 2	Approach control signal released from red	1
Train from Guide Bridge direction passing Stalybridge via UDM or Platform 3	Slower speed through platform and crossover	½

Dwell Time

All trains	1
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Stalybridge		
Junction Margins		
First Movement	Second Movement	Margin
Train arrives or passes from Guide Bridge or Ashton	Conflicting departure towards Guide Bridge or Ashton	1
Train arrives or passes platform 4 from Guide Bridge	Train passes towards Ashton via platforms 1 or 3	2
Train arrives platform 4 from Ashton	Train arrives platform 3 from Guide Bridge	Parallel *
Train arrives platform 4 from Guide Bridge or Ashton	Train passes platform 3 from Guide Bridge or Ashton	4
Train passes platform 4 from Guide Bridge or Ashton	Train arrives or passes platform 3 from Guide Bridge or Ashton	3
Train arrives platform 3 from Guide Bridge or Ashton	Train arrives or passes platform 4 from Guide Bridge or Ashton	4
Train passes platform 3 from Guide Bridge or Ashton	Train arrives or passes platform 4 from Guide Bridge or Ashton	3
All other conflicting moves		3
* Must not be an arrival from Diggle Jn direction into platform 1 within three minutes before or after the platform 3 arrival/pass		
Platform Reoccupation		
Minimum reoccupation margin in platform 4 is 2½ between stopping services or a stopping service after a non-stop train has passed		
Simultaneous Moves Not Permitted		
First Movement	Second Movement	Margin
Arrive Platform 1 from the Huddersfield direction	Arrive or pass Platform 3 from Guide Bridge	3#
Arrive or pass Platform 3 from Guide Bridge	Arrive Platform 1 from the Huddersfield direction	3#
# Only applies if there is an arrival or pass via platform 4 from the Guide Bridge direction		
Station Working		
It is possible to recess a freight up to 60 SLU on the Up and Down Middle Line (Platform 3)		

Diggle Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All Down trains running via the Down Passenger Loop (allowance to be incorporated into the schedule between Greenfield and Diggle Jn).	Approach Control	2

NW7025 PHILLIPS PARK WEST JN TO ASHBURYS WEST JN

Operating Restriction

Due to weight restrictions on certain bridges, a light locomotive or locomotive-hauled train must not be planned to pass any other train/vehicle between Philips Park South Jn and Ashburys West Jn.
Multiple Unit trains may, however, be allowed to pass one another without restriction.

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT

Hunts Cross West Jn

See entry under route NW6003 Castlefield Jn to Allerton Jn

Liverpool Central (Low Level)

Connectional Allowance 10

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting movements (limited to six in each direction per hour), except:		2½*
Depart Platform 1 in Down direction	Arrive Platform 2 in Down direction	1½

Platform Reoccupation Time 2½

Other Restrictions

Both platforms are bi-directional and services to Kirkby, Ormskirk, Southport and Hunts Cross may depart from either platform. Services from Hunts Cross may only depart towards Sandhills from Platform 2. Permissive working does not apply.

Paradise Jn

Junction Margins

First Movement	Second Movement	Margin
Down train towards James Street pass Paradise Jn	Down train depart/pass Liverpool Central towards Moorfields	2
Down train from Liverpool Central arrive/pass Moorfields	Down train depart/pass Liverpool Central towards James Street	Same time
Down train from Liverpool Central arrive/pass Moorfields	Up train depart/pass Paradise Jn towards Liverpool Central	Same time

Moorfields (Low Level)

Connectional Allowance 10

Platform Reoccupation Time 2½

Sandhills

Dwell Time

Southport to Hunts Cross and
Hunts Cross to Southport services
(crew change).

1

Junction Margins

First Movement

Between all movements (limited to 2 x 2 minute
moves in succession).

Second Movement

Margin

2

Platform End Conflicts

Down train depart/pass Sandhills towards
Kirkdale

Up train arrive/pass Sandhills from Bank Hall

2½

Up train arrive/pass Sandhills from Bank Hall

Down train depart/pass Sandhills towards
Kirkdale

2

Platform Reoccupation Time

2½

Bootle Jn

Junction Margins

First Movement

Up train pass/depart Bootle Oriel Road

Second Movement

Down train ex Bootle Branch pass/depart
Bootle Jn

Margin

4

Down train ex Bootle Branch pass/depart
Bootle Jn

Up train pass/depart Bootle Oriel Road

2½

Bootle New Strand

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool
Central only

8

Seaforth & Litherland

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport
only

8

Hall Road

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport
only

7

Formby**Minimum Turnround Time – Trains changing direction at end of journey**

EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	7
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Freshfield**Minimum Turnround Time – Trains changing direction at end of journey**

EMU shunting between arrival platform 2 and departure platform 1 via 2093 points (north of Formby) for services from/to Southport only	8
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Ainsdale**Minimum Turnround Time – Trains changing direction at end of journey**

EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	9
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Hillside**Minimum Turnround Time – Trains changing direction at end of journey**

EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport only	7
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Southport

See entry under route NW6009 Windsor Bridge North Jn to Southport

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)**Paradise Jn**

See entry under route NW8001 Hunts Cross West Jn to Southport

James Street

See entry under route NW8011 Mann Island Jn to West Kirby (via Loop)

NW8005 SANDHILLS JN TO ORMSKIRK

Kirkdale

Dwell Time

EMU	1\$
\$ includes an allowance for traincrew change	

Junction Margins

First Movement	Second Movement	Margin
Arrival of train at Kirkdale C.S. from Walton Jn	Depart/pass Kirkdale to Walton Jn	1½
Arrival of train at Kirkdale C.S. from Walton Jn	Arrive/pass Kirkdale from Walton Jn	1½
Departure of train from Kirkdale C.S. to Sandhills	Arrive/pass Kirkdale from Sandhills	4
Departure of train from Kirkdale C.S. to Sandhills	Depart/pass Kirkdale to Sandhills	Same time as first train arrive/pass Sandhills

Walton Jn

Junction Margins

First Movement	Second Movement	Margin
Down Ormskirk to Down Kirkby	Up Ormskirk to Up Ormskirk	2½
Up Ormskirk to Up Ormskirk	Down Ormskirk to Down Kirkby	2

Aintree

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	7
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Maghull

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 1 and departure platform 2 for services from/to Ormskirk only	7
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Town Green

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform 1 and departure platform 2 for services from/to Ormskirk only	7
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Ormskirk

Other Restrictions

Permissive working applies to the platform which can be accessed from Sandhills Jn

Platform/Single Line reoccupation

4

NW8009 WALTON JN TO KIRKBY

Walton Jn

See entry under route NW8005 – Sandhills Jn to Ormskirk

Fazakerley

Junction Margins

First Movement

Up train arrive/pass Fazakerley

Second Movement

Down train depart/pass Fazakerley

Margin

Same time

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

James Street

Platform Reoccupation Time

2

Other Restrictions

Terminating trains from Hamilton Square must use Platform 2. Permissive working does not apply. Platform 1 shall be available for terminating services (meaning services that will not continue around the Loop line) only if the Loop line is not available to trains

Moorfields (Deep Level)

Connectional Allowance

10

Platform Reoccupation Time

2

Liverpool Lime Street (Deep Level)

Connectional Allowance

10

Platform Reoccupation Time

2

Liverpool Central (Deep Level)

Connectional Allowance 10

Platform Reoccupation Time 2

Hamilton Square

Platform Reoccupation Time 2

Other Restrictions

Platform 1 is for Liverpool bound services only. Platform 2 is normally used for departures towards Birkenhead Central. Platform 3 is normally only used for departures towards Birkenhead North

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform and a different departure platform for services to/from Birkenhead North direction only	7
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Birkenhead North

Other Restrictions

The maximum permitted station dwell time of 5 minutes does **not** apply to services using the Platform loop.

Splitting and Coupling of Units: In Platform Loop and Up West Kirby platform during periods of severe disruption only. **Note: Coupling of units is not permitted in any platform.**

Train Watering Points	Fixed watering point available
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Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform and a different departure platform for services to/from Liverpool only	9
EMU shunting between arrival platform and a different departure platform for services to/from West Kirby/New Brighton only	7

Bidston East Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains approaching on the Down West Kirby routed to New Brighton.	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession, after the 2nd movement a 3 minute margin is required)		2

Bidston

See entry under route NW3007 Wrexham Central to Bidston West Jn

Bidston Dee Jn

See entry under route NW3007 Wrexham Central to Bidston West Jn

Hoylake

Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform and a different departure platform for services to/from West Kirby only	7
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West Kirby

Other Restrictions

Permissive working applies in both platforms

NW8013 CANNING STREET JN TO HOOTON SOUTH JN

Hamilton Square

See entry under route NW8011 - Mann Island Jn to West Kirby (via Loop)

Birkenhead Central

Dwell Time

All	1\$
\$ includes an allowance for traincrew change	

Train Watering Points	Fixed watering point available
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Minimum Turnround Time – Trains changing direction at end of journey

EMU shunting between arrival platform and a different departure platform for services to/from Liverpool Central only	7
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Rock Ferry

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains terminating in Platforms 3 & 4	Approach Control	2
Trains departing from Platforms 3 & 4	Slower line Speed	1

Hooton

Other Restrictions

Both through lines and the bay platform are DC electrified. The through platforms are bi-directional. Permissive working does **not** apply. The maximum permitted station dwell time of 5 minutes does **not** apply.

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)

Bidston East Jn

See entry under route NW8011 Mann Island Jn to West Kirby (via Loop)

New Brighton

Other Restrictions

Permissive working applies in both platforms

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)

Dore West Jn

For Junction Margins and Adjustments to Sectional Running Times – See London North Eastern Route LN808

Earles Sidings

For arrivals from the Edale direction:

Edale Signal EE16	XX/XX
Earles Sidings SB	XX:XX*
Earles Sidings Signal ES30, arr	XX:XX
Earles Sidings Signal ES30, dep	XXPRXX
Earles Siding SB	XX/XX
Earles Sidings, arr	XXPRXX

For arrivals from the Bamford direction:

Bamford	XX/XX
Earles Sidings SB	XX/XX
Earles Sidings, arr	XX:XX

* To be shown as a dot stop with activity code OP

For departures towards Edale

Earles Sidings, dep	XX:XX
Earles Sidings SB	XX/XX
Earles Sidings Signal ES31	XX/XX

For departures towards Bamford

Earles Sidings, dep	XX:XX
Earles Sidings SB	XX/XX
Bamford	XX/XX

Planning Note

The sidings and Down Goods Loop are controlled under local arrangements with Earles Sidings SB.

Earles Sidings SB

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains departing Earles Sidings	Acceleration from slow speed	1 after Earles Sidings SB

Junction Margins

First Movement	Second Movement	Margin
Down train arrive Down Goods Loop/Earles Sidings	Down train departs/pass Bamford	2
Freight train from Signal ES30 on Up Main to Down Goods Loop/Earles Sidings passes Earles Sidings SB	Train passes on Down Main or Up Main	5
LD Light engine from Signal ES30 Up Main to Down Goods Loop/Earles Sidings passes Earles Sidings SB	Train passes on Down Main or Up Main	2½
Freight train departs Down Goods Loop/Earles Sidings towards Bamford	Passenger train passes on Down Main	4½
Freight train departs Down Goods Loop/Earles Sidings towards Bamford	Down Freight Train arrives Down Goods Loop/Earles Sidings.	5
Train passes on Down Main	Freight train/light engine departs from Signal ES30 on Up Main to Down Goods Loop/Earles Sidings	2
Train passes on Down Main	Down train departs from Earles Sidings/Down Loop to Down Main	2

Chinley East Jn

Adjustments to Sectional Running Times

Movement (Down)	Reason	Value
Trains routed towards Chinley South Jn	Approach control	1
	Acceleration from slow speed	Approaching Chinley East Jn. 1 After Chinley East Jn

Chinley North Jn

Adjustments to Sectional Running Times

Movement (Down)	Reason	Value
Trains from Chinley South Jn	Acceleration from slow speed	½ After Chinley North Jn

Chinley North Jn

Movement (Up)	Reason	Value
Trains routed towards Chinley South Jn	Approach control Acceleration from slow speed	$\frac{1}{2}$ Approaching Chinley North Jn $\frac{1}{2}$ After Chinley North Jn

New Mills South Jn

Adjustments to Sectional Running Times

Movement (Down)	Reason	Value
All trains formed of Class 170, 185, 195, 220, 221, HST on Down Main from Chinley North Jn joining Down Romiley	Approach control	$\frac{1}{2}$ Approaching New Mills South Jn
Movement (Up)	Reason	Value
Trains joining Up Main from Up Romiley at New Mills South Jn	Acceleration away from 15mph junction.	1 After New Mills South Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Hazel Grove Freight	Pass to Romiley	$3\frac{1}{2}$
Pass from Hazel Grove Passenger	Pass to Romiley	3
Pass to Romiley Passenger	Pass to Chinley	$2\frac{1}{2}$
Pass to Romiley Freight	Pass to Chinley	3

Hazel Grove High Level Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to New Mills Passenger	Pass from New Mills	3
Pass to New Mills Freight	Pass from New Mills	4
Pass to Stockport Passenger	Pass from Northenden	$3\frac{1}{2}$
Pass to Stockport Freight	Pass from Northenden	$4\frac{1}{2}$

Margins can be reduced by $\frac{1}{2}$ minute if the second train has a minimum of 1 minute pathing allowance approaching Hazel Grove High Level Jn

Hazel Grove		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Up trains routed via Platform 2 or terminating	Approach Control and Slow speed turnout	½ *
Up train arriving Platform 1 simultaneous or within 2 minutes of a train routed from the Up & Down Hope Valley via Platform 2	Approach control due to restricted signalling overlap	½ *
* In circumstances where both allowances are applicable, only one ½ allowance is required to be applied		
All Down trains departing Platform 1	Slow speed turnout	½ approaching next timing point
All Down trains passing Platform 1	Approach Control and Slow speed turnout	½ approaching Hazel Grove and ½ approaching next timing point
Dwell Time		
Standard		1
Up Trains terminating and ECS to Up or Down Sidings		3
Junction Margins		
First Movement	Second Movement	Margin
Down train passes from Hazel Grove High Level Jn	Up train passes to Hazel Grove High Level Jn	2½
Pass from Hope Valley passenger	Depart towards Buxton	1
Pass from Hope Valley freight	Depart towards Buxton	1½
Pass towards Buxton	Pass from Hope Valley	3
Pass from Hope Valley passenger	Pass towards Buxton	1½
Pass from Hope Valley freight	Pass towards Buxton	2
Depart to Down or Up Sidings	Arrive/Pass from Edgeley Jn No.1 SB/Woodsmoor	3
Depart Platform 1 to signal HG14 on Down Hope Valley	Arrive/Pass Platform 1 from Edgeley Jn No.1 SB/Woodsmoor	3
Depart signal HG14 on Down Hope Valley to Platform 1	Arrive/Pass Platform 2 from Down Buxton/Hope Valley	3
Arrive Platform 1 from Down Siding or signal HG14	Arrive/Pass Platform 2 from Down Buxton/Hope Valley	3
Depart Platform 1 to Down Siding	Arrive/Pass Platform 2 from Down Buxton/Hope Valley	3

NW9005 CHINLEY NORTH JN TO BUXTON

Chinley South Jn

Adjustments to Sectional Running Times

Movement (Up)	Reason	Value
Trains routed towards Chinley East Jn	Approach control Acceleration from slow speed	1 approaching Chinley South Jn 1 After Chinley South Jn
Trains routed towards Chinley North Jn	Approach control* Acceleration from slow speed	1 approaching Chinley South Jn ½ After Chinley South Jn

* These allowances must be used in any train with pathing allowance approaching Chinley North Jn from Chinley South Jn

Peak Forest Up Sidings

For Light Engine moves to and from Peak Forest Up Sidings to Great Rocks

For westbound departures:		For eastbound arrivals:	
Peak Forest Up Sidings dep.	XX.00	Great Rocks dep	XX.XX
Peak Forest South SB arr	XXRM03	Peak Forest South SB arr	XXRM00
Peak Forest South SB dep	XXRM06	Peak Forest South SB dep	XXRM03
Great Rocks arr	XX.XX	Peak Forest Up Sidings arr.	XX.06

For trains to Peak Forest Up Sidings from Great Rocks

For eastbound arrivals:		For eastbound departures:	
Great Rocks dep		Peak Forest Up Sidings dep	XX.00
Peak Forest South SB arr	XXRM00 #	Peak Forest South SB pass	XX/02 \$
Peak Forest South SB dep	XXRM02	Chinley South Jn. pass	XX/XX
Peak Forest Up Sidings arr	XX.10		

Includes collection of radio.

Train draws forward beyond Signal 19 and driver communication with shunter prior to reversal.

Reversal commences when departing Peak Forest Ground Signal 45.

\$ - an additional 2 minutes for a C stop should be added to this time if required by the operator

Peak Forest Up Sidings

Siding Lengths

Siding	Useable Length	
	Metres	SLU
1	285	44
2	275	42
2A	110	17
3	192	29
4	192	29

Peak Forest South SB

Junction Margins

First Movement	Second Movement	Margin
Freight from Long Sidings depart Peak Forest Station	Freight passes from Chinley South Jn to Great Rocks.	4

For Light Engine moves to Peak Forest Cemex Sidings

Chinley South Jn pass	XX/XX		
Peak Forest South SB arr	XXOP00		
Peak Forest South SB dep	XX02		
Peak Forest 28 Signal arr	XXRM03		
Peak Forest 28 Signal dep	XX RM PR06		
Clear 34 points pass	XX/07 #		
Peak Forest Cemex Siding arr	XX 09		

For trains to/from Peak Forest Cemex Sidings

Chinley South Jn.	XX/XX	Peak Forest Cemex Sidings dep	XX.00
Peak Forest South SB arr	XX/OP00	Peak Forest South Long Sidings arr	XXRR10
Peak Forest South SB dep	XX.02 *	Peak Forest South Long Sidings dep	XXRR30
Peak Forest 28 Signal arr	XX.05	Peak Forest South SB pass	XX /35 \$
Peak Forest 28 Signal dep	XX RM PR06 *	Chinley South Jn.	XX/XX
Clear 34 points pass	XX/12 #		
Peak Forest Cemex Sidings arr	XX.PR19		
Time between Cemex arrivals			50

* Includes collection of radio. Train draws forward clear of 28 Signal and communication with shunter prior to reversal. Reversal commences when departing 28 Signal.

When clear of 34 points, and after a further 2 mins for signaller's duties, a train can pass on the Down Goods at Signal CY168.

\$ - an additional 2 minutes for a C stop should be added to this time if required by the operator

Peak Forest South SB			
For Light Engine moves to and from Great Rocks to Peak Forest Cemex Sidings			
For westbound departures:		For eastbound arrivals:	
Peak Forest Cemex Sidings dep	XX 00	Great Rocks dep	
Peak Forest 28 Signal arr	XXRM02	Peak Forest South SB arr	XXRM00
Peak Forest 28 Signal dep	XXRM05	Peak Forest South SB dep	XXRM03
Peak Forest South SB arr	XXRM06	Peak Forest 28 Signal arr	XXRM04
Peak Forest South SB dep	XX.09	Peak Forest 28 Signal dep	XXRM07
Great Rocks arr		Clear 34 points pass	XX/08
		Peak Forest Cemex Sidings arr	XX.09

Great Rocks Jn		
Dwell Time		
Trains using the single line to/from Buxton SB	1 (TW stop to collect/surrender token)	
Junction Margins		
First Movement	Second Movement	Margin
Up Train from Great Rocks Jn arrive/pass Peak Forest South SB	Train departs Buxton Up Relief Sidings or Tunstead Sidings towards Great Rocks Jn	1
Train towards Tunstead Sidings depart/pass Great Rocks Jn	Train departs Buxton Up Relief Sidings towards Great Rocks Jn	2
Up train from Buxton SB depart	Down train to Great Rocks Jn pass/depart Peak Forest South SB	2
Token Working Restrictions		
First Movement	Second Movement	Margin
Train from Tunstead Sidings pass Great Rocks Jn	Train on Down Goods depart Great Rocks Jn towards Buxton SB	2
Train on Down Goods depart Great Rocks Jn towards Buxton SB	Train depart from Tunstead Sidings	2
Overlap Restrictions		
Once a train has departed Buxton Signal Box towards Great Rocks Jn, no other train can pass Peak Forest South SB towards Great Rocks Jn. This is due to the overlap from signal GR13 at Great Rocks Jn conflicting with the route to or from Tunstead Sidings, and the overlap from signal GR16 conflicting with the route to or from Buxton SB. This is accounted for in the junction margins.		

Tunstead Sidings
Operating Restriction
Owing to the adverse gradients at Peak Forest, a departure of a train from Tunstead should be planned to have a clear road through to Chinley South Jn.

Buxton SB
See entry under route NW9021 Buxton to Hazel Grove East Jn

Buxton Up Relief Sidings

Planning Note – Run Rounds

A second train can enter the Up Relief Sidings 3 minutes after the first train has completed its run round move. The second train cannot commence its run round move until 2 minutes after the first train has departed.

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN

Strines

Dwell Time

Standard allowances apply but may be a request stop.

Marple

Minimum Turnround Time – Trains changing direction at end of journey

Shunting between arrival platform and a different departure platform	8
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Romiley

Junction Margins

First Movement	Second Movement	Margin
Pass / Depart to Hyde	Arrive / Pass from Bredbury	3½ Passenger *
Pass / Depart to Hyde	Arrive / Pass from Bredbury	4½ Freight *
Arrive / Pass from Bredbury	Depart to Hyde	1
Arrive / Pass from Bredbury	Pass to Hyde (Passenger)	3
Arrive / Pass from Bredbury	Pass to Hyde (Freight)	4 *

* Margins can be reduced by 1 minute if the second train has a minimum of 1½ minute pathing time approaching Romiley.

NW9011 ROMILEY JN TO HYDE JN

Hyde Jn

See entry under route NW5015 Hadfield to Ardwick Jn

NW9019 BUXTON TO BRIGG'S SIDINGS

Buxton SB

See entry under route NW9021 Buxton to Hazel Grove East Jn

Hillhead Ground Frame

Junction Margins

First Movement	Second Movement	Margin
Arrives at Hillhead Sidings	Departs from Dowlow / Hindlow Quarry	4
Arrives at Hillhead Sidings	Departs Buxton S.B	2
Arrives Buxton S.B	Departs Hillhead Sidings	2
Arrives at Hillhead Sidings	Departs from Hillhead Sidings	3
Arrives Dowlow / Hindlow Quarry	Departs Hillhead Sidings	2

Arrivals

A stop must be shown of two minute duration for a shunter to meet the driver, walk and operate Hillhead Ground Frame to arrive a train.

Departures

A stop must be shown of four minute duration for a shunter to operate Hillhead Ground Frame and hand the token to the driver to depart a train.

Brigg's Ground Frame

Junction Margins

First Movement	Second Movement	Margin
Freight a Arrives at Dowlow / Hindlow Quarry	Freight d Departs from Dowlow / Hindlow Quarry	2
Arrives Dowlow / Hindlow Quarry	Departs Hillhead Sidings	2

For departures towards Brigg's Sidings (Dowlow Quarry)/ Hindlow Quarry

Buxton Up Relief Sidings dep	XX.XX
Buxton SB arr	XX.XX *
Buxton SB dep	XX.XX *
Brigg's Ground Frame arr	XX.00 \$
Brigg's Ground Frame dep	XX.02 \$
Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry arr	XX.06

For arrivals from Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry

Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry dep	XX.00
Brigg's Ground Frame arr	XX.05 £
Brigg's Ground Frame dep	XX.09 £
Buxton SB arr	XX.XX *
Buxton SB dep	XX.XX *
Buxton Up Relief Sidings arr	XX.XX

* - a stop must be shown of one minute duration for a token exchange with the signaller.

\$ - a stop must be shown of two minute duration for a shunter to meet the driver, walk and operate Briggs Ground Frame to arrive a train. For services to Hindlow Quarry only, if the locomotive is required to run round upon arrival at Briggs GF, the minimum dwell is increased to 25 minutes. No other train may depart from either Dowlow Quarry or Buxton SB until the run round is complete and the train has arrived at Hindlow Quarry.

£ - a stop must be shown of four minute duration for a shunter to operate Briggs Ground Frame and hand the token to the driver to depart a train.

NW9021 BUXTON TO HAZEL GROVE EAST JN

Buxton SB

Dwell Time

Trains to/from Great Rocks Jn SB or to/from Brigg's GF	1 (TW stop to collect/surrender token)
Trains to/from Great Rocks Jn SB or to/from Brigg's Ground Frame or Hillhead Ground Frame	1 (TW stop to collect/surrender token)

Junction Margins

First Movement	Second Movement	Margin
Train from Buxton Up Relief Sidings depart towards Brigg's Ground Frame	Pass from Chapel-en-le-Frith to Buxton	4
Train from Brigg's Ground Frame depart to Buxton Up Relief Sidings	Pass from Chapel-en-le-Frith to Buxton	4
Pass from Chapel-en-le-Frith to Buxton	Arrive from Brigg's Ground Frame towards Buxton Up Relief Sidings	3
Pass from Chapel-en-le-Frith to Buxton	Train Brigg's Ground Frame depart from Buxton Up Relief Sidings	1
Pass/Depart Great Rocks Jn to or from Tunstead Sidings	Depart Buxton SB towards Great Rocks Jn	2

Planning Note

A train can depart Buxton and can pass or have dwell time at Buxton SB on the Down Main at the same time as movements are made to/from Buxton URS. Movements to / from single lines can be planned as parallel moves to a simultaneous movement on the Down Main.

Buxton SB

Overlap Restriction – Buxton SB to Great Rocks Jn

A train cannot depart Buxton URS towards Great Rocks Jn if there is a conflicting move at Great Rocks Jn due to the overlap on signal GR13 at Great Rocks Jn. This is accounted for in the junction margins above. Once a train has departed Buxton SB towards Great Rocks Jn, no other conflicting move can occur at Great Rocks Jn. Refer to Great Rocks Jn entry for details.

NW9901 GARGRAVE TO CARLISLE SOUTH JN

Hellifield

Adjustments to Sectional Running Times

Movement	Reason	Value
Non-stop trains approaching Hellifield on Up Main routed via Up Branch	Approach to 15mph crossover	2
Dwell Time		
LH/HST	2	
All other	1	

Long Preston

Dwell Time

LH/HST	2
All other	1 Sundays Only

Settle Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Approaching Settle Jn trains on Down Main having joined from Down Branch at Hellifield. This applies only to trains that are non-stop through Hellifield.	Acceleration away from 15mph junction	1
Trains joining Up Main line from Giggleswick. Adjustment after Settle Jn.	Acceleration away from 15mph junction	1
Trains joining line to Giggleswick from Down Main line. Adjustment approaching Settle Jn	Deceleration to 15mph junction	½

Junction Margins

Train movement crossing to Up Main line from Giggleswick
Train cannot depart from Hellifield on Down Main line until 2 minutes after first movement has cleared Settle Jn

Settle

Dwell Time

LH/HST	2
All other	1 Except 09.30 - 12.00 towards Horton-in-Ribblesdale and 15.30 - 18.30 towards Settle Jn when 2 applies

Arcow Quarry

Planning Restriction

In the Down direction, Arcow Quarry Ground Frame (GF) does not split up the section Settle Jn to Horton-in-Ribblesdale; therefore:

When a train for Arcow Quarry arrives at Arcow Quarry GF, the minimum interval to be allowed before the next Down train passes Settle Jn is 12 minutes. This is to allow sufficient time for the train at the GF to clear the mainline and for the GF to be given back to the signaller at Settle Jn.

Once a train has departed/passed Horton-in-Ribblesdale, the next train can depart/pass Arcow Quarry GF 2 minutes later.

Operating Restriction

Movements to and from Arcow Quarry are only permitted between 0730 and 1730 Monday-Friday.

Horton-in-Ribblesdale

Dwell Time

LH/HST	2
All other	1 Sundays Only

Ribblehead

Dwell Time

LH/HST	2
All other	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Carlisle	Arrive/Pass Ribblehead to Blea Moor	4

Ribblehead Quarry

Planning Restriction

A train entering or leaving the quarry occupies the block section between Ribblehead and Blea Moor. A minimum of two minutes should be allowed after an arrival of a train at the quarry before the next train can pass either Ribblehead or Blea Moor.

Blea Moor

Junction Margins

First Movement	Second Movement	Margin
Pass to Carlisle	Freight/LH train pass from Carlisle	6
Pass to Carlisle	DMU (Cl.14x, 15x, 185) pass from Carlisle	5
Pass to Carlisle	Depart UGL	2

Dent

Dwell Time

LH/HST	2
All other	1 Sundays Only

Garsdale

Dwell Time

LH/HST	2
All other	1

Kirkby Stephen

Dwell Time

LH/HST	2
All other	1 Sundays Only

Minimum Turnround Time – Trains changing direction at end of journey

Shunting between arrival platform and a different departure platform	10
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Appleby

Dwell Time

LH/HST	2
All other	1 (2 applies 1030 to 1300 Down direction and 1430 to 1830 Up direction)

Kirkby Thore British Gypsum

For southbound arrivals		For northbound departures	
Culgaith SB Level Crossing pass		Kirkby Thore British Gypsum dep	XX.00
Kirkby Thore SB arr	XXOP00	Culgaith SB Level Crossing pass	XX/XX
Kirkby Thore SB dep	XXOP01		
Kirkby Thore GPS KT 55 arr	XXOP03		
Kirkby Thore GPS KT 55 dep	XXOP07		
Kirkby Thore British Gypsum arr	XX.15		

Langwathby

Dwell Time

LH/HST	2
All other	1

Lazonby & Kirkoswald

Dwell Time

LH/HST	2
All other	1 Sundays Only

Armathwaite

Dwell Time

LH/HST	2
All other	1

Petteril Bridge Jn**Adjustments to Sectional Running Times**

Movement	Reason	Value
Up trains towards Settle	Approach control	½

London Road Jn**Planning Note**

Down trains exceeding 400 feet (19SLUs) from the Down Newcastle line, standing at CE404 signal will stand foul of Petteril Bridge Jn and prevent trains accessing the Settle and Carlisle line. Therefore, junction margins must be applied at Petteril Bridge Jn based on the train's departure time from CE404 signal.

NW9903 SETTLE JN TO CARNFORTH STATION JN**Giggleswick****Dwell Time**

DMU	45 seconds
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Clapham**Dwell Time**

DMU	45 seconds
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Bentham**Dwell Time**

DMU	45 seconds
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Wennington**Dwell Time**

DMU	45 seconds
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5.4 Platform Lengths

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

STATION	PLATFORM	LENGTH	NOTES
Accrington	Down	100	
Accrington	Up	100	
Acocks Green	Down	152	
Acocks Green	Up	153	
Acton Bridge	Down	131	
Acton Bridge	Up Fast	145	
Acton Bridge	Up Slow	185	
Adderley Park	Down	96	
Adderley Park	Up	97	
Adlington (Cheshire)	Down	169	
Adlington (Cheshire)	Up	169	
Adlington (Lancashire)	Down	124	
Adlington (Lancashire)	Up	127	
Aigburth	1	128	Down line
Aigburth	2	128	Up line
Ainsdale	1	124	Up line
Ainsdale	2	123	Down line
Aintree	1	162	Up line
Aintree	2	118	Down line. Additional 45m OOU
Albrighton	1	99	
Albrighton	2	92	
Alderley Edge	Down	172	Bi-directional
Alderley Edge	Up	128	
Alsager	Down	91	
Alsager	Up	91	
Altrincham	3	168	Up line
Altrincham	4	142	Down line
Alvechurch	1	149	
Alvechurch	2	150	
Andsell & Fairhaven	Single	101 50	
Appleby	Down	166	
Appleby	Up	165	
Appley Bridge	Down	94	
Appley Bridge	Up	95	
Apsley	1	204	Down Fast
Apsley	2	204	Up Fast
Apsley	3	246	Down Slow
Apsley	4	246	Up Slow
Ardwick	Down	40	Additional 113m OOU
Ardwick	Up	46	Additional 107m OOU
Armthwaite	Down	92	
Armthwaite	Up	94	
Arnside	Down	112	Additional 79m OOU

STATION	PLATFORM	LENGTH	NOTES
Arnside	Up	106	Additional 18.5m OOU
Ashburys	Down	120	
Ashburys	Up	106	
Ashley	Down	83	
Ashley	Up	85	
Ashton-under-Lyne	Down	106	
Ashton-under-Lyne	Up	106	
Askam	Down	52	Additional 52.7m OOU
Askam	Up	61	Additional 52m OOU
Aspatria	Down	35	Additional 137.8m unlined
Aspatria	Up	36	Additional 111.3m unlined
Aspley Guise	Down	51	
Aspley Guise	Up	72	
Aston	1	148	
Aston	2	145	
Atherstone	Down Slow	139	
Atherstone	Up Slow	122	
Atherton (Greater Manchester)	2	117	
Atherton (Greater Manchester)	1	119	
Aughton Park	1	130	Up line
Aughton Park	2	129	Down line
Aylesbury	1	197	
Aylesbury	2 (Up) 2 (Down)	175 192	Ramp to ME395 signal
Aylesbury	3	187	
Aylesbury Vale Parkway	Bay	168	
Bache	1	138 137	Down line
Bache	2	138 137	Up line
Bamber Bridge	Down	80	
Bamber Bridge	Up	75	
Bamford (Derbyshire)	Down	101	Additional 7.6m beyond signal
Bamford (Derbyshire)	Up	103	Additional 26m not lined out
Banbury	1	270	
Banbury	2	300	
Banbury	3	300	
Banbury	4	133	
Bank Hall	1	151	Down line
Bank Hall	2	151	Bi-directional
Bare Lane	2	83	Down & Up Heysham line
Bare Lane	1	101	Down & Up Morecambe line
Barlaston	Down	98	
Barlaston	Up	127	
Barnt Green	1	184	
Barnt Green	2	186	
Barnt Green	3	151	
Barnt Green	4	187	
Barrow-in-Furness	1	185	Down line. Additional 28.7m beyond
Barrow-in-Furness	2	167	Up line. Additional 31.3m beyond
Barrow-in-Furness	3	154	Bay to Park South Jn
Beaconsfield	1	166	Up
Beaconsfield	2	170	Down

STATION	PLATFORM	LENGTH	NOTES
Bearley	Single	61	
Bebington	1	128	Down line
Bebington	2	128	Up line
Bedford St. Johns	Single	58	
Bedworth	Down	77	
Bedworth	Up	77	
Belle Vue	1	99	
Belle Vue	2	99	
Bentham	Down	136	
Bentham	Up	105	
Berkhamsted	1	246	Down Fast
Berkhamsted	2	246	Up Fast
Berkhamsted	3	246	Down Slow
Berkhamsted	4	246	Up Slow
Berkswell	Down	173	
Berkswell	Up	173	
Bermuda Park	Down	75	
Bermuda Park	Up	75	
Bescar Lane	Down	60	
Bescar Lane	Up	66	
Bescot Stadium	Down	89	
Bescot Stadium	Up	89	
Bicester North	1	193	
Bicester North	2	192	
Bicester Village	1	240	Up
Bicester Village	2	230	Down
Bidston	Down	119	
Bidston	Up	119	
Bilbrook	1	98	
Bilbrook	2	98	
Birchwood	Down	172	
Birchwood	Up	172	
Birkdale	1	141	Up line
Birkdale	2	130	Down line
Birkenhead Central	1	145	Down line
Birkenhead Central	2	128	Up line
Birkenhead Conway Park see Conway Park			
Birkenhead Hamilton Square see Hamilton Square			
Birkenhead North	1	111	Platform Loop
Birkenhead North	2	128	Up Main line
Birkenhead North	3	125	Down line
Birkenhead Park	1	122	Down line
Birkenhead Park	2	130	Up line
Birmingham International	1	281	
Birmingham International	2	283	
Birmingham International	3	304	
Birmingham International	4	303	
Birmingham International	5	303	
Birmingham Moor Street	1	207	
Birmingham Moor Street	2	207	
Birmingham Moor Street	3	269	
Birmingham Moor Street	4	273	

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	1A	173	NS 181—NS 209
Birmingham New Street	1A	161	NS 181—NS 205
Birmingham New Street	1B	191	NS 205—North Ramp
Birmingham New Street	1B	186	NS 209—North Ramp
Birmingham New Street	1B	182	NS 205—NS 240
Birmingham New Street	1B	177	NS 209—NS 240
Birmingham New Street	1	351	NS 181—North Ramp
Birmingham New Street	1	350	NS 181—NS 240
Birmingham New Street	2A	142	NS 179—NS 199
Birmingham New Street	2B	164	NS 208—NS 233
Birmingham New Street	2	313	NS 179—NS 233
Birmingham New Street	3A	154	NS 178—NS 206
Birmingham New Street	3A	105	NS 206—NS 207
Birmingham New Street	3A	49	NS 178—NS 207
Birmingham New Street	3B	164	NS 198—NS 232
Birmingham New Street	3	322	NS 178—NS 232
Birmingham New Street	3	273	NS 207—NS 232
Birmingham New Street	4A	125	NS 174—NS 203
Birmingham New Street	4A	58	NS 177—NS 174
Birmingham New Street	4A	183	NS 177—NS 203
Birmingham New Street	4B	171	NS 204—North Ramp
Birmingham New Street	4C	101	Bay 'S' Car stop board 5 metres from blocks
Birmingham New Street	4	301	NS 174—North Ramp
Birmingham New Street	4	359	NS 177—North Ramp
Birmingham New Street	5A	117	NS 201—NS 176
Birmingham New Street	5B	44	NS 202—North Ramp
Birmingham New Street	5	255	NS 175—North Ramp
Birmingham New Street	5	215	NS 176—North Ramp
Birmingham New Street	6A	156	NS 172—NS 194
Birmingham New Street	6B	111	NS 195—NS 225
Birmingham New Street	6B	155	NS 195—NS 226
Birmingham New Street	6	271	NS 172—NS 225
Birmingham New Street	6	315	NS 172—NS 226
Birmingham New Street	7A	101	NS 168—NS 192
Birmingham New Street	7A	160	NS 171—NS 192
Birmingham New Street	7B	155	NS 193—NS 224
Birmingham New Street	7	259	NS 168—NS 223
Birmingham New Street	7	318	NS 171—NS 223
Birmingham New Street	8A	150	NS 167—NS 189
Birmingham New Street	8A	113	NS 170—NS 189
Birmingham New Street	8B	176	NS 191—North Ramp
Birmingham New Street	8B	120	NS 191—NS 219
Birmingham New Street	8	339	NS 167—North Ramp
Birmingham New Street	8	292	NS 170—North Ramp
Birmingham New Street	9A	162	NS 165—NS 187
Birmingham New Street	9A	88	NS 166—NS 187
Birmingham New Street	9B	98	NS 188—NS 217
Birmingham New Street	9B	155	NS 188—NS 218
Birmingham New Street	9	263	NS 165—NS 217
Birmingham New Street	9	321	NS 165—NS 218
Birmingham New Street	9	189	NS 166—NS 217
Birmingham New Street	10A	141	NS 162—NS 184

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	10B	138	NS 185 — NS 215
Birmingham New Street	10	188	NS 162 — NS 185
Birmingham New Street	10	321	NS 162 — NS 215
Birmingham New Street	10	279	NS 163 — NS 215
Birmingham New Street	11A	166	NS 159 — NS 183
Birmingham New Street	11A	130	NS 161 — NS 183
Birmingham New Street	11B	168	NS 183 — NS 214
Birmingham New Street	11	333	NS 159 — NS 214
Birmingham New Street	11	298	NS 161 — NS 214
Birmingham New Street	12A	107	NS 158 — NS 182
Birmingham New Street	12B	129	NS 182 — NS 212
Birmingham New Street	12	236	NS 158 — NS 212
Birmingham New Street	No1 Siding	195	
Birmingham New Street	No2 Siding	237	
Birmingham New Street	No3 Siding	239	
Birmingham New Street	1A	198	BM6201 to BM5501
Birmingham New Street	1B	159	BM5101 to BM6601
Birmingham New Street	1	328	BM6201 to BM5101
Birmingham New Street	2A	159	BM6202 to BM5502
Birmingham New Street	2B	136	BM5102 to BM6602
Birmingham New Street	2	306	BM6202 to BM5102
Birmingham New Street	3A	171	BM6203 to BM5503
Birmingham New Street	3A	117	BM6403 to BM5503
Birmingham New Street	3B	136	BM5103 to BM6603
Birmingham New Street	3B	265	BM5103 to BM6403
Birmingham New Street	3	319	BM6203 to BM5103
Birmingham New Street	4A	207	BM6204 to BM5504
Birmingham New Street	4A	140	BM6404 to BM5504
Birmingham New Street	4B	141	BM6604 to North Ramp
Birmingham New Street	4B	293	BM6404 to North Ramp
Birmingham New Street	4C	102	Buffer Stop to North Ramp
Birmingham New Street	4	359	BM6204 to North Ramp
Birmingham New Street	5A	136	BM6205 to BM5505
Birmingham New Street	5A	95	BM6405 to BM5505
Birmingham New Street	5A	219	BM6405 to North Ramp
Birmingham New Street	5A	95	BM5505 to BM6405
Birmingham New Street	5B	113	BM6605 to North Ramp
Birmingham New Street	5	260	BM6205 to North Ramp
Birmingham New Street	6A	139	BM6206 to BM5506
Birmingham New Street	6A	267	BM6206 to BM5306
Birmingham New Street	6B	161	BM5106 to BM6606
Birmingham New Street	6B	116	BM5306 to BM6606
Birmingham New Street	6	267	BM5106 to BM6206
Birmingham New Street	7A	188	BM6207 to BM5507
Birmingham New Street	7A	123	BM6407 to BM5507
Birmingham New Street	7B	120	BM5107 to BM6607
Birmingham New Street	7B	254	BM5107 to BM6407
Birmingham New Street	7	319	BM5107 to BM6207
Birmingham New Street	8A	170	BM6208 to BM5508
Birmingham New Street	8A	110	BM6408 to BM5508
Birmingham New Street	8A	271	BM5108 to BM6408
Birmingham New Street	8B	150	BM5108 to BM6608

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	8B	81	BM5308 to BM6608
Birmingham New Street	8B	263	BM6208 to BM5308
Birmingham New Street	8	331	BM5108 to BM6208
Birmingham New Street	8	203	BM5308 to BM6408
Birmingham New Street	9A	153	BM6209 to BM5509
Birmingham New Street	9A	119	BM6409 to BM5509
Birmingham New Street	9A	287	BM5109 to BM6409
Birmingham New Street	9B	156	BM5109 to BM6609
Birmingham New Street	9B	92	BM5309 to BM6609
Birmingham New Street	9B	257	BM6209 to BM5309
Birmingham New Street	9	321	BM5109 to BM6209
Birmingham New Street	9	223	BM5309 to BM6409
Birmingham New Street	10A	175	BM6210 to BM5510
Birmingham New Street	10A	126	BM6410 to BM5510
Birmingham New Street	10B	134	BM5110 to BM6610
Birmingham New Street	10B	272	BM5110 to BM6410
Birmingham New Street	10	321	BM5110 to BM6210
Birmingham New Street	11A	162	BM6211 to BM5511
Birmingham New Street	11A	111	BM6411 to BM5511
Birmingham New Street	11B	162	BM5111 to BM6611
Birmingham New Street	11B	285	BM5111 to BM6411
Birmingham New Street	11	335	BM5111 to BM6211
Birmingham New Street	12A	116	BM5512 to South Ramp
Birmingham New Street	12B	121	BM6612 to North Ramp
Birmingham New Street	12	249	Ramp to Ramp
Birmingham New Street	No.1 Siding	228	BM8241 to BM7321
Birmingham New Street	No.2 Siding	160	BM8441 to BM7322
Birmingham New Street	No.3 Siding	156	BM8643 to BM7323
Birmingham New Street	No.3 Siding	81	BM8843 to BM7323
Birmingham Snow Hill	1	270	Down: 229m to SY198/Up: 236m to SY193
Birmingham Snow Hill	2	272	Down:270m to SY200/Up:237m to SY195
Birmingham Snow Hill	3	273	Down:263m to SY202/Up:240m to SY197
Blackburn	1	217	Bi-directional
Blackburn	2	225	Bi-directional
Blackburn	3	72	Bay to Preston
Blackburn	4	100	Bi-directional
Blackpool North	1	277	
Blackpool North	2	277	
Blackpool North	3	217	
Blackpool North	4	205	
Blackpool North	5	203	
Blackpool North	6	205	
Blackpool Pleasure Beach	Single	98 99	
Blackpool South	Single	100 85	Bay
Blackrod	Down	114	
Blackrod	Up	114	
Blake Street	Down	150	
Blake Street	Up	149	
Blakedown	Down	122	
Blakedown	Up	119	
Bletchley	1	253	Down Fast
Bletchley	2	253	Up Fast

STATION	PLATFORM	LENGTH	NOTES
Bletchley	3	253	Down Slow
Bletchley	4	262	Up Slow
Bletchley	5	262	Down Cambridge Line
Bletchley	6	129	Up Cambridge Line
Bloxwich	Down	72	
Bloxwich	Up	72	
Bloxwich North	Down	77	
Bloxwich North	Up	77	
Blundellsands & Crosby	1	127	Up line. Additional 24m OOU
Blundellsands & Crosby	2	135	Down line
Bolton	1	190	Bi-directional
Bolton	2	102	Bay to Salford Crescent. Additional 10m beyond signal
Bolton	3	263	In Down direction.
Bolton	3	279	In Up direction
Bolton	4	271	Bi-directional
Bootle (Cumbria)	Down	47	Additional 71.4m OOU
Bootle (Cumbria)	Up	50	Additional 71.8m OOU
Bootle New Strand (Merseyside)	1	139	Up line
Bootle New Strand (Merseyside)	2	151	Down line
Bootle Oriel Road (Merseyside)	1	127	
Bootle Oriel Road (Merseyside)	2	127	
Bordesley	Down	148	
Bordesley	Up	148	
Bournville	Down	142	
Bournville	Up	142	
Bow Brickhill	1	37	
Bow Brickhill	2	37	
Bramhall	Down	141	
Bramhall	Up	183	
Braystones	Single	41	Additional 32m unlined
Bredbury	1	99	
Bredbury	2	89	
Bricket Wood	Single	128	
Brierfield	Single	60	Additional 18m OOU
Brinnington	1	99	
Brinnington	2	99	
Broad Green	Down	118	
Broad Green	Up	110	
Broadbottom	Down	108	
Broadbottom	Up	108	
Bromborough	1	130	Down line
Bromborough	2	130	Up line
Bromborough Rake	1	128	Down line
Bromborough Rake	2	128	Up line
Bromley Cross	Down	95	
Bromley Cross	Up	95	

STATION	PLATFORM	LENGTH	NOTES
Bromsgrove	1	150	Up Bromsgrove Loop – Down direction
Bromsgrove	1	150	Up Bromsgrove Loop – Up direction
Bromsgrove	2	150	Up Gloucester – Down direction
Bromsgrove	2	150	Up Gloucester – Up direction
Bromsgrove	3	150	Down Bromsgrove Station Loop – Down direction
Bromsgrove	3	150	Down Bromsgrove Station Loop – Up direction
Bromsgrove	4	150	Down Gloucester
Brunswick	1	132	Up line
Brunswick	2	132	Down line
Bryn	Down	80	
Bryn	Up	89	
Buckshaw Parkway	Down	150	
Buckshaw Parkway	Up	150	
Burnage	Down	152	Additional 11m OOU
Burnage	Up	152	Additional 11m OOU
Burneside (Cumbria)	Single	92	
Burnley Barracks	Single	53	Additional 31m OOU
Burnley Central	Single	57	Additional 92m OOU
Burnley Manchester Road	1	99	
Burnley Manchester Road	2	99	
Burscough Bridge	Down	127	
Burscough Bridge	Up	122	
Burscough Jn	Single	81	Additional 140m OOU
Bushey	1	134	Down DC
Bushey	2	146	Up DC
Bushey	3	91	Down Fast
Bushey	4	207	Up Fast
Bushey	5	246	Down Slow
Bushey	6	246	Up Slow
Butlers Lane	Down	151	
Butlers Lane	Up	151	
Buxton	1	165	
Buxton	2	143	
Canley	Down	168	
Canley	Up	168	
Cannock	Down	72	
Cannock	Up	72	
Capenhurst	1	139	Down line
Capenhurst	2	142	Up line
Cark & Cartmel	Down	93	Additional 45m OOU
Cark & Cartmel	Up	85	Additional 71.5m OOU
Carlisle	1	238	In Down direction. Additional 65.4m 'loco stop' to
Carlisle	1	334	In Up direction. Additional 49.2m foul of sidings
Carlisle	2	105	Bay to Carlisle South Jn
Carlisle	3	314	In Down direction. Additional 26.8m 'loco stop' to
Carlisle	3	270	In Up direction. Additional 40.2m 'loco stop' to
Carlisle	4	409	In Down direction. Additional 21.4m foul of 'C' siding

STATION	PLATFORM	LENGTH	NOTES
Carlisle	4	349	In Up direction. Additional 44.5m 'loco stop' to
Carlisle	5	166	Bay to Carlisle South Jn
Carlisle	6	160	Bay to Carlisle South Jn. Additional 11m beyond signal
Carlisle	7	141	Bay to Gretna Jn
Carlisle	8	149	Bay to Gretna Jn. Additional 36m beyond signal
Carlton	Down	131	
Carlton	Up	111	
Carnforth	1	182	In Up direction/turnback
Carnforth	2	242	In Down direction
Carnforth	2	200	In Up direction/turnback
Carpenders Park	Down	128	
Carpenders Park	Up	128	
Castleton (Greater Manchester)	Down	138	
Castleton (Greater Manchester)	Up	144	
Chapel-en-le-Frith	Down	92	
Chapel-en-le-Frith	Up	86	
Chassen Road	Down	145	
Chassen Road	Up	145	
Cheadle Hulme	1	167	Down Wilmslow
Cheadle Hulme	2	167	Up Wilmslow
Cheadle Hulme	3	121	Down Stoke
Cheadle Hulme	4	182	Up Stoke
Cheddington	1	246	Down Fast
Cheddington	2	246	Up Fast
Cheddington	3	246	Down Slow
Cheddington	4	246	Up Slow
Chelford	Down	125	
Chelford	Up	167	
Cherry Tree	Down	73	
Cherry Tree	Up	74	
Chester	1	124	Bay to Beeston Castle & Tarporley/Mickle Trafford.
Chester	2	121	Bay to Chester South Jn/Hooton.
Chester	3	375	Bi-directional. No. 3a 178m, No. 3b 138m
Chester	4	310	Bi-directional.
Chester	5	112	Bay to Beeston Castle & Tarporley/Mickle Trafford
Chester	6	112	Bay to Beeston Castle & Tarporley/Mickle Trafford
Chester	7	307	Bi-directional. DC electrified line. Platform 7a 163m, Platform 7b 146m
Chester Road	Down	152	
Chester Road	Up	152	
Chinley	Down	117	
Chinley	Up	117	
Chorley	Down	150	
Chorley	Up	158	
Church & Oswaldtwistle	Down	83	Additional 68.4m OOU
Church & Oswaldtwistle	Up	72	Additional 66.3m OOU
Clapham (North Yorkshire)	Down	85	
Clapham (North Yorkshire)	Up	85	

STATION	PLATFORM	LENGTH	NOTES
Claverdon	Single	138	
Clifton	Down	95	
Clifton	Up	95	
Clitheroe	Down	76	
Clitheroe	Up	76	
Codsall	Down	94	
Codsall	Up	97	
Coleshill Parkway	Down	120	
Coleshill Parkway	Up	120	
Colne	Single	65	Additional 40m OOU
Colwall	Down and Up	109	
Congleton	Down	153	Additional 25m OOU
Congleton	Up	178	Additional 30m OOU
Conway Park	1	128	Up line
Conway Park	2	128	Down line
Corkickle	Single	86	Additional 72.5m OOU
Coseley	Down	122	
Coseley	Up	122	
Cosford	Down	122	
Cosford	Up	122	
Coventry	1	321	
Coventry	2	352	
Coventry	3	352	
Coventry	4	242	
Coventry Arena	1 – Down	76	
Coventry Arena	2 – Up	149	
Cradley Heath	Down	137	
Cradley Heath	Up	137	133m to SJ50 signal
Cressington	1	128	Up line
Cressington	2	128	Down line
Crewe	1	335	In Down direction. Additional 21.8m beyond locomotive
Crewe	1	313	In Up direction
Crewe	2	160	Bay to Crewe South Jn
Crewe	3	91	Bay to Crewe South Jn. Signal 73m beyond
Crewe	4	132	Bay to Crewe South Jn. Signal 31.9m beyond
Crewe	5	258	In Down direction. Additional 47.4m beyond locomotive
Crewe	5	275	In Up direction. Additional 30.1m beyond locomotive
Crewe	6	450	Down towards Winsford/Crewe Steelworks
Crewe	6	315	Down towards Sydney Bridge. Additional 5m from locomotive
Crewe	6	390	Up from Winsford/Crewe Steelworks. Additional 59.5m from locomotive
Crewe	6	256	Up from Sydney Bridge. Additional 59.5m from locomotive
Crewe	7	155	Bay to Crewe South Jn
Crewe	8	117	Bay to Crewe South Jn
Crewe	9	204	Bay to Chester lines only
Crewe	10	81	Bay to Crewe North Jn

STATION	PLATFORM	LENGTH	NOTES
Crewe	11	310	In Down direction. Additional 20m from locomotive
Crewe	11	301	In Up direction. Additional 29.1m from locomotive
Crewe	12	436	In Down direction
Crewe	12	427	In Up direction. Additional 8.5m beyond signal
Croston	Single	76	
Cuddington	Down	79	
Cuddington	Up	87	
Daisy Hill	2	117	
Daisy Hill	1	117	
Dalston (Cumbria)	Down	75	Additional 79.3m unlined
Dalston (Cumbria)	Up	80	Additional 67.2m unlined
Dalton	Down	92	Additional 84.8m OOU
Dalton	Up	88	Additional 87.2m OOU
Danzey	Up	153	
Danzey	Down	154	
Darwen	1	94	
Darwen	2	94	
Davenport	Down	138	
Davenport	Up	142	
Deansgate (Manchester)	1	151	Up line
Deansgate (Manchester)	2	155	Down line
Delamere	Down	78	
Delamere	Up	77	
Denham	1	169	
Denham	2	163	
Denham Golf Club	1	168	
Denham Golf Club	2	165	
Dent	Down	94	
Dent	Up	94	
Denton	Down	59	
Denton	Up	59	
Dinting	1	109	Single Dinting/Hadfield
Dinting	2	104	Single Dinting/Glossop
Disley	Down	137	
Disley	Up	138	
Dorridge	1	189	
Dorridge	2	189	
Dorridge	3	184	
Dove Holes	Down	87	
Dove Holes	Up	82	
Drigg	Down	84	
Drigg	Up	66	Additional 19.6m beyond
Droitwich Spa	Down	144	
Droitwich Spa	Up	143	
Duddeston	Down	152	
Duddeston	Up	147	
Dudley Port	Down	89	
Dudley Port	Up	89	

STATION	PLATFORM	LENGTH	NOTES
Earlestown	1	161	Up St. Helens Jn to Newton-le-Willows
Earlestown	2	115	Down Newton-le-Willows to Huyton
Earlestown	3	98	Single Warrington Bank Quay/St. Helens Junction
Earlestown	4	146	Down Warrington Bank Quay to Newton-le-Willows. Additional 6m beyond signal
Earlestown	5	113	Up Newton-le-Willows to Warrington Bank Quay
Earlswood	Down	115	
Earlswood	Up	115	
East Didsbury	Down	113	
East Didsbury	Up	105	Additional 63m OOU
Eastham Rake	1	132	Down line
Eastham Rake	2	132	Up line
Eccles	1	124	
Eccles	2	124	
Eccleston Park	Down	94	
Eccleston Park	Up	91	
Edale	Down	99	Additional 21.1m OOU
Edale	Up	100	Additional 21.1m OOU
Edge Hill	1	210	Up Slow line
Edge Hill	2	224	Bi-directional. Down Slow line
Edge Hill	3	226	Up Fast line
Edge Hill	4	259	Down Fast line
Ellesmere Port	1	135	Down line to Helsby
Ellesmere Port	Up	135	To Hooton
Entwistle	Single	99	
Erdington	Down	201	
Erdington	Up	201	
Euxton Balshaw Lane	Down	91	
Euxton Balshaw Lane	Up	91	
Fairfield	Down	136	
Fairfield	Up	136	
Farnworth	Down	100	
Farnworth	Up	100	
Fazakerley	1	128	Up line
Fazakerley	2	128	Down line. Additional 45m OOU and low
Fenny Stratford	Single	76	
Five Ways	Down	192	
Five Ways	Up	197	
Flimby	Down	45	
Flimby	Up	53	
Flixton	Down	137	
Flixton	Up	153	
Flowery Field	1	85	
Flowery Field	2	85	
Formby	1	121	Up line
Formby	2	121	Down line
Four Oaks	Bay	159	
Four Oaks	Down	149	
Four Oaks	Up	148	

STATION	PLATFORM	LENGTH	NOTES
Foxfield	Down	79	Additional 61.5m OOU
Foxfield	Up	80	Additional 61.5m OOU
Freshfield	1	143	Up line
Freshfield	2	128	Down line
Frodsham	Down 2	159 158	
Frodsham	Up 1	157 156	
Furness Vale	Down	102	
Furness Vale	Up	100	
Garsdale	Down	121	
Garsdale	Up	121	
Garston	Single	85	
Garswood	Down	76	
Garswood	Up	76	
Gathurst	Down	118	
Gathurst	Up	118	
Gatley	Down	124	
Gatley	Up	108	Additional 60m OOU
Gerrards Cross	1	167	
Gerrards Cross	2	171	
Giggleswick	Down	81	
Giggleswick	Up	89	
Glazebrook	Down	89	
Glazebrook	Up	90	
Glossop	Single	174	Bay
Godley	1	85	
Godley	2	85	
Goostrey	Down	167	
Goostrey	Up	167	
Gorton	Down	152	
Gorton	Up	152	
Grange-over-Sands	Down	97	Additional 35.3m OOU
Grange-over-Sands	Up	121	Additional 43.1m OOU
Gravelly Hill	Down	169	
Gravelly Hill	Up	154	
Great Malvern	Down	135	
Great Malvern	Up	142	
Great Missenden	1	102	Up DOO
Great Missenden	2	161	Down
Green Lane	1	127	Down line
Green Lane	2	128	Up line
Green Road	Down	75	Additional 46.8m OOU
Green Road	Up	75	Additional 47.6m OOU
Greenbank	Down	82	
Greenbank	Up	77	
Greenfield	Down	115	
Greenfield	Up	157	
Grindleford	1	96	
Grindleford	2	92	
Guide Bridge	Down	147	
Guide Bridge	Up	152	

STATION	PLATFORM	LENGTH	NOTES
Haddenham & Thame	1 Up	190	
Haddenham & Thame	2 Down	190	
Hadfield	Single	109	Bay
Hag Fold	Down	96	
Hag Fold	Up	96	
Hagley	1 Down	125	
Hagley	2 Up	122	
Hale (Cheshire)	Down	126	
Hale (Cheshire)	Up	131	
Halewood	Down	107	
Halewood	Up	107	
Hall Green	Down	154	
Hall Green	Up	154	
Hall i' th' Wood	1	92	
Hall i' th' Wood	2	94	
Hall Road	1	127	Up line. Additional 24m OOU
Hall Road	2	151	
Hamilton Square (Birkenhead)	1	124	Up line
Hamilton Square (Birkenhead)	2	119	Down line to Birkenhead Central
Hamilton Square (Birkenhead)	3	128	Down line to Conway Park
Hampton In Arden	Down	184	
Hampton In Arden	Up	187	
Hamstead	Down	105	To Signal SB4641
Hamstead	Up	129	
Handforth	Down	165	
Handforth	Up	165	
Hapton	Down	90	Additional 30.2m OOU
Hapton	Up	91	Additional 29.5m OOU
Harlesden	Down	123	
Harlesden	Up	123	
Harrington	Down	43	Additional 76.2m unlined
Harrington	Up	43	Additional 76.6m unlined
Harrow & Wealdstone	1	121	Down DC
Harrow & Wealdstone	2	182	Up DC
Harrow & Wealdstone	3	246	Down Fast
Harrow & Wealdstone	4	246	Up Fast
Harrow & Wealdstone	5	246	Down Slow
Harrow & Wealdstone	6	270	Up Slow
Hartford (Cheshire)	Down	249	
Hartford (Cheshire)	Up	243	
Hartlebury	1	98	
Hartlebury	2	98	
Hatch End	Down	137	
Hatch End	Up	137	
Hathersage	1	95	
Hathersage	2	99	
Hattersley	Down	170	
Hattersley	Up	170	
Hatton	1 Up	130	
Hatton	2 Down	132	
Hatton	3 DPL	134	
Hazel Grove	1	171	Bi-directional

STATION	PLATFORM	LENGTH	NOTES
Hazel Grove	2	171	Bi-directional
Headstone Lane	Down	128	
Headstone Lane	Up	128	
Heald Green	Down	143	Additional 40m OOU
Heald Green	Up	143	Additional 40m OOU
Heaton Chapel	Down	165	
Heaton Chapel	Up	170	
Hednesford	Down	79	
Hednesford	Up	80	
Hellifield	Down	133	
Hellifield	Up	104	
Helsby	1	140 139	Up line to Chester
Helsby	2	84	Down line from Chester
Helsby	3	96 95	Up line to Ellesmere Port
Helsby	4	95 94	Down line from Ellesmere Port
Hemel Hempstead	1	246	Down Fast
Hemel Hempstead	2	246	Up Fast
Hemel Hempstead	3	246	Down Slow
Hemel Hempstead	4	246	Up Slow
Henley In Arden	Down	153	
Henley In Arden	Up	153	
Heswall	Down	56	
Heswall	Up	56	
Heyford	Down	70	
Heyford	Up	70	
Heysham Port	Single	86	
Hightown	1	127	Up line. Additional 10m OOU
Hightown	2	125	Down line
High Wycombe	1	145	Bay
High Wycombe	2	176	Bi-Directional (Down 176m to ME151 sig.)
High Wycombe	3	169	Up DOO
Hillside	1	138	Up line
Hillside	2	138	Down line
Hindley	2	120	
Hindley	1	117	
Holmes Chapel	Down	167	
Holmes Chapel	Up	167	
Hooton	1	117	Bay to Hooton South Jn
Hooton	2	152	Bi-directional. Down line
Hooton	3	152	Bi-directional. Up line
Horton-in-Ribblesdale	Down	92	
Horton-in-Ribblesdale	Up	92	
Hope (Derbyshire)	1	95	
Hope (Derbyshire)	2	95	
Horwich Parkway	Down	141	
Horwich Parkway	Up	141	
Hoscar	Down	160	
Hoscar	Up	117	
Hough Green	Down	129	
Hough Green	Up	129	
How Wood	Single	85	
Hoylake	1	127	Up line

STATION	PLATFORM	LENGTH	NOTES
Hoylake	2	128	Down line
Humphrey Park	1	92	
Humphrey Park	2	92	
Huncoat	Down	51	Additional 29m low plus 60m
Huncoat	Up	48	Additional 39m low plus 37.5m
Hunts Cross	1	117	Down line to Liverpool South Parkway
Hunts Cross	2	130	Bi-directional DC line
Hunts Cross	3	130	DC bay to Merseyrail Northern Line
Huyton	1	121	Down Chat Moss Fast
Huyton	2	120	Down Chat Moss Slow
Huyton	3	100	Up Chat Moss Fast
Huyton	4	100	Up Chat Moss Slow
Hyde Central	1	154	
Hyde Central	2	85	
Hyde North	2	122	
Hyde North	1	85	
Ince (Greater Manchester)	Down	125	Additional 58.3m OOU
Ince (Greater Manchester)	Up	125	Additional 58.3m OOU
Ince & Elton (Cheshire)	Down	94	
Ince & Elton (Cheshire)	Up	95	
Irlam	Down	122	
Irlam	Up	122	
Islip	1	194	Up
Islip	2	194	Down
James Street (Liverpool)	1	129	Down line to Loop
James Street (Liverpool)	2	130	Bi-directional to/from Paradise Jn
James Street (Liverpool)	3	129	Down line to Hamilton Square
Jewellery Quarter	Down	150	
Jewellery Quarter	Up	150	147m to SY217 signal
Kearsley	Down	109	
Kearsley	Up	126	
Kempston Hardwick	Down	45	
Kempston Hardwick	Up	37	
Kendal	Single	92	
Kenilworth	Single	100	
Kensal Green	Down	123	
Kensal Green	Up	123	
Kenton	Down	121	
Kenton	Up	121	
Kents Bank	Down	74	Additional 46.4m OOU
Kents Bank	Up	75	Additional 44.5m OOU
Kidderminster	Down	129	
Kidderminster	Up	137	
Kidsgrove	1	141	
Kidsgrove	2	176	
Kidsgrove	3	119	
Kidsgrove	4	97	
Kilburn High Road	Down	164	
Kilburn High Road	Up	145	

STATION	PLATFORM	LENGTH	NOTES
Kings Langley	1	213	Down Fast
Kings Langley	2	198	Up Fast
Kings Langley	3	246	Down Slow
Kings Langley	4	246	Up Slow
Kings Norton	1	150	
Kings Norton	4	150	
Kings Sutton	Down	118	112m to stop board
Kings Sutton	Up	122	117m to stop board
Kirkby (Merseyside)	1	127	DC bay to Fazakerley
Kirkby (Merseyside)	Single	115	Bay to Rainford
Kirkby-in-Furness (Cumbria)	Down	69	Additional 47.6m OOU
Kirkby-in-Furness (Cumbria)	Up	77	Additional 50.8m OOU
Kirkby Stephen	Down	92	
Kirkby Stephen	Up	92	
Kirkdale	1	130	Up line
Kirkdale	2	128	Down line
Kirkham & Wesham	1	179 182	Down Lytham
Kirkham & Wesham	2	183 182	Down Fylde
Kirkham & Wesham	3	198 200	Up Fylde
Knutsford	Down	146	
Knutsford	Up	133	
Lancaster	1	72	Bay to Morecambe South Jn
Lancaster	2	113	Bay to Morecambe South Jn. Additional 18.6m beyond
Lancaster	3	258	Down Passenger Loop
Lancaster	4	253	Up Passenger Loop
Lancaster	5	171	Reversible
Landywood	Down	72	
Landywood	Up	72	
Langho	Down	75	
Langho	Up	75	
Langley Green	Down	123	
Langley Green	Up	123	
Langwathby	Down	96	
Langwathby	Up	96	
Lapworth	2 Down	184	
Lapworth	1 Up	120	
Layton	Down	149	Additional 36.5m low
Layton	Up	99	Additional 60.6m low
Lazonby & Kirkoswald	Down	94	
Lazonby & Kirkoswald	Up	94	
Lea Green	Down	113	
Lea Green	Up	113	
Lea Hall	Down	185	
Lea Hall	Up	184	
Leamington Spa	1	150	Bay
Leamington Spa	2	308	Down
Leamington Spa	3	222	Up
Leamington Spa	4	113	Bay
Leasowe	1	128	Up line
Leasowe	2	129	Down line

STATION	PLATFORM	LENGTH	NOTES
Ledbury	Down	100	
Ledbury	Up	98	
Leighton Buzzard	1	256	Down Fast
Leighton Buzzard	2	256	Up Fast
Leighton Buzzard	3	256	Down Slow
Leighton Buzzard	4	257	Up Slow
Levenshulme	Down	128	Additional 40m OOU
Levenshulme	Up	130	Additional 40m OOU
Leyland (Down Slow)	1	101	
Leyland (Up Slow)	2	101	
Leyland (Down Fast)	3	101	
Leyland (Up Fast)	4	100	
Lichfield City	Down	149	
Lichfield City	Up	225	
Lichfield City	Up	172	To Signal AN 163
Lichfield Trent Valley High Level	Single	150	
Lichfield Trent Valley Low Level	Down	271	
Lichfield Trent Valley Low Level	Up	255	
Lidlington	Down	66	
Lidlington	Up	51	
Littleborough	1	121	
Littleborough	2	117	
Little Kimble	Single	90	
Little Sutton	1	135	Down line
Little Sutton	2	135	Up line
Liverpool Central (Deep Level)	3	128	Loop line in one direction only (Wirral Line)
Liverpool Central (Low Level)	1	136	Bi-directional (Northern Line)
Liverpool Central (Low Level)	2	136	Bi-directional (Northern Line)
Liverpool James Street see James Street			
Liverpool Lime Street (Deep Level)	A	128	Loop line in one direction only (Wirral Line)
Liverpool Lime Street (Mainline)	1	220	
Liverpool Lime Street (Mainline)	2	221	
Liverpool Lime Street (Mainline)	3	154	
Liverpool Lime Street (Mainline)	4	154	
Liverpool Lime Street (Mainline)	5	181	
Liverpool Lime Street (Mainline)	6	270	
Liverpool Lime Street (Mainline)	7	156	
Liverpool Lime Street (Mainline)	8	156	
Liverpool Lime Street (Mainline)	9	270	
Liverpool Lime Street (Mainline)	10	267	
Liverpool Moorfields see Moorfields			
Liverpool South Parkway	1	124	Up Fast line
Liverpool South Parkway	2	138	Down Fast line
Liverpool South Parkway	3	138	Up Slow line
Liverpool South Parkway	4	118	Down Slow line
Liverpool South Parkway	5	130	Up Southport
Liverpool South Parkway	6	130	Down Southport
London Euston	1	398	Stopboard to Signal
London Euston	2	376	Stopboard to Ramp
London Euston	3	325	Stopboard to Signal
London Euston	4	321	Stopboard to Signal

STATION	PLATFORM	LENGTH	NOTES
London Euston	5	270	Stopboard to Signal
London Euston	6	268	Stopboard to Signal
London Euston	7	292	Stopboard to Signal
London Euston	8	254	Stopboard to Signal
London Euston	9	197	Stopboard to Signal
London Euston	10	194	Stopboard to Signal
London Euston	11	258	Stopboard to Ramp/Signal
London Euston	12	293	Stopboard to Signal
London Euston	13	304	Stopboard to Ramp
London Euston	14	306	Stopboard to Signal
London Euston	15	402	Stopboard to Ramp
London Euston	16	334	Stopboard to Ramp
London Marylebone	1	227	Buffer stop to signal
London Marylebone	2	242	Buffer stop to signal
London Marylebone	3	242	Buffer stop to signal
London Marylebone	4	128	Buffer stop to ramp
London Marylebone	5	216	
London Marylebone	6	216	
Longbridge	Down	150	
Longbridge	Up	170	
Longport	Down	119	
Longport	Up	160	
Long Buckby	Down	179	
Long Buckby	Up	181	
Long Preston	Down	92	
Long Preston	Up	72	
Lostock	Down	156	
Lostock	Up	155	
Lostock Gralam (Cheshire)	Down	104	
Lostock Gralam (Cheshire)	Up	101	
Lostock Hall (Lancashire)	Down	84	
Lostock Hall (Lancashire)	Up	84	
Lye	Down	98	
Lye	Up	75	
Lytham	Single	103	
Macclesfield	1	305 307	Down Stoke Main line
Macclesfield	2	268 270	Up Stoke Main line
Macclesfield	3	268 270	Macclesfield Loop Bi-directional Passenger Loop
Maghull	1	154	Up line
Maghull	2	143	Down line. Additional 17.6m beyond
Maghull North	Down	135	
Maghull North	Up	135	
Malvern Link	Down	128	
Malvern Link	Up	186	
Manchester Airport	1	197	
Manchester Airport	2	200	
Manchester Airport	3	200	
Manchester Airport	4	201	
Manchester Deansgate see Deansgate			
Manchester Oxford Road	1	106	Bi-directional

STATION	PLATFORM	LENGTH	NOTES
Manchester Oxford Road	2	161	Bi-directional
Manchester Oxford Road	3	138	In Down direction. Additional 23.3m beyond
Manchester Oxford Road	3	161	In Up direction
Manchester Oxford Road	4	163	Bi-directional
Manchester Oxford Road	5	106	Bay to Deansgate
Manchester Piccadilly	1	238	
Manchester Piccadilly	2	238	
Manchester Piccadilly	3	237	
Manchester Piccadilly	4	239	
Manchester Piccadilly	5	340	
Manchester Piccadilly	6	277	
Manchester Piccadilly	7	277	
Manchester Piccadilly	8	340	
Manchester Piccadilly	9	330	217.5m to MP390 signal
Manchester Piccadilly	10	177	
Manchester Piccadilly	11	98	
Manchester Piccadilly	12	98	
Manchester Piccadilly	13	277	In Down direction
Manchester Piccadilly	13	277	In Up direction
Manchester Piccadilly	14	265	In Down direction
Manchester Piccadilly	14	266	In Up direction
Manchester United Football Ground	Single	146	
Manchester Victoria	1	111	Bay to Miles Platting Jn. Additional 5.7m beyond signal
Manchester Victoria	2	96	Bay to Miles Platting Jn. Additional 5.7m beyond signal
Manchester Victoria	3	255	Bi-directional
Manchester Victoria	4	224	Bi-directional
Manchester Victoria	5	215	Bi-directional
Manchester Victoria	6	215	Bi-directional
Manor Road	1	128	Up line
Manor Road	2	128	Down line
Marple	Down	152	
Marple	Up	136	
Marston Green	Down	169	
Marston Green	Up	169	
Maryport	Single	89	Additional 86.6m OOU
Mauldeth Road	Down	140	Additional 28m OOU
Mauldeth Road	Up	123	
Meols	1	127	Up line
Meols	2	127	Down line
Meols Cop	Down	112	
Meols Cop	Up	110	
Middlewood	Down	92	
Middlewood	Up	92	
Millbrook	1	73	
Millbrook	2	73	
Mill Hill	Down	92	
Mill Hill	Up	92	
Millom	Down	123	
Millom	Up	121	

STATION	PLATFORM	LENGTH	NOTES
Mills Hill	1	117	
Mills Hill	2	117	
Milton Keynes Central	1	251	
Milton Keynes Central	2	308	
Milton Keynes Central	2A	124	
Milton Keynes Central	3	300	
Milton Keynes Central	4	300	
Milton Keynes Central	5	300	
Milton Keynes Central	6	300	
Mobberley	Down	101	
Mobberley	Up	110	
Monks Risborough	Single	94	
Moorfields (Deep Level)	3	128	Loop line in one direction only (Wirral Line)
Moorfields (Low Level)	1	128	Bi-directional (Northern Line)
Moorfields (Low Level)	2	128	Bi-directional (Northern Line)
Moorside	Down	111	Additional 60.2m OOU
Moorside	Up	109	Additional 64.2m OOU
Morecambe	1	114	Bay on Down & Up Morecambe Line
Morecambe	2	144	Bay on Down & Up Heysham Line
Moreton (Merseyside)	1	128	Up line
Moreton (Merseyside)	2	127	Down line
Moses Gate	Down	79	
Moses Gate	Down	79	
Moses Gate	Up	79	
Mossley (Greater Manchester)	Down	89	
Mossley (Greater Manchester)	Up	89	
Mossley Hill	1	115	Up Fast line
Mossley Hill	2	115	Down Fast line
Mossley Hill	3	137	Up Slow line
Mossley Hill	4	162	Down Slow line
Moss Side	Single	97	
Moston	1	120	
Moston	2	121	
Mouldsworth	Down	52	Additional 26.5m beyond signal
Mouldsworth	Up	77	
Navigation Road (Network Rail line)	Single	122	
Neston	Down	81	
Neston	Up	84	
Nethertown	Single	51	
New Brighton	1	121	Bay
New Brighton	2	127	Bay
New Lane	1	94	
New Lane	2	94	
New Mills Central	Down	117	
New Mills Central	Up	96	
New Mills Newtown	Down	102	
New Mills Newtown	Up	103	
Newton (for Hyde)	Down	114	
Newton (for Hyde)	Up	115	
Newton-le-Willows	Down	113	

STATION	PLATFORM	LENGTH	NOTES
Newton-le-Willows	Up	113	
North Wembley	Down	123	
North Wembley	Up	123	
Northampton	1	275	Up & Down Slow
Northampton	2	275	Down Fast
Northampton	3	289	Down Passenger Loop
Northampton	4	256	Bay
Northampton	5	169	Bay
Northfield	Down	190	
Northfield	Up	190	
Northolt Park	1	123	121m to stop board
Northolt Park	2	123	
Northwich	Down	121	
Northwich	Up	122	
Nuneaton	1	171	
Nuneaton	2	341	
Nuneaton	3	304	
Nuneaton	4	337	
Nuneaton	5 Up	245	
Nuneaton	5 Down	190	
Nuneaton	6	145	
Nuneaton	7	145	
Oakengates	1	98	
Oakengates	2	98	
Old Hill	Down	124	
Old Hill	Up	105	
Old Roan	1	128	Up line
Old Roan	2	129	Down line
Olton	Down	211	
Olton	Up	212	
Ormskirk	1	113	DC bay to Aughton Park
Ormskirk	Single	75	Bay to Burscough Jn
Orrell (Greater Manchester)	Down	55	Additional 76m OOU
Orrell (Greater Manchester)	Up	54	Additional 74m OOU
Orrell Park (Merseyside)	1	148	Up line
Orrell Park (Merseyside)	2	148	Down line
Overpool	1	143	Down line
Overpool	2	141	Up line
Oxenholme Lake District	1	279	
Oxenholme Lake District	2	266	
Oxenholme Lake District	3	142	Single line to/from Windermere
Oxford Parkway	1	244	Up
Oxford Parkway	2	225	Down
Oxford Road see Manchester Oxford Road			
Padgate	Down	91	
Padgate	Up	91	
Parbold	Down	119	
Parbold	Up	104	Additional 15m past signal
Park Street	Single	85	
Parton	Down	116	Additional 22.5m unlined

STATION	PLATFORM	LENGTH	NOTES
Parton	Up	59	Additional 80.8m unlined
Patricroft	Down	124	
Patricroft	Up	124	
Pemberton	Down	107	
Pemberton	Up	102	
Penkridge	Down	96	
Penkridge	Up	101	
Penrith	1	281	Up line
Penrith	2	281	Down Main line
Penrith	3	103	Down loop
Perry Barr	Down	113	
Perry Barr	Up	150	
Pershore	Down and Up	187	
Pleasington	Down	78	
Pleasington	Up	73	
Plumley	Down	87	
Plumley	Up	105	
Polesworth	1	138	
Polesworth	2	138	Out of Use
Port Sunlight	1	129	Down line
Port Sunlight	2	132	Up line
Poulton-le-Fylde	Down	162	
Poulton-le-Fylde	Up	170	
Poynton	Down	168	
Poynton	Up	169	
Prescot	Down	110	
Prescot	Up	110	
Prestbury	Down	125	
Prestbury	Up	169	
Preston	1	277	
Preston	2	275	
Preston	3	362	
Preston	3c	74	
Preston	4	285	Stated length is clear of PN112. Additional standage of 115 meters beyond the signal for trains in the Down direction. However, this fouls other routes and prevents access to platforms 3C and 4C and access to platform 6 via PN98
Preston	4c	74	
Preston	5	269	
Preston	6	269	
Princes Risborough	1	61	Bay
Princes Risborough	2	167	Bi-Directional (Down 165m to ME165 signal)
Princes Risborough	3	170	Down DOO
Queen's Park	1	141	Up DC
Queen's Park	4	132	Down DC
Queen's Park	5	194	Up Slow
Queen's Park	6	194	Down Slow
Rainford	Down	72	
Rainford	Up	51	

STATION	PLATFORM	LENGTH	NOTES
Rainhill	Down	135	
Rainhill	Up	180	
Ramsgreave & Wilpshire	Down	60	
Ramsgreave & Wilpshire	Up	60	
Ravenglass	Down	94	
Ravenglass	Up	94	Additional 27.9m OOU
Reddish North	Down	95	
Reddish North	Up	130	
Reddish South	Single	72	
Redditch	Single	161	
Ribblehead	Down	102	
Ribblehead	Up	94	
Rice Lane	1	129	Up line. Additional 30m OOU
Rice Lane	2	141	Down line
Ridgmont	1	61	
Ridgmont	2	61	
Rishton	Down	45	Additional 38.4m OOU
Rishton	Up	65	Additional 65m OOU
Roby	1	116	Down Chat Moss Fast
Roby	2	116	Down Chat Moss Slow
Roby	3	100	Up Chat Moss Fast
Roby	4	100	Up Chat Moss Slow
Rochdale	1	198	Down Rochdale
Rochdale	2	132	Bay to Rochdale East Jn
Rochdale	3	184	Up Rochdale
Rochdale	4	105	Bay to Castleton East Jn
Rock Ferry	1	135	Down Main line
Rock Ferry	2	135	Bi-directional
Rock Ferry	3	130	Bay to Green Lane
Rock Ferry	4	130	Bay to Green Lane
Romiley	Down	110	
Romiley	Up	110	
Roose	Down	86	Additional 32m OOU
Roose	Up	87	Additional 36m OOU
Rose Grove	Down	87	
Rose Grove	Up	94	Additional 84m OOU
Rose Hill	Single	88	Bay
Rowley Regis	Down	153	
Rowley Regis	Up	153	
Rufford	Down	76	
Rufford	Up	61	Additional 16m beyond signal
Rugby	1	270	
Rugby	2	348	
Rugby	3	196	
Rugby	4	357	
Rugby	5	300	
Rugby	6	190	
Rugeley Town	1	88	
Rugeley Town	2	88	
Rugeley Trent Valley	Up Slow	145	
Rugeley Trent Valley	Down Fast	132	
Rugeley Trent Valley	Branch	90	

STATION	PLATFORM	LENGTH	NOTES
Runcorn	Down	298	
Runcorn	Up	328	
Runcorn East	Down	185	
Runcorn East	Up	185	
Ryder Brow	1	99	
Ryder Brow	2	99	
St. Albans Abbey	Single	109	
St. Annes-on-the-Sea	Single	129 150	
St. Bees	Down	60	Additional 85.1m OOU
St. Bees	Up	60	Additional 81.2m OOU
St. Helens Central	Down	163	
St. Helens Central	Up	161	
St. Helens Junction	Down	121	
St. Helens Junction	Up	119	
St. Michaels	1	130	Up line
St. Michaels	2	130	Down line
Salford Central	1	136	Bi-directional
Salford Central	2	140	Bi-directional
Salford Crescent	1	130	Bi-directional. Up & Down Bolton line
Salford Crescent	2	130	Bi-directional. Down Bolton line
Salwick	Down	93	Additional 155.5m OOU
Salwick	Up	93	Additional 155.5m OOU
Sandbach	1	165	Up Main line
Sandbach	2	168	Down Main line
Sandbach	3	168	Bi-directional
Sandhills	1	129	Bi-directional
Sandhills	2	130	Down line
Sandwell & Dudley	1	270	
Sandwell & Dudley	2	268	
Sankey (for Penketh)	Down	92	
Sankey (for Penketh)	Up	98	
Saunderton	1	147	
Saunderton	2	147	143m to stop board
Seaforth & Litherland	1	128	Up line
Seaforth & Litherland	2	127	Down line
Seascale	Down	57	Additional 85.2m unlined
Seascale	Up	36	Additional 106.1m unlined
Seer Green	1	167	
Seer Green	2	167	
Sellafield	Down	50	Additional 41.2m unlined
Sellafield	Up	71	Additional 71.3m unlined
Selly Oak	Down	190	
Selly Oak	Up	190	
Settle	Down	99	
Settle	Up	99	
Shenstone	Down	149	
Shenstone	Up	151	
Shifnal	1	115	
Shifnal	2	96	
Shirley	Down	154	
Shirley	Up	153	

STATION	PLATFORM	LENGTH	NOTES
Silecroft	Down	45	Additional 72.6m OOU
Silecroft	Up	46	Additional 70.8m OOU
Silverdale	Down	109	Additional 59.6m OOU
Silverdale	Up	117	Additional 57.8m OOU
Small Heath	1	159	Up Fast – Do not use.
Small Heath	2	159	Down Fast – Do not use
Small Heath	3	94	Up Slow
Small Heath	4	94	Down Slow
Smethwick Galton Bridge High Level	1	150	
Smethwick Galton Bridge High Level	2	152	
Smethwick Galton Bridge Low Level	3	151	
Smethwick Galton Bridge Low Level	4	149	
Smethwick Rolfe Street	1	152	
Smethwick Rolfe Street	2	136	
Smithy Bridge	1	121	
Smithy Bridge	2	121	
Solihull	2 Down	190	
Solihull	1 Up	190	
South Hampstead	Down	123	
South Hampstead	Up	123	
South Kenton	Down	121	
South Kenton	Up	121	
South Ruislip	3	123	
South Ruislip	4	141	DOO
South Ruislip	Down	122	LUL
South Ruislip	Up	141	LUL
Southport	1	136	DC platform (Northern Line)
Southport	2	179	DC platform (Northern Line)
Southport	3	186	DC platform (Northern Line)
Southport	4	170	
Southport	5	243	
Southport	6	241	
Spital	1	154	Down line
Spital	2	152	Up line
Spring Road	Down	107	
Spring Road	Up	107	
Squires Gate	Single	99 100	
Stafford	1	308	
Stafford	2	65	
Stafford	3	312	
Stafford	4	312	
Stafford	5	312	
Stafford	6	312	
Stalybridge	1	225	Up Huddersfield
Stalybridge	2	115	Bay
Stalybridge	3	225	Up and Down Middle Line
Stalybridge	4	250	Down Huddersfield
Stalybridge	5	140	Bay

STATION	PLATFORM	LENGTH	NOTES
Stanlow & Thornton	Down	161	
Stanlow & Thornton	Up	143	
Staveley (Cumbria)	Single	71	
Stechford	Down	134	
Stechford	Up	172	
Stechford	Up Grand	134	
Stewartby	Down	37	
Stewartby	Up	51	
Stockport	0	143	Up Main Loop
Stockport	1	280	Up Slow
Stockport	2	274	Up Fast
Stockport	3	294	Down Fast
Stockport	3a	101	Bay (126m for ECS)
Stockport	4	262	Down Slow
Stoke Mandeville	1	159	Up
Stoke Mandeville	2	170	Down
Stoke on Trent	1	275	
Stoke on Trent	2	282	
Stoke on Trent	3	88	Bay
Stone	Down	149	
Stone	Up	149	
Stonebridge Park	Down	125	
Stonebridge Park	Up	125	
Stourbridge Junction	3 Up	154	Bi-Directional (Down 153m to SJ85 signal)
Stourbridge Junction	2 Down	155	154m to SJ87 signal
Stourbridge Junction	1 Bay	89	
Stourbridge Town	Single	27	
Stratford-upon-Avon	1	169	
Stratford-upon-Avon	2	176	
Stratford-upon-Avon	3	177	
Stratford-upon-Avon Parkway	Down	152	
Stratford-upon-Avon Parkway	Up	152	
Strines	Down	127	
Strines	Up	114	
Styal	Down	167	
Styal	Up	167	
Sudbury Harrow Road	1	75	
Sudbury Harrow Road	2	75	
Sudbury Hill Harrow	1	80	
Sudbury Hill Harrow	2	80	
Sutton Coldfield	Down	151	
Sutton Coldfield	Up	150	
Swinton	2	121	
Swinton	1	117	
Tame Bridge Parkway	Down	101	
Tame Bridge Parkway	Up	101	
Tamworth High Level	Down	245	
Tamworth High Level	Up	245	
Tamworth Low Level	Down	292	
Tamworth Low Level	Up	321	
Telford Central	Down	271	

STATION	PLATFORM	LENGTH	NOTES
Telford Central	Up	271	
Thatto Heath	Down	75	
Thatto Heath	Up	81	
The Hawthorns	Down	150	
The Hawthorns	Up	150	
The Lakes	Down	40	
The Lakes	Up	40	
Tile Hill	Down	177	
Tile Hill	Up	177	
Tipton	Down	101	
Tipton	Up	106	
Todmorden	1	121	
Todmorden	2	121	
Town Green	1	128	Up line
Town Green	2	135	Down line
Trafford Park	Down	137	
Trafford Park	Up	137	
Tring	1	275	Down Fast
Tring	2	253	Up Fast
Tring	3	243	Down Slow
Tring	4	240	Up and Down Relief Down Direction
Tring	4	339	Up and Down Relief Up Direction
Tring	5	250	Up Slow
Tyseley	1	152	Up Fast
Tyseley	2	152	Down Fast
Tyseley	3	153	Up Slow
Tyseley	4	153	Down Slow
Ulverston	Down	105	Additional 65m OOU
Ulverston	Up	88	Additional 109.2m OOU
University	Down	185	
University	Up	173	
Upholland	Down	49	Additional 87m OOU
Upholland	Up	46	Additional 88m OOU
Upton	Down	78	
Upton	Up	78	
Urmston	Down	147	
Urmston	Up	147	
Walkden	Down	75	Additional 77.9m OOU
Walkden	Up	77	Additional 76.8m OOU
Wallasey Grove Road	1	127	Up line
Wallasey Grove Road	2	127	Down line
Wallasey Village	1	130	Up line
Wallasey Village	2	128	Down line
Walsall	1	111	
Walsall	2	177	
Walsall	3	177	
Walsden	1	121	
Walsden	2	121	
Walton (Merseyside)	1	170	Up line
Walton (Merseyside)	2	141	Down line

STATION	PLATFORM	LENGTH	NOTES
Warrington Bank Quay	1	213	Bi-directional. In Down direction. Additional 39m beyond signal
Warrington Bank Quay	1	252	Bi-directional. In Up direction
Warrington Bank Quay	2	253	Up Main line
Warrington Bank Quay	3	260	Down Main line
Warrington Bank Quay	4	224	Down Passenger Loop. Additional 26.8m beyond signal
Warrington Central	Down	124	
Warrington Central	Up	127	
Warrington West	1	150	
Warrington West	2	150	
Warwick	Down	189	
Warwick	Up	186	
Warwick Parkway	2 Down	216	
Warwick Parkway	1 Up	216	
Water Orton	Down	103	
Water Orton	Up	100	Ramp to Ramp
Water Orton	Up	96	City-end Ramp to SY278 signal
Waterloo (Merseyside)	1	123	Up line
Waterloo (Merseyside)	2	121	Down line. Additional 35m OOU
Watford High St	Down	128	
Watford High St	Up	128	
Watford Junction	1	135	DC Bay
Watford Junction	2	135	DC Bay
Watford Junction	3	135	DC Bay
Watford Junction	4	135	DC Bay
Watford Junction	6	253	Down Fast
Watford Junction	7	253	Up Fast
Watford Junction	8	253	Down Slow
Watford Junction	9	222	Up Slow
Watford Junction	10	249	Bay
Watford Junction	11	88	St Albans Branch platform
Watford North	Single	94	
Wavertree Technology Park	Down	96	
Wavertree Technology Park	Up	96	
Wedgwood	Down	111	
Wedgwood	Up	111	
Wellington	Down	208	
Wellington	Up	141	
Wembley Central	1	127	Down DC
Wembley Central	2	127	Up DC
Wembley Central	3	181	Down Fast
Wembley Central	4	148	Up Fast
Wembley Central	5	146	Down Slow
Wembley Central	6	155	Up Slow
Wembley Stadium	1	189	188m to stop board
Wembley Stadium	2	189	
Wendover	1	109	DOO
Wendover	2	170	
Wennington	Down	73	Additional 10m substandard width
Wennington	Up	86	
West Allerton	1	93	Up Fast Line

STATION	PLATFORM	LENGTH	NOTES
West Allerton	2	99	Down Fast Line
West Allerton	3	98	Up Slow Line
West Allerton	4	101	Down Slow Line
West Kirby	1	129	Bay
West Kirby	2	126	Bay
West Ruislip	3	140	Down
West Ruislip	4	164	Up Passenger Loop
Westhoughton	Down	99	Additional 35.7m unlined
Westhoughton	Up	97	Additional 37.4m unlined
Whaley Bridge	Down	119	
Whaley Bridge	Up	124	
Whalley	Down	75	
Whalley	Up	75	
Whiston	Down	108	
Whiston	Up	108	
Whitehaven	Bay	102	Bay to Carlisle
Whitehaven	Single	84	Additional 41.5m unlined
Whitlocks End	Down	143	
Whitlocks End	Up	142	
Widnes	Down	103	
Widnes	Up	103	
Widney Manor	Down	143	
Widney Manor	Up	142	
Wigan North Western	1	194	Down direction
Wigan North Western	1	170	Up direction
Wigan North Western	3	86	
Wigan North Western	4	274	Up
Wigan North Western	5	256	Down
Wigan North Western	6	270	Bi-directional Passenger Loop
Wigan Wallgate	1	193	Down Main line
Wigan Wallgate	2	183	Up Main line
Wigan Wallgate	3	82	Bay to Southport/Kirkby
Wigton	Down	50	Additional 88.4m unlined
Wigton	Up	50	Additional 83.5m unlined
Willesden Junction Low Level	1	125	
Willesden Junction Low Level	2	111	
Willesden Junction Low Level	3	125	
Wilmcote	Down	123	
Wilmcote	Up	123	
Wilmslow	1	302	Down Alderley Edge to Styal
Wilmslow	2	177	Bi-directional. In Down direction Alderley Edge to Styal
Wilmslow	2	222	Bi-directional. In Up direction Styal to Alderley Edge
Wilmslow	3	320	Down Alderley Edge to Handforth
Wilmslow	4	222	Up Handforth to Alderley Edge
Wilnecote	Down	89	
Wilnecote	Up	89	
Windermere	Single	144	
Winsford	Down	86	
Winsford	Up	80	
Witton	Down	139	

STATION	PLATFORM	LENGTH	NOTES
Witton	Up	137	
Woburn Sands	1	68	
Woburn Sands	2	62	
Wolverhampton	1	267	
Wolverhampton	2	278	
Wolverhampton	3	244	
Wolverhampton	4	278	
Wolverhampton	5	86	
Wolverhampton	6	120	
Wolverton	1	261	Down Fast
Wolverton	2	246	Up Fast
Wolverton	3	254	Down Slow
Wolverton	4	264	Up Slow
Wood End	Up	94	
Wood End	Down	122	
Woodley	1	71	
Woodley	2	83	
Woodsmoor	Down	90	
Woodsmoor	Up	90	
Wooton Wawen	Down	122	
Wooton Wawen	Up	122	
Worcester Foregate Street	1 - Down and Up	152	
Worcester Foregate Street	2 - Down and Up	154	
Worcestershire Parkway	1 – Up	265	
Worcestershire Parkway	2 – Down	265	
Worcestershire Parkway	3	265	
Worcester Shrub Hill	1B - Down	147	
Worcester Shrub Hill	2 - Down	259	Platform 2 can be used for two short trains, but no intermediate signal is provided
Worcester Shrub Hill	2 - Up	259	Platform 2 can be used for two short trains, but no intermediate signal is provided.
Worcester Shrub Hill	3	70	Bay Bay will hold 3 Mk I or Mk III/Sprinter vehicles
Workington	Down	80	Additional 105m unlined
Workington	Up	81	Additional 103.5m unlined
Wylde Green	Down	153	
Wylde Green	Up	152	
Wythall	Down	119	
Wythall	Up	119	
Yardley Wood	Down	143	
Yardley Wood	Up	143	

5.4.1 Loop Lengths

The table below shows the maximum length of train that may use each of the loops at the following 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 to the loop to the block joint in rear unless stated otherwise. All lengths quoted exclude allowance for locomotives or stand back unless stated otherwise. Check Sectional Appendix for locations where standage is not quoted.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Kilburn Up and Down Goods Loop	Up & Down	96	617	Between signals WM722 and WM723
Up & Down Goods No1	Up & Down	169	1083	Between signals WM781 and WM758
Up & Down Goods No2	Up & Down	169	1083	Between signals WM783 and WM756
Brent Reception & Departure 1	Up & Down	38	243	Between signals WM785 and WM778
Brent Reception & Departure 2	Up & Down	38	243	Between signals WM787 and WM780
Up Kings Langley Loop	Up	124	794	
Rugby Up and Down Through Siding	Up & Down	105	672	Rear of Signal RN4184
Rugby Up Goods Loop	Up	118	756	Rear of Signal RN4182

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Up Northampton Fast (through line)	Up	50	322	Between signals RY1022 and RY1209
Northampton Down Goods Loop	Down	128	823	Between signals RY1043 and RY1220
Northampton Up & Down Slow	Up/Down	94	602	Between signals RY1038 and RY1041

MD137 HARLES DEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Railnet Reception 1	Up & Down	39	248	Between signals WY32 and 764
Railnet Reception 2	Up & Down	39	248	Between signals WY34 and 766
Railnet Reception 3	Up & Down	39	248	Between signals WY36 and 768
Railnet Reception 4	Up & Down	39	248	Between signals WY38 and 770
Up and Down High Level Goods	Up & Down	39	250	Between signals WM767 and WM772

MD166 NORTH POLE JN TO WEMBLEY				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Willesden Relief	Up & Down	69	443	Between signals WM829 and WM827
Up Willesden Relief	Up & Down	69	443	Between signals WM931 and WM929

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Coventry	Up Slow Platform 1	46	294	Between CB6044 and RC9055 signals
Coventry	Up Fast Platform 2	46	294	Between CB4046 and RC9053 signals
Coventry	Up and Down Slow	30	195	Between signal CB6057 and clear of platform 4
Coventry	Platform 3 Down Fast	51	331	Between RC4051 and CB9048 signals
Coventry	Platform 4 Up and Down Slow	38	247	Between RC6049 and CB9050 signals
Birmingham International	Platform 1 (Down)	64	416	Between CB8101 and clear of axle counter section CBRA
Birmingham International	Platform 1 (Up)	64	413	Between CB9108 and clear of axle counter section CBRG
Birmingham International	Platform 2 (Down)	64	416	Between CB8103 and clear of axle counter section CBRA
Birmingham International	Platform 2 (Up)	64	413	Between CB9106 and clear of axle counter section CBRG
Birmingham International	Platform 3 (Down)	90	580	Between CB4105 and clear of axle counter section CBEG
Birmingham International	Platform 3 (Up)	117	753	Between CB9104 and clear of axle counter section CBES
Birmingham International	Platform 4 (Down)	87	559	Between CB9107 and clear of axle counter section CBUV
Birmingham International	Platform 4 (Up)	60	386	Between CB4102 and clear of axle counter section CBUK 91 SLU/585 metres available clear of axle counter section CBUJ but foul of CB175B/A points to platform 3
Birmingham International	Platform 5 (Down)	99	638	Between CB9109 and clear of axle counter section CBUV
Birmingham International	Platform 5 (Up)	99	638	Between CB7100 and clear of axle counter section CBUJ
Monument Lane	Up Through Sidings	112	717	
Monument Lane	Down	86	554	Standage at Signal BW9189
Monument Lane	Up	102	654	Standage at Signal BW7186
Soho North Jn – Down Soho Goods Loop	Down	42	270	Between signals BW8207 and BW7202
Soho North Jn – Down Soho Goods Loop	Up	45	289	
Watery Lane (Down Stour Goods)	Down	108	694	
Watery Lane (Up Stour Goods)	Up	79	512	
Down Bushbury Goods Loop	Down	153	981	

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Kings Norton Arrival & Departure	Up & Down	82	530	Not suitable for electric traction Between signals SY523 and SY57
Blackwell Down Goods Loop	Down	89	570	
Down Bromsgrove Loop	Down	309	1983	
Up Bromsgrove Loop	Up	111	720	From signal BA7612 to clear of 641 points The Tamper Siding cannot be accessed when the Up Bromsgrove Loop is occupied by a freight service.
Up Spetchley Goods Loop	Up	80	512	From signal BA7648 to clear of 650 points
Down Abbotswood Goods Loop	Down	80	512	From signal to BA7659 to clear of 652 points
Up Eckington Goods Loop	Up	78	500	

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Bescot	Bescot UG WL24 to WL22	55*	352*	* 135 SLUs WL24 to WL9
Bescot	Bescot UG WL19 to WL9	60	384	
Bescot	Bescot U&DG	213	1363	

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Perry Barr Goods Loop	Down	69	442	

MD401 HEYFORD TO BORDESLEY JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Up Aynho Goods Loop	Up	127	817	
Up Banbury Loop	Up	127	815	Signal OL7120 to overlap of signal OL7134
Up Banbury Loop	Up	128	823	Stood at signal OL7134
Down Banbury Loop	Down	127	815	Between signal OL7129 and overlap of signal OL9128
Down Banbury Loop	Up	105	673	Signal OL9128 to overlap of OL7129 assuming routing via Down Cherwell Valley in Up direction

MD401 HEYFORD TO BORDESLEY JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Banbury Loop	Up	126	807	Signal OL9128 to overlap of OL9140 assuming routing via Down Banbury Goods Loop in Up direction
Down Banbury Goods Loop	Down	125	806	Between signal OL7143 and signal OL9140
Down Banbury Goods Loop	Up	125	806	Signal OL9140 to Signal OL7143
Fenny Compton Down Goods Loop	Down	127	814	Between signals OL7153 and OL7150
Fenny Compton Down Goods Loop	Down	95	613	Between signals OL1191 and OL7150
Fenny Compton Down Goods Loop	Up	127	814	Between signals OL7150 and OL7153
Fenny Compton Down Goods Loop	Up	95	613	Between signals OL7150 and OL1191
Fenny Compton Up Goods Loop	Up	72	461	
Leamington Spa Down Cherwell Valley	Down	46	294	
Leamington Spa Up Cherwell Valley	Up	60	384	
Down Hatton Goods Loop	Down	190	1217	
Up and Down Dorridge Goods Loop	Down	133	852	
Up and Down Dorridge Goods Loop	Up	126	810	
Up and Down Dorridge Passenger Loop	Down	133	852	
Up and Down Dorridge Passenger Loop	Up	126	810	
Up Dorridge Passenger Loop	Up	82	525	
Down Bordesley Goods Loop	Down	84	538	
Up Bordesley Goods Loop	Up	172	1102	

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Up and Down Kenilworth Loop	Up & Down	125	800	

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Hawkesbury Lane	Up	58	371	

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Droitwich Spa Down Goods Loop	Down	44	282	
Droitwich Spa Up Goods Loop	Up	68	436	
Down Kidderminster Goods Loop	Down	69	447	
Stourbridge Down Goods Loop	Down	39	250	
Stourbridge Down Through Siding	Down	39	250	

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Rowley Regis Goods Loop	Down	61	392	
Up Rowley Regis Goods Loop	Up	65	422	
Up Rood End Goods Loop	Up		456	
Queens Head Sidings	A&D	53	345	

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Washwood Heath Through Siding	Down	116	746	Between WP1944 and WP8891 signals
Up Washwood Heath Goods Loop	Up/Down	132	850	
Down Saltley Goods Loop	Down	21	135	
Duddeston Junction	Down/Up	83	534	Down Derby Goods between WP9882 & WP6903 signals for run round.

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Arley Goods Loop	Down/Up	76	491	

MD701 MARYLEBONE TO AYNHO JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Wembley Turnback Siding	Down	39	256	
Wembley Stabling Siding (proposed)	Up	37	240	Between ME39 signal and buffer stops
South Ruislip	Down Greenford	41	262	Rear of ME73 signal.

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Malvern Wells Down Goods Loop	Down	54	346	

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Stafford	Platform 1	48	311	Between signals LS5582 and SC9355
Stafford	Up Stafford Fast	47	306	
Stafford	Down Stafford Fast	45	290	
Stafford	Platform 3	45	290	Between signals SC5591 and LS9346
Stafford	Up Stafford Slow Platform 4	45	290	Between signals LS5588 and SC9349
Stafford	Down Stafford Slow Platform 5	47	303	Between signals SC5587 and LS9350
Stafford	Platform 6	47	301	
Stafford	Stafford Goods Loop	47	301	

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Rickerscote	Up Slow	139	890	

NW2005 SPEKE JN TO GARSTON JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Garston Goods	Down	127	819	Between signals WE7837 and WE1852
Up Garston Goods	Up	116	745	Between signals WE1853 and WE7836
Garston Through Siding	Down	116	745	Between signals WE1855 and WE1848
Garston Through Siding	Up	116	745	Between signals WE1848 and WE1855

NW2015 ORDSALL LANE JN TO EDGE HILL

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Eccles Up Goods Loop	Up	124	794	
Up and Down Earlestown West	Down/Up	55	354	

NW3023 EDGELEY JN NO.2 TO MICKLE TRAFFORD

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Skelton Jn Down Goods Loop	Down/Up	57	371	
Northwich Down and Up Goods	Down/Up	74	478	Between Northwich East Jn and Northwich Station Jn

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Oxheys Up Passenger Loop	Up	145	934	
Barton & Broughton Down Passenger Loop	Down	161	1033	
Oubeck Down Goods Loop	Down	69	447	From signal PN213 to clearing point in rear
Oubeck Up Goods Loop	Up	72	466	From signal PN212 to clearing point in rear
Lancaster South Jn	Up	121	775	From signal PN223 to clear of platform 5 is 72SLU/467m
Lancaster Down Passenger Loop (Platform 3)	Down	56	363	
Lancaster Down Main	Down	71	454	
Lancaster Up Main	Up	50	320	
Carnforth No.1 Up & Down Goods Loop	Down	67	435	
Carnforth No.2 Up & Down Goods Loop	Down	67	435	
Carnforth No.1 Up & Down Goods Loop	Up	67	435	
Carnforth No.2 Up & Down Goods Loop	Up	67	435	
Carnforth Up Passenger Loop	Up	80	512	
Oxenholme Down Windermere	Down	55	355	
Oxenholme Up Goods Loop	Up	74	478	From signal CE42 to block joint exclusive of stand back allowance
Grayrigg Down Passenger Loop	Down	67	430	
Grayrigg Up Passenger Loop	Up	68	440	
Tebay Down & Up Goods Loop		88	565	
Shap Summit Up Goods Loop	Up	70	450	
Shap Summit Down Siding	Down	35	224	
Harrisons Down Goods Loop	Down	63	405	
Eden Valley Up Goods Loop	Up	151	971	Signal to block joint exclusive of stand back allowance
Penrith Down Slow	Down	155	996	From signal CE208 to CE188
Plumpton Up Goods Loop	Up	77	495	From signal CE229 to clearing point in rear
Upperby Down Goods Loop	Down	72	466	
Upperby Down Through Goods	Down	72	466	

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Upperby Up Through Goods	Up	92	589	
Carlisle A Siding		40	283	
Carlisle B Up & Down Goods	Down	27	198	
Carlisle B Up & Down Goods	Up	45	292	From signal CE296 to clear of trap points 750A in rear. This will block access in the Up direction to C Up & Down Goods
Carlisle C Up & Down Goods	Down	27	200	
Carlisle C Up & Down Goods	Up	45	292	From signal CE297 to clear of trap points 750A in rear. This will block access in the Up direction to B Up & Down Goods
Carlisle No.1 Carriage Siding		34	241	
Carlisle No.2 Carriage Siding		34	241	
Carlisle High Wapping Siding No.1		23	152	
Carlisle High Wapping Siding No.2		19	126	
Carlisle High Wapping Siding No.3		16	107	
Kingmoor Up Passenger Loop	Up	133	879	Standage at signal CE453
Kingmoor Up Through Siding	Up	108	695	Standage at signal CE455
Kingmoor Up Through Siding	Up	137	881	Standage at signal CE453
Quintinshill Up Passenger Loop	Up	90	579	
Quintinshill Down Passenger Loop	Down	88	566	

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
St. Bees	Up & Down	218	218	Up platform clear of crossing TC to SB6 is 140m

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Chelford Loop	Down	142	909	
Up Chelford Loop	Up	148	953	
Alderley Edge Down Siding	Down	24	154	
Alderley Edge Up Siding	Up	18	116	
Wilmslow Down Reversing Siding	Down	24	155	
Stockport Down Main	Down	32	210	
Stockport Down Goods	Down	33	217	
Mayfield Goods Loop	Down and Up	19	127	

NW5009 COLWICH JN TO CHEADLE HULME

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Sideway Jn (Down Passenger Loop)	Down	72	465	
Stoke Up and Down Through Siding	Down	24	157	
Stoke Up and Down Through Siding	Up	24	157	
Longport Down Siding	Down	124	795	
Bradwell Jn (Up Goods Loop)	Up	43	279	Between Longport Jn and Bradwell Jn
Macclesfield South Turnback	Down	44	284	Standage between MD4833 and MD9848 signals on Down Stoke

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Heaton Norris Up Goods Loop	Up	114	730	

NW5015 HADFIELD TO ARDWICK JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Guide Bridge Down and Up Passenger Loop	Down	136	875	
Guide Bridge Down and Up Passenger Loop	Up	112	720	

NW6003 CASTLEFIELD JN TO ALLERTON JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Glazebrook East Jn Down Passenger Loop	Down	44	288	

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Brewery Jn Down Passenger Loop	Down	74	479	Between Brewery Jn and Thorpes Bridge Jn
Thorpes Bridge Jn Up Passenger Loop	Up	71	455	Between Thorpes Bridge Jn and Brewery Jn
Vitriol Works Up Goods Loop	Up	49	320	
Castleton Down Goods Loop	Down	59	382	

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINE)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
King Street Siding	Down	81	519	Standage from PN449 signal to PN455 at Taylor Street. A train stood at PN449 will prevent access to/from King Street Depot
King Street Siding	Up	81	519	Standage from PN455 signal to PN449 at Blackburn Bolton Jn. A train occupying the full length will prevent access to/from King Street Depot

NW7021 MILES PLATTING JN TO MARSDEN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Diggie Down Passenger Loop	Down	49	320	

NW9001 DORE WEST JN TO EDGELEY JN NO.1 (HOPE VALLEY LINES)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Earles Sidings Down Goods Loop	Down	55	358	
Hazel Grove Down Cheadle Loop	Down	64	410	To Northenden Jn only
Hazel Grove Down Siding	Down	23	150	
Hazel Grove Up Siding	Up	23	150	

NW9005 CHINLEY NORTH JN TO BUXTON

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Peak Forest Down and Up Through Siding	Up and Down	135	870	
Peak Forest Up Siding 1	Up			
Peak Forest Up Siding 2	Up			
Peak Forest Up Siding 2A	Up			
Peak Forest Up Siding 3	Up			
Peak Forest Up Siding 4	Up			
Buxton URS Head Shunt		11	73	
Buxton URS Single Line Access		51	332	Crossover to Head Shunt
Buxton URS Engine Run Round		51	332	Crossover to Head Shunt
Buxton URS Single Line Access		96	618	Full length
Buxton URS Engine Run Round		96	618	Full length

NW9021 BUXTON TO HAZEL GROVE EAST JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Buxton Station Holding Siding		34	222	Also known as Middle Siding

NW9901 GARGRAVE TO CARLISLE SOUTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Blea Moor Up Goods Loop	Up	77	494	
Howe & Co's Sidings Reception Line	Down & Up	44	288	

5.5 Timing Allowances

All allowances shown are in minutes.

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

All allowances are indicative for the Final Principal Rules and are subject to change.

E refers to engineering allowance

P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – SX 0600-2230 Camden Jn to Ledburn Jn 0600-2240 Ledburn Jn to Hanslope Jn 0600-2300 Hanslope Jn to Hillmorton Jn via Weedon See NW1001 for allowance across Trent Valley toward Crewe					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Tring	E		1		Apply between 0600 – 2230 SX Applies only to services terminating at Tring
Approaching Milton Keynes Central	E		1		Apply between 0600 - 2240 SX
Approaching Hanslope Jn	E	1			Apply between 0600 - 2240 SX Can be applied approaching Milton Keynes Central for trains routed Down Fast to Down Slow or Milton Keynes Reversible Fast
Approaching Hillmorton Jn	E	1			Apply between 0600 - 2300 SX
Up – SX 0600-2355 Colwich to Rugby Trent Valley Jn 0600-2300 Hillmorton Jn to Hanslope Jn via Weedon 0600-2240 Hanslope Jn to Ledburn Jn 0600-2230 Ledburn Jn to Camden Jn					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	1	1		Apply between 0600 - 2355 SX
Approaching Tring	E	1	1		Apply between 0600 - 2240 SX
Approaching Wembley Central	E		1		Apply between 0600 - 2230 SX Applies to freight routed to Wembley Yard and all trains to the Willesden Relief Lines
Approaching Willesden West London Jn		1	1		Apply between 0600 - 2230 SX

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – SX Daytime					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD120 CAMDEN JN TO WATFORD JUNCTION (DC LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Watford Junction	E	1			
Up – SX Daytime					
Approaching Camden Jn	E	1			

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Nuneaton	E	1*			* Freight only

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daily					
Approaching Coventry	E	1			
Approaching Proof House Jn	E	1			Does not apply to any service that stop at any location between Coventry and Proof House Jn (excluding Birmingham International)
Approaching Wolverhampton	E	1			Does not apply to all stations services formed of Classes 323/350/730

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daily					
Approaching Bushbury Jn.	E	1			
Approaching Galton Jn	E	1*			* Does not apply to all stations services formed with 323, 350 or 730 units This allowance should be applied approaching Galton Jn but may be moved to approaching Soho South Jn in order to aid timetable construction
Approaching Coventry	E	1*			*Does not apply to any service that stops at any location between Proof House Jn and Coventry (excluding Birmingham International)
Approaching Rugby Trent Valley Jn	E	1			

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Barnt Green	E	1*			* Does not apply to services formed of 323/730 units. This allowance should be applied approaching Barnt Green, but may be moved to approaching Bromsgrove in order to aid junction working at Barnt Green
Up – SX Daytime					
Approaching Barnt Green	E	1*			* Does not apply to services formed of 323/730 units. This allowance should be applied approaching Barnt Green, but may be moved to approaching Longbridge in order to aid junction working at Barnt Green
Approaching Selly Oak	E	1*			* Does not apply to services formed of 323/730 units

MD315 STECHFORD NORTH JN TO ASTON SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Aston	E	2*			* Does not apply to services formed with 323/730 units

MD320 PROOF HOUSE JN TO BUSHBURY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Darlaston Jn	E	1*			* Does not apply to services formed with 323/730 units
Up – SX Daytime					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Soho East Jn	E	1*			* Does not apply to services formed with 323/730 units

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – SX Daytime					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Walsall	E	1*			* Does not apply to services formed by EMUs.
Approaching Rugeley Power Station Jn	E	1*			* Does not apply to all station services
Up – SX Daytime					
Approaching Ryecroft Jn	E	1*			* Does not apply to all station services

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Lichfield Trent Valley Jn	E	2			

MD401 HEYFORD TO BORDESLEY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Leamington Spa	E	1			
Approaching Tyseley	E	1			Does not apply to West Midlands Trains that stop at all stations between Dorridge and Acocks Green; for journeys commencing from Whitlocks End; or a train that has Run Round on the Tyseley Up and Down Through Sidings
Up – SX Daytime					
Approaching Leamington Spa	E	1*			* Does not apply to services from MD415 Hatton Station to Stratford-upon-Avon route
Approaching Heyford	E	1*			* Does not apply to services that start at Banbury.

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Nuneaton	E	4			
Approaching Chilvers Coton Jn	E	1			
Up – SX Daytime					
Approaching Coventry	E	1			

MD415 HATTON STATION TO STRATFORD-UPON-AVON

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Stratford-upon-Avon	E	1*			* Does not apply to services from Hatton

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Stourbridge Junction	E	1*			* Applies to trains terminating at Stourbridge Junction except those that have called at all stations from Birmingham Snow Hill (inclusive)
Approaching Kidderminster	E	1			Only applies to trains terminating at Kidderminster
Approaching Droitwich	E	1*			To be shown approaching Droitwich Up Goods Loop for trains booked to use the loop

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Smethwick Jn	E	1 #			# Applies only to trains routed towards Galton Jn on MD440
Approaching Birmingham Snow Hill	E	1*			* Does not apply to trains originating at Stourbridge Junction that call at all intermediate stations to Birmingham Snow Hill (inclusive)

MD501 TAMWORTH (INCLUSIVE) TO PROOF HOUSE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Kingsbury Jn	E	1			Does not apply to trains from Birch Coppice/Kingsbury terminals

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

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

MD565 CASTLE BROMWICH JN TO RYECROFT JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Ryecroft Jn	E	1			
Up – SX Daytime					
Approaching Park Lane Jn	E	1			

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Bordesley Jn	E	1*			* Only applies to Cross-Country services

MD701 MARYLEBONE TO AYNHO JN

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

MD701 MARYLEBONE TO AYNHO JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Bicester North	E	1			
Approaching Marylebone	E	1			

MD705 GREENFORD WEST JN TO SOUTH RUISLIP

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

MD712 AMERSHAM TO AYLESBURY

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

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Abbey Foregate	E	1			
Up – SX Daytime					
Approaching Oxley Stafford Road Jn	E	1			

MD810 MADELEY JN TO IRONBRIDGE POWER STATION

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

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

Down – Daily					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Worcestershire Parkway	E	1*			* Does not apply to services formed with 165, 166 units To be applied at Norton Jn for trains that do not call at Worcestershire Parkway

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

Down – Daily

Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledbury	E	1			
Approaching Shelwick Jn	E	1*			* Does not apply to services formed with 165, 166 and 769 units

Up – Daily

Location	Type	FL/ML	SL	GL	Remarks
Approaching Worcester Foregate Street	E	1*			* Does not apply to services formed with 165, 166 and 769 units

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

Down

Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	1	1		0545 – 2355
Approaching Basford Hall Jn	E	1	1		
Approaching Euxton Jn	E	1	1		
Approaching Preston Ribble Jn	E	1	1		

Up

Location	Type	FL/ML	SL	GL	Remarks
Approaching Weaver Jn	E	1			
Approaching Crewe Coal Yard	E	1	1		
Approaching Norton Bridge	E	1			Applies to Class 1 and 9 passenger trains only
Approaching Stafford	E		1		Does not apply to trains from NW5008 Norton Bridge to Stone Jn

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

Down

Location	Type	FL/ML	SL	GL	Remarks
Approaching Stafford Trent Valley Jn	E	1			

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Crewe Gresty Lane	E	2			

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Golborne Jn	E	1			
Up – Daily					
Approaching Winwick Jn	E	1			

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Runcorn	E	1	1		
Approaching Liverpool South Parkway	E	1	1		
Up – Daily					
Approaching Weaver Jn	E	1			

NW2015 ORDSALL LANE JN TO EDGE HILL

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Liverpool Lime Street	E	2	2		May be taken anywhere between Huyton and Liverpool Lime Street
Up – Daily					
Approaching Ordsall Lane Jn	E	2			Does not apply to any train starting from Weaste or Eccles

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Wigan North Western	E	2	2		Only applies to trains terminating at Wigan North Western and assuming no further allowance is taken between Springs Branch Jn and Wigan North Western on route NW1001

NW3001 CREWE NORTH JN TO HOLYHEAD

Please refer to Western and Wales edition of the Timetable Planning Rules for Saltney Jn to Holyhead

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Chester	E	1			Only applies to trains terminating at Chester
Up – Daily					
Approaching Crewe	E	1			

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Acton Grange Jn	E	1			
Up – Daily					
Approaching Mickle Trafford	E	2			

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Chester	P	1			Only applies to Merseyrail Electrics Class 2 services

NW3013 HOOTON SOUTH JN TO HELSBY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ellesmere Port	P	1			Only applies to Merseyrail Electrics Class 2 services
Up – Daily					
Approaching Ellesmere Port	E	2			

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Northwich East Jn	E	1			
Approaching Mickle Trafford	E	1			
Up – Daily					
Approaching Altrincham	E	1			
Approaching Edgeley Jn No.2	E	1			

NW4001 PRESTON RIBBLE JN TO COVE LEVEL CROSSING

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn
Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Lancaster	E	1*			* Terminating services only
Approaching Oxenholme Lake District	E	1\$			\$ For trains to Windermere branch only. Allowance may be moved to beyond Oxenholme at timer's discretion.
Approaching Tebay	E	1			

NW4001 PRESTON RIBBLE JN TO COVE LEVEL CROSSING

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Carlisle	E	2			
Up – Daily					
Approaching Carnforth North Jn (from Oxenholme)	E	1			
Approaching Lancaster	E	1			Only applies to trains originating from Windermere or Barrow-in-Furness and terminating at Lancaster or Morecambe
Approaching Preston Fylde Jn	E	2			

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Blackpool North	E	1*			* When applied to Freight trains the allowance can be taken anywhere between Preston Fylde Jn and Blackpool North depending on destination of train.
Up – Daily					
Approaching Preston	E	1			

NW4011 MORECAMBE SOUTH JN TO MORECAMBE

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Morecambe	E	2			Only applies to trains originating from beyond Lancaster

NW4019 OXENHOLME TO WINDERMERE

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Windermere	E	1			Only applies to trains originating from beyond Oxenholme Lake District

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Carnforth	E	1*			Only applies to trains to Barrow-in-Furness and beyond originating from south of Preston. * Does not apply to MU trains

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Barrow-in-Furness	E	2	2	2	Allowance increased to 12 minutes for all traction types for S.L.W. purposes - refer to Engineering Access Statement for more details.
Approaching Millom	E	1*			* Only applies to trains terminating at Millom
	P	2 ^{\$}			\$ Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). If there are no request stops between Barrow-in-Furness and Millom no performance allowance is required.
Approaching Sellafield	E	2*			* Only applies to trains terminating at Sellafield
	P	2 ^{\$}			\$ Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Whitehaven	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Workington	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Wigton	P	2 ^{\$}			\$ Reduced by ½ minute for each station the train is not required to call (A request stop is a booked call)
Approaching Currock Jn	E	2			
	P	1 ^{\$}			\$ Reduced by ½ minute for each station the train is not required to call (A request stop is a booked call). If there are no request stops between Workington and Currock Jn no performance allowance is required.

All Performance allowances to be shown as adjustment time { } in schedules on NW4033

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

Up – Daily

Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Wigton	P	1½			
Approaching Workington	P	2			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Whitehaven	E	2*	2*		* Only applies to trains terminating at Whitehaven
	P	1½ ^{\$}			\$ Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). If there are no request stops between Carlisle and Whitehaven no performance allowance is required.

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

Up – Daily					
Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Sellafield	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call)
Approaching Millom	P	2			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call).
Approaching Park South Jn	P	1½			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). If there are no request stops between Millom and Park South Jn no performance allowance is required.
Approaching Barrow-in-Furness	E	2	2	2	Reduced to 1 minute for trains starting at Millom.
Approaching Carnforth	E	1	1	1	Allowance increased to 12 minutes for all traction types for S.L.W. purposes refer to Engineering Access Statement for more details.
All Performance allowances to be shown as adjustment time { } in schedules on NW4033					

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Cheadle Hulme	E	E	1*		* Only applies to trains originating beyond Alderley Edge
Up – Daily					
Approaching Sydney Bridge Jn	E	1	1		

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Slade Lane Jn	E	2			Only applies to trains originating from Wilmslow and beyond can be placed anywhere between Heald Green South Jn. and Slade Lane Jn. if required
	P	½			Only applies to trains calling all stations from Manchester Airport

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Heald Green West Jn	P	½			Only applies to trains calling all stations from Manchester Piccadilly

NW5008 NORTON BRIDGE TO STONE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Norton Bridge	E	1*			Applies to trains routed towards Colwich via Stafford

NW5009 COLWICH JN TO CHEADLE HULME

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Congleton Approaching Stoke-on-Trent Jn	E	1*			* Applies to Passenger trains that started south of Stoke on Trent (excluding CrossCountry and West Midlands Trains) and all Freight trains irrespective of origin
Approaching Cheadle Hulme	E	1£			£ Only applies to trains starting south of Macclesfield
Up – Daily					
Approaching Stoke-on-Trent	E	1*			* Does not apply for services towards Derby
Approaching Colwich	E	1			

NW5015 HADFIELD TO ARDWICK JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Guide Bridge	P	1			Only applies to trains routed to/via Manchester Piccadilly Platform 14
Approaching Ardwick Jn	E	2			Only applies to trains originating from beyond Stalybridge and beyond New Mills South Jn
Approaching Ardwick Jn	E	1			Only applies to MU trains originating from Hadfield/ Glossop
Up – Daily					
Approaching Dinting	E	1*			* Only applies to MU trains

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Euxton Jn	E	2			May be taken between Euxton Jn and Preston on route NW1001
Up – Daily					
Approaching Salford Crescent	E	2			

NW6003 CASTLEFIELD JN TO ALLERTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Warrington Central	E	1			Only applies to trains terminating at Warrington Central
Approaching Liverpool South Parkway	E	2			Does not apply to stopping trains originating from Warrington Central. Allowance increased to 12 minutes for all traction types between 0020 and 0600 Mondays to Saturdays (for S.L.W. purposes refer to Engineering Access Statement for more details)
Up – Daily					
Approaching Trafford Park East Jn	E	2			Does not apply to trains originating from Trafford Park Sidings, F.L.T. or Euroterminal. Allowance increased to 12 minutes for all traction types between 0020 and 0600 Mondays to Saturdays (for S.L.W. purposes - refer to Engineering Access Statement for more details)

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Wigan Station Jn/Wigan Wallgate	E	2			Only applies to trains terminating at Wigan North Western or Wigan Wallgate
Approaching Southport	E	2			
Up – Daily					
Approaching Salford Crescent	E	2			

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Blackburn	E	2			Only applies to trains terminating at Blackburn
Up – Daily					
Approaching Bolton	E	2			Only applies to trains terminating at Bolton

NW6013 LOSTOCK JN TO CROW NEST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Lostock Jn	P	1½			Only applies to all trains originating from north of Lancaster running via Wigan North Western

NW6015 WIGAN WALLGATE TO KIRKBY

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Kirkby	E	2			
Up – Daily					
Approaching Wigan Wallgate	E	1			

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Thorpes Bridge Jn	E	2			

NW7007 FARINGTON CURVE JN TO ORMSKIRK

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ormskirk	E	1			Only applies to MU trains
Up – Daily					
Approaching Farington Curve Jn	E	1			Only applies to MU trains May be taken between Farington Curve Jn and Preston on route NW1001

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCS LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hall Royd Jn	E	2			These allowances also apply to trains terminating at Blackburn from the Preston direction
Up – Daily					
Approaching Farington Curve Jn	E	2			May be taken between Farington Curve Jn and Preston on route NW1001

NW7013 DAISYFIELD JN TO HELLIFIELD

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hellifield	E	2			
Approaching Clitheroe	E	2			Only applies to trains terminating at Clitheroe
Up – Daily					
Approaching Clitheroe	E	2			Only applies to trains from Hellifield or beyond

NW7017 GANNOW JN TO COLNE

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Colne	E	2			

NW7021 MILES PLATTING JN TO MARSDEN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Diggle Jn	P	½			Applies to all stations stopping trains between Manchester Victoria and Huddersfield. This allowance is to cover for potential overtime of station dwells along the route.
Up – Daily					
Approaching Ashton Moss North Jn	P	½			Applies to all stations stopping trains between Huddersfield and Manchester Victoria. This allowance is to cover for potential overtime of station dwells along the route.
Approaching Philips Park West Jn	E	2			Also applies to trains towards Philips Park South Jn, however, does not apply to stopping trains originating at Greenfield or Stalybridge

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Philips Park South Jn	E	2			

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Southport	P	1			Only Applies to Merseyrail Electrics Class 2 services
Up – Daily					
Approaching Hunts Cross West Jn	P	1			Only applies to Merseyrail Electrics Class 2 services
Approaching Sandhills	P	½			Only applies to Merseyrail Electrics Class 2 services. Increased to 1 minute for services terminating at Liverpool Central

NW8005 SANDHILLS JN TO ORMSKIRK

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ormskirk	P	1			Only applies to Merseyrail Electrics Class 2 services

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching West Kirby	P	1			Only applies to Merseyrail Electrics Class 2 services

NW8015 BIDSTON EAST JN TO NEW BRIGHTON (NEW BRIGHTON LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching New Brighton	P	1			Only applies to Merseyrail Electrics Class 2 services

NW9001 DORE WEST JN TO EDGELEY JN No.1 (HOPE VALLEY LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hazel Grove High Level Jn	E	2*			* 3 Applies to all MU trains except Class 2 stopping services and trains formed of Class 185 units for which 2 minutes apply.
Approaching Hazel Grove High Level Jn	P	1			
Up – Daily					
Approaching Totley Tunnel East	E	3 [£]			£ 2 185 2½ Class 2 stopping trains

NW9021 BUXTON TO HAZEL GROVE EAST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hazel Grove	E	2			
Up – Daily					
Approaching Buxton	E	2			

NW9901 GARGRAVE TO CARLISLE SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Petteril Bridge Jn	E	2			Allowance increased to 17 minutes for all traction types during the times when S.L.W. is required - refer to Engineering Access Statement for more details
Up – Daily					
Approaching Settle Jn	E	15			Only applies during the times when S.L.W. is required refer to Engineering Access Statement for more details

NW9903 SETTLE JN TO CARNFORTH STATION JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Carnforth	E	2			

NW9909 CORBY GATES TO PETTERIL BRIDGE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down only- Daily					
Approaching Petteril Bridge Jn	2				Allowance to be included within Network Rail LNE timings

5.5.2 SX Night Time (See routes for applicable times)

SX daytime/daily allowances apply to those routes excluded from this section

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – 2230-0600 Camden Jn – Ledburn Jn, 2240-0600 Ledburn Jn to Hanslope Jn (Planned as 2 track using SL)					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		
Approaching Hillmorton Jn	E	10			
Up – 2230-0600 Camden – Ledburn Jn, 2240-0600 Ledburn Jn to Hanslope Jn					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	10	10		2355-0545
Approaching Hanslope Jn	E		10		2255-0600 SX
Approaching Ledburn Jn	E		5		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		2		

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 0001MX – 0530 MSX or 0600SO					
Approaching Northampton	E	2			
Approaching Hillmorton Jn	E	2			
Up – SX Nights					
Approaching Northampton	E	2			

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Wolverhampton	E	10			0001 TWThFS to 0545 TWThFS * Does not apply to services formed with 323/730 units
Up – SX Nights					
Approaching New Street	E	10			0001 TWThFS to 0545 TWThFS * Does not apply to services formed with 323/730 units

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Barnt Green	E E	1* 7*			22.00 MTWThF to 00.30 TWThFS 00.30 TWThFS to 05.30 TWThFS * Does not apply to services formed with 323/730 units
Up – SX Nights					
Approaching Kings Norton	E E	1* 7*			22.00 MTWThF to 00.30 TWThFS 00.30 TWThFS to 05.30 TWThFS * Does not apply to services formed with 323/730 units
Approaching Selly Oak	E	1*			2200 to 00.30 * Does not apply to services formed with 323/730 units

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

Down – SX Nights					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	10	10		2355SX-0545MX

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN

For planning purposes Gobowen to Wrexham North Jn (exclusive) are shown in Western & Wales Timetable Planning Rules – GW731

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Saltney Jn	E	2			
Up – Daily					
Approaching Wrexham General	E	2			Only applies to trains terminating at Wrexham/Croes Newydd

5.5.3 SO Day time (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – SO Day 0600–2000 Camden Jn to Ledburn Jn, 0620-2000 Ledburn Jn to Hanslope Jn					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Tring	E		1		Applies only to services terminating at Tring
Approaching Milton Keynes Central	E		1		
Approaching Hanslope Jn	E	1			Can be applied approaching Milton Keynes Central for trains routed Down Fast to Down Slow or Milton Keynes Reversible Fast
Approaching Hillmorton Jn	E	1	1		
Up – SO Day 0620-2000 Hanslope Jn to Ledburn Jn, 0600-2000 Ledburn Jn to Camden Jn					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	1	1		
Approaching Ledburn Jn	E		1		Applies to Class 1 passenger trains only
Approaching Tring	E	1	1		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard/Nodal Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E	1	2		
	P	1			Applies to Class 1 Avanti West Coast services only

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Day 0600 – 2000					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – SO Day 0600 – 2000					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Daytime					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – SO Daytime					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

NW1001 ARMITAGE JN. (INCLUSIVE) TO PRESTON FYLDE JN

Down – 0545-2230 (SX Daily allowances to apply North of Colwich)					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	1	1		
Up – SO Day 0545-2230					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Norton Bridge	E	1			Applies to Class 1 passenger trains only
Approaching Stafford	E		1		Does not apply to trains from NW5008 Norton Bridge to Stone Jn

5.5.4 SO Night time (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – 2000 Sat – 1200 Sun (Timed as 2 track railway using SL) From 2230 SO until 0900 SUN, the Trent Valley is closed for Engineering reasons					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		
Approaching Hillmorton Jn	E		1		
Approaching Colwich	E	3	3		
Up – 2000 Sat – 1200 Sun (Timed as 2 track railway using SL) From 2230 SO until 0900 SUN, the Trent Valley is closed for Engineering reasons					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Newbold Jn	E	3	3		
Approaching Tring	E		2		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		4		Does not apply to trains that have commenced their journey at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2000 Sat – 1200 Sun					
Approaching Northampton	E	2			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up– 2000 Sat – 1200 Sun					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	2			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

5.5.5 Sundays Daytime (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

Down – 2000 Sat – 1200 Sun (Euston to Rugby timed as 2 track railway using SL) 0900-1200 Sun – Rugby to Colwich timed as 2 track railway using FL except Milford/Whitehouse-Stafford where SL is used.					
Down – 1200-2100 Sun					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Tring	E		2		
Approaching Milton Keynes Central	E	3 1	1		
Approaching Hanslope Jn	E	1			
Approaching Hillmorton Jn	E	2 1	1		
Up – 2000 Sat – 1200 Sun (Euston – Rugby timed as 2 track railway using SL) 0900-1200 Sun – Rugby to Colwich timed as 2 track railway using FL except Milford/Whitehouse-Stafford where SL is used.					
Up – 1200-2130 Sun					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	1			
Approaching Ledburn Jn	E	1	1		
Approaching Tring	E	2 1	1		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E	3 1	2		Does not apply to trains that have commenced their journey at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 1200-2130 Sun					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – 1200-2130 Sun					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

Down – 0900-1200 Sun Rugby to Colwich timed as 2 track railway using FL except Milford/Whitehouse-Stafford where SL is used.					
0900 to 1200 Armitage Jn to Colwich timed as a 2 track railway using FL					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	5 1	5 1		Applies between 1200-2355 Sun
Up – 2300 Sat – 0600 Mon					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Stafford	E	1			Does not apply to trains from NW5008 Norton Bridge to Stone Jn

5.5.6 Sunday Night time (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

Down – 2100 Sun – 0600 Mon (Euston to Rugby timed as 2 track railway via Northampton using SL)

Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		

Up – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)

Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		4		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		2		

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

Timing Section	Type	FL/ML	SL	GL	Remarks

Down – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)

Approaching Northampton	E	2			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			

Up – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)

Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	2			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks

Down – Sat to Mon

Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
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Up – Sat to Mon

Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units
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NW4001 PRESTON RIBBLE JN TO COVE L. C.

Please refer to line of route NW1001 for Preston Ribble Jn to Preston Fylde Jn

Please refer to Line of Route SC001 (Scotland Timetable Planning Rules for Gretna Jn to Cove L.C.

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sunday Night/Monday Morning Only					
Refer to Engineering Access Statement for details of times of SLW/weaves or other relevant information. N.B.: All these allowances are applied in conjunction with Scotland engineering schedules (see Scotland Engineering Access Statement/Plan.) Only 1 instance of SLW should be in operation between Preston and Carstairs/Law Jn N.B.: When S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down).					
Approaching Carlisle	E	30			Applies to all trains terminating at Carlisle and to trains routed via Annan (G&SWR) N.B.: These allowances do not apply to any trains running through to Scotland via Lockerbie (i.e. WCML) – allowances will be shown in Scotland Rules of the Plan
Up – Sunday Night/Monday Morning Only					
Refer to Engineering Access Statement for details of times of SLW/weaves or other relevant information. They apply to all trains. N.B.: These allowances to be transferred as appropriate to match the Southern limits of possessions as shown in Engineering Access Statement. N.B.: All these allowances are applied in conjunction with Scotland engineering schedules (see Scotland Engineering Access Statement/Plan.) Only 1 instance of SLW should be in operation between Preston and Carstairs/Law Jn. N.B.: When S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down).					
Approaching Preston Fylde Jn	E	30			

6 Timetabling Considerations

6.1 Advertised and Working Times

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

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

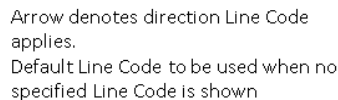
- (i) Where the WTT departure time is delayed to achieve the required headway behind a preceding train or margin following a conflicting move.
- (ii) As an aid to punctual departure where this practice has been agreed between the Train Operator and Network Rail.

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

6.2 Timing of Light Locomotives

It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Area Timing Specialist.

The following diagram is supplementary to the information shown in section 2.1



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