



Network Rail
Capacity Planning
The Quadrant
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14th June 2022

Commentary on the London North Eastern Timetable Planning Rules 2023

Version 2.2

Final Revised Rules for Principal Change Timetable 2023

This document is a covering note for the Timetable Planning Rules – Final (V2.2) Revised Rules 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 Version 2.1 of the 2023 Timetable Planning Rules.

| 5 | Running Times, Margins and Allowances | |
|---|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | |
| | 5.3 Junction Margins and Station Planning Rules | <p>LN627</p> <p>Pelaw Junction SRT Adjustment amendments to improve the presentation of wording and the addition of an acceleration allowance for trains from Jarrow</p> <p>Pelaw Junction margins updated to reflect the changes to the infrastructure alongside the introduction of new margins.</p> <p>Pelaw Metro Junction – All margins at Pelaw Metro Junction were previously listed at Pelaw Junction, these have been moved to be shown under Pelaw Metro Junction</p> |

These represent the Final Revised Timetable Planning Rules (the ‘final rules’) for the Principle Change Timetable in accordance with Part D of the Network Code, Condition D2.2.7.

As per Condition D2.2.8 of Part D of the Network Code, any timetable participant dissatisfied with any decision of Network Rail in respect of those Rules is entitled to appeal against any

part of it. Any such appeal shall be conducted in accordance with Condition D5 of Part D of the Network Code and must be made by a timetable participant, and initiated in accordance with Network Code Part D, Conditions D2.2.8 (a) and (b).

Regards

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Timetable Planning Rules

London North Eastern

2023 TIMETABLE

Version 2.2

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**Revised Final Rules for Principal Change Timetable 2023
1st April 2022**

Contents

| Section | Page no. | Section | Page no. |
|------------------------------------------------|-----------|------------------------------------------------------------------------------|------------|
| 1 Introduction and General Notes | 3 | 5.1 Sectional Running Times | 81 |
| 1.1 Index of Routes | 4 | 5.1.1 Source of Current SRTs | 81 |
| 1.2 Sectional Appendices and Rule Book | 7 | 5.1.2 Method of Calculation | 81 |
| 1.2.1 Sectional Appendix | 7 | 5.1.3 New and Revised Sectional Running Times | 81 |
| 1.2.2 Rule Book | 7 | 5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines | 82 |
| 1.3 Definitions | 8 | 5.2 Headways | 83 |
| 1.3.1 Train Classification | 9 | 5.2.1 Headway Values | 83 |
| 1.3.2 Days of Operation | 9 | 5.2.2 General Capacity Constraints | 109 |
| 1.3.3 Traction and Rolling Stock | 14 | 5.3 Junction Margins and Station Planning Rules | 110 |
| 1.3.4 Line Codes | 14 | 5.4 Platform Lengths | 289 |
| 1.3.5 Activity and Other Codes | 16 | 5.4.1 Loop Lengths | 306 |
| 2 Route Description | 18 | 5.5 Timing Allowances | 307 |
| 2.1 Planning Geography | 18 | 5.5.1 SX Daytime (See routes for applicable times) | 309 |
| 2.2 Route Opening Hours | 69 | 5.5.2 SX Nighttime (See routes for applicable times) | 324 |
| 3 Electrification | 79 | 5.5.3 SO Daytime (See routes for applicable times) | 326 |
| 3.1 Electrification Limits | 79 | 5.5.4 SO Nighttime (See routes for applicable times) | 327 |
| 3.2 Electrification Supply Restrictions | 79 | 5.5.5 SUNDAY Daytime (See routes for applicable times) | 329 |
| 4 Rolling Stock Restrictions | 80 | 5.5.6 Sunday Night time (See routes for applicable times) | 337 |
| 4.1 Locomotive Route Availability | 80 | 6 Timetabling Considerations | 340 |
| 4.2 Passenger Stock Restrictions | 80 | 6.1 Advertised and Working Times | 340 |
| 4.3 Freight Wagon Restrictions | 80 | 6.2 Timing of Light Locomotives | 340 |
| 4.4 Freight Train Load Limits | 80 | | |
| 4.5 Freight Train Length Limits | 80 | | |
| 5 Running Times, Margins and Allowances | 81 | | |

1 Introduction and General Notes

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

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

Final Timetable Planning Rules are issued with timetable Access Request Information before the commencement of the development period for the Principal Change timetable to which the Rules apply and cover a 12-month period. Revised Timetable Planning Rules are issued with timetable Access Request Information before the commencement of the Subsidiary Change timetable development period and show changes applicable to the Subsidiary Change timetable period which have been agreed since the issue of the annual Timetable Planning Rules.

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 Requests for train paths must be compliant with Timetable Planning Rules. If a Train Operator wishes to submit an Access Request for a train path which is not compliant with Timetable Planning Rules it should consult the Network Rail Capacity Planning team to establish whether an amendment to Timetable Planning Rules is likely to be agreed and, if appropriate, submit an amendment proposal which will be considered by Network Rail in accordance with the Change Procedure set out in the National Timetable Planning Rules. The Timetable Planning Rules amendment proposal should be submitted to Network Rail as early as possible and certainly no later than the time of submission of the Access Request. 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 Network Rail Capacity Planning team to establish a realistic timescale for evaluation of the proposed change before submission of the Access Request.

1.1 Index of Routes

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

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

| | |
|-------|----------------------------------------------------------|
| LN674 | High Level Bridge Jn to Greensfield Jn |
| LN676 | Park Lane Jn to King Edward Bridge South Jn |
| LN678 | Darlington North Jn to Eastgate |
| LN682 | King Edward Bridge South Jn to Petteril Bridge Jn |
| LN684 | Low Fell Jn to Norwood Jn |
| LN694 | Benton North Jn to Morpeth North Jn via Bedlington |
| LN696 | Hepscott Jn to Morpeth Jn |
| LN698 | Butterwell South Branch |
| LN700 | Butterwell North Branch |
| LN702 | Bedlington North Jn to Lynemouth Alcan |
| LN706 | West Sleekburn Jn to North Blyth |
| LN708 | Winning Jn to Marchey's House Jn |
| LN724 | Holgate Jn to Skelton Jn |
| LN736 | Cleethorpes to Nunnery Main Line Jn via Retford |
| LN738 | Great Coates No.1 to Union Dock |
| LN740 | Grimsby Marsh West Jn to Humber Road Jn |
| LN741 | Habrough Jn to Ulceby South Jn |
| LN742 | Killingholme to Brocklesby Jn |
| LN744 | Ulceby North Jn to Barton on Humber |
| LN746 | Cottam Power Station to Clarborough Jn |
| LN748 | Retford Western Jn to Thrumpton West Jn |
| LN750 | Woodburn Jn to Deepcar |
| LN752 | Wrawby Jn to Marshgate Jn |
| LN754 | Scunthorpe Foreign Ore Branch |
| LN756 | Scunthorpe Trent Jn to Roxby |
| LN758 | Branccliffe East Jn to Kirk Sandall Jn |
| LN762 | St Catherine's Jn to Decoy South Jn |
| LN764 | St Catherine's Jn to Potteric Carr Jn (Low Ellers Curve) |
| LN766 | Bentley Jn to Hexthorpe Jn (Doncaster Avoiding Line) |
| LN768 | Mansfield Woodhouse to Shireoaks East Jn |
| LN772 | Warsop Jn to Shirebrook Jn |
| LN782 | Woodend Jn to Shireoaks West Jn |
| LN784 | High Marnham to Shirebrook East Jn |
| LN786 | Bevercotes Colliery Branch |
| LN788 | Thoresby Colliery Branch |
| LN790 | Rufford No.1 Coal Stacking Site to Clipstone East Jn |
| LN800 | Clipstone South Jn to Clipstone West Jn |
| LN802 | Welbeck Colliery Branch |
| LN804 | Tapton Jn to Gascoigne Wood Jn via Sheffield |
| LN806 | Tapton Jn to Masborough Jn via 'Old Road' |
| LN807 | Dore South Jn to Dore West Jn |
| LN808 | Dore Station Jn to Totley Tunnel East |
| LN809 | Shepcote Lane West Jn to Tinsley Yard East End |
| LN810 | Shepcote Lane West Jn to Tinsley South Jn |
| LN812 | Shepcote Lane East Jn to Broughton Lane Jn |
| LN814 | Tinsley North Junction to Sheffield Tram W210 |
| LN815 | Parkgate Junction to Sheffield Tram Parkgate |
| LN816 | Beighton Jn to Woodhouse Jn |
| LN818 | Holmes Jn to Rotherham Central Jn (Holmes Curve) |
| LN824 | Moorthorpe Jn to South Kirkby Jn |
| LN826 | Doncaster South Yorkshire Jn to Swinton |
| LN828 | Mexborough Jn to Aldwarke Jn via Kilnhurst |
| LN830 | Aldwarke Jn to Woodburn Jn |
| LN832 | Doncaster Bridge Jn to St. James Jn |
| LN836 | Doncaster Marshgate Jn to Neville Hill East Jn |
| LN838 | Leeds Armley Jn to York Skelton Jn via Harrogate |
| LN840 | Engine Shed Jn to Whitehall East Jn |

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

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

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

Electrification limits refer to relevant Table 'A'

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

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

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

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

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

1.2.2 Rule Book

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

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

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

1.3 Definitions

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

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

1.3.1 Train Classification

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

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

| Headcodes / TID list | |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TID | Class 1 services (WTT) |
| 1Axx | Leeds / Bradford Forster Square / Harrogate / Skipton – London Kings Cross Middlesbrough – York Newcastle - York Bradford Interchange – London Kings Cross Bradford Interchange / Sunderland – London Kings Cross Hull / Beverley – London Kings Cross |
| 1Bxx | Manchester Airport – Sheffield – Cleethorpes Cleethorpes – Sheffield – Manchester Airport York – Preston / Blackpool North Blackpool North / Preston – York Lincoln / Newark North Gate (starters) – London Kings Cross London Kings Cross – Newark North Gate (terminators) / Lincoln |
| 1Cxx | Sheffield / Derby / Leicester – London St Pancras Leeds – Sheffield – London St Pancras via Derby London Kings Cross – Cambridge semi-fast services Cambridge – London Kings Cross semi-fast services Sheffield – Derby |
| 1Dxx | London Kings Cross – Leeds / Bradford Forster Square / Harrogate / Skipton London St Pancras – Lincoln via Nottingham London St Pancras – Leeds via Nottingham and Sheffield Leeds – Chester via Bradford Interchange and Calder Valley London Kings Cross – Bradford Interchange |
| 1Exx | Edinburgh Waverley / Stirling / Glasgow Central – London Kings Cross Aberdeen – London Kings Cross |

| | |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Inverness – London Kings Cross Aberdeen – Leeds Edinburgh Waverley – Newcastle / Leeds Carlisle – Nottingham via S&C and Leeds Liverpool Lime Street / Manchester Airport – Scarborough Southampton Central / Reading / Guildford – Newcastle Plymouth – York / Leeds Chester – Leeds via Calder Valley and Bradford Interchange Glasgow Central – Newcastle via Carlisle and Tyne Valley Willesden PRDC – Low Fell Mail Terminal Mail Train |
| 1Fxx | St Pancras – Sheffield via Derby Leicester – Sheffield via Derby Derby – Sheffield Scarborough – Liverpool Lime Street Middlesbrough – Liverpool Lime Street |
| 1Gxx | Hull – Scarborough Scarborough - Hull |
| 1Hxx | London Kings Cross – Hull / Beverley Leeds – Manchester Victoria via Bradford Interchange and Calder Valley Sheffield – Hull via Selby |
| 1Ixx | Not used |
| 1Jxx | Manchester Victoria– Leeds via Bradford Interchange and Calder Valley Leeds – Manchester Victoria via Bradford Interchange and Calder Valley Hull – Sheffield via Goole Scarborough / Bridlington – Sheffield via Hull and Goole |
| 1Kxx | Hull – Manchester Piccadilly via Leeds, Huddersfield and Guide Bridge Manchester Piccadilly - Hull via Guide Bridge, Huddersfield and Leeds Lincoln – Peterborough via Sleaford |
| 1Lxx | Liverpool Lime Street – Nottingham – Norwich Birmingham New Street – Leicester – Stanstead Airport Doncaster – Sheffield – Worksop – Lincoln Leeds – Barnsley – Sheffield – Worksop – Lincoln Lincoln – Worksop – Sheffield – Barnsley - Leeds |
| 1Mxx | Glasgow – Newcastle – Birmingham New Street Leeds – Manchester Victoria via Bradford Interchange and Calder Valley Manchester Victoria – Leeds via Calder Valley and Bradford Interchange Leeds – Carlisle via S&C Up Sleeper services via the ECML Low Fell Mail Terminal – Willesden PRDC Mail Train |
| 1Nxx (excl 1N50) | London Kings Cross - Newcastle London Kings Cross – York (terminators) London Kings Cross – Sunderland London Kings Cross - Middlesbrough York – Middlesbrough Newcastle – Carlisle Carlisle - Newcastle Saltburn – Middlesbrough – Newcastle – Carlisle via Darlington and ECML Stansted Airport – Leicester – Birmingham New Street Leeds – Sheffield via Barnsley not calling at Castleford |
| 1N50 | Down ECML Charter Path |
| 1Oxx | Newcastle – Southampton Central / Guildford |

| | |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1Pxx | Peterborough – London Kings Cross semi-fast services (1P01 to 1P79) London King's Cross – Peterborough semi-fast services (1P00 to 1P78) Peterborough – London Kings Cross fast services (maximum of four stops; 1P81 to 99) London King's Cross – Peterborough fast services (maximum of four stops; 1P80 to 98) Newcastle – York – Leeds – Huddersfield – Manchester Airport Manchester Airport – Huddersfield – Leeds – York – Newcastle Middlesbrough – York – Leeds – Huddersfield – Manchester Airport Manchester Airport – Huddersfield – Leeds – York – Middlesbrough |
| 1Qxx | Test Trains |
| 1Rxx | Norwich – Nottingham – Liverpool Lime Street York – Selby – Hull via Church Fenton or ECML London Kings Cross – Letchworth / Baldock / Royston semi-fast services Royston / Baldock / Letchworth – London Kings Cross semi-fast services |
| 1Sxx | London Kings Cross – Edinburgh Waverley / Glasgow Central Penzance – Plymouth – Birmingham New Street – Edinburgh – Aberdeen |
| 1Txx | Kings Lynn – Ely - London Kings Cross London Kings Cross – Ely - Kings Lynn Grosmont – Whitby NYMR Whitby – Grosmont NYMR |
| 1Uxx | Not used |
| 1Vxx | Aberdeen – Edinburgh – Birmingham New Street – Plymouth – Penzance Newcastle – Reading |
| 1Wxx | London Kings Cross – Aberdeen London Kings Cross – Inverness London Kings Cross - Stirling Leeds – Aberdeen Sheffield – Hull – Bridlington via Goole |
| 1Xxx | Not used |
| 1Yxx | York (starters) – London Kings Cross Newcastle (starters) – London Kings Cross Sunderland – London Kings Cross via Newcastle Middlesbrough – London Kings Cross Berwick Upon Tweed – London Kings Cross Leeds – Barnsley – Sheffield – Nottingham Nottingham – Sheffield – Barnsley - Leeds |
| 1Zxx | Not to be used in the WTT |

| TID | Great Northern / Thameslink Suburban Class 2 services (WTT) |
|---------|----------------------------------------------------------------------------------------------------------------------------------------------|
| 2B01-79 | Hertford North to Moorgate |
| 2B00-78 | Moorgate or King's Cross to Hertford North |
| 2B81-97 | Hertford North to Moorgate via SL2 |
| 2B80-96 | Moorgate or King's Cross to Hertford North via SL2 |
| 2Cxx | King's Cross to Cambridge stopping services Cambridge to King's Cross stopping services |
| 2Dxx | Stevenage, Hertford North or Gordon Hill to King's Cross (odd) Moorgate or King's Cross to Stevenage Platform 4 via Hertford North (even) |
| 2F01-79 | Stevenage to Moorgate via Hertford North |
| 2F00-78 | Moorgate or King's Cross to Stevenage Bay via Hertford North |
| 2F81-99 | Stevenage to Moorgate via Hertford North and SL2 |
| 2F80-98 | Moorgate or King's Cross to Stevenage via SL2 and Hertford North |
| 2G01-79 | Gordon Hill to Moorgate |
| 2G00-78 | Moorgate or King's Cross to Gordon Hill |
| 2G81-99 | Gordon Hill to Moorgate via SL2 |

| | |
|---------|--------------------------------------------------------------------------------------------------------------------------------------|
| 2G80-98 | Moorgate or King's Cross to Gordon Hill via SL2 |
| 2K01-97 | Welwyn GC to Moorgate via SL2 |
| 2K00-96 | Moorgate to Welwyn GC via SL2 |
| 2K98-99 | Moorgate staff trains |
| 2Pxx | Peterborough to King's Cross stopping services King's Cross to Peterborough stopping services |
| 2Rxx | Royston, Baldock or Letchworth to King's Cross stopping services King's Cross to Letchworth, Baldock or Royston stopping services |
| 2V01-99 | Welwyn GC to Moorgate |
| 2V00-98 | Moorgate to Welwyn GC |
| 2W01-79 | Alexandra Palace or Finsbury Park to Moorgate or King's Cross |
| 2W00-78 | Moorgate or King's Cross to Finsbury Park or Alexandra Palace |
| 2W81-99 | Alexandra Palace to Moorgate or King's Cross via SL2 |
| 2W80-98 | Moorgate or King's Cross to Alexandra Palace via SL2 |
| 2Yxx | Welwyn GC to King's Cross (includes Thameslink services) King's Cross to Welwyn GC (includes Thameslink services) |

| Thameslink Services (Applicable from May 2018 Timetable) | |
|----------------------------------------------------------|---------------------------------------------------------------------------------------------|
| TID | Class 5 services to Hornsey EMUD |
| 5E00-09 | Spare / Non-GTR services |
| 5E10-49 | GTR South-End arrivals |
| 5E50-69 | GTR North-End arrivals from London via Bowes Park Reversing Siding |
| 5E70-79 | GTR North-End arrivals from or via Welwyn Garden City |
| 5E80-89 | GTR North-End arrivals from or via Hertford North / Gordon Hill |
| 5E90-99 | Test trains and extraordinary services |
| TID | Class 9 services (WTT) |
| 9Jxx | Peterborough and Horsham via London Bridge and Redhill |
| 9Sxx | Cambridge and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines |
| 9Uxx | Cambridge and Maidstone East / Ashford via London Bridge and Swanley |
| 9Yxx | Welwyn Garden City / Blackfriars and Sevenoaks via Catford and Swanley |

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <p>The fifth headcode character must match one of the following based on where the train terminates:</p> <ul style="list-style-type: none"> – B – Kent and Sussex – C – Wessex – D – Great Western – E – Central & West Coast South and East Midlands – F – North West – G – LNE – H – Anglia – L – Scotland <p>The sixth headcode character is the next sequential alpha available / freeform</p> | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

| Abbreviation | Description |
|--------------|----------------------------------------------------------------------------------------------------------------------|
| 15X | DMU classes 150/153/155/156/158/159 |
| 17X | DMU classes 170 and 175 |
| 22X | DMU classes 220/221/222 |
| 365 | Classes 365/387 |
| 755 | Bi-Mode Class 755 |
| 80X | Class 800, 801 and 802 multiple units in 5, 9 or 10-car formation; and Class 803 multiple units in a 5-car formation |
| DMU | Any diesel multiple unit (excluding classes 220/221/222) |
| EMU | Any electric multiple unit |
| ECS | Empty Coaching Stock includes empty diesel and electric multiple units. |
| HST | Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles |
| LH | A passenger or parcels train hauled or propelled by one or more locomotives |
| LHCV | Locomotive hauled coaching vehicles |
| Power | Passenger stock equipped with power operated external doors |

1.3.4 Line Codes

This section should be used in conjunction with Section 7 – Appendix A Timing Point Diagrams, which contains explanations of line codes not mentioned in the list below.

| Abbreviation | Description |
|--------------|-------------------------------------------------------------------------------------------------------------------|
| AD | Arrival/Departure Line |
| AL | Avoiding Line |
| BS | Leeds Line B |
| CHC | Copley Hill Chord |
| CL | Carriage Line |
| DBH | Down Barrow Hill |
| DBP | Down Back Platform at Welwyn Garden City |
| DCF | Down Royston Flyover |
| DCT | Down Canal Tunnel |
| DF or DFL | Down Fast Line |
| DG | Two-way Goods No.2 |
| DGL | Down Goods Line |
| DH | Down Harrogate |
| DHL | Down Hendon Line |
| DL | Down Line |
| DM see below | Down Midland – Engine Shed Jn or Leeds West Junction LN872 |
| DM or DML | Down Main Line |
| DN | Leeds Line D – non-preferred route for ARS |
| DPV | Down Passenger Loop |
| DS or DSL | Down Slow Line |
| DSG | Down Scunthorpe Goods |
| DUG | Down and Up Goods |
| EL | Erewash Line |
| ESL | East Slow Line |
| FL | Fast Line – can be numbered e.g. FL1 |
| GL | Goods Line |
| GSL | Goods and Slow Line |
| HS | Holding Siding |
| LSL | Leeds Line |
| ML | Main Line |
| NDS | Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Down Slow Line to King Edward Bridge North Jn |
| NLI | North London Incline |
| NM | Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Up Fast Line to King Edward Bridge North Jn |
| NNL | Normanton Line |
| NS | Up Slow Line from Newcastle Platform 7 to King Edward Bridge North Jn |
| PL | Platform Line |
| RCL | Reception Line |
| RRL | Reversing Line |
| SL | Slow Line – can be numbered e.g. SL1 |
| SGL | Staveley Goods Line |
| TL | Through Line |
| UB | Up Bradford |
| UBH | Up Barrow Hill |
| UCT | Up Canal Tunnel |
| UDB | Up and Down Blackwell |
| UDS | Up and Down Slow Line |
| UF or UFL | Up Fast Line |
| UGL | Up Goods Loop |
| UH | Up Harrogate |
| UHL | Up Hendon Line |
| UL | Up Line |
| UM see below | Up Midland – Leeds West Jn |
| UM or UML | Up Main Line |
| UPV | Up Passenger Loop |

| Abbreviation | Description |
|--------------|------------------------|
| US see below | Up Shipley/Up Sidings |
| US or USL | Up Slow Line |
| UWF | Up Welwyn Flyover |
| WL | Werrington Line |
| WS or WSL | Up West/West Slow Line |
| 2WG | Two-Way Goods |
| WY | Peterborough West Yard |

1.3.5 Activity and Other Codes

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

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

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

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

Line references shown in italics e.g. *SW100* are only for reference purposes.

In the tables below, the following codes apply:

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

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | | |
|---------------------------------------------------------|---------------------------|-------------------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>King's Cross</u> | A B C C X D E F F X | | | Platform detail must be shown See Section 7 for supplementary diagrams for routings with X suffix |
| King's Cross Gaswork Tunnel Reversing Signals | A B C D E F | A B C D D X E E X F | S | |
| <u>Belle Isle</u> | SL FL | A B B X C D D X E E X F D C T U C T | | <i>To/from St Pancras Low Level – Please refer to East Midlands train Planning rules LN3214</i> |
| Copenhagen Junction | SL | NLI | X | |
| Copenhagen Jn Signal YA2070 | | – | S | |
| <u>Holloway South Junction</u> | FL SL GL | FL SL | | |
| Holloway South Signal K326 | | SL2 | S | |
| Finsbury Park Signal K60 | SL SL2 | | S | |
| <u>Finsbury Park</u> | FL SL SL2 | FL SL SL2 | | Platform detail must be shown <i>To/from Drayton Park – LN105</i> <i>To/from Highbury Vale Jn – LN110</i> |
| Finsbury Park Signal K68 | | – | S | |
| <i>Harringay Junction</i> | | | | <i>To/from Harringay Park Jn – EA1370</i> |
| Harringay Up Rev Sidings | – | | S | |
| Harringay Signal K85 | | SL2 | S | |
| Harringay | SL | SL SL2 | S | |
| Harringay Signal K422 | | SL2 | S | |
| Ferme Park Shunt Neck | – | – | S | For shunt moves to/from Ferme Park Carriage Sidings |
| Ferme Park Rec | CL SL2 | SL2 | S | |
| Hornsey EMU Down Reversing Sidings | | – SL2 | | TIPLOC HRNSDRS Siding detail must be shown |
| Hornsey Signal K440 | | – SL2 | S | TIPLOC HRNS440 <i>Available for north to south reversals and movements in the up direction only</i> |
| Hornsey EMUD | SL2 | SL SL2 | S | |
| Hornsey | SL SL2 | SL SL2 | S | |
| Hornsey Signal K453 | SL2 | | S | |
| Hornsey Signal K451 | CL | | S | |
| <u>Alexandra Palace</u> | FL SL | FL SL SL2 CL | | Platform details must be shown for stopping trains and non-stop via platforms |
| <i>Wood Green North Jn</i> | | | | <i>To/from Hertford North – LN120</i> |
| Bounds Green TRSMD | | – | S | |
| New Southgate | FL SL | FL SL | S X | |
| Oakleigh Park | FL SL | FL SL | S | |
| New Barnet Up Siding | | – | S | |
| New Barnet | FL SL | FL SL | S X | |
| Hadley Wood | FL SL | FL SL | S | |
| <u>Potters Bar</u> | FL SL | FL SL | | Platform detail must be shown |
| Potters Bar Signal K146 | | – | S | |
| Potters Bar Signal K148 | | – | S | |
| Brookmans Park | FL SL | FL SL | S | |

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | | |
|---------------------------------------------------------|--------------|-----------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Welham Green | SL | SL | S | |
| Marshmoor | | FL | X | |
| Hatfield | FL SL | SL FL | S X | Trains routed UWF from Welwyn Garden City via Flyover are to be timed at Hatfield |
| Welwyn GC Rev Sidings | – | | S | |
| Welwyn GC Signal K167 | – | | S | |
| Welwyn GC Signal K168 | | – | S | |
| <u>Welwyn Garden City</u> | FL SL | FL SL UWF | | Platform details must be shown for stopping trains and non-stop via platforms |
| Welwyn FD | FL SL | SL | S | |
| Welwyn Garden City Signal K180 | | – | S | TIPLOC (WLWY180) |
| Welwyn Garden City Signal K182 | | – | S | TIPLOC (WLWY182) |
| Welwyn Garden City Signal K184 | | – | S | TIPLOC (WLWY184) |
| Welwyn Garden City Carriage Sidings | | – | S | |
| Digswell | FL | FL SL | | |
| Welwyn North | FL | FL | S | |
| <u>Woolmer Green Junction</u> | FL SL | FL | | |
| Knebworth | FL SL | FL SL | S | |
| Langley Junction | SL DL | UL DL | X | <i>To/from Hertford North – LN120</i> All trains running to/from Stevenage Platform 5 must be timed at Langley Jn |
| Langley Junction Signal K211 | – | – | S | For shunt moves to/from Langley Stone Terminal |
| Langley Redlands | | – | S | |
| <u>Stevenage</u> | FL SL | FL SL DSL DL | | Platform detail must be shown |
| Stevenage Signal K214 | | FL SL | S | Only used for ECS reversal |
| Hitchin Signal K687 | – | | S | |
| Hitchin Signal K217 | – | – | S | For shunt moves to/from Hitchin Up Sidings |
| Hitchin Up Sidings | – | FL SL | S | |
| <u>Hitchin</u> | FL SL DCF | FL SL | | Platform details must be shown for stopping trains and non-stop via platforms Trains to Line “DCF” not via Platform 2 to be shown as Platform “DFL” |
| <i>Cambridge Junction</i> | | | | <i>To/from Royston – LN125</i> |
| Hitchin Down Yard | SL | | S | |
| Hitchin Signal K232 | | SL – | S | Reversing point on Down Slow |
| Hitchin Up Yard | – | SL – | S | |
| <i>Hitchin North Junction</i> | | | | <i>To Hitchin East Junction – LN126</i> |
| Cadwell | | FL | X | Trains crossing to Fast Line |
| Arlesey | SL | SL | S | |
| Biggleswade Signal K235 | FL SL | | S | Reversing point on Up Slow |
| Biggleswade Plasmor | | – | S | |
| <u>Biggleswade</u> | FL SL | FL SL | | Platform details must be shown |
| <u>Sandy</u> | FL SL | FL SL | | Platform details must be shown for stopping trains and non-stop via platforms |
| St Neots | FL SL | FL SL | SX | Platform detail must be shown for trains calling at St Neots |

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | | |
|---------------------------------------------------------|------------------------|-------------------|-------------|-----------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | DSL to UFL and DFL to USL or UFL moves not permitted at St Neots |
| Huntingdon Signal P33 | – | | S | Reversing point on Up Slow |
| Huntingdon | FL SL | FL SL | | Platform details must be shown for stopping trains and non-stop via platforms |
| Huntingdon Signal P40 | | FL SL | S | |
| Conington Loop | – | FL | | |
| Conington South Jn | SL | FL SL | | Timing point for all Up trains |
| Holme Junction | FL | | | Timing point for all Down trains |
| Fletton Junction | FL SL | FL | | |
| Peterborough Nene CHS | – | | S | |
| <i>Crescent Junction</i> | | | | <i>To/from Peterborough East Jn – LN135</i> |
| Peterborough | FL SL USL - | FL SL GL DSL - | | Platform detail must be shown |
| Spital Junction South (P458/P79) | SDA SUD SHL – | – | X | Line code SDA/SUD/SHL to Eastfield Jn Blank “ – ” line code to Spital Sidings |
| Peterborough LIP | SHL | – | S | |
| Signal P78 | | – | S | Reversing point on Down Fast |
| Signal P76 | | – | S | Reversing point on Down Slow |
| Peterborough Spital Sidings | – | – | S | Thameslink Stabling Sidings |
| Peterborough Westwood Sdgs | – | – | S | |
| Peterborough Eastfield Junction | GL | SDA SUD SHL | X | All trains not on Fast, Slow or Stamford lines to be timed here |
| Signal E44 | | – | S | Reversing movement |
| Peterborough West Yard | – | – | S | |
| Peterborough Maint. Shed | | – | S | |
| Peterborough Washer Road | | – | S | |
| Peterborough Virtual Quarry – – S | – | – | S | |
| New England North Jn | FL SL | FL SL GL | X | |
| Marholm Junction | SL WL | – | | <i>To/from Glinton Jn LN145 via Werrington Lines</i> Timing point for all trains on the Stamford Lines |
| Werrington Junction | – | SL | X | <i>To/from Spalding – LN170 via Fast and Slow Lines</i> |
| Helpston Junction | – | – | | <i>To/from Uffington LN147</i> Mandatory for trains on the Stamford Lines |
| Tallington Junction | FL SL | FL SL | | |
| Tallington Redland Aggs | | – | S | |
| Stoke Junction | – | FL SL | | |
| Highdyke Jn | | – | X | |
| D1283 G.P.S. | – | | S | <i>Upside to Downside shunt moves</i> |
| Grantham | – | – SL | | Platform detail must be shown |

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|---------------------------|--------------------|------|-------------------------------------------------------------------------------------------------|
| Nottingham Branch Jn | – | – | | Trains on up/down slow line <i>To/from Allington West Jn – LN195</i> |
| Claypole Loops | – | – | | |
| Newark North Gate | – | – | | Platform detail must be shown |
| Signal D83 | – | – | S | |
| <i>Newark Crossing South Jn</i> | | | | <i>To/from Newark Crossing East Jn – LN210</i> |
| Newark Flat Crossing | – DPL | – | | |
| Carlton Loops | – | – | | <i>For train planning purposes, this location is known as Carlton On Trent Loop</i> |
| D1341 G.P.S. | – | | S | P1 to P2 shunt/access to Worksop line |
| Retford | – SL | – UPL | | Platform detail must be shown for stopping trains and non-stopping via platform lines |
| <i>Retford Western Jn</i> | | | | <i>To/from Thrumpton West Jn – LN748</i> |
| Retford Signal D156 | | | S | |
| Babworth Loop | – | | S | Bi-directional loop, down slow after Retford |
| Ranskill Loops | – | – | S | |
| Loversall Carr Jn | WSL – | – | | <i>To/From Flyover West Jn – LN160</i> |
| <i>Loversall Jn</i> | | | | <i>From Flyover East Jn – LN155</i> |
| Black Carr Jn | ESL | ESL – | | Timing point for all trains on the East Slow Line <i>To/from Bessacarr Jn – LN220</i> |
| Potteric Carr Jn | – ESL | ESL – | | Timing point for all trains on the East Slow Line <i>To/from Low Ellers Curve Jn – LN764</i> |
| Doncaster Railport | | – | S | |
| Doncaster Up Decoy | ESL | – | S | |
| Doncaster Sig D254 | | ESL | S | Crew relief point on Up East Slow |
| Decoy North Junction | DFL DS1 DS2 DR – | | X | <i>To/from Decoy South Jn – LN150</i> |
| Doncaster Signal D249 | – | | S | |
| Doncaster Belmont Down Yard | – | – | S | |
| Doncaster Carr IEP Depot | – | | S | |
| Sandbank Junction | – | – | X | For access to/from Doncaster Carr IEP Depot |
| Bridge Junction | – | – | | <i>To/from St James Jn – LN832</i> Timing point for all trains on the West Slow line |
| <i>South Yorkshire Junction</i> | | | | <i>To/from Hexthorpe Jn – LN826</i> |
| Doncaster | – | – FL ESL WSL | | Platform detail must be shown |
| Doncaster West Yard | – | – | S | |
| Marshgate Junction | – | – | S | <i>To/from Leeds – LN836</i> <i>To/from Hull/Cleethorpes – LN752</i> |
| Arksey Loop | – | | S | |
| Shaftholme Junction | – | – | | <i>To/from Temple Hirst Jn LN600</i> <i>To/from Knottingley – LN889</i> |

| LN105 MOORGATE TO FINSBURY PARK JUNCTION | | | | |
|-------------------------------------------------|--------------|-----------|-------------|----------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Moorgate</u> | – | | | Platform details must be shown |
| Moorgate Signal K42 | | – | S | |
| Old Street | – | – | S | |
| Essex Road | – | – | S | |
| Highbury and Islington | – | – | S | Platform details must be shown |
| Drayton Park Signal K43 | – | | S | |
| <u>Drayton Park</u> | – | – | | DC/AC change over |
| Drayton Park Signal K46 | | – | S | |
| <u>Finsbury Park</u> | FL SL SL2 | | | To/from Alexandra Palace – LN101 |

| LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION | | | | |
|----------------------------------------------------------------|-------------|-----------|-------------|------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Canonbury West Jn</u> | – | – | | To/from North London Line – EA1320 |
| <u>Highbury Vale Jn</u> | – | – | | |
| Finsbury Park Signal K53 | – | | S | |
| <u>Finsbury Park</u> | SL SL2 | – | | To/from Alexandra Palace – LN101 |

| LN115 COPENHAGEN JUNCTION TO CAMDEN ROAD CENTRAL JUNCTION | | | | |
|------------------------------------------------------------------|-------------|-----------|-------------|------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Copenhagen Junction | – | SL | X | To/From Alexandra Palace – LN101 |
| <u>York Way North Junction</u> | – | – | | To/from Silo Curve Jn – SO410A |
| Camden Road Incline Junction | | | | To/from Cedar Jn – SO420 |
| Camden Road Central Junction | – | – | X | To/from North London Line – EA1320 |

| LN115 COPENHAGEN JUNCTION TO CAMDEN ROAD CENTRAL JUNCTION | | | | |
|---------------------------------------------------------------------------|-------------|-----------|-------------|------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| LN120 WOOD GREEN NORTH JUNCTION TO LANGLEY JUNCTION (VIA HERTFORD) | | | | |
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| <i>Wood Green North Junction</i> | | | | <i>To/from King's Cross – LN101</i> |
| Alexandra Palace Signal K476 | | – | S | |
| Bounds Green T&RSMD | | – | S | |
| Bowes Park | – | – | S* | *Trains timed to run to/from Bowes Park Reversing Siding must be timed at Bowes Park |
| Bowes Park RRL | | – | S | |
| Palmers Green | – | – | S | |
| Winchmore Hill | – | – | S | |
| Grange Park | – | – | S | |
| Enfield Chase | – | – | S | |
| Gordon Hill | – | – | | Platform details must be shown |
| Crews Hill | – | – | S | |
| Cuffley | – | – | S | |
| Bayford | – | – | S | |
| Hertford North CHS | – | – | S | Sidings 1-4 |
| Hertford North DCS | – | – | S | |
| Hertford North | DL UL | – | | Platform details must be shown |
| Molewood Junction | DL UL | UL DL | | |
| Watton at Stone | DL UL | UL | S | |
| Bragbury Junction | DL UL | UL | | Trains reversing at Signal WL1970 to be timed at Bragbury Junction. |
| Langley Junction Signal WL1971 | – | – | S | TIPLOC LNGY971 |
| Langley South Junction | – | UL DL | | |
| Langley Junction Signal WL1974 | | – | S | TIPLOC LNGY974 |
| Langley Junction | SL DL | UL DL | | <i>To/from Stevenage – LN101</i> All trains to/from Stevenage Platform 5 must be timed at Langley Junction |

| LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE) | | | | |
|----------------------------------------------------------------|-------------|-----------|-------------|------------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| | | | | |
| Hitchin | DCF | – | | <i>To/from Stevenage – LN101</i> |
| Hitchin Up Yard | – | – | S | |
| Hitchin Signal K228 | | – | S | Reversing point on Down Cambridge |
| Hitchin Signal K234 | | – | S | Reversing point between Down Cambridge and Hitchin Up Yard |
| Hitchin Signal K944 | | – | S | |
| Hitchin Signal K945 | – | | S | Protecting signal for Hitchin East Junction |
| <i>Hitchin East Junction</i> | | | | <i>From Hitchin – LN126</i> |
| Letchworth Garden City | – | – | | Platform detail must be shown |
| Letchworth CSD | – | – | S | Trains into Letchworth CSD to/from the station must run via Letchworth A/D Line and reverse at Letchworth CS Reception |
| Letchworth A/D Line | – | – | S | |
| Letchworth CS Reception | – | – | S X | |
| Baldock Signal K242 | | – | S | |

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------|------|----|------|-----------------------------------------------------------------------|
| Baldock | – | – | S | Platform detail must be shown |
| Ashwell and Morden | – | – | S | |
| Royston LOS | | – | S | |
| Royston Signal K245 | – | | S | |
| Royston Old Siding | – | | S | |
| Royston Signal K246 | | – | S | |
| <u>Royston</u> | – | – | | Platform details must be shown To/from Shepreth Branch Jn – EA1230 |

LN126 HITCHIN NORTH JUNCTION TO HITCHIN EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------|------|----|------|---------------------------------------------|
| Hitchin North Junction | | | | To/from King's Cross LN101 |
| Hitchin Signal K941 | – | | S | Protecting signal for Hitchin East Junction |
| Hitchin East Junction | | | | To Cambridge LN125 |

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------------|------|----|------|----------------------------------------------------------------------------------------------------------|
| King's Dyke | | | | LNE/Anglia Boundary – Refer to Anglia Timetable Planning Rules EA1560 for details to and from Kings Dyke |
| <u>Peterborough East Junction</u> | – GL | – | | |
| Crescent Jn | | | | To/from Peterborough – LN101 |

LN145 MARHOLM JUNCTION TO GLINTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|-----------------------------------------------|
| <u>Marholm Junction</u> | WL | – | | To/from Peterborough LN101 via Stamford Lines |
| <u>Glinton Junction</u> | – | WL | | To/from Spalding LN170 |

LN147 HELPSTON JUNCTION TO UFFINGTON

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

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

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

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

| LN165 HARRINGAY PARK JUNCTION TO HARRINGAY JUNCTION | | | | |
|-----------------------------------------------------|------|----|------|----------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Harringay Park Junction | – | – | | <i>To/from Upper Holloway – EA1370</i> |
| <i>Harringay Junction</i> | | | | <i>To Hornsey – LN101</i> |

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

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

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

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

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS

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

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

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

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

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

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

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

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------|----|------|---------------------------------------------------------------------------------|
| <u>Newark Flat Crossing</u> | – | – | | To/from Newark Castle – LN3625. Refer to East Midlands Timetable Planning Rules |
| <u>Newark Crossing East Junction</u> | – | – | | To/from Newark North Gate – LN210 |
| Collingham | – | – | S | |
| Swinderby | – | – | S | |
| Hykeham | – | – | S | |
| <u>Boultham Junction</u> | – | – | | To/from Pyewipe Jn – LN215 |
| <u>West Holmes Jn</u> | – | – | | To/from Lincoln – LN170 |

LN210 NEWARK CROSSING CURVE LINE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|-----------------------------------|
| <u>Newark Crossing South Jn</u> | | | | To/from Newark North Gate – LN101 |
| <u>Newark Crossing East Jn</u> | | | | To/from Boultham – LN206 |

LN215 BOULTHAM JUNCTION TO PYEWIPE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------|------|----|------|-----------------------------------------------|
| <u>Boultham Jn</u> | – | – | | To/from Newark Crossing East Junction – LN206 |
| Pyewipe Jn | – | – | X | To/from Saxilby – LN170 |

LN220 BESSACARR JUNCTION TO BLACK CARR JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------|------|----|------|---------------------------------------|
| <u>Bessacarr Jn</u> | – | – | | To/from Gainsborough Trent Jn – LN170 |
| <u>Black Carr Jn</u> | ESL | – | | To/from Doncaster – LN101 |

LN235 ROSSINGTON COLLIERY BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|---------------------------------|
| <u>Rossington Colliery</u> | – | – | | |
| Rossington Colliery Jn | – | – | X | To/from Flyover West Jn – LN160 |

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|---------------------------------------------------------|
| <u>Shaftholme Junction</u> | – | – | | To/from Haywood Jn – LN889 To/from Doncaster – LN101 |
| Joan Croft Junction | – | – | X | To/from Applehurst Jn – LN844 |
| Doncaster Signal D866 | | – | S | For trains that reverse to propel into Heck Plasmor PS |
| Heck Plasmor PS | | – | S | |
| <u>Temple Hirst Junction</u> | – | – | | To/from Selby – LN910 |
| Hambleton South Junction | – | – | X | To/from Hambleton West Junction – LN904 |

| LN600 SHAFTHOLME JUNCTION TO RESTON GSP | | | | |
|------------------------------------------------|-----------------|-----------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Hambleton North Junction</u> | – | – | | <i>To/from Hambleton East Junction – LN906</i> |
| <u>Colton Junction</u> | – LSL NNL | – LSL NNL | | Trains To/from Hambleton Junction to be – (blank line) unless crossing. Trains to/from Church Fenton be LSL or NNL <i>To/from Church Fenton – LN854</i> |
| Colton North Junction | LSL | NNL | X | |
| York Holgate Sidings | – | LSL | S | |
| <i>Holgate Junction</i> | | | | <i>To/from Skelton Jn via Slow lines – LN618</i> |
| York Y623 Signal | – | | | For Shunting |
| York Y625 Signal | | | | For Shunting |
| York Y627 Signal | – | | | For Shunting |
| York Y629 Signal | – | | | For Shunting |
| <u>York</u> | – | LSL NNL | | Platform detail must be shown |
| York NRM | – | | S | |
| York LIP | – | – | S | |
| York TPE | – | | S | |
| <u>Skelton Junction</u> | FL SL | – DL SL | | DL only to be used in Up direction for trains from Poppleton or Slow lines <i>To/from Poppleton – LN838</i> <i>To/from Holgate Jn via Slow Lines –</i> <i>LN618</i> |
| Skelton Bridge Junction | FL SL | FL SL | X | |
| <u>Tollerton</u> | FL SL | FL SL | | |
| <u>Pilmoor APCO</u> | FL SL | FL SL | | For 80x services that are changing power for Hutton Bonville feeder area |
| <u>Thirsk</u> | FL SL | FL SL | | |
| Longlands Junction | – | SL | X | <i>To/from Boroughbridge Road LC – LN627</i> |
| <u>Northallerton</u> | – | – SL | | |
| <i>Northallerton High Junction</i> | | | | <i>To/from Northallerton East Jn – LN626</i> |
| Northallerton Reversing Line | | – | S | <i>To/from Castle Hills – LN624</i> |
| Darlington Dn Pass Loop | – | | S | |
| <i>Darlington South Junction</i> | | | | <i>To/from Eaglescliffe – LN631</i> |
| <u>Darlington</u> | – | – | | Platform or Loop detail must be shown |
| Darlington Up Sidings | – | – | S | |
| <i>Darlington North Junction</i> | | | | <i>To/from Heighington – LN678</i> |
| <u>Bradbury APCO</u> | – | – | | For 80x services that are changing power for Hutton Bonville feeder area |
| <u>Ferryhill South Junction</u> | – SL | – | | <i>To/from Norton West Junction – LN646</i> |
| Ferryhill Old Yard T.C. | – | – | S | |
| Ferryhill Up Goods Loop | – | – | S | |
| Thrislington | – | – | S | |
| <i>Kelloe Access Line Junction</i> | | | | |
| <u>Tursdale Junction</u> | – | – SL | | |
| <u>Durham</u> | – | – | | |
| Durham Sig T358 | | – | S | |
| Durham Sig T357 | – | | S | |
| Chester-le-Street | – | – | S | |
| <u>Birtley Junction</u> | – SL | – | | |
| Tyne Yard Sig T176 | | – | S | |
| Tyne S.S. | – | – | S | |
| Tyne Yard Sig T193 | – | | S | |

| LN600 SHAFTHOLME JUNCTION TO RESTON GSP | | | | |
|-------------------------------------------------|-----------------|---------------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Low Fell Junction | – | – SL | X | <i>To/from Norwood Jn – LN684</i> Timing point for all trains on the Slow Line |
| <u>King Edward Bridge South Junction</u> | – SL UML | – | | <i>To/from Norwood Jn – LN682</i> <i>To/from King Edward Bridge East Jn – LN676</i> |
| King Edward Bridge North Junction | | – SL | | Slow line only <i>To/from King Edward Bridge East Jn – LN620</i> |
| <i>Newcastle West Junction</i> | | | | <i>To/from Forth Banks – LN622</i> |
| <u>Newcastle</u> | – DML SL UML | – SL DSL ML DML 8SL 8DS 8ML | | Platform detail must be shown Standard line designations These line designations only to be used when departing from Platform 7 via Platform 8 |
| <i>Newcastle East Junction</i> | | | | <i>To/From High Level Bridge Junction – LN627</i> |
| Manors | – ML | – SL | S | Services travelling on the slow line from Newcastle platforms 5 to 8 and stopping at Manors must use the following route codes: Newcastle to Manors – SL Manors to Heaton South Junction – ML Platform detail must be shown |
| <u>Heaton South Junction</u> | – GL | – DML SL UML | | |
| Heaton TRSMD | | – | S | |
| Heaton North Junction | – | – GL | X | |
| Benton North Junction | – | – | X | <i>To/from Newsham L.C. – LN694</i> |
| Cramlington | – | – | S | |
| <u>Morpeth</u> | – GL | – | | <i>To/from Hepscott Jn – LN696</i> |
| Morpeth Loop | | | | |
| Morpeth North Junction | – | | X | <i>To/from Hepscott Jn – LN694</i> |
| Pegswood | – | – | S | |
| Butterwell Junction | – | – | X | <i>To/from Butterwell – LN700</i> |
| Widdrington | – | – | S | |
| Chevington Loops | – | – | S | |
| Acklington | – | – | S | |
| Wooden Gate Junction | – | – | S | |
| <u>Alnmouth for Alnwick</u> | – | – | | |
| Chathill APCO | – | – | | For 80x services that are changing power for the Marshal Meadows feeder area |
| Chathill | – | – | S | |
| <u>Belford</u> | – | – | | |
| Crag Mill Loops | – | – | S | |
| Tweedmouth FD | | – | S | |
| <u>Berwick upon Tweed</u> | – | – | | Platform detail must be shown |
| Berwick Goods Loops | – | – | S | |
| Signal EG403 | – | | | <i>Down trains To Reston – SC147</i> |
| Signal EG402 | | – | | <i>Up trains From Reston – SC147</i> |
| <i>Reston GSP</i> | | | | |

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------|------|----|------|-------|
| | | | | |
| | | | | |

LN618 HOLGATE JUNCTION TO SKELTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------------|-------|-------|------|-----------------------------------------------------------------------------------------------------------------------|
| | | | | |
| <i>Holgate Junction</i> | | | | <i>To/from Colton North Jn – LN600</i> |
| <u>York Yard South Junction</u> | – | LSL – | | Trains to Holgate Sidings/Loop to be – (blank line). Trains to Colton Junction/ Colton North Junction must be LSL. |
| York Yard South | – | – | S | |
| York GR Shed | – | – | S | |
| York NRM Annexe (Warehouse Yard) | – | – | S | |
| York Engineers' Yard | – | – | S | |
| York Yard North | – | – | S | |
| <u>Skelton Junction</u> | FL SL | SL | | <i>To/from Skelton Bridge Jn – LN600</i> <i>To/from Poppleton – LN838</i> |

LN620 KING EDWARD BRIDGE EAST JUNCTION TO KING EDWARD BRIDGE NORTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------------------|------|----|------|---------------------------------------|
| | | | | |
| <u>King Edward Bridge East Junction</u> | – | – | | <i>To/from Greensfield Jn – LN676</i> |
| King Edward Bridge North Junction | USL | – | | <i>To/from Newcastle – LN600</i> |

LN622 FORTH BRANCH

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

LN624 NORTHALLERTON CASTLE HILLS JUNCTION TO CASTLE HILLS WEST GF

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

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION

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

LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|-------|------|----------------------------------------------|
| Longlands Junction | – | – SL | | <i>To/from Thirsk – LN600</i> |
| Boroughbridge Road LC | – | – | | |
| Northallerton East Jn. | – | – | | <i>To/from Northallerton High Jn – LN626</i> |
| Yarm | – | – | | |
| Eaglescliffe | – | – | | <i>To/from Dinsdale – LN631</i> |
| Stockton Cut Junction | – | – | | <i>To/from Bowesfield Jn – LN632</i> |
| Hartburn Junction | – | – | | <i>To/from Bowesfield Jn – LN644</i> |
| Stockton Sig B907 | – | | S | Reversing point on Up line |
| Stockton TJ Thompson | – | – | S | |
| Stockton | – | – | P | |
| Norton South Junction | – | – | | <i>To/from Norton West Jn – LN646</i> |
| Norton East Junction | – | – | X | <i>To/from Norton West Jn – LN648</i> |
| Billingham Junction | – | – | | <i>To/from Belasis Lane – LN652</i> |
| Billingham | – | – | S | |
| Greatham SB | – | – | | |
| Hartlepool South Works | | – | S | |
| Seaton Snook Junction | – | – | X | <i>To/from Seaton on Tees Branch – LN656</i> |
| Seaton Carew | – | – | S X | |
| Cliff House Up Loop Signal GM7110 | | – | S | |
| Cliff House DGL | – | | S | TIPLOC CLFHJN |
| Hartlepool | – | – UGL | | Platform detail must be shown |
| Hartlepool Docks | | – | S | |
| Horden Sig 7137 | – | | | Mandatory in the down direction only |
| Horden Sig 7150 | | – | | Mandatory in the up direction only |
| Horden | - | - | S | |
| Seaham Harbour | – | | S | |
| Seaham Engineering Siding | | – | S | |

LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

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

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

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

LN629 PELAW METRO JUNCTION TO PELAW SOUTH JUNCTION

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

LN630 PELAW NORTH JUNCTION TO PELAW METRO JUNCTION

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

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|----|------|------------------------------------------------------------|
| <i>Darlington South Jn</i> | | | | <i>To/from Darlington – LN600</i> |
| Dinsdale | – | – | | |
| Tees-side Airport | – | – | S | Platform 2 is out of use |
| Allens West | – | – | S | |
| <i>Eaglescliffe South Junction</i> | | | | <i>To/from Northallerton or Boroughbridge L.C. – LN627</i> |

LN632 STOCKTON CUT JUNCTION TO SALTBURN

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

| | | | | |
|-------------------------------|-------|-------|-----|----------------------------------------------------------|
| Grangetown Signal G733 | GL | | S | |
| Grangetown SB | ML GL | ML GL | F X | |
| <i>Grangetown junction</i> | | | | <i>To/from Goods Line and Main Line</i> |
| Tees Dock | | – | S | |
| Shell Junction | – | ML GL | | <i>To/from Wilton – LN638</i> |
| Redcar Ore Terminal Junction | – | – | X | |
| Tod Point Jn | – | – | X | Timing point for all trains to Bulk and mineral terminal |
| Redcar Bulk Terminal | – | – | S | |
| Redcar Mineral Terminal | – | – | S | |
| British Steel Redcar | – | – | S | (Currently out of use) |
| Redcar Central | – | – | | Platform detail must be shown |
| Redcar Central Down Loop | | | | |
| Redcar East | – | – | S | |
| Longbeck | – | – | | |
| Marske | – | – | S | |
| Saltburn West Junction | – | – | | <i>To/from Boulby – LN642</i> |
| Saltburn | | – | | Platform detail must be shown |

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

| LN636 BEAM MILL JUNCTION TO SLAG ROAD (LACKENBY) | | | | |
|---------------------------------------------------------|------|----|------|--------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Beam Mill Junction | – | GL | F | <i>To/from Middlesbrough – LN632</i> |

LN636 BEAM MILL JUNCTION TO SLAG ROAD (LACKENBY)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------|------|----|------|--------------------------------------------|
| <u>Slag Road LC</u> | – | – | | NR boundary <i>To/from Lackenby BSC</i> |

LN638 GRANGETOWN SHELL JUNCTION TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)

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

LN640 ICI WILTON COAL TERMINAL

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------|------|----|------|---------------------------------|
| <i>ICI Wilton Junction</i> | | | | <i>To/from Shell Jn – LN638</i> |
| <u>Wilton Coal Terminal</u> | | – | | |

LN642 SALTBURN WEST JUNCTION TO BOULBY POTASH MINE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|---------------------------------------|
| <u>Salburn West Junction</u> | – | – | | <i>To/from Redcar Central – LN632</i> |
| <u>Saltburn West Signal L209</u> | | | | Timing point for all Down trains |
| <u>Crag Hall Signal Box</u> | – | – | | <i>Token Exchange Point</i> |
| Skinninggrove BSC | – | – | S | |
| Boulby Potash Reception | – | – | S | |
| Boulby Mine Carlin How | – | – | S | |

LN644 HARTBURN JUNCTION TO BOWESFIELD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|---------------------------------|
| <u>Hartburn Junction</u> | – | – | | <i>To/from Stockton – LN627</i> |
| <u>Bowesfield Junction</u> | – | – | | <i>To/from Thornaby – LN632</i> |

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

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

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

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

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE

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

LN656 SEATON-ON-TEES BRANCH

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

LN662 RYHOPE GRANGE JUNCTION TO HENDON

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

LN664 BOLDON EAST JUNCTION TO BOLDON NORTH JUNCTION

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

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

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

LN670 JARROW BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------|------|----|------|------------------------------|
| <u>Pelaw Jn</u> | – | – | | To/from Park Lane Jn – LN627 |
| Jarrow Prax Depot | | – | S | |

LN674 HIGH LEVEL BRIDGE JUNCTION TO GREENSFIELD JUNCTION

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

LN676 PARK LANE JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------------|-------|-------|------|-----------------------------------------------------------------------------------|
| | | | | |
| Park Lane Junction | – UML | – | | <i>To/from Pelaw Jn – LN627</i> |
| Greensfield Jn | – | – | | <i>To/from High Level Bridge Jn – LN674</i> Mandatory on Greensfield Line only |
| King Edward Bridge East Junction | – | – DML | | <i>To/from King Edward Bridge North Jn – LN620</i> |
| King Edward Bridge South Jn | – | – | | <i>To/from Birtley Jn – LN600</i> <i>To/from Norwood Jn – LN682</i> |

Note

Trains in Up Direction is towards Park Lane Junction and the Down Direction is towards King Edward Bridge Junction

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

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

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO PETTERIL BRIDGE JUNCTION

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

LN684 LOW FELL JUNCTION TO NORWOOD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|------|------|----------------------------------|
| Low Fell Junction | – | – SL | X | To/from Birtley Junction – LN600 |
| Low Fell Royal Mail Terminal | – | – | S | |
| <u>Norwood Junction</u> | – | – | | To/from Metrocentre – LN682 |

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|--------------------------------------|
| Benton North Junction | – | – | X | To/from Heaton South Jn – LN600 |
| <u>Newsham L.C.</u> | – | – | | |
| Bedlington Furnaceway Sdgs | – | – | | |
| <u>Bedlington North LC</u> | – | – | | To/from West Sleekburn Jn – LN702 |
| <u>Hepscott Junction</u> | – | – | | |
| Morpeth North Junction | – | – | X | To/from Alnmouth for Alnwick – LN600 |

LN696 HEPSCOTT JUNCTION TO MORPETH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|-------------------------------------|
| <u>Hepscott Junction</u> | – | – | | To/from Bedlington North LC – LN694 |
| <u>Morpeth Junction</u> | – | – | | To/from Morpeth – LN600 |

LN698 BUTTERWELL SOUTH BRANCH

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

LN700 BUTTERWELL NORTH BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------|------|----|------|-------------------------|
| | | | | |
| Butterwell Junction | – | – | X | To/from Morpeth – LN600 |
| Butterwell Opencast | | – | S | |
| Potland Burn | | – | S | |

LN702 BEDLINGTON NORTH TO LYNMOUTH ALCAN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|---------------------------------|
| | | | | |
| <u>Bedlington North LC</u> | – | – | | To/from Benton North Jn – LN694 |
| <u>West Sleekburn Junction</u> | – | – | | To/from Winning – LN706 |
| <u>Marchey's House Junction</u> | – | – | | To/from Winning – LN708 |
| <u>Ashington Junction</u> | – | – | | |
| Lynemouth Alcan | | – | S | |
| Lynemouth Power Station | | – | S | |

LN706 WEST SLEEBURN JUNCTION TO NORTH BLYTH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|----------------------------------|
| | | | | |
| <u>West Sleekburn Junction</u> | – | – | | To/from Bedlington North – LN702 |
| <u>Winning Junction</u> | – | – | | To/from Marchey's House – LN708 |
| <u>Freeman's LC</u> | – | – | | |
| Battleship Wharf | | – | S | |
| <u>North Blyth</u> | | – | | |

LN708 WINNING JUNCTION TO MARCHEY'S HOUSE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|-----------------------------|
| | | | | |
| <u>Winning Junction</u> | – | – | | To/from North Blyth – LN706 |
| <u>Marchey's House Junction</u> | – | – | | To/from Ashington – LN702 |

LN724 HOLGATE JUNCTION TO SKELTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------|------|----|------|-------|
| | | | | |
| Refer to LN618 | | | | |

| LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION | | | | |
|--------------------------------------------------------|--------------|--------------|-------------|-----------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Cleethorpes</u> | | – | | Platform detail must be shown |
| New Clee | – | – | S | |
| Grimsby Docks | – | – | S | |
| Pasture Street Signal 1000 | | – | S | <i>Located Cleethorpes end of Down/Up Passenger Loop</i> |
| Pasture Street Signal 981 | – | | S | <i>Located on Down/Up Main approaching Grimsby Town</i> |
| <u>Grimsby Town</u> | – | – | | Platform detail must be shown |
| Grimsby Marsh Junction | – | – | X | <i>To/from Great Coates No.1 S.B. – LN740</i> |
| Great Coates | – | – | S | |
| Healing | – | – | S | |
| <u>Stallingborough</u> | – | – | | |
| <u>Habrough</u> | – | – | | |
| <i>Habrough Junction</i> | | | | <i>To/from Ulceby – LN741</i> |
| <u>Brocklesby Junction</u> | ML GL | – | | <i>To/from Ulceby – LN742</i> |
| <u>Barnetby</u> | FL DGL SL | – | | Platform detail must be shown |
| <u>Wrawby Junction</u> | – | FL SL DGL | | <i>To/from Scunthorpe – LN752 To/from Holton-le-Moor – LN200</i> |
| <u>Brigg</u> | – | – | | |
| <u>Kirton Lime Sidings</u> | – | – | | |
| <u>Kirton Lindsey</u> | – | – | | |
| <u>Northorpe SB</u> | – | – | | |
| <u>Gainsborough Central</u> | – | – | | |
| <u>Gainsborough Trent Jns</u> | – | – | | <i>To/from Bessacarr Jn – LN170 To/from Gainsborough Lea Road LN170</i> |
| West Burton Power Station | – | – | S | |
| <u>Clarborough Junction</u> | – | – | | <i>To/from Cottam Power Station – LN746</i> |
| Gringley Road Loop | | – | S | |
| <u>Retford Low Level</u> | – | – | | Platform detail must be shown |
| <u>Thrumpton West Junction</u> | – | – | | <i>To/from Retford High Level – LN748</i> |
| Manton Wood Siding | – | | S | |
| <u>Worksop</u> | – | – | | Platform detail must be shown |
| Worksop SS | – | – | S | |
| <u>Shireoaks East Junction</u> | – | – | | <i>To/from Woodend Jn – LN768</i> |
| Shireoaks West Junction | – | – | X | <i>To/from Woodend Jn – LN782</i> |
| <u>Shireoaks</u> | – | – | | |
| <u>Brancliffe East Junction</u> | – | – | | <i>To/from Dinnington Jn – LN758</i> |
| <u>Kiveton Park</u> | – | – | | |
| Kiveton Bridge | – | – | S | |
| <u>Woodhouse Junction</u> | – | – | | <i>To/from Beighton Junction – LN816</i> |
| Woodhouse Sidings | | – | S | |
| Woodhouse | – | – | S | |
| Darnall | – | – | S | |
| <u>Woodburn Junction</u> | – | – | | <i>To/from Broughton Lane Jn – LN830</i> |
| <u>Nunnery Main Line Junction</u> | – | – | | <i>To/from Sheffield – LN804</i> |

LN738 GREAT COATES NO.1 TO UNION DOCK

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------|------|----|------|-----------------------------------------|
| Great Coates No.1 SB | – | – | | <i>To/from Grimsby Marsh Jn – LN740</i> |
| Grimsby Union Dock | | – | | |

LN740 MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

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

LN741 HABROUGH JUNCTION TO ULCEBY SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|---------------------------------|
| <i>Habrough Junction</i> | | | | <i>To/from Habrough – LN736</i> |
| <i>Ulceby South Junction</i> | | | | <i>To/from Ulceby – LN742</i> |

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

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

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|----------------------------------------------------------------------------------------------------------------------------------|
| <i>Ulceby North Junction</i> | | | | <i>To/from Ulceby – LN742</i> |
| Thornton Abbey | – | – | S | <i>All trains in the down direction must come to a stand to wait for the Drivers White Lights for Barton Road Level Crossing</i> |
| Goxhill | – | – | S | |
| Oxmarsh | – | – | S | # Stop required for Token Working |
| New Holland | – | – | S | |
| Barrow Haven | – | – | S | |
| Barton on Humber | – | – | | |

LN746 COTTAM POWER STATION TO CLARBOROUGH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|--------------------------------|
| Cottam Power Station | – | | | |
| Clarlborough Junction | – | – | | <i>To/from Retford – LN736</i> |

LN748 RETFORD WESTERN JUNCTION TO THRUMPTON WEST JUNCTION

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

LN750 WOODBURN JUNCTION TO DEEPCAR

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

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|-------|--------------|------|-------------------------------------|
| Wrawby Junction | – | FL SL DGL | | <i>To/from Brocklesby – LN736</i> |
| Foreign Ore Branch Junction | – | – | | <i>To/from Santon F.O.T. –LN754</i> |
| North Lincoln Junction | DSG | – | X | |
| Scunthorpe Corus CHP | – | | S | |
| Scunthorpe Anchor Exchange | – | | S | |
| Scunthorpe Container Terminal | – | | S | |
| Scunthorpe Entrance 'C' | – | | S | |
| Scunthorpe Trent TC | – DSG | | S | |
| Scunthorpe Trent Junction | – | – | X | <i>To/from Roxby – LN756</i> |
| Scunthorpe FD | – | – | S | |
| Frodingham Jn | – | – ML USG | X | |
| Scunthorpe | – | – | | Platform detail must be shown |

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|-------|------|------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Scunthorpe West Jn</i> | | | | |
| Gunhouse Loop | | – | S | |
| Althorpe | – | – | S | |
| Crowle | – | – | | |
| Thorne South | – | – | S | |
| Thorne Junction | – SL | – | | <i>To/from Goole – LN912</i> All trains on the Fast Lines between Thorne Junction and Kirk Sandall Junction in both directions are timed ‘-’ line |
| Hatfield Colliery | – USL | – | SF | |
| Hatfield & Stainforth | – SL | – SL | | <i>To/from Applehurst Jn – LN842</i> |
| Kirk Sandall | – | – | S | |
| Kirk Sandall Junction | – | – SL | XF | <i>To/from Low Ellers Curve Jn – LN758</i> |
| Bentley Junction | – AL | – | | <i>To/from Hexthorpe Jn – LN826</i> |
| <i>Marshgate Junction</i> | | | | <i>To/from Doncaster – LN101</i> |

LN754 SCUNTHORPE FOREIGN ORE BRANCH

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

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

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

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

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

LN762 ST CATHERINE'S JUNCTION TO DECOY SOUTH JUNCTION

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

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

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

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

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

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

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

LN772 WARSOP JUNCTION TO SHIREBROOK JUNCTION

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

LN782 WOODEND JUNCTION TO SHIREOAKS WEST JUNCTION

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

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTIONS

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

LN786 BEVERCOTES COLLIERY BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------|------|----|------|------------------------------|
| <u>Boughton Junction</u> | – | – | | To/from High Marnham – LN784 |
| Bevercotes Colliery | | – | S | |

LN788 THORESBY COLLIERY BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|------------------------------|
| <u>Thoresby Colliery Junction</u> | – | – | | To/from High Marnham – LN784 |
| Thoresby Colliery | | – | S | |

LN790 RUFFORD NO.1 COAL STACKING SITE TO CLIPSTONE EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|------------------------------|
| <u>Clipstone South Junction</u> | – | – | | Line OOU beyond 10m68ch |
| <u>Clipstone East Junction</u> | – | – | | To/from High Marnham – LN784 |

LN800 CLIPSTONE SOUTH JUNCTION TO CLIPSTONE WEST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|---------------------------------------|
| <u>Clipstone South Junction</u> | – | – | | To/from Clipstone Colliery Jn – LN790 |
| <u>Clipstone West Junction</u> | – | – | | To/from Warsop Jn – LN784 |

LN802 WELBECK COLLIERY BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|------------------------------|
| <u>Welbeck Colliery Junction</u> | – | – | | To/from High Marnham – LN784 |
| <u>Welbeck Colliery Run Round</u> | – | – | | |
| Welbeck Colliery | | – | S | |

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

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

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

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

LN807 DORE SOUTH JUNCTION TO DORE WEST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|----------------------------------------------|
| | | | | |
| Dore South Junction | – | – | X | <i>To/from Dronfield – LN804</i> |
| Dore West Junction | – | – | | <i>To/from Totley Tunnel East Jn – LN808</i> |

LN808 DORE STATION JUNCTION TO TOTLEY TUNNEL EAST

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|--------------------------------------|
| | | | | |
| Dore Station Jn | – | – | | <i>To/from Sheffield – LN804</i> |
| Dore & Totley | – | – | S | |
| Dore West Jn | – | – | | <i>To/from Dore South Jn – LN807</i> |
| Totley Tunnel East | – | – | | <i>To/from Grindleford – NW9001</i> |

LN809 SHEPCOTE LANE WEST JUNCTION TO TINSLEY YARD EAST END

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

LN810 SHEPCOTE LANE WEST JUNCTION TO TINSLEY SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|----|------|----------------------------------------------|
| | | | | |
| <i>Shepcote Lane West Junction</i> | | | | <i>To/from Shepcote Lane East Jn – LN809</i> |
| Tinsley South Junction | – | – | | <i>To/from Tinsley East Jn – LN830</i> |

LN812 SHEPCOTE LANE EAST JUNCTION TO BROUGHTON LANE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------|----|------|-----------------------------------------|
| | | | | |
| Shepcote Lane East Junction | – | – | | <i>To/from Tinsley Yard – LN809</i> |
| Broughton Lane Junction | – | – | | <i>To/From Woodburn Junction- LN830</i> |

LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|--------------------------------|
| | | | | |
| <u>Tinsley North Junction</u> | – | – | | <i>Tram Only To/from LN830</i> |
| <i>Sheffield Tram W210</i> | – | – | | |

LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER LINE

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|--------------------------------|
| | | | | |
| <u>Parkgate Junction</u> | – | – | | <i>Tram Only To/from LN830</i> |
| <u>Sheffield Tram Parkgate</u> | – | – | | |

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------------|------|----|------|---------------------------------------------|
| | | | | |
| <u>Beighton Junction</u> | – | – | | <i>To/from Barrow Hill North Jn – LN806</i> |
| <i>Beighton Station Junction Signal Box</i> | | | | |
| <u>Woodhouse Junction</u> | – | – | | <i>To/from Woodburn Jn – LN736</i> |

LN818 HOLMES JUNCTION TO ROTHERHAM CENTRAL JUNCTION (HOLMES CURVE)

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|------------------------------------|
| | | | | |
| <u>Holmes Junction</u> | – | – | | <i>To/from Meadowhall – LN804</i> |
| <i>Rotherham Booth's</i> | | – | S | |
| <i>Rotherham Central Junction</i> | – | – | | <i>To/from Aldwarke Jn – LN830</i> |

LN824 MOORTHORPE JUNCTION TO SOUTH KIRKBY JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|-------------------------------------|
| | | | | |
| <u>Moorthorpe</u> | – | – | | <i>To/from Swinton – LN804</i> |
| <u>South Kirkby Junction</u> | – | – | | <i>To/from Hare Park Jn – LN836</i> |

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON

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

LN828 MEXBOROUGH JUNCTION TO ALDWARKE JUNCTION VIA KILNHURST

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|------------------------------------------------------------------------------|
| | | | | |
| <i>Mexborough Junction</i> | – | – | | <i>To/from Hexthorpe Junction – LN826</i> |
| Kilnhurst Up Goods Loop | | – | S | |
| <u>Thrybergh Junction</u> | – | – | | |
| <u>Aldwarke Junction</u> | – | – | | <i>To/from Holmes Jn – LN804</i> <i>To/from Rotherham Central – LN830</i> |

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

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

LN832 DONCASTER BRIDGE JUNCTION TO ST. JAMES JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|-------|------|---------------------------------------------|
| | | | | |
| <u>Bridge Junction</u> | GL– | – WSL | | <i>To/from Decoy North Jn – LN101</i> |
| <u>St. James Junction</u> | GL | GL | | <i>To/from Nunnery Main Line Jn – LN736</i> |

| LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION | | | | |
|-------------------------------------------------------------------------|--------------------------------------------|----------------------------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Doncaster Marshgate Junction | – | – | S | <i>To/from Doncaster – LN101</i> |
| Bentley | – | – | S | |
| Adwick | – | – | | |
| Carcroft Junction | – | – | X | <i>To/from Skellow Junction – LN846</i> |
| Adwick Junction | – | – | | <i>To/from Skellow Junction – LN842</i> |
| South Elmsall | – | – | S | |
| South Kirkby Junction | – | – | | <i>To/from To/from Moorthorpe – LN824</i> |
| Hemsworth Loops | – | – | S | |
| Fitzwilliam | – | – | S | |
| Winterset | – | | S | <i>Out of Use STNC/G1/2017/LNE/001</i> |
| Hare Park Junction | – | – | | <i>To/from Crofton West Jn – LN848</i> |
| Sandall and Agbrigg | – | – | S | |
| <i>Wakefield Westgate South Junction</i> | | | | <i>To/from Wakefield Kirkgate – LN850</i> |
| Wakefield Westgate | – | – | | Platform detail must be shown |
| Prison Sidings | | – | S | |
| Wrenthorpe Sidings | | – | S | |
| Outwood | – | – | S | |
| Copley Hill West Jn | CHC | – | X | <i>Only when crossing to/from E or F lines or UWC/DWC. Next/previous timing point Whitehall Junction</i> |
| Holbeck Junction | – | – UD | | <i>To/from Mill Lane Jn – LN852</i> |
| Whitehall Road Ground Frame | – | – | S | <i>Located at signal L3625</i> |
| Leeds Whitehall Rd | – | – | S | |
| Whitehall Jn | C D E UWC | – | | Not a timing point on A or B lines. <i>To/from Engine Shed Jn – LN840</i> <i>To/from Armley Jn – LN922</i> |
| Leeds West Junction | A B C D E F BS CS ES CN CNS EN | DH D E F UM | | The line codes shown between Leeds West Jn and Leeds in both directions are the lines the train is on at Leeds West Jn. The line codes shown between Leeds West Jn and Whitehall Jn are the lines the trains are on at the east side of Whitehall Jn. Line codes other than those shown are available for ARS/SSI alternative routes but should not be used for normal timetabling purposes. Further details are available from the Operational Planning Project Manager, Network Rail. F Line to be used in Down direction for Platform 16/17 only. Line codes ending in 'S' are for trains to Platforms 11 and 12 east end only via Platforms 11 and 12 West. Line codes ending in 'N' are ARS "Non-Favourite" routes. <i>To/from Engine Shed Jn – LN872</i> |
| Leeds | – | B D E F BS DS DN DNS EN FS | | Platform detail must be shown. Line codes ending in 'S' are for trains from Platforms 11 and 12 east end only via Platforms 11 and 12 West. Line codes ending in 'N' are ARS "Non-Favourite" routes. |

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION

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

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

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

LN840 ENGINE SHED JUNCTION TO WHITEHALL EAST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------------|------------|----|------|----------------------------------------------------------------------------------------------------------------|
| <u>Engine Shed Junction</u> | DWC UWC | – | | <i>To/from Stourton Jn – LN872</i> |
| <i>Whitehall East Junction</i> | | | | <i>To/from Copley Hill East Junction – LN836</i> <i>To/from Holbeck Junction or Armley Junction – LN836</i> |

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

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

LN844 APPLEHURST JUNCTION TO JOAN CROFT JUNCTION (APPLEHURST LOOP)

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

LN846 CARCROFT JUNCTION TO SKELLOW JUNCTION

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

LN848 HARE PARK JUNCTION TO CROFTON WEST JUNCTION

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

LN850 WAKEFIELD WESTGATE SOUTH JUNCTION TO WAKEFIELD KIRKGATE WEST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------|------|----|------|------------------------------------|
| | | | | |
| Wakefield Westgate South Junction | | | | To/from Wakefield Westgate – LN836 |
| Wakefield Kirkgate West Junction | | | | To/from Wakefield Kirkgate – LN854 |

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

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

| LN854 HALL ROYD JUNCTION TO COLTON JUNCTION | | | | |
|----------------------------------------------------|-------------|------------|-------------|----------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| <u>Hall Royd Junction</u> | – | – | | <i>To/from Littleborough – NW7001 To/from Copy Pit – NW7009</i> |
| <u>Hebden Bridge</u> | – | – | | |
| Hebden Bridge Signal HG1504 | – | – | S | For Shunting Movements |
| Hebden Bridge Up Passenger Loop | | – | S | New Loop expected in the Dec 22 timetable, this is not to be used until confirmation of the network change and it is built |
| Hebden Bridge Siding | | – | S | |
| Mytholmroyd | – | – | S | |
| Sowerby Bridge | – | – | S | |
| <u>Milner Royd Junction</u> | – | – | | <i>To/from Dryclough Jn – LN858</i> |
| <u>Greetland Junction</u> | – | – | | <i>To/from Dryclough Jn – LN859</i> |
| Elland | – | – | S | |
| Brighouse | – | – | S | |
| <u>Bradley Wood Junction</u> | – | – | | <i>To/from Bradley Jn – LN861</i> |
| <u>Heaton Lodge Junction</u> | | – | | Up trains only <i>To Huddersfield – LN860</i> |
| <u>Heaton Lodge East Junction</u> | – | | | Down Trains only <i>From Huddersfield – LN860</i> |
| Mirfield | – | FL SL | S | |
| <u>Mirfield East Junction</u> | – | FL SL | | |
| <u>Thornhill LNW Junction</u> | – | – | | Trains from Dewsbury and trains towards Healey Mills only |
| Dewsbury East Junction | – | – | X | <i>To/from Dewsbury Railway Street – LN864</i> |
| Healey Mills Yard | – | – | S | |
| <u>Healey Mills B Junction</u> | | – | S | Trains routed on Up L&Y line only, not for access to Healey Mills Yard |
| Horbury Up Goods Loop | | – | S | |
| <u>Horbury Junction</u> | FL SL | – | | <i>To/from Barnsley – LN868</i> |
| Wakefield Kirkgate West Junction | | | | <i>To/from Wakefield Westgate South Jn – LN850</i> |
| <u>Wakefield Kirkgate</u> | – GL | FL SL | | Platform details must be shown. <i>To/from Calder Bridge Jn – LN882</i> |
| Turner's Lane Junction | – | – GL | X | <i>To/from Calder Bridge Jn – LN870</i> |
| Normanton | – | – | S | |
| <u>Altofts Junction</u> | – | – | | <i>To/from Methley Jn – LN872</i> |
| Whitwood Junction | – | – | X | <i>To/from Methley Jn – LN874</i> |
| Castleford West Junction | | | | <i>To/from Pontefract Monkhill – LN875</i> |
| <u>Castleford</u> | – | – | | |
| Wheldon Road Arrival/Departure Line | – | – | S | |
| <u>Milford Junction</u> | – | – | | <i>To/from Ferrybridge North Jn/Gascoigne Wood Jn – LN804</i> |
| Milford Loops | – | – | S | |
| Sherburn Junction | – | – | X | <i>To/from Gascoigne Wood – LN878</i> |
| Sherburn-in-Elmet | – | – | S | |
| <u>Church Fenton</u> | NNL LSL | – | | Platform details must be shown |
| Church Fenton North Junction | | | | <i>To/from Micklefield – LN902</i> |
| Ulleskelf | NNL LSL | NNL LSL | S | |

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------|------------|------------|------|-----------------------------------------|
| Colton South Junction | LSL | NNL | X | |
| <u>Colton Junction</u> | NNL LSL | NNL LSL | | To/from Hambleton North Jn/York – LN600 |

LN858 MILNER ROYD JUNCTION TO BRADFORD MILL LANE JUNCTION

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

LN859 GREETLAND JUNCTION TO DRYCLOUGH JUNCTION

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

LN860 DIGGLE JN TO COPLEY HILL EAST JN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------|------|----|------|---------------------------------|
| <u>Diggie Junction</u> | – | – | | To/from Greenfield – NW7021 |
| <u>Marsden</u> | – | – | | Platform detail must be shown |
| Slaithwaite | – | – | S | |
| <u>Huddersfield</u> | – | – | | Platform detail must be shown |
| Deighton | – | – | S | |
| <u>Bradley Junction</u> | – | – | | To/from Bradley Wood Jn – LN861 |

LN860 DIGGLE JN TO COPLEY HILL EAST JN

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|-------|------|-------------------------------------------------------------------------------------------------|
| Heaton Lodge Junction | | – | | Up trains only <i>To Bradley Wood Junction – LN854</i> |
| Heaton Lodge East Junction | – | | | Down trains only <i>From Bradley Wood Junction – LN854</i> |
| Mirfield | – | FL SL | S | |
| Mirfield East Junction | – | FL SL | | <i>From Horbury Junction – LN854</i> |
| Thornhill LNW Junction | | – | | Trains from Dewsbury and trains towards Healey Mills only <i>To Horbury Junction – LN854</i> |
| Ravensthorpe | – | – | S | |
| Dewsbury | – | – | | Line/Platform detail must be shown |
| Batley | – | – | S | |
| Batley East Junction | – | – | X | New crossover for trains for use when blocks are in place |
| Morley | – | – | | |
| White Rose | – | – | S | |
| Cottingley | – | – | S | To close, once White Rose Station has opened |
| Copley Hill East Jn | – | | | <i>To/from Whitehall Road Jn – LN836</i> |

LN861 BRADLEY JUNCTION TO BRADLEY WOOD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|-------------------------------------|
| | | | | |
| Bradley Junction | – | – | | <i>To/from Huddersfield – LN860</i> |
| Bradley Wood Junction | – | – | | <i>To/from Brighouse – LN854</i> |

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------------|------|----|------|------------------------------------------------------------------------------|
| | | | | |
| <i>Barnsley Station Junction</i> | | | | <i>To/from Barnsley – LN868</i> |
| Dodworth | – | – | S | |
| Silkstone Common | – | – | S | |
| Penistone | – | – | | |
| Denby Dale | – | – | S | |
| Clayton West Junction | – | – | | |
| Shepley | – | – | S | |
| Stocks Moor | – | – | | |
| Brockholes | – | – | S | |
| Berry Brow | – | – | S | |
| Lockwood | – | – | S | |
| Springwood Junction | – | – | X | Only trains not terminating in Platform 2 |
| Huddersfield | – | – | | Platform detail must be shown <i>To/from Heaton Lodge East Jn – LN860</i> |

LN864 DEWSBURY RAILWAY STREET BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|----|------|-----------------------------------|
| | | | | |
| Dewsbury Railway Street | – | | | |
| Dewsbury East Junction | – | – | X | <i>To/from Horbury Jn – LN854</i> |

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELEY

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

LN870 TURNER'S LANE JUNCTION TO CALDER BRIDGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------------|------|----|------|----------------------------------------|
| Turner's Lane Junction | – | – | X | <i>To/from Altofts Jn – LN854</i> |
| Calder Bridge Junction | – | – | | <i>To/from Crofton West Jn – LN882</i> |

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

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

LN874 METHLEY JUNCTION TO WHITWOOD JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-------------------------|------|----|------|------------------------------------|
| Methley Junction | – | – | | <i>To/from Woodlesford – LN872</i> |
| Whitwood Junction | – | – | X | <i>To/from Castleford – LN854</i> |

LN875 CASTLEFORD WEST JUNCTION TO PONTEFRACT WEST JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------|------|----|------|--------------------------------------------|
| <i>Castleford West Junction</i> | | | | <i>To/from Castleford – LN854</i> |
| Glasshoughton | – | – | S | |
| <i>Pontefract West Junction</i> | | | | <i>To/from Pontefract Monkhill – LN882</i> |

LN878 SHERBURN JUNCTION TO GASCOIGNE WOOD

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------------------|------|----|------|------------------------------------------|
| Sherburn Junction | – | – | X | <i>To/from Church Fenton – LN854</i> |
| <u>Gascoigne Wood Junction</u> | – | – | | <i>To/from Hambleton West Jn – LN898</i> |

LN880 YORK TO SCARBOROUGH

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

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTER'S GRANGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------------|------|----|------|-----------------------------------------------------------------------------------------------------------------|
| <i>Wakefield Kirkgate West Junction</i> | | | | |
| <u>Wakefield Kirkgate</u> | – | – | | Platform detail must be shown <i>To/from Horbury Jn – LN854</i> <i>To/from Wakefield Westgate – LN850</i> |
| Wakefield Withams Cobra | – | – | S | |
| <u>Calder Bridge Junction</u> | – | – | | <i>To/from Turners Lane Jn – LN870</i> |
| Oakenshaw Up Goods Loop | | | S | |
| Oakenshaw Junction | – | – | X | <i>To/from Oakenshaw South Jn – LN884</i> |
| <u>Crofton West Junction</u> | – | – | | <i>To/from Hare Park Jn – LN848</i> |
| <u>Crofton East Junction</u> | – | – | | <i>To/from Oakenshaw South Jn – LN886</i> |
| Crofton Depot | – | | S | |
| Crofton East Spur | – | – | S | |
| Streethouse | – | – | S | |
| Featherstone | – | – | S | |
| Pontefract Tanshelf | – | – | S | |
| <i>Pontefract West Junction</i> | | | | <i>To/from Castleford – LN875</i> |

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTER'S GRANGE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|-----------------------------------------|------|-------|------|------------------------------------------------------------------------------|
| Pontefract Monkhill | – | – | | Platform detail must be shown |
| Pontefract East Jn | – | – | X | To/from Ferrybridge South Jn – LN892 |
| <u>Knottingley West Junction</u> | – | – | | To/from Ferrybridge North Jn – LN888 To/from Knottingley South Jn – LN888 |
| Knottingley | – | – | P | |
| Knottingley WRD | UGL | | S | |
| Knottingley TMD | – | | S | |
| Knottingley Signal FE6418 | | – | S | Crew change location |
| Knottingley Up Goods Loop | | UGL | S | Crew change location |
| <u>Knottingley East Junction</u> | – | – UGL | | |
| England Lane LC | | – | S | |
| <u>Sudforth Lane SB</u> | – | – | | |
| Kellingley Colliery | – | | S | |
| Sudforth Lane Down Sidings | – | – | S | |
| Sudforth Lane Up RS | | – | S | |
| <u>Whitley Bridge</u> | – | – | | |
| Whitley Bridge Jn. | – | – | X | |
| Eggborough Power Station | | – | S | |
| <u>Hensall</u> | – | – | | |
| <u>Drax Branch Junction</u> | – | – | | To/from Drax Power Station – LN896 |
| <u>Snaith</u> | – | – | | |
| <u>Rawcliffe</u> | – | – | | |
| Potters Grange Junction | – | – | X | To/from Thorne Junction – LN912 |

LN884 OAKENSHAW SOUTH JUNCTION TO OAKENSHAW JUNCTION

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

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

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

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

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

LN889 SHAFTHOLME JUNCTION TO HAYWOOD JUNCTION

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

LN892 PONTEFRACT EAST JUNCTION TO FERRYBRIDGE SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|----|------|-------------------------------------|
| Pontefract East Junction | – | – | X | To/from Pontefract Monkhill – LN882 |
| Ferrybridge South Junction | | | | To/from Milford Jn – LN804 |

LN894 KNOTTINGLEY SOUTH JUNCTION TO KNOTTINGLEY EAST JUNCTION

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

LN896 DRAX POWER STATION BRANCH

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------------|------|----|------|-------------------------------|
| Drax Branch Jn | – | – | FX | To/from Sudforth Lane – LN882 |
| <u>Drax Power Station Signal D17</u> | – | | | |
| <u>Drax Power Station</u> | – | – | | |

LN898 NEVILLE HILL EAST JUNCTION TO HULL

| TIMING POINT | DOWN | UP | CODE | NOTES |
|--------------------------------|------|------|------|-----------------------------------------------------------|
| Neville Hill East Junction | – | GL – | X | To/from Leeds – LN836 |
| <u>Cross Gates</u> | – | – | | |
| Garforth | – | – | S | |
| East Garforth | – | – | S | |
| <u>Micklefield</u> | – | – | | |
| <u>Micklefield Junction</u> | | | | To/from Church Fenton – LN902 |
| South Milford | – | – | S | |
| <u>Gascoigne Wood Junction</u> | – | – | | To/from Sherburn Jn – LN878 To/from Milford Jn – LN804 |
| Gascoigne Wood Down Loop | – | – | S | |
| Gascoigne Wood Down Sidings | – | – | S | |
| Gascoigne Wood Up Sidings | – | – | S | |
| <u>Hambleton West Junction</u> | – | – | | To/from Hambleton South Jn – LN904 |
| <u>Hambleton East Junction</u> | – | – | | To/from Hambleton North Jn – LN906 |
| Selby West Junction | – UL | – | X | To Selby Platform 3 To/from Selby Canal Jn – LN908 |
| <u>Selby South Junction</u> | | | | To/from Selby Canal Jn – LN910 |
| <u>Selby</u> | – | – | | Platform detail must be shown |
| Barlby Loop | – | – | S | |
| Selby Potter Group | | – | S | |
| Wressle | – | – | S | |
| Howden | – | – | S | |
| Eastrington | – | – | S | |
| <u>Gilberdyke</u> | – | – | | To/from Goole – LN912 |
| Broomfleet | – | – | S | |
| <u>Brough</u> | – | – | | |
| Melton (Ferriby) Omya | - | | F | |
| Melton Lane LC | | - | S | |
| Ferriby | – | – SL | S X | |

| LN898 NEVILLE HILL EAST JUNCTION TO HULL | | | | |
|------------------------------------------|------|----|------|---------------------------------------------|
| TIMING POINT | DOWN | UP | CODE | NOTES |
| Hessle | – | – | S | |
| Hull Yard | – | | S | |
| Hessle East Junction | – | – | X F | |
| Dairycoates (Tarmac) | – | – | S | |
| Hessle Road Junction | – | – | | <i>To/from Hull Saltend – LN916</i> |
| Anlaby Road Junction | – | – | X | <i>To/from West Parade North Jn – LN920</i> |
| Botanic Gardens TMD | – | – | S | |
| <i>West Parade Junction</i> | | | | <i>To/from West Parade North Jn – LN914</i> |
| Hull Station Sidings | | – | S | |
| Hull | | – | | Platform detail must be shown |

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

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

LN904 HAMBLETON SOUTH JUNCTION TO HAMBLETON WEST JUNCTION

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

LN906 HAMBLETON EAST JUNCTION TO HAMBLETON NORTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|---------------------------|------|----|------|-----------------------|
| | | | | |
| <u>Hambleton East Jn</u> | – | – | | To/from Selby – LN898 |
| <u>Hambleton North Jn</u> | – | – | | To/from York – LN600 |

LN908 SELBY WEST JUNCTION TO SELBY CANAL JUNCTION

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

LN910 TEMPLE HIRST JUNCTION TO SELBY SOUTH JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|------------------------------|------|----|------|-------------------------------------|
| | | | | |
| <u>Temple Hirst Junction</u> | – | – | | To/from Shaftholme Jn – LN600 |
| Selby Canal Junction | – | – | XF | To/from Selby West Junction – LN908 |
| <i>Selby South Junction</i> | | | | To/from Selby – LN898 |

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

| TIMING POINT | DOWN | UP | CODE | NOTES |
|----------------------------|------|------|------|---------------------------------------|
| | | | | |
| <u>Thorne Junction</u> | – | – SL | | To/from Hatfield & Stainforth – LN752 |
| Thorne North | – | – | S | |
| Goole Glassworks | – | | S | |
| Potters Grange Junction | – | – | X | To/from Rawcliffe – LN882 |
| Goole Docks | | | S | |
| Goole Up & Down Goods Loop | | – | S | |
| Goole | – | – | | Platform detail must be shown |
| Saltmarshe | – | – | S | |
| <i>Gilberdyke Junction</i> | – | – | | To/from Brough – LN898 |

LN914 HULL TO SEAMER WEST JUNCTION

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

LN916 HESSLE ROAD JUNCTION TO SALTEND

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

LN918 SPRINGBANK NORTH JUNCTION TO WALTON STREET JUNCTION

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

LN920 ANLABY ROAD JUNCTION TO WEST PARADE NORTH JUNCTION

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

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

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

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

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER SQUARE

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

LN930 SKIPTON MIDDLE JUNCTION TO RYLSTONE

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------|------|----|--------------------------------|
| | | | |
| <i>Skipton Middle Junction</i> | | | <i>To/From Skipton – LN922</i> |
| Rylstone | | - | |

LN932 SHIPLEY SOUTH JUNCTION TO SHIPLEY WEST JUNCTION

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

2.2 Route Opening Hours

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

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

When the routes shown are required for services diverted under the Rules of the Route, opening hours will be increased as necessary on a temporary basis.

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

PLT denotes passage of last train.

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

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

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

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

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

| ROUTE SECTION | SX | SO | SUN |
|-------------------------------------------|------------|------------|-----------|
| Wrawby Junction to Pelham Street Junction | Continuous | Until 2200 | From 1000 |

*Sunday – extended opening hours are agreed for the purpose of additional EMR services between 1000 and 1800, funded by EMR on an ongoing basis. Other operators may benefit from these extended opening hours, subject to a reclamation of cost through the required Supplemental Agreement for any additional services during these hours

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

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

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION

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

LN632 STOCKTON CUT JUNCTION TO SALTBURN

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

LN634 GUISBOROUGH JUNCTION TO WHITBY

| ROUTE SECTION | SX | SO | SUN |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------------|
| Guisborough Junction to Whitby Shunts at signal M695 controlled by Middlesbrough Signal Box. Check EAS and Compendium of Signal Box Opening Times | *0636 – 2130 | *0636 – 2130 | *0800 – 2000 (All year round) |

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

Guisborough Junction to Whitby closes 2130 vice 2124 SX
Guisborough Junction to Whitby closes 2130 vice 2124 SO
Guisborough Junction to Whitby opens all year round vice summer months only

LN642 SALTBURN WEST JUNCTION TO BOULBY POTASH MINE

| ROUTE SECTION | SX | SO | SUN |
|-----------------------------|------------|-------------|-------------|
| Saltburn West Jn. To Boulby | Continuous | 0000 – 2359 | 0830 – 2359 |

LN664 BOLDON EAST JUNCTION TO BOLDON NORTH JUNCTION

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

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

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

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

| ROUTE SECTION | SX | SO | SUN |
|-----------------------------------------------------------|-----------|-----------|-------------|
| Darlington North Junction to Bishop Auckland and Eastgate | 0645–2230 | 0645–2230 | 0730 – 2040 |

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO PETTERIL BRIDGE JUNCTION

| ROUTE SECTION | SX | SO | SUN |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|------------|----------------------------|
| Blaydon to Petteril Bridge | Open continuously from 0540 (Mon) | Continuous | 0000 – 0010 0815 – 2245 |
| <p><i>*Extended opening hours listed below are agreed for the purpose of operating specific Northern Trains services. These are subject to Network Rail receiving funding on an ongoing basis as agreed between Northern Trains and Network Rail.</i></p> <p><i>Blaydon to Petteril Bridge closes 2350 vice 2340 SO</i></p> | | | |

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

| ROUTE SECTION | SX | SO | SUN |
|---------------------------------------------|--------------|--------------|--------|
| Benton Junction to Morpeth (via Bedlington) | 0530 - 2200* | 0530 - 2200* | Closed |
| Bedlington to Blyth | 0530 - 2200* | 0530 - 2200* | Closed |
| Marcheys House to Lynemouth | 0530 - 2200* | 0530 - 2200* | Closed |

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

Benton Junction to Morpeth (via Bedlington) Closes at 22:00 vice 21:00 SX

Bedlington to Blyth Closes at 22:00 vice 21:00 SX

Marcheys House to Lynemouth Closes at 22:00 vice 21:00 SX

Benton Junction to Morpeth (via Bedlington) Opens at 05:30 vice 09:00 AND Closes at 22:00 vice 15:30 SO

Bedlington to Blyth Opens at 05:30 vice 09:00 AND Closes at 22:00 vice 15:30 SO

Marcheys House to Lynemouth Opens at 05:30 vice 09:00 AND Closes at 22:00 vice 15:30 SO

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

| ROUTE SECTION | SX | SO | SUN |
|----------------------------------------------------------|-------------------------------------------------------------------------------|-------------|-----------------|
| Habrough to Grimsby (excl) | 0450 – 0002 | 0450 – 0002 | 0930 – 0045 |
| Wrawby Junction (excl) to Gainsborough Central (excl) | 0622 – 1422 (Mon – Fri) 2222 – 2359 (Mon – Fri) 0000 – 0622 (Tue – Fri) | 0000 – 2222 | Closed |
| Gainsborough Central | 0622 – 2359 (Mon – Fri) | 0000 – 2222 | Closed |
| Gainsborough Trent Junction | 0540 – 2359 | 0000 – 2152 | 09:25* – 23:15* |
| West Burton to Shireoaks (incl) | Continuous | Continuous | Continuous |
| Shireoaks (excl) to Woodburn Junction (excl) | Continuous | 0500 – 2359 | 08:30* – 23:50* |
| Woodburn Junction to Nunnery ML Junction | Continuous | 0000 – 2400 | 08:30* – 24:00 |

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

Gainsborough Trent Junction opens at 09:25 vice 13:40 on Sundays.
Shireoaks to Woodburn Junction and Woodburn Junction to Nunnery Main Line opens at 08:30 vice 13:50 on Sundays.
Gainsborough Trent Junction closes at 23:15 vice 23:00 on Sundays.
Shireoaks to Woodburn Junction closes at 23:50 vice 23:00 Sundays.

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

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

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

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

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

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

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

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

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

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

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

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

LN809 SHEPCOTE LANE WEST JUNCTION TO TINSLEY YARD EAST END

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

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION

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

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

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

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

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

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

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

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

| ROUTE SECTION | SX | SO | SUN |
|-----------------------------------|------------|------------|------------|
| Armley Junction to Harrogate | Continuous | Continuous | Continuous |
| Harrogate (excl) to Knaresborough | 0610-2320 | 0610-2320 | 0920-2300 |
| Knaresborough (excl) to Skelton | 0610-2330 | 0610-2330 | 0920-2300 |

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

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

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

Horbury Junction to Castleford Opens 0835 vice 0845 Sun

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

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

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

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

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

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY

| ROUTE SECTION | SX | SO | SUN |
|-----------------------------------------------|-----------------------------------|-------------|--------------|
| Wincobank Junction (excl) to Barnsley | 0445 –0012* FSX 0445 –0012* FO | 0445 – 2350 | 0825 – 2330 |
| Barnsley Station Junction to Horbury Junction | 0600 –2359 | 0600 – 2359 | 0855* – 2325 |

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

Wincobank Junction (Excl) to Barnsley closes 0012 vice 0005 FSX
Wincobank Junction (Excl) to Barnsley closes 0012 vice 2350 FO
Barnsley Station Junction to Horbury Junction opens 0855 vice 0915 SUN

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

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

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

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

LN875 CASTLEFORD WEST JUNCTION TO PONTEFRACT WEST JUNCTION

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

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

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

LN880 YORK TO SCARBOROUGH

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

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

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

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTER'S GRANGE JUNCTION

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

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

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

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

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

LN898 NEVILLE HILL EAST JUNCTION TO HULL

| ROUTE SECTION | SX | SO | SUN |
|---------------------------------------------------------|-----------------|-----------------|-----------------|
| Micklefield/Milford/Sherburn in Elmet to Hambleton East | Continuous | 0000 – 2320 | 0735** – 2400 |
| Hambleton East to Gilberdyke (excl) | 0525** – 2325** | 0525** – 2325** | 0745** – 2335** |
| Gilberdyke to Hull (excl) | Continuous | Continuous | Continuous |

* Signal Box opening hours are 1030 to 2215 (SUN). Any trains planned outside these hours require special arrangements to be made with the L.O.M.

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

Micklefield/Milford/Sherburn in Elmet to Hambleton East opens 0735 vice 0800 SUN and closes 2320 SO vice 2300 SO

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

Hambleton East to Gilberdyke (Excl) opens 0525 vice 0602 and closes 2325 vice 2245 SO

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

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

| ROUTE SECTION | SX | SO | SUN |
|-------------------------------|-------------|-------------|--------------|
| Thorne Junction to Gilberdyke | 0522 –2335* | 0522 –2335* | 0835*– 0005* |

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

Thorne Junction to Gilberdyke closes 2335 vice 2310 SX
Thorne Junction to Gilberdyke closes 2335 vice 2310 SO
Thorne Junction to Gilberdyke opens 0835 vice 0845 and closes 0005 vice 2340 SUN

LN914 HULL TO SEAMER WEST JUNCTION

| ROUTE SECTION | SX | SO | SUN |
|------------------------|--------------|-------------|--------------|
| Filey (excl) to Seamer | 0615* –2148* | 0630 –2148* | 0920*– 2205* |

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

Bridlington (Excl) to Seamer opens 0615 vice 0625 and closes 2148 vice 2118 SX
Bridlington (Excl) to Seamer closes 2148 vice 2118 SO
Bridlington (Excl) to Seamer opens 0920 vice 0950 and closes 2205 vice 1950 SUN

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

LN600 SHAFTHOME JUNCTION TO RESTON GSP

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

Note: The Sectional Appendix quotes loop lengths in metres and feet. All lengths are exclusive of an allowance of one locomotive.

4.6 Engineers' Trains Restrictions

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

* Source GE/RT 8000-OTM

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

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

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is Bplan.

5.1.2 Method of Calculation

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

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

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

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

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

The sectional running timings quoted for trains consisting of passenger vehicles on Goods Lines reflect the speeds shown in the relevant Table 'A' of the appropriate Sectional Appendix. They do not constitute an authority to time trains conveying passengers on a Goods Lines. Nor do they reflect the permitted speeds at which a train conveying passengers can proceed. Network Rail will offer the sectional running times for trains conveying passengers on a Goods Line on a train-by-train basis. For those times, please apply to the Capacity Planning Department. Operations Publications publish the authority to allow the planned operation of trains conveying passengers on Goods Lines. Before Operations Publications can grant authority, they require confirmation that the track is fit for purpose and that there is a safe method of operation. Therefore, the Capacity Planning Department must apply to the relevant Track Engineer and Operations Manager for confirmation of these requirements in writing. The Capacity Planning Department must pass these responses to Operations Publications. The Capacity Planning Department is responsible for advising Operations Publications of the requirement to operate a passenger train on a Goods Line at least 8 weeks before the day of operation.

5.2 Headways

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

5.2.1 Headway Values

All times are in minutes. All routes are shown.

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

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

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

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

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

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

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

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

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

Headways on LNE are applied on a depart to depart basis

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| King's Cross to Hitchin (inclusive) | 3 | 3 | Includes Down Slow line up to Hitchin North Jn (inclusive) |
| Hitchin (exclusive) to Holme (exclusive) | 3 – Fast Line 4 – Slow Line | 3 – Fast Line 4 – Slow Line | |
| Holme (inclusive) to Peterborough (inclusive) | 3 | 3 | |
| Peterborough (exclusive) to Helpston Junction (Stamford Lines) | 3 | 3 | |
| Peterborough (exclusive) to Loversall Carr Jn (inclusive) | 3 – behind non-stop passenger service 5 – Slow Lines between Helpston Jn (inclusive) and Stoke Jn (exclusive) 4* – Other | 3 – behind non-stop passenger service 5 – Slow Lines between Peterborough (exclusive) and Stoke Jn (inclusive) 4* – Other | |
| Loversall Carr Jn (exclusive) to Shaftholme Jn (inclusive) | 3 – behind non-stop passenger service on Fast Lines 4 | 3 – behind non-stop passenger service on Fast Lines 4 | |

LN105 MOORGATE TO FINSBURY PARK JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 3 | 3 | |

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

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------------|------|----|---------------------------------------------------|
| Alexandra Palace to Gordon Hill | 3 | 3 | |
| Gordon Hill to Hertford | 5 | 5 | |
| Hertford to Langley | 3½ | 3½ | Following a train not stopping at Watton-at-Stone |
| Hertford to Langley | 5 | 5 | Following a train stopping at Watton-at-Stone |

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

| TIMING POINT | DOWN | UP | NOTES |
|------------------|----------------------------------------------|----------------------------------------------|-------|
| Standard Headway | 3 following passenger 4 following freight | 3 following passenger 4 following freight | |

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------------------|------|-----|---------------------------------------------------------------|
| Werrington Jn to Spalding | 5 | 6 | |
| Spalding to Quadring | 4 | 4 | |
| Quadring to Sleaford Sth Jn | 9 | 7 ½ | |
| Sleaford Sth Jn to Sleaford North Jn | 3 | 3 | |
| Sleaford North Jn to Metheringham | 6 | 5 | |
| Metheringham to Pelham Street Junction | 6 | 7 | |
| Pelham Street Jn to Pyewipe Jn | 3 | 3 | |
| Pyewipe Jn to Saxilby | 5 ½ | 5 ½ | |
| Saxilby to Gainsborough Lea Road | 6 ½ | 6 ½ | |
| Gainsborough Lea Road to Flyover East Junction | 4 | 4* | *Absolute block for Beckingham to Gainsborough Trent Junction |

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS

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

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

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------------------------|------|------|-------|
| Allington East Junction to Allington North Junction | AB+2 | AB+2 | |

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

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

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

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

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

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

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Shaftholme Junction to York | 3 Following Passenger 4 Following Freight | 3 Following Passenger 4 Freight | |
| York to Skelton Junction (exclusive) | 3 | 3 | |
| Skelton Junction (inclusive) to Northallerton | 3 Fast Line Following non stop 4 Fast line Following Freight/ Stopping 5 - Slow Line | 3 Fast Line Following non stop 4 Fast line Following Freight/ Stopping 5 - Slow Line | |
| Northallerton to King Edward Bridge South Junction (exclusive) | 3 Following Non Stop 4 Following Freight/ Stopping | 3 Following Non Stop 4 Following Freight/ Stopping | |
| King Edward Bridge South Junction (inclusive) to Heaton South Junction (inclusive) | 3 | 3 | |
| Heaton South Junction (exclusive) to Reston Signal EG402/403 | 5* | 5* | May be 4 if Class 1/9 service is following Class 1/9 service. Also, trains can be 4 minutes apart passing Heaton South in either direction. |

LN620 KING EDWARD BRIDGE EAST JUNCTION TO KING EDWARD BRIDGE NORTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------------------------------------------|-------|----|------------------------------|
| King Edward Bridge East Junction to King Edward Bridge North Junction | AB+2* | | * Single Line TCB plan as AB |

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|-------|-------|-----------------|
| Standard Headway | AB+2* | AB+2* | *TCB plan as AB |

LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

Down Direction

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

LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

Up Direction

| HEADWAY AT | FOLLOW PASSENGER | FOLLOW TWM | FOLLOW FREIGHT | NOTES |
|------------------------|------------------|-------------|----------------|-------------------------------|
| High Level Bridge Jn | 2½ | n/a | n/a | |
| Park Lane Junction | 2½ | n/a | 5 | |
| Pelaw Junction | 2½ | See margins | 4½ | |
| Pelaw Metro Junction | n/a | 2½ | n/a | |
| Boldon West/Brockley W | 2½ | 2½ | 5½* | *High figure due to signaling |

LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

Up Direction

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

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------|------|----|-------|
| | | | |
| South Hylton to Sunderland | 4 | 4 | |

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| | | | |
| Standard Headway | 5 | 5 | |

LN632 STOCKTON CUT JUNCTION TO SALTburn

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

LN634 GUISBOROUGH JUNCTION TO WHITBY

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------|-------------------|----|---------------------------------------------------------------------------------------------|
| Middlesbrough to Cargo Fleet Road | AB+2* | | *Single Line See junction margins at Middlesbrough for conflicts on and off the single line |
| Cargo Fleet Road to Nunthorpe | AB+2 [^] | | [^] Single Line, TCB but treat as AB. See Restrictions at Nunthorpe |
| Nunthorpe to Battersby | AB+5 [^] | | [^] Single Line, NSTR but treat as AB* |
| Battersby to Glaisdale | AB+5 [^] | | [^] Single Line, NSTR but treat as AB* |
| Glaisdale to Whitby | AB+5 [^] | | [^] Single Line, NSTR but treat as AB*. See Restrictions at Glaisdale and Whitby |
| Passing points: | | | |
| Nunthorpe | | | |
| Battersby | | | |
| Glaisdale | | | |

LN642 SALTburn WEST JUNCTION TO BOULBY POTASH MINE

| TIMING POINT | DOWN | UP | NOTES |
|-------------------------------------|-------|----|----------------------------------------------------------------------------------------------------------|
| Saltburn West Junction to Crag Hall | AB+2* | | *Single Line TB ^ A train cannot depart/pass Crag Hall until the preceeding train has passed Longbeck |
| Crag Hall to Boulby | AB+2* | | *Single Line NST |

LN644 HARTBURN JUNCTION TO BOWESFIELD JUNCTION

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

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

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

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE

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

LN662 RYHOPE GRANGE JUNCTION TO HENDON

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

LN664 BOLDON EAST JUNCTION TO BOLDON NORTH JUNCTION

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

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

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

LN674 HIGH LEVEL BRIDGE JUNCTION TO GREENSFIELD JUNCTION

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

LN676 PARK LANE JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION

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

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

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

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO PETTERIL BRIDGE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------|----------------------------------------------|----------------------------------------------|-------|
| King Edward Bridge South Junction to Blaydon | 4 following non-stop, 5 ½ following stopping | 4 following non-stop, 5 ½ following stopping | |
| Blaydon to Wylam | AB+2 | AB+2 | |
| Wylam to Prudhoe | AB+2 | AB+2 | |
| Prudhoe to Hexham | 7 following non-stop 10 following stopping | 7 following non-stop 9½ following stopping | |
| Hexham to Haydon Bridge | AB+2 | AB+2 | |
| Haydon Bridge to Haltwhistle | AB+2 | AB+2 | |
| Haltwhistle to Low Row | AB+2 | AB+2 | |
| Low Row to Brampton Fell | AB+2 | AB+2 | |
| Brampton Fell to Corby Gates | AB+2 | AB+2 | |
| Corby Gates to Petteril Bridge Junction | 4 | AB+2 | |

LN684 LOW FELL JUNCTION TO NORWOOD JUNCTION

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

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|-------|------|--------------------------------|
| Morpeth to Bedlington North Junction | AB+2* | | *Single Line TCB planned as AB |
| Bedlington North Junction to Newsham | AB+2 | AB+2 | |
| Newsham to Benton North Junction | AB+2* | | *Single Line TCB planned as AB |

LN696 HEPSCOTT JUNCTION TO MORPETH JUNCTION

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

LN700 BUTTERWELL NORTH BRANCH

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

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------------------------------|------|------|-------|
| Bedlington North to West Sleekburn Junction | AB+2 | AB+2 | |
| West Sleekburn Junction to Marchey's House Junction | AB+2 | AB+2 | |
| Marchey's House Junction to Ashington Junction | AB+2 | AB+2 | |
| Ashington Junction to Lynemouth Alcan/Power Station | AB+2 | AB+2 | |

LN706 WEST SLEEKBURN JUNCTION TO NORTH BLYTH

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

LN708 WINNING JUNCTION TO MARCHEY'S HOUSE JUNCTION

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

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

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

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------------|-------|-------|----------------------------|
| | | | |
| Marsh West Junction to Great Coates No. 1 | AB+2 | AB+2 | |
| Great Coates No. 1 to Pyewipe Road SB | AB+2* | | *Single Line AB |
| Pyewipe Road SB to Immingham East Junction | AB+2* | | *One train in section, ETB |
| Immingham East Jn to Humber Road Jn | AB+2* | AB+2* | *TCB planned as AB |

LN741 HABROUGH JUNCTION TO ULCEBY SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|-----------------------------|------|----|-------|
| | | | |
| Habrough Junction to Ulceby | 4 | 4 | |

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

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

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

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

LN750 WOODBURN JUNCTION TO DEEPCAR

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

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

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

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

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

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

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

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 5 | 5 | |

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------|------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | |
| Mansfield Woodhouse to Shirebrook Jn | AB+2 | AB+2 | |
| Shirebrook Jn to Shireoaks East Jn | AB+2 | AB+2 | Elmton & Creswell Signal Box is in situ but switched out. If required for timetable purposes Elmton & Creswell Signal Box can be opened outside normal opening box times. |

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

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

LN786 BEVERCOTES COLLIERY BRANCH

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

| LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD | | | |
|-----------------------------------------------------------------------|-----------------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | NOTES |
| Tapton Junction to Dore Station Junction | 4 | 4 | |
| Dore Station Junction to Sheffield | 4 | 4 | <u>Down</u> Trains stopping at Dore or signal stop at Dore may be 3 minutes behind at Dore Station Jn <u>Up</u> Trains may depart 3 minutes apart from Sheffield but must be 4 minutes behind at Dore Station Jn |
| Sheffield to Nunnery Main Line Junction | 3 | 3 | <u>Down</u> 2½ when preceding/following train to Woodburn Junction <u>Up</u> 2½ when preceding/following train from Woodburn Junction |
| Nunnery Main Line Junction to Wincobank Junction | 3 | 3 | |
| Wincobank Junction to Holmes Junction | 3 | 3 | <u>Up</u> 2½ from Rotherham Central when following non-stop |
| Holmes Junction to Swinton | 3 | 3 | |
| Swinton to Ferrybridge North Junction | 4 | 4 | |
| Ferrybridge North Junction to Milford Junction | 4 Passenger 6 Freight | 4 Passenger 6 Freight | |
| Milford Junction to Gascoigne Wood | AB+2* | AB+2* | *TCB plan as AB |

| LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD' | | | |
|--------------------------------------------------------------------|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Standard Headway | 4 | 4 | |

| LN807 DORE SOUTH JUNCTION TO DORE WEST JUNCTION | | | |
|--------------------------------------------------------|-------------|-----------|------------------|
| TIMING POINT | DOWN | UP | NOTES |
| Dore South Junction to Dore West Junction | AB+2* | | *Single Line TCB |

LN808 DORE STATION JUNCTION TO TOTLEY TUNNEL EAST

| TIMING POINT | DOWN | UP | NOTES |
|------------------------------------|-------|----|------------------|
| | | | |
| Dore Station Jn to Dore West Jn | AB+2* | | *Single Line TCB |
| Dore West Jn to Totley Tunnel East | 4 | 4 | |

LN809 SHEPCOTE LANE WEST JUNCTION TO TINSLEY YARD EAST END

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

LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE

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

LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER

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

LN816 BEIGHTON JUNCTION TO WOODHOUSE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| | | | |
| Standard Headway | 4 | 4 | |

LN818 HOLMES JUNCTION TO ROTHERHAM CENTRAL

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

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON

| TIMING POINT | DOWN | UP | NOTES |
|---------------------------|------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | |
| Standard Headway | 4 | 4 | |
| Exceptions: | | | |
| Doncaster to Hexthorpe Jn | 4 | 4 | <u>Down</u> 3 stopping Passenger or Freight following non-stop from Doncaster <u>Up</u> 3 non-stop can arrive behind stopping Passenger at Doncaster |

LN828 MEXBOROUGH JUNCTION TO ALDWARKE JUNCTION VIA KILNHURST

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

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------------|-------|----|---------------------------------------|
| Standard Headway | 4 | 4 | |
| Exceptions: | | | |
| Tinsley East Junction to Woodburn Junction | AB+2* | | *Single Line, TCB to be planned as AB |

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION

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

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

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

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN848 HARE PARK JUNCTION TO CROFTON WEST JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN850 WAKEFIELD WESTGATE SOUTH JUNCTION TO WAKEFIELD KIRKGATE WEST JUNCTION

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

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------|-------|
| Standard Headway | 5 | 5 | |
| Exceptions: | | | |
| Mill Lane Junction to Bradford Interchange | 3½ – train from Halifax followed by train from Leeds 2½ – train from Leeds followed by train from Halifax | 2 – trains diverging at Mill Lane Junction | |

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|----------------------------------------------------------------------------------------------|--------------------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| Hall Royd Junction to Milner Royd Junction | 4 | 4 following Passenger 5 following Freight | |
| Milner Royd Junction to Heaton Lodge East Junction | 4½ | 4½ | |
| Heaton Lodge/Heaton Lodge East Junction to Thornhill LNW/Mirfield East Junctions to Dewsbury | 2½* | 2½* | <i>Section also appears in LN860</i> *Down. 3 following freight going towards Healey Mills *Up. 4 on US |
| Thornhill LNW Junction to Horbury Junction | 5 | 6 | |
| Horbury Junction to Wakefield Kirkgate | 5 | 6 | |
| Wakefield Kirkgate to Whitwood Junction | 4 | 5* | * A train may pass Altofts Junction 2 minutes before a service passes Turners Lane Junction towards Calder Bridge Junction |
| Whitwood Junction to Castleford | 3 Pass 4 Freight | 3 Pass 4 Freight | |
| Castleford to Milford Junction | 4 Passenger 6 Freight | 4 Passenger 6 Freight | |
| Milford Junction to Church Fenton | 4 | 5 | |
| Church Fenton North Junction to Colton Junction | 4 | 4 | |

LN858 MILNER ROYD JUNCTION TO MILL LANE JUNCTION

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

LN860 DIGGLE JUNCTION TO COPLEY HILL EAST JUNCTION: Down Direction

| HEADWAY AT | FOLLOWING NON-STOP | FOLLOWING STOPPER | NOTES |
|----------------------------------------------------------|--------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Diggle Junction | See notes | See notes | This section is TCB. It is operated as one section Marsden to Diggle Junction as though it were AB |
| Marsden | 4 | 4 | |
| Huddersfield (arriving) | 4* | 4* | *3½ if arriving at different platforms |
| Huddersfield (depart) | 4* | 4 | *2½ if calling at Deighton and/or diverging at Bradley Junction, following non-stop; 3½ consecutive fasts Huddersfield if coming from different platforms |
| Bradley Junction | 2½ | 4 | |
| Heaton Lodge East Jn | 2½* | 3 | *3 following freight going towards Healey Mills |
| Mirfield East Junction | 2½ | 3 | |
| Dewsbury | 3 | 3½ | |
| Morley | 4 | 4½ | |
| Trains maybe timed 2 minutes apart at Whitehall Junction | | | |

LN860 COPLEY HILL EAST JUNCTION TO DIGGLE JUNCTION: Up Direction

| HEADWAY AT | FOLLOWING NON-STOP | FOLLOWING STOPPER | NOTES |
|-------------------------|--------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Morley | 4½ | 5½* | *5 if class 185 stopping at Morley |
| Dewsbury | 2½ | 2½ | |
| Thornhill LNW Junction | 2½ | 2½ | |
| Mirfield East J (FL) | 2½ | 4 | |
| Mirfield East J (SL) | 4 | 4 | |
| Heaton Lodge Junction | 2½ | 3 | |
| Bradley Junction | 2½ | 3 | |
| Huddersfield (arriving) | 2½ | 2½ | |
| Huddersfield (depart) | 4 | 4 | |
| Marsden (arriving) | - | 4½ | |
| Marsden (departing) | See notes | See notes | This section is TCB. It is operated as one section Diggle Junction to Marsden as though it were AB (Second train can depart Marsden 1 after first train has passed Diggle) |

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

| ERROR EXAMPLE - STATION CORRELATION TO HODDERSFIELD | | | |
|-----------------------------------------------------|-------|------|------------------|
| TIMING POINT | DOWN | UP | NOTES |
| | | | |
| Standard Headway | AB+2* | | *Single Line TCB |
| Exceptions: | | | |
| Clayton West Junction to Stocksmoor | AB+2 | AB+2 | |

| LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY | | | |
|------------------------------------------------------------------|-------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TIMING POINT | DOWN | UP | NOTES |
| Wincobank Junction to Ecclesfield West | 5 | 5 | |
| Ecclesfield West to Barnsley | 8 | 8 | |
| Barnsley to Woolley Coal Sdg SB | AB+2 | AB+2 | <p><i>When Woolley Coal Sdg S/B is closed AB Section is between Barnsley and Horbury Junction. Refer to Signal Box Compendium for Signal Box opening hours</i></p> <p><i>Two trains following each other in Down direction towards Horbury. Second train can depart/pass Barnsley at same time first train passes Woolley Coal Sdg signal box. When Woolley Coal siding is switched out, second train can depart/pass Barnsley at same time first train passes Horbury Junction. In either case, the train must have {1} after Barnsley to allow for departing under a Y signal</i></p> |
| Woolley Coal Sdg S.B to Horbury Junction | AB+2 | AB+2 | |

| LN870 TURNERS LANE TO CALDER BRIDGE JUNCTION | | | |
|-----------------------------------------------------|-------------|-----------|----------------|
| TIMING POINT | DOWN | UP | NOTES |
| Turners Lane Jn to Calder Bridge Jn | AB+2 | AB+2 | TCB plan as AB |

| LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION | | | |
|------------------------------------------------------|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Standard Headway | 4 | 4 | |

| LN874 METHLEY JUNCTION TO WHITWOOD JUNCTION | | | |
|----------------------------------------------------|-------------|-----------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Standard Headway | 3 | 3 | |

| LN875 CASTLEFORD WEST JUNCTION TO PONTEFRACT WEST JUNCTION | | | |
|-------------------------------------------------------------------|---------------------|---------------------|--------------|
| TIMING POINT | DOWN | UP | NOTES |
| Standard Headway | 5 Pass 6 Freight | 5 Pass 6 Freight | |

LN880 YORK TO SCARBOROUGH

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

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTER'S GRANGE JUNCTION

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

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

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

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

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

LN889 SHAFTHOLME JUNCTION TO HAYWOOD JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN896 DRAX POWER STATION BRANCH

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

LN898 NEVILLE HILL EAST JUNCTION TO HULL

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

LN902 MICKLEFIELD JUNCTION TO CHURCH FENTON NORTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN910 TEMPLE HIRST JUNCTION TO SELBY SOUTH JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| Standard Headway | 4 | 4 | |

LN914 HULL TO SEAMER WEST JUNCTION

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

LN916 HESSLE ROAD JUNCTION TO SALTEND

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

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION

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

LN924 APPERLEY JUNCTION TO ILKLEY

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

LN926 DOCKFIELD JUNCTION TO ESHOLT JUNCTION

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

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER SQUARE

| TIMING POINT | DOWN | UP | NOTES |
|------------------|------|----|-------|
| | | | |
| Standard Headway | 4 | 4 | |

LN930 SKIPTON MIDDLE JUNCTION TO RYLSTONE

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

LN3214 BELLE ISLE TO CANAL TUNNEL JUNCTION

| TIMING POINT | DOWN | UP | NOTES |
|--------------------------------------------------------------------|------|----|-------|
| | | | |
| For Route LN3214 Please See East Midlands Timetable Planning Rules | | | |

5.2.2 General Capacity Constraints

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

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

None

5.3 Junction Margins and Station Planning Rules

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

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

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

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

| STANDARD VALUES – MINIMUM | |
|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Attachment of Locomotives/Units | |
| 22x | 7 |
| DMU | 6 |
| EMU (gangwayed) | 4 |
| EMU (Non gangwayed) | 3 |
| EMU (Northern Trains) | 7 |
| Locomotive | 15 |
| Govia Thameslink Railway Class 387 and 379 units | 6 |
| LNER 80x | 7 |
| Detachment of Locomotives/Units: | |
| 22X | 7 |
| DMU | 5 |
| EMU (gangwayed) | 3 |
| EMU (non gangwayed) | 2 |
| EMU (Northern Trains) | 7 |
| Locomotive | 10* *12 if locomotive attached at other end of train |
| Govia Thameslink Railway Class 387 and 379 units | 5 |
| LNER 80x | 7 |
| Connectional Allowance | 5 minutes |
| Dwell Time – passenger services | |
| DMU (E) | 1 |
| DMU (Other) | 45 seconds – to be shown as alternating 1 and ½ minute stops |
| EMU | ½ |
| HST/LH/22X/180/80X | 1½ |
| Tyne & Wear Metro cars | 24 seconds – to be shown as ½ stop and SRT shortened by 6 seconds |
| LNER Class 91 and 80x | 2 |
| Locomotive Change | |
| At same end | 16 |
| Locomotive Run–Round | |
| Passenger | 16 |
| Freight | 20 |
| Platform End Conflicts | |
| 1 st train arrive to 2 nd train depart | 1 |
| 1 st train Depart to 2 nd train arrive Opposite directions EMU/DMU/22x/TPE Class 68 | 5 |
| 1 st train Depart to 2 nd train arrive Opposite directions LH/HST | 6 |
| Platform Re–occupation | |
| Following EMU/DMU/22x/TPE Class 68 in same direction | 3 |
| Following LH/HST in same direction | 4 |
| Reversals | |
| Standard | 8 |

| STANDARD VALUES – MINIMUM | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| Exceptions | |
| DMU | 3* |
| EMR 222/HST, HST 2+7, HST 2+8, NMT, 5-car 80X | 7** |
| XC 22x | 5 single set 6 double set |
| HST 2+7 or 2+8 Re-manned | 5 |
| 80X re-manned | 4 |
| Freight – Reversal before/after propelling movement | 2 |
| Light engines | 2 |
| *4 minutes for East Midlands Railway Services | |
| **Except TPE between 23:00 and 06:00 where 5 minutes is applicable. Does not apply to Hull Trains 5-car 802s | |
| Minimum Turnround | |
| DMU* | 4 |
| *Where turnround times are specified at locations for trains from specific origins, request should be made to the Operational Planning Project Manager LNE, Network Rail for times from other locations as a longer turnround may apply. | |
| HST/LH | 35 |
| 4 car class 379 or 387(default timing load 365) | 8 |
| 8 car class 379 or 387(default timing load 365) | 9 |
| 12 car class 379 or 387 (default timing load 365) | 10 |
| TPE Class 68 Mark 5A Nova 3 | 12 (can be reduced to 7 with 2 drivers on board, at TPE's discretion) |
| 8 car class 700 | 8 |
| 12 car class 700 | 10 |
| 6 car class 717 | 6 |
| Class 80x | 25 |
| Arrivals at Destination | |
| The following operators' services are not required to arrive at destination on a full minute: | |
| Grand Central | |
| Nexus (Tyne and Wear Metro) | |
| Northern | |
| Transpennine Express | |
| Arrivals from/departures to ECS | |
| CrossCountry 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 | |

| STANDARD VALUES – MINIMUM | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot | |
| 1 x 22x departing in same direction as arrival | 8 |
| 1 x 22x departing in reverse direction to arrival | 10 |
| 2 x 22x departing in same direction as arrival | 15 |
| 2 x 22x departing in reverse direction to arrival | 20 |
| GTR minimum platform standing allowance between ECS arrival and passenger train departures | |
| Class 700/717 departing in same direction | 1 (unless otherwise specified) |
| GTR minimum platform standing allowance between passenger train arrival and ECS departure | |
| Class 700/717 departing in same direction | 4 (unless otherwise specified) |
| East Coast Trains minimum platform standing allowance between passenger train arrival and ECS departure to depot in same direction | |
| Class 803 | 10 |

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES
EXCEPTIONS TO THE STANDARD VALUES:

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | |
|---------------------------------------------------------------|-----------------------------------------------------|---------------|
| London King's Cross | | |
| Connectional Allowance | 15 | |
| Platform end conflicts | | |
| Depart to arrive where conflict occurs in King's Cross throat | | 4 |
| Depart to arrive where conflict occurs at Belle Isle Junction | | 6 |
| Arrive to depart where conflict occurs in King's Cross throat | | 1 |
| Exceptions are as follows: | | |
| First Movement | Second Movement | Margin |
| Depart Platform 0-1 to Down Fast via Line A | Conflicting arrival into Platforms 0-1 via Line A | 5 |
| Depart Platform 1-2 to Down Fast via Line B | Arrive into Platform 0-1 via Line BX | 5 |
| Depart Platforms 2-5 to Down Fast via Line CX | Conflicting arrival into Platforms 2-5 via Line C | 5 |
| Depart Platforms 5-7 to Down Fast via Line D | Conflicting arrival into Platforms 5-7 via Line C | 5 |
| Depart Platforms 8-10 to Down Slow via Line F | Conflicting arrival into Platforms 8-10 via Line EX | 5 |
| Arrive Platform 0-1 from Line BX | Conflicting departure from Platform 1-2 to Line B | Same time |
| Arrive Platform 2-5 from Line DX | Conflicting departure from Platform 5-7 to Line D | Same time |
| Arrive Platform 6-7 from Line C | Depart Platform 2-5 to Line C or CX | Same time |
| Arrive Platform 6-7 from Line D | Depart Platform 2-5 to Line CX | Same time |
| Arrive Platform 8-10 from Line EX | Conflicting departure from Platform 7 to Line E | Same time |
| Arrive Platform 9-10 from Line EX | Conflicting departure from Platform 8 to Line E | Same time |
| Minimum Turnround | | |
| | All Times | |

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

London King's Cross

| | |
|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| From Middlesbrough, Yorkshire and stations south thereof (LNER) | 30 |
| From Newcastle, Sunderland (LNER) and Berwick-upon-Tweed | 35 |
| From Scotland (LNER) | 40 |
| From Hull (Hull Trains) | 30 20 for arrivals during the following hours: Monday-Friday 0700-1000 and 1600-1900 Saturday all day Sunday 1700 – 2100 |
| From Sunderland (Grand Central) | 35 except for: 20 1700–1930 Monday-Friday 20 all day Saturday 20 during Sunday engineering work 20 for arrivals originating from York during contingency timetable |
| Lumo | 20* for trains entering passenger service from ECS or for trains leaving passenger service to ECS 42** for passenger service forming passenger service *May be reduced to 15 through agreement with operator **May be reduced to 35 through agreement from the operator |
| Station Watering Points | |
| Platforms 0–10 | |

Belle Isle Junction

Junction Margins

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| All crossing margins | 2 |
| NB – for conflicting arrivals/departures into London King's Cross, please refer to London King's Cross platform end conflicts | |
| Planning Note: Trains planned to cross from Up Slow to Line F at Belle Isle will conflict with trains passing Belle Isle from the Canal Tunnels on either the UCT or DCT. It is not a parallel move. | |

Copenhagen Junction

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

Junction Margins

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

| Holloway South Junction | | |
|------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------------------------------------------------------|
| Adjustment to sectional running times | | |
| Movement Down | Reason | Value |
| Down Fast or Down Slow to Down Goods | Approach control | 1 approaching Holloway South Junction |
| Down Fast to Down Slow | Approach control | ½ approaching Holloway South Junction |
| Down Slow to Down Fast | Approach control and acceleration | ½ approaching Finsbury Park |
| Movement Up | Reason | Value |
| Up Fast to Up Slow | Approach control | ½ approaching Holloway South Junction |
| Up Slow to Up Fast | Approach control and acceleration | ½ approaching Holloway South Junction ½ approaching Belle Isle |
| Up Slow 2 to Up Slow | Acceleration | ½ approaching next timing point |
| Up Slow 2 to Up Fast (not stopping at Signal K326) | Approach control and acceleration | ½ approaching Holloway South Junction ½ approaching Belle Isle |
| Up Slow 2 to Up Fast (having stopped at Signal K326) | Acceleration | ½ approaching Belle Isle |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| All Conflicting Moves (unless stated below) | | 2 |
| Up Fast pass | Up Slow 2 to Up Fast | 2½ |
| Up Slow pass | Up Slow 2 to Up Slow | 2½ |
| Up Slow pass | Up Slow 2 to Up Fast | 2½ |
| Planning restriction | | |
| Any train exceeding 321m in length held at K326 on Up Slow 2 will prevent another entering Platform 1 at Finsbury Park | | |

| Finsbury Park | | |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------|
| Dwell Time | | |
| Class 379 and 387 | 1 | |
| Class 700 and 717 | 1½ - may be reduced to 1 by TOC agreement | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Platform 7 to SL | Depart Platform 8 to SL | 2 |
| Depart Platform 7 to SL2 | Depart Platform 8 to SL | 2 |
| Depart/Pass Platform 8 to SL | Depart Platform 7 to SL2 | 2 |
| Arrive USL from UFL | Pass UFL | 2½ |
| Depart Platform 4 to DFL | Arrive Platform 4 from UFL | 4 |
| Pass DFL | Depart DSL to DFL | 1½ [^] |
| Pass DFL | Pass DSL to DFL | 2 ^{\$} |
| ^{\$} May be 1½ if second train has 1 minute or more pathing time approaching Finsbury Park | | |

Finsbury Park

^Headway between these services may be reduced to 2½ minutes as far as Potters Bar

Platform Re-occupation

| | |
|-------------------|----|
| In Down direction | 2 |
| In Up direction | 2½ |

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|-----------------------------------|------------------------------------------------------------------------------|------------------------------------|
| Alexandra Palace to Finsbury Park | UF to US (all movements) Approach Control and Differential Junction Speed | 1 EMU 1½ HST/LH/ 180/225/80X |
| Movement Down | Reason | Value |
| Finsbury Park to Alexandra Palace | DS to DF (all movements) Differential Junction Speed | ½ |

Harringay

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------|---------------------------|--------|
| Depart US2 (K85) to Hornsey EMUD | Arrive/Pass Finsbury Park | 5 |

Hornsey EMU Reversing Sidings

Planning Notes

Siding 1 – Usable length of 25 SLU/161 metres; capable of accommodating up to 8x20m vehicles
Siding 2 – Usable length of 37 SLU/241 metres; capable of accommodating up to 12x20m vehicles

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

Hornsey EMU Depot

Junction Margins

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

Alexandra Palace

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------|
| Finsbury Park to Alexandra Palace | DF to Down Hertford and also DF to DS pass to pass; approach control and differential junction speed | 1 EMU 1½ HST/LH/ 180/225/80X |
| | DF to Down Hertford and also DF to DS start to pass | 1 |
| | DS to Down Hertford also DS to DF pass to pass | ½ |

| Alexandra Palace | | |
|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|----------------------------------------------|
| Alexandra Palace to Potters Bar | DF to DS pass to pass | 1 |
| | DS to DF pass to pass | 1 180/EMU 1½ HST/LH/ 225/80X |
| | | |
| Movement Up | Reason | Value |
| Potters Bar to Alexandra Palace | US to UF pass to pass; approach control and differential junction speed | 1 Except HST/225/80X 1½ HST/225/80X |
| | US1 to US2 pass to pass; approach control and differential junction speed | ½ EMU |
| Alexandra Palace to Finsbury Park | Up Hertford to UF pass to pass; differential junction speed | 1 180/EMU 1½ HST/LH/ 225/80X |
| | Up Hertford to US pass to pass; differential junction speed | ½ 180 1 HST/LH/ 225/80X |
| | US1 to UF pass to pass; differential junction speed | 1 180/EMU 1½ HST/LH/80X |
| | US2 to US pass to pass; differential junction speed | ½ EMU |
| | For services departing from Bounds Green Depot to US2 Start to pass; for acceleration purposes | 1½ HST/LH/80X |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass DFL | Depart DSL to DFL | 1½ |
| Pass DFL | Pass DSL to DFL | 2* |
| Arrive/pass DSL from DFL | Pass DFL | 3 |
| Pass UFL | Pass USL to UFL | 2* |
| Pass UFL | Depart USL to UFL | 1½ |
| Pass USL | Depart USL2 to USL | 1½ |
| Pass USL | Pass USL2 to USL | 2* |
| Depart USL not calling at Hornsey | Depart USL2 to USL calling at Hornsey | 2 |
| Pass USL2 | Pass USL to USL2 | 2* |
| *May be reduced to 1½ if second train has 1 minute or more pathing time approaching Alexandra Palace | | |
| | | |
| Dwell Time | | |
| All trains | 1 minute unless reduced to 30 seconds by agreement with Train Operator | |
| | | |
| Platform Re-occupation | | |
| In Down direction | 2 | |
| In Up direction | 2½ | |

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

New Southgate

New Barnet

Junction Margins

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

Dwell Time

1 – May be reduced to ½ minute outside SX peak hours following discussion with operator

Potters Bar

Adjustment to sectional running times

| Movement Down | Reason | Value |
|-----------------------------------|---------------------------------------------------------------------------------------------|------------------------------------|
| Alexandra Palace to Potters Bar | DF to DS pass to pass and pass to stop; approach control and differential junction speed | ½ |
| | DS to DF pass to pass and pass to stop; approach control and differential junction speed | ½ EMU 1HST/LH/ 180 /225/80X |
| Potters Bar to Welwyn Garden City | DF to DS pass to pass and pass to stop | 1 |
| | DS to DF pass to pass | 1 EMU/180 1½ HST/LH/ 225/80X |

| Movement Up | Reason | Value |
|-----------------------------------|----------------------------------------------------------------------------|-----------------------------------|
| Welwyn Garden City to Potters Bar | UF to US pass to pass; approach control and differential junction speed | 1 |
| | US to UF pass to pass; approach control and differential junction speed | 1 |
| Potters Bar to Alexandra Palace | UF to US pass to pass | 1 |
| | US to UF pass to pass | ½ EMU/180 1 HST/LH/ 225/80X |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|-----------------------------------------|--------|
| Down train to cross to SL | Before next fast train passes Down Fast | 2½ |
| Up train cross UFL to USL | Before next fast train passes | 2½ |
| Pass UFL | Depart USL to UFL | 1½ |
| Pass UFL | Pass USL to UFL | 2½ |
| Pass DFL | Depart DSL to DFL | 1½ |
| Pass DFL | Pass DSL to DFL | 2 |

Marshmoor Crossover

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------|-----------|
| Up train arrive Welham Green | Pass USL to UFL | 3 |
| Up Fast Potters Bar | Pass USL to UFL | Same time |

Hatfield

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------|---------------------------------------------|--------|
| Cross to USL at Hatfield North | Before next train passes Welwyn Garden City | 1½ |
| Down fast pass Welwyn G.C. | Pass DSL to DFL | 1 |

Welwyn Garden City

Adjustment to sectional running times

| Movement Down | Reason | Value |
|-----------------------------------------------|----------------------------------------------------------------------------------------|-----------------------------------|
| Potters Bar to Welwyn Garden City | DF to DS pass to pass; approach control and differential junction speed | 1 |
| | DS to DF pass to pass; approach control and differential junction speed | 1 |
| Potters Bar or Hatfield to Welwyn Garden City | DS to DF pass to pass | 1 180/EMU 2 HST/LH/ 225/80X |
| Movement Up | Reason | Value |
| Woolmer Green to Welwyn Garden City | UF to US pass to pass; approach control at Signal K620 and differential junction speed | 1 |
| | US to UF pass to pass | 1 EMU/180 2 HST/LH/ 225/80X |
| Welwyn North to Welwyn Garden City | UF to US start to stop; approach control at Signal K620 | 1 |

Connectional Allowance

4

Dwell Time

| | |
|-------------------|----|
| Class 365 and 387 | 1 |
| Class 700 and 717 | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------------|---------------------------------|--------|
| Arrive/pass Platform 3 from Down Fast | Pass Down Fast passenger | 2½ |
| Pass DFL | Depart DSL to DFL | 2 |
| Pass UFL | Depart USL to UFL | 2 |
| Cross to USL | Pass UFL | 3 |
| Depart Yard | Pass Up/Down | 5 |
| Pass Up/Down | Depart Yard | 2 |
| Depart Platform 3 or 4 via the Welwyn Flyover | Pass Platform 1 or 2 to Up Slow | 5 |

Welwyn Garden City

GTR class 387, 700 and 717 trains to Welwyn Garden City CS require a 4-minute operational stop in the platforms to clear the train of passengers and lock the doors

GTR class 365 trains to Welwyn Garden City CS require a 5-minute operational stop in the platforms to clear the train of passengers and lock the doors

This is to permit station staff to ensure windows are closed prior to the train passing through the carriage washer

Turnrounds All shunt movements to be timed

Platform Re-occupation 3

Digswell

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------|-----------------------------------|--------|
| Up train to cross to SL | Up fast passes Welwyn Garden City | 3½ |
| Down Fast train passes Welwyn Garden City | Pass DSL to DFL | 2½* |
| Down Fast train passes Welwyn Garden City | Depart from DSL | 2 |

* May be reduced to 1½ for trains with pathing allowance after Welwyn Garden City and calling at Welwyn North

Welwyn North

Station Working

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

Woolmer Green

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|------------------------------|-------------------------------------------------------------|-------------------|
| Approaching Woolmer Green Jn | DF – DS when DF from Welwyn GC; differential junction speed | ½ HST/180/225/80X |

| Movement Up | Reason | Value |
|------------------------|-----------------------------------------------------------|-------------------|
| After Woolmer Green Jn | US – UF when UF to Welwyn GC; differential junction speed | ½ HST/180/225/80X |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|-----------------|--------|
| Down train to cross to SL | Next train pass | 3 |
| Pass UFL | Pass from USL | 2 |

| Stevenage | | |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Stevenage to Hitchin | DF to DS pass to pass; junction differential | ½ 180 /EMU 1 HST/LH/ 225/80X |
| | DS to DF pass to pass (use for Hertford diversions) | 1 180/EMU 1½ HST/LH/ 225/80X |
| Stevenage to Hitchin | US or UF to DF (for originating trains at during engineering works); differential junction speed | ½ |
| Woolmer Green to Stevenage | DF to DS pass to pass; approach control and differential junction speed | 1 |
| | DF to DS pass to stop; approach control and differential junction speed | ½ |
| | DS to DF pass to pass; approach control and differential junction speed | ½ 180 /EMU 1 HST/LH/ 225/80X |
| Movement Up | Reason | Value |
| Hitchin to Stevenage | UF to US pass to pass (use for Hertford diversions); approach control and differential junction speed | 1 EMU 1½ HST/LH 180/225/80X |
| | UF to US pass to stop (use for Hertford diversions); approach control and differential junction speed | ½ HST/LH/ 180/80X |
| | US to UF pass to pass; approach control and differential junction speed | 1 |
| Stevenage to Woolmer Green | UF to US pass to pass | 1 |
| | US to UF pass to pass | 1 180/EMU 1½ HST/LH/ 225/80X |
| Connectional Allowance | | |
| | 4 | |
| Dwell Time | | |
| Class 365 and 387 | 1 | |
| LH/HST/222 | 1½ | |
| Class 700 and 717 | 1½ - may be reduced to 1 with TOC agreement | |
| 802/803 | 1½ | |
| LNER all services | 2 – May be reduced to 1½ with prior agreement from the operator | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Cross to DSL | Pass DFL | 3 |
| Cross to USL | Pass UFL | 3 |
| Pass DFL | Depart DSL to DFL | 2 |
| Pass DFL | Pass DSL to DFL | 2½* |
| Pass UFL | Depart USL to UFL | 2 |
| Pass UFL | Pass USL to UFL | 2½* |
| Depart USL to UFL | Arrive/Pass UFL | 3 |
| Depart DSL in Up direction | Arrive DSL | 6 |
| Depart DSL in Up direction | Arrive DSL from DML | 4 |
| * May be reduced to 2 minutes if second train has 1 or more minutes pathing time approaching Stevenage | | |
| Planning Restriction | | |

| | |
|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Stevenage | |
| Whilst a train is sat at Signal K214 on the Down Fast, it is not possible to plan a service down into Platform 3. | |
| Platform Re-occupation | |
| In same direction | 2½ |
| Station Working | |
| Up trains must be routed SL from Hitchin if UFL platform at Stevenage is occupied by an originating down passenger service. | |
| Turnround | |
| | Suburban EMU services turning around in Platform 4: 8 maximum SX, 10 maximum SO |

| Hitchin | | |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Stevenage to Hitchin | DF to Cambridge (via DCF) pass to pass; approach control and differential (EMU differential included in the SRT) | 1 HST/LH/ /225/80X Also see 5.1 |
| | DF to Cambridge (via flat junction) pass to pass; approach control and differential | ½ EMU 1 HST/LH/225/ 80X |
| | DF to DS pass to pass crossing at Hitchin South Jcn; junction differential | ½ |
| | DS to DF or Cambridge (via flat junction) pass to pass; approach control and differential | ½ /EMU 1 HST/LH/ 225/80X |
| | DS to DF pass to pass | 1 222/EMU 1½ HST/LH/ 225/80X |
| | | |
| Movement Up | Reason | Value |
| Sandy to Hitchin | UF to US pass to pass; approach control and differential | 1½ EMU 2 HST/LH/ 180/225/80X |
| | US to UF pass to pass; approach control | 1 |
| Hitchin to Stevenage | UF to US pass to pass | ½ |
| | Up Cambridge to Up Fast pass to pass; differential | 1 EMU 2 HST/LH/ 180/225/80X |
| | US to UF pass to pass crossing at Hitchin South Jn; differential | 1 HST/LH 180/225/365/ 80X |
| | | |
| | | |
| Connectional Allowance | 4 | |
| | | |
| Dwell Time | | |
| EMU | 1 * May be reduced to ½ minute by agreement with Train Operator | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive USL from UFL | Pass Up Main | 4 |

| | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----|
| Hitchin | | |
| Pass UFL | Pass from USL to UFL | 2 |
| Down train to depart towards Royston | Before next fast Up or Down passes | 3½ |
| Depart to Royston | Arrive from Peterborough | 3½ |
| Down or Up fast passes | Depart to Royston | 1* |
| Arrive DSL from DFL | Pass DFL | 2½ |
| Pass Up Fast/Up Slow | Pass to Royston | 3 |
| Pass to Royston | Pass Up Main | 3 |
| Pass to Royston via Flyover | Down Pass at Hitchin | 3 |
| Pass to Royston via Flyover | Depart to Sandy | 3 |
| * 1½ minutes when train on Down Slow arrives exactly same time as train passes Down Fast | | |
| Platform Re-occupation | | |
| In same direction | 2½ | |
| Simultaneous moves not permitted | | |
| A train may not arrive at the Down Slow platform 2 while a train is signalled from K699 signal on the Down Fast to the Down Slow(via 2271 crossover unless both trains have {1} on approach to Hitchin as they will both be approach controlled at Hitchin South Jn. Otherwise a margin of 2 minutes is required. | | |
| A train may not cross from K699 signal on the Down Fast to the Down Slow (via 2271 crossover) while a train is arriving at platform 2 unless both trains have {1} on approach to Hitchin, as both trains will be approach-controlled at Hitchin South Jn. Otherwise a margin of 2 minutes is required | | |

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

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

| | | |
|--------------------------------|----------------------------------|---------------|
| Biggleswade | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train cross to DFL to DSL | Next Down fast train pass on DFL | 2 |
| Depart/Pass UFL to USL | Next Up fast train pass on UFL | 2½ |
| Arrive DS from US | Depart US or UF to Hitchin | Same time |
| Arrive DS from US | Pass on US | 1½ |
| Arrive DS from US | Pass on UF | 1½ |
| Arrive DS from US | Pass on DF | 2 |
| Arrive DS from US | Down arrive platform 3 | 3½ |
| Arrive Plasmor | Pass on DS | 2½ |
| Arrive Plasmor | Down arrive Biggleswade | 2½ |
| Pass UF | Depart DS to Up | 2 |
| Pass UF | Depart K235 to DS | 2 |
| Depart platform 2 to UF | Depart DS to Up | 2 |
| Depart platform 2 to UF | Depart K235 to DS | 2 |
| Pass DF | Depart DS to Up | 1 |
| Pass DF | Depart K235 to DS | 1 |
| Pass DS | Depart Plasmor | 2 |

| Biggleswade | | |
|---------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------|
| Pass DS | Depart K235 to DS | 2 |
| Down depart on DS. | Depart Plasmor | 2½ |
| Down depart on DS | Depart K235 to DS | 2½ |
| US pass | Depart DS to US | 2 |
| US depart | Depart DS to US | 2½ |
| Depart DS to Up | Pass DS | 4 |
| Depart DS to Up | Arrive DS | 4½ |
| Depart DS to Up | Pass DF | 4 |
| Depart DS to US | Pass UF | 4 |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Hitchin to Biggleswade. To be applied approaching Biggleswade | DF to DS; approach control | 1 for non-stopping; ½ stopping at Biggleswade |
| Biggleswade to Sandy. To be applied after Biggleswade | DF to DS; acceleration from slow speed point work | ½ for non-stopping trains only |
| Movement Up | Reason | Value |
| Sandy to Biggleswade. To be applied approaching Biggleswade | UF to US; approach control | ½ |
| Biggleswade to Hitchin. To be applied after Biggleswade | UF to US; acceleration from slow speed pointwork | 1 for non-stopping trains only |

METHOD OF WORKING TO/FROM PLASMOR SIDINGS

Method of Working from South, to Plasmor Sidings:

- Hitchin xx/xx
- Biggleswade [platform 4] arr xxRM00
- Biggleswade [platform 4] dep xxRM03
- Biggleswade Plasmor xxPR06½

Method of Working from North, to Plasmor Sidings:

- Sandy xx/xx
- Biggleswade [platform 1 or 2] xx/00
- Biggleswade Signal K235 arrive xxRM02
- Biggleswade Signal K235 depart xxRM04
- Biggleswade [platform 4] arrive xxPRRM07
- Biggleswade [platform 4] depart xxRM09
- Biggleswade Plasmor arrive xx:12½

Method of Working from Plasmor Sidings to South:

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

Method of Working from Plasmor Sidings to North:

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

Notes:

- Run Rounds, if required, use the DSL. Planners must satisfy themselves that a 'window' of at least 10 minutes exists between other traffic to allow this to take place

- Siding Lengths:
- No. 1 Siding (adjacent to Down Slow): Complete siding 821yards/117slu; south, clear of 'A' ground frame 476yards/67slu; north, clear of 'B' ground frame and all points 85yards/12slu; between 'A' ground frame and 'B' ground frame 276yards/39slu
- No. 2 Siding (adjacent to no. 1 siding at south end) – 205yds/29slu [presently out of use]
- No. 3 Siding (adjacent to no. 1 siding at north end) – 213yards/39 slu
- No. 4 Siding (adjacent to no. 3 siding) – 213yards/39 slu
- No. 5 Siding (adjacent to no. 4 siding) – room for locomotive only

Sandy

Adjustments to Sectional Running Times

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

Junction Margins

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

St Neots

Dwell Time

| | |
|------------|---|
| All trains | 1 |
|------------|---|

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------|-------------------------------------------------------------------------------|-------|
| Sandy to St. Neots | DF to DS approach control (40mph crossover) for services stopping at St Neots | ½ EMU |
| Movement Up | Reason | Value |
| St. Neots to Sandy | US to UF acceleration (35mph crossover) for services stopping at St Neots | ½ EMU |

| St Neots | | |
|---------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train to clear to SL | Before next non-stop train passes Sandy | Pass Sandy ½ before 1 st train has cleared to SL at St Neots |
| Pass Up fast | Depart USL to UFL | 1½ before fast passes Sandy |

| Huntingdon | | |
|--------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Sandy to Huntingdon | DF to DS pass to pass; approach control | 1 EMU 2 HST/LH/ 180/225/80X |
| | DS to DF pass to pass; approach control | ½ |
| Huntingdon to Holme | DF to DS pass to pass; approach control | ½ EMU 1 HST/LH/180/ 225/80X |
| | DS to DF pass to pass; differential junction speed | 1 |
| Movement Up | Reason | Value |
| Conington South Jn to Huntingdon | UF to US pass to pass; approach control | ½ EMU/Freight 1½ HST/LH/ 180/225/80X |
| Huntingdon to Sandy | US to UF pass to pass; approach control and differential junction speed | 1½ |
| Dwell Time | | |
| EMU: 1 | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up Slow pass/arrive having diverged from Up Fast | Up Fast to Up Fast | 2½ |
| Down train to clear to SL | Before next non-stop train passes | 3 |
| Pass Down Fast | Depart DSL to DFL | 1½ |
| Empty EMU to arrive Up platform from DFL | Before next non-stop train passes | 3½ |
| Depart Up Bay | Arrive Up Slow Platform | 3 |
| Arrive Up Bay from P33 signal | Arrive Up Slow Platform | 3½ |
| Platform Reoccupation | 3 minutes | |

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

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

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

| Fletton Junction | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down Main to Down Slow for services stopping at Peterborough | Differential junction speed | ½* passenger approaching Fletton Junction *does not apply to GTR as allowance is included in SRT |
| Movement Up | Reason | Value |
| Pass Up Slow to Up Main Or HAW timing loads (pass from Up Slow or Up Fast) | Acceleration – to be applied approaching Conington South Junction | <u>Passenger</u> 1½ 80x/91/HST 1 Other <u>Freight</u> Class 4: 1 400t 1½ 600t 2 800t 2½ 1,000t – 1,600t Class 6: ½ 400t 1 600t 1½ 800t – 1,200t 2 1,400t – 1,600t 2½ 1,800t – 2,200t 3 2,400t – 2,600t |
| Up Fast to Up Main having: a) Stopped at Peterborough, or b) Passed via Platform 1 or 2, or c) Passed via Platform 3 from the Up Slow or Signal P458 | Acceleration – not at linespeed by Fletton Junction; to be applied approaching Conington South Junction | <u>Passenger</u> ½ 80x/91/HST <u>Freight</u> Class 4: ½ 800t 1 1,000t 1½ 1,200t – 1,600t Class 6: ½ 1,400t – 1,600t 1 1,800t 1½ 2,000t 2 2,200t 2½ 2,400t – 2,600t |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train to clear to SL | Before next non-stop passes Holme | Same time |
| Pass Up Main | Up Slow to Up Main | 2 |

| | | |
|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------|
| Peterborough | | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Entering an occupied platform | Calling on allowance | 1 (plus 3 between arrivals) |
| Movement Down | Reason | Value |
| Down Slow to Platform 4/5 (restrictive route due to any conflicting move at Spital Junction) – see also Planning Restrictions | Approach control on Signal P421 | 1 ½ GTR trains |
| Down Fast to Platform 4/5 (restrictive route due to any conflicting move at Spital Junction) – see also Planning Restrictions | Approach control on Signal P423 | ½ |
| After Peterborough for departures from Platforms 2, 4 and 5 via USL towards Werrington Jn | Via slow speed connections | ½ All |
| Connectional Allowance | 8 | |
| Dwell Time | | |
| DMU/EMU | 2 | |
| LH/HST/80X | 2 | |
| 170 | 1½ | |
| Junction Margins – Platforms 1-3 | | |
| All conflicting margins 3 minutes unless stated below: | | |
| Platforms 1-3 south-end | | |
| First Movement | Second Movement | Margin |
| Depart Platform 1a to Up Fast/Up Slow | Depart Platform 1b northbound | 2 |
| Arrive Platform 1a from Down Fast | Depart Platform 1b northbound | 2 |
| Depart Platform 1-3 to Up Fast | Pass Platform 3 to Up Fast | 4 |
| Arrive Platform 1-2 from Down Fast | Pass Platform 3 to Up Fast | 3 |
| Pass Platform 3 to Up Fast | Depart Platform 1-2 to Up Fast | 2 |
| Arrive Platform 1-2 from Down Fast | Depart Platform 1-2 to Up Fast (from adjacent platform) | 1 |
| Platforms 1-3 north-end | | |
| First Movement | Second Movement | Margin |
| Depart Platforms 1-2 to Down Fast | Arrive/Pass Platforms 1-3 from Up Fast | 4 |
| Depart Platforms 1-2 to Up Slow/South Down Arrival/South Up Departure/Shunt Line | Arrive Platforms 1-2 from Up Fast | 4 |
| Depart Platforms 1-2 to Up Slow | Arrive Platforms 1-2 from South Down Arrival/South Up Departure/Shunt Line | 4 |
| Depart Platforms 1-2 to South Down Arrival/South Up Departure/Shunt Line | Arrive Platforms 1-2 from Up Slow | 4 |
| Depart Platform 2 to Up Slow/South Down Arrival/South Up Departure/Shunt Line | Pass Platform 3 to Up Fast | 5 |
| Pass Platform 3 to Up Fast | Depart Platforms 1-2 to Down Fast | 1 |
| Junction Margins – Platforms 4-7 | | |

Peterborough

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

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

| First Movement | Second Movement | Margin |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Arrive Platform 4 from Down Fast/Down Slow/Nene Sidings | Depart or Pass Platform 5 to Nene Sidings | 1 |
| Arrive Platform 4 from March Independent Line | Depart or Pass Platform 5 to March Independent Line | 1 |
| Arrive Platform 5 from Down Fast/Down Slow/Nene Sidings or March Independent Line | Depart or Pass Platforms 4 towards Peterborough East Junction via Nene Sidings or March Independent Line | 1 |
| Arrive Platform 6 from Peterborough East Junction via March Lines | Depart or Pass Platform 7 or Two-Way Goods Line towards Peterborough East Junction via Down March Line | 1 |
| Arrive Platform 6 from Up March Line | Depart or Pass Platforms 4 or 5 towards Peterborough East Junction via March Independent Line | 1 |
| Arrive Platform 7 from Peterborough East Junction via Down March Line | Depart or Pass Two-Way Goods Line towards Peterborough East Junction | 1 |
| Arrive Two-Way Goods Line from Peterborough East Junction via Down March Line | Depart Platform 7 towards Peterborough East Junction via Down March Line | 1 |
| Depart Platforms 4 or 5 to Nene Sidings | Arrive into Platforms 4 or 5 from Nene Sidings | AB – second train cannot depart Nene Sidings until first train has arrived |

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

All same direction conflict margins – 3 minutes

All opposite direction conflicting margins 4 minutes where a passenger train is the first conflicting move and 5 minutes where a freight train is the first conflicting move; exceptions are listed below:

| First Movement | Second Movement | Margin |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------|
| Down Fast Pass | Any arrival into Platforms 4, 5 or 6 from Up Fast or Up Slow | 3 |
| Down Fast Pass | Conflicting freight depart Platforms 4, 5 or 6 | 2 |
| Arrive Platforms 4, 5, 6, 7 or Two-Way Goods Line from the north | Any conflicting departure from Platforms 4, 5, 6, 7 or Two-Way Goods Line to the north | 1 |

Peterborough

| | |
|------------------------------|-----------------------------------|
| Train Watering Points | Platforms 1 and Eastfield Sidings |
|------------------------------|-----------------------------------|

Turnround

| | |
|------------------------------------------------|----|
| To/from Spalding | 5 |
| To/from Lincoln | 7 |
| To/from Doncaster, or North or West of Lincoln | 10 |
| To/from East Anglia | 10 |

Planning Restrictions

For a Down arrival/pass from Holme into Platform 4 or 5 to receive an unregulated/clear run, there must be no planned movements across the Spital Junction to/from Platforms 4, 5 or 6 from up to 2 minutes after the Down train has passed Holme, and then not until 1 minute after this train has departed Peterborough. If this isn't achievable, then the below adjustments must be applied:

Down Trains

Due to overlap restrictions at the north of the station, approach control allowances are required approaching Platforms 4 and 5, when there is a conflicting move across the north-end ladder (Spital Junction). Therefore, adjustment must be applied approaching Peterborough (see Adjustments to Sectional Running Times)

Up Trains

If there is a departure or arrival into Platform 1 or 2 to/from Fletton Jn via the Fast Lines within 2½ mins of an arrival into Platform 3 from the Up Fast line, the Platform 3 arrival must have 1-minute adjustment added for double conditional reds (P468 & P440 signals) between Tallington Jn and Peterborough

Other general restrictions

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

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

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

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

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

Peterborough Virtual Quarry

Planning Restriction

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

New England North Junction

Junction Margins

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

Marholm Junction

Junction Margins

| | |
|----------------------------------------|---|
| All diverging and converging movements | 3 |
|----------------------------------------|---|

Werrington Junction

Junction Margins

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

Helpston Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Margin |
|------------------------------|-----------------------------------|--------|
| Pass Down Slow to Tallington | Approach control and deceleration | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|---------------------------------------|--------|
| Pass Down Slow to Tallington | Pass from Stamford | 4 |
| Pass from Stamford | Pass Down Slow to Tallington Junction | 3 |

Tallington Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|------------------------------|--------|
| Train clear to SL | Next train pass Up/Down Main | 4 |
| Pass Up or Down Main | Pass from SL | 3 |

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

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

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

| Grantham | | |
|---------------------------------------------------------------------------------|-----------------------------------------------------------------------|--------------------|
| Adjustments to Sectional Running Times (to be shown after this location) | | |
| Movement | Reason | Value |
| Down Fast to P4/Up & Down Slow | Approach control and differential junction speed at Grantham South Jn | 1½ HST/180/225/80X |

| | | | | | | | | |
|----------------------------------------------------------------------|----------------------------|--------------------------|-----------------------------------------------------------------------|------------------------|----------------|---------------|-------------------|-------------|
| Grantham | | | | | | | | |
| Stoke Jn to Nottingham Branch Jn to Allington triangle; pass to pass | | | Approach control and differential junction speed at Grantham South Jn | | | | 2 Freight | |
| Up Fast only to Up Slow (to Highdyke Jn) | | | Approach control and differential junction speed | | | | 2 Freight | |
| P4/Up & Down Slow to Up Fast | | | Differential junction speed at Grantham South Jn | | | | 2 HST/180/225/80X | |
| Allington triangle to Nottingham Branch Jn to Stoke Jn; pass to pass | | | Differential junction speed at Grantham South Jn | | | | 2 Freight | |
| | | | | | | | | |
| Connectional Allowance | | | 7 | | | | | |
| | | | | | | | | |
| Dwell Time | | | | | | | | |
| 365 | | | 1 | | | | | |
| DMU | | | 2*. * 4 for reversing trains | | | | | |
| LH/HST/180/802 | | | 1½ | | | | | |
| LNER all services | | | 2 – May be reduced to 1½ with prior agreement from the operator | | | | | |
| | | | | | | | | |
| Minimum Turnround | | | 7 – DMU/EMU | | | | | |
| | | | | | | | | |
| Junction Margins | | | | | | | | |
| In the following tables, ‘P’ denotes a parallel move. | | | | | | | | |
| First Movement | | | Second Movement | | | | Margin | |
| Arrive Platform 4 from Stoke | | | Depart Platform 3 to Nottingham Branch Junction | | | | 2 | |
| Arrive Platform 4 from Stoke | | | Arrive Platform 3 from Nottingham Branch Junction | | | | 4 | |
| Arrive Platform 3 from Nottingham Branch Junction | | | Arrive Platform 4 from Stoke | | | | 4 | |
| North End movements | | | | | | | | |
| 2 nd move → | Arr PI 3/4 * from Claypole | Arr PI 3/4 * from Nott’m | Dep PI 3/4 * to Claypole | Dep PI 3/4 * to Nott’m | Pass Down Main | Dep Down Main | Pass Up Main | Arr Up Main |
| 1 st move ↓ | | | | | | | | |
| Arr PI 3/4* from Claypole | – | 4 | 2 | 2 | 3 | 1 | 3 | 4 |
| Arr PI 3/4* from Nott’m | 4 | – | 2 | 2 | P | P | P | P |
| Dep PI 3/4* to Claypole | 8 | 7 | – | 4 | 7 | 6 | P | P |
| Dep PI 3/4* to Nott’m | 7 | 7 | 4 | – | P | P | P | P |
| Pass Down Main | 6 | P | 2 | P | – | – | P | P |
| Dep Down Main | 7 | P | 3 | P | – | – | P | P |
| Pass Up Main | 7 | P | P | P | P | P | – | – |
| Arr Up Main | 6 | P | P | P | P | P | – | – |
| *Platform 3/4 margins also apply to movements to/from GL | | | | | | | | |
| South End movements | | | | | | | | |

| Grantham | | |
|-----------------------------------------------------------------|-----------------------------------------------|---------------|
| First Movement | Second Movement | Margin |
| Up Train from Up/Down Slow depart Grantham | Down train passes/arrives Grantham | 5 |
| Down train passes/arrives Grantham | Up Train from Up/Down Slow depart Grantham | 1 |
| Up train passes | Up Train from Up/Down Slow depart Grantham | 2 |
| Depart Platform 1 to Up Main | Depart Platform 4 to Up Main via Up/Down Slow | 3* |
| *If first train is a class 80x, this margin can be reduced to 2 | | |
| Platform Re-occupation | | |
| Same direction | 4 | |

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

| Newark North Gate | | |
|-----------------------------------------------------------------|-----------------------------------------------------------------------|-------------------|
| | | |
| Advertised Differential | Trains to Nottingham should be advertised to depart 2 minutes earlier | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement (to be shown after Newark) | Reason | Value |
| UDPL/P3 to Down Main when Down Main to Retford | Junction differential when joining the Main line | ½ HST/180/225/80X |
| Newark Crossing East Jn via P3/UDG to the Up Main; pass to pass | Junction differential when joining the Main line | 2 Freight |
| | | |
| Movement (to be shown approaching Newark) | Reason | Value |
| Up Main to P3/UDPL | Approach control and differential junction speed | ½ HST/180/225/80X |
| Down Main to Newark Crossing East Jn via P3/UDG; pass to pass | Approach control and differential junction speed | 2 freight |
| Down arrive Platform 3 | Approach control and differential junction speed | ½ HST/225/80x |
| | | |
| Connectional Allowance | 7 | |
| | | |
| Dwell Time | | |
| DMU/EMU | 1½*. * 4 for reversing trains | |
| LH/HST/802 | 1½ | |
| LNER all services | 2 – may be reduced to 1½ with prior agreement from the operator | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Up Main | Arrive Platform 3 from Down Main | 3 |
| Pass Up Main | Arrive Goods Loop from Down Main (freight) | 3½ |
| Depart Platform 2 to Up Main (Class 180/80x) | Arrive Platform 3 from Down Main | 3½ |
| Depart Platform 2 to Up Main (Class 91) | Arrive Platform 3 from Down Main | 4 |
| Depart Platform 2 to Up Main (Class 180/80x) | Arrive Goods Loop from Down Main (freight) | 4 |
| Depart Platform 2 to Up Main (Class 91) | Arrive Goods Loop from Down Main (freight) | 4½ |
| Down arrival into Platform 3 or Goods Loop | Down Main passenger pass | 2 |

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

Newark Flat Crossing

Adjustment to Sectional Running Time

| Movement Down | Reason | Value |
|-----------------------------------------------------|-----------------------------------------------------------------|--------------|
| Down Main pass (having stopped at Newark Northgate) | Acceleration – to be applied approaching Carlton-on-Trent Loops | ½ 180/80x/91 |

| Movement Up | Reason | Value |
|----------------------------------------------------------------------|---------------------------------------------------------------|--------------|
| Up Main pass towards Newark Northgate (stopping at Newark Northgate) | Deceleration – to be applied approaching Newark Flat Crossing | ½ 180/80x/91 |

Junction Margins

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

Carlton Loops

Junction Margins

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

Retford High Level

Adjustment to Sectional Running Time

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

| | |
|-------------------------------|----|
| Connectional Allowance | 10 |
|-------------------------------|----|

Dwell Time

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

| Retford High Level | | |
|---------------------------------------------------------------------------------------------|---------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive from Worksop and shunt to single line | Down train arrives | 8 |
| Arrive from Worksop and shunt to siding | Down train arrives | 10 |
| Depart to Worksop | Next train arrives from Worksop | 7 |
| Depart to Worksop | Down train arrives | 5 |
| Pass Up or Down | Depart Up or Down platform | 2 |
| Pass Down Main non-stop passenger | Arrive Platform 2 from Up Main | 5 |
| Pass Down Main freight | Arrive Platform 2 from Up Main | 6 |
| Minimum Turnround | | |
| 10 – DMU/EMU. ECS moves to Single Line, Down Slow or Siding may require extended turnrounds | | |

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

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

| Loversall Carr Junction | | |
|-------------------------------------------------------------------|--------------------|--------------------------|
| Adjustments to Sectional Running Times | | |
| Movements Down | Reason | Value |
| All Passenger trains to West Slow Line approaching Loversall Carr | Differential Speed | 1 |
| Movements Up | Reason | Value |
| All Passenger trains from Up East Slow Line approaching Retford | Acceleration | ½ 180/80x/91 1 LH/HST |
| Junction Margins | | |

Loversall Carr Junction

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

Black Carr Junction

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

Decoy North Junction

| Junction Margins | | |
|----------------------------|----------------------------------|-----------|
| First Movement | Second Movement | Margin |
| Cross to WSL | Next train passes Loversall Carr | 3 |
| Down pass/arrive Doncaster | Pass DSL to FL | Same time |

Doncaster Carr IEP Depot

| Restrictions | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <ul style="list-style-type: none"> Arrivals – No more than four arrivals onto the depot within any 60 minutes period. Minimum time between arrivals must be 10 minutes. Departures – No more than four departures from the depot within any 60 minutes period. Minimum time between departures must be 10 minutes. | |

Doncaster

| Adjustments to Sectional Running Times | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------|
| Movement Down | Reason | Value |
| Trains arriving Platform 5 | TPWS | ½ |
| Depart Platform 8 to Down Main | Slow Access to Down Main Line | 1 passenger approaching Shaftholme Junction |
| Movements Up | Reason | Value |
| Trains stopping or passing Doncaster if diverging from Up Fast Up to Up East Slow, Up Fast to Thorne Slow into Platform 1 or Up Fast to down-side, approaching Doncaster. | Approach control | 1 Passenger 2 Freight |
| Trains diverging from Up Fast and stopping at Platform 3b | Approach control | ½ 221 |
| Depart Platform 3b towards Hexthorpe Junction | Low speed crossover | ½ 221 approaching Hexthorpe Junction |
| Trains from Up Leeds line if diverging to down-side. Approaching Doncaster | Approach control | 1 (except DMU/EMUs) |

| | | |
|------------------------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------|
| Doncaster | | |
| Trains from Up Leeds line if diverging to Up East Slow line. Approaching Doncaster | Approach control | 2 |
| Trains arriving Platforms 6 and 7 | TPWS | ½ |
| Connectional Allowance | | |
| | 7 | |
| Dwell Time | | |
| DMU | 2 | |
| HST/LH/80X | 2 | |
| XC 22x | 1½ | |
| TPE | 2 | |
| Junction Margins | | |
| South End Movements | | |
| First Movement | Second Movement | Margin |
| Depart Platform 1 to South | Arrive from Carriage Sidings to depart 1 to North | |
| Arrive Platform 3B from Down | Pass Up/Down Main | 3½ |
| Depart Plat 3B to Sheffield/WSL | Pass Up/Down Main | 4 |
| Depart Plat 3B to Sheffield/WSL | Arrive from Down Main/Slow | 5 |
| Depart Plats 3B/4/5/8 to Sheffield | Arrive Platforms 3B/4/5 from Sheffield | 4 |
| Arrive Plats 3B/4/5 from Sheffield | Depart Platforms 3B/4/5/8 to Sheffield | 2 |
| Arrive Platform 8 from Sheffield | Depart Platforms 3B/4/5 to Sheffield | Parallel |
| Pass Up/Down Main | Depart Platform 3B to Sheffield | 1 |
| Pass Up/Down Main | Arrive Platform 3B from Sheffield/WSL | 3½ |
| Arrive Platform 4/5 from Sheffield | Arrive Platform 8 from Down Main/Slow | 4 |
| Arrive Plat 4/8 from Down Main/Slow | Arrive Platform 3 from Sheffield | 3 |
| Depart Platform 4/5 to Sheffield | Arrive Platforms 4, 5, 8 from Down M/S | 4 |
| Arrive Plat 3B from Sheffield | Arrive Platforms 4, 5, 8 from Down M/S | 3½ |
| Arrive Plats 4, 5, 8 from Sheffield/SL | Depart Goods Lines | 2 |
| Arrive Platform 2 | Depart Platform 1 | 1 |
| Arrive Platform 2 | Pass Platform 1 | 4 |
| Arrive Platform 2 | Depart Platform 3 to ESL | 1 |
| Arrive Platform 2 | Pass Platform 3 | 4 |
| Arrive Platform 2 via ESL 2401pts | Depart Platform 3 to UF | Parallel |
| Depart Platform 1 to UF | Depart Platform 2 to ESL | 2½ |
| Depart Platform 2 to ESL | Depart Platform 1 to UF | 2 |
| North End Movements | | |
| First Movement | Second Movement (where conflicting) | Margin |
| Depart Plat 0 to Up Thorne | Arrive Plat 0 from Down Thorne | 4 |
| Depart Plat 0 to Up Thorne | Arrive Plat 1 from York (via Thorne Slow) | 4½ |
| Arrive Plat 1 from York (via Thorne Slow) | Arrive Plat 0 from Down Thorne | 2½ |
| Arrive Plat 0 from Down Thorne | Arrive Plat 1 from York (via Thorne Slow) | 3 |
| Dept Plat 0 to Up Thorne | Arrive Plat 3 from York | 4 (parallel unless arrival is via Up ESL) |
| Dept Plat 0 to Up Thorne | Arrive Plat 1 from Down Thorne | 4 |
| Arrive Platforms 1/3 from Leeds | Depart to York/Thorne | 1 |
| Pass Down Main (to York) | Pass Up Main (from Leeds) | 3½ |
| Pass Down Main (to York) | Arrive Plat 1/3 (from Leeds) | 4 |
| Depart Down Main (to York) | Pass Up Main (from Leeds) | 4 |
| Depart Down Main (to York) | Arrive Plat 1/3 (from Leeds) | 5 |
| Depart Plat 4 to Leeds/York | Depart Plat 8 to Thorne | 2 |

| | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------|
| Doncaster | | |
| Pass Up Main (from York) | Arrive Up Main (from Leeds) | 4 |
| Pass Plat 1/3 from East Slow | Arrive Plat 1/3 from York/Leeds | 5 |
| Depart Plat 8 to Thorne | Depart Plat 4 to Leeds or York | 2 |
| Depart Plats 4, 6, 7, 8 to Thorne | Arrive from Leeds or York | 4½ |
| Depart Plats 4, 6, 7, 8 to Thorne | Pass from Leeds or York | 4 |
| Depart Goods Lines to Thorne | Depart Plat 4 to Leeds or York | 4 |
| Arrive/Depart Plats 4, 6, 7, 8 from Thorne | Pass Up Main/Down Main | 4 |
| Arrive Plats 4, 6, 7, 8 from Thorne | Arrive Plats 1/3 | 3½ |
| Arrive Plat 1 from Leeds/York | Arrive Plat 3B from Thorne | 2 |
| Arrive Plat 1/3 from Leeds/York | Arrive Plats 4, 6, 7, 8 from Thorne | 4 |
| Arrive Plat 3B from South | Arrive Plat 1 from Leeds | 6* |
| Arrive Plat 1 from Leeds/York | Arrive Plat 3B from South | 4* |
| Pass Up Main/Down Main | Arrive Plats 4, 6, 7, 8 from Thorne/York | 4 |
| Pass Up Main/Down Main | Depart to Thorne from Down Side | 1 |
| Arrive Plat 1 from Leeds | Arrive Plat 3 from York | 4 |
| Depart Plats 4, 6, 7, 8 to York | Pass Down Main (to Leeds) | 4½ |
| Depart Plat 3B to Leeds/York | Arrive Plat 3B from Leeds/York | 5 |
| Depart Plats 4, 6, 7, 8 to North | Arrive Plats 4, 6, 7, 8 from North | 5 when conflicting |
| Depart Plats 1/3 to Thorne | Arrive Plats 1/3 from Thorne | 3 |
| Arrive Plats 6, 7 from North | Follow to same platforms | 3 |
| Arrive Plats 4, 8 from North | Follow to same platforms | 3½ |
| Arrive Platforms 4, 6, 7, 8 from north | Depart Goods Line | 2 |
| Pass Down Fast towards Shaftholme Junction | Depart towards Shaftholme Junction | 2 |
| Arrive Plats 4, 6, 7, 8 from North | Dep Goods Lines | 2 |
| * refers to Overlap Restrictions | | |
| Minimum Turnround | 7 – Leeds EMU services, but not 2 consecutive | |
| | 10 – DMU/EMU from Leeds, Sheffield, Humberside area, Lincolnshire and Peterborough. Any reduction must be specially agreed | |
| Planning Restrictions | | |
| a) Trains from the Sheffield direction arriving into Platform 3b will hold the overlap so trains cannot arrive into Platform 1 from the Up Main line/Leeds Line. Trains from the Shaftholme Junction direction can access Platform 1 simultaneously by using the Down Thorne Slow line which will add an extra 1 minute running time. This should be shown in the timetable as Adjustment allowance. | | |
| b) Trains longer than 234m arriving in the Up direction into Platform 3a will foul the block joint in rear and prevent access into Platform 3b until 2 minutes after the train in Platform 3a has departed. | | |
| c) Trains longer than 234m arriving in the Down direction into Platform 8 will foul the black joint in rear and prevent access into Platform 5 until 2 minutes after the train in Platform 8 has departed. | | |
| d) Trains should not be planned to operate northbound from Platform 3a as there is no north-facing signal at the A end of the platform | | |
| Doncaster West Yard. Electrically hauled trains shunting to or from Doncaster West Yard must be routed to stand behind Signal D1488 or on to the Thorne Lines due to the presence of an OHL Neutral Section | | |
| Platform Re-occupation | | |
| In same direction | 4 (3 DMU/22x/80X) | |
| In opposite direction | 5 (4DMU/22x) | |
| | | |
| Train Watering Points | Platforms 2, 5, 6, 7, Middle Road | |

Arksey Loop

Junction Margins

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

LN105 MOORGATE TO FINSBURY PARK JUNCTION

Moorgate

Junction Margins and Platform Re-occupations – Crossing via Throat

| First Movement | Second Movement | Margin |
|--------------------|--------------------|----------|
| Arrive Platform 9 | Depart Platform 10 | 1 |
| Depart Platform 9 | Arrive Platform 9 | 2½ |
| Depart Platform 9 | Arrive Platform 10 | Parallel |
| Arrive Platform 10 | Depart Platform 9 | Parallel |
| Depart Platform 10 | Arrive Platform 9 | 2½ |
| Depart Platform 10 | Arrive Platform 10 | 2½ |

Station Working

ARS will automatically route trains into platform 9 if it is not occupied

Highbury & Islington

Dwell Time

| | |
|-----|---|
| EMU | 1 |
|-----|---|

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION

Highbury Vale Junction

Junction Margins

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

Planning restriction

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

LN115 COPENHAGEN JUNCTION TO CAMDEN ROAD CENTRAL JUNCTION

York Way North Junction

Junction Margins

| Movement | Margin |
|--------------|--------|
| Fouling Move | 2½ |

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

Camden Road Central Junction

Junction Margins

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

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

Alexandra Palace Signal K476

Restriction

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

Bowes Park

Junction Margins

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

Bowes Park R.R.L.

| | |
|-------------------------|------------------------------|
| Minimum Reversal | Grand Central Class 180 – 10 |
|-------------------------|------------------------------|

Palmers Green

Dwell Time

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

Winchmore Hill

Dwell Time

| | |
|--------------|-----------------------------------------------------------------------------------------|
| All services | 1 - May be reduced to ½ minute outside SX peak hours following discussion with operator |
|--------------|-----------------------------------------------------------------------------------------|

Enfield Chase

Dwell Time

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

| Gordon Hill | | |
|----------------------------------------|-----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Up Bay | Arrive /Pass Up Platform | 3 |
| Arrive Up Bay | Depart Up Platform | 1 |
| Arrive Up Main | Depart Up Bay | 1 |
| Depart Up Bay | Arrive/Pass Up Platforms | 3 |
| Depart/Pass Up Main | Arrive Up Bay | 2½* *Can be reduced to 2 if the second train is calling at Enfield Chase |
| Pass Up Main | Depart Up Bay | 2 |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains arriving Up Bay | Approach Control | ½ |
| | | |
| Dwell Time | | |
| All services | 1 - May be reduced to ½ minute outside SX peak hours following discussion with operator | |

| Hertford North | | |
|---------------------------------------------|-----------------------------------------------------------------------------------------|----------|
| | | |
| Dwell Time | | |
| All services | 1 - May be reduced to ½ minute outside SX peak hours following discussion with operator | |
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains Arriving Down Bay | Approach Control | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Platform 1 | Depart Platform 3 | 3 |
| Depart / Pass Platform 1 | Arrive Platform 1 from Down Hertford | 4 |
| Arrive Platform 3 | Arrive/Pass Platform 2 from Down Hertford northbound | 4 |
| Arrive Platforms 1-3 from Down Hertford | ECS arrive into Platform 2-3 from Hertford Up Sidings | 3 |
| Arrive Platforms 2-3 from Down Hertford | ECS arrive into Platform 1 from Hertford Up Sidings | Parallel |
| Arrive Platform 3 | Depart Platform 2 to Up Hertford | 1 |
| Arrive Platform 2 | Depart Platform 3 | 1 |
| Depart Platforms 1-3 to Up Hertford | ECS arrive into Platform 1-3 from Hertford Up Sidings | 3 |
| Depart Platform 2 to Up Hertford southbound | Arrive Platform 3 | 4 |
| Depart Platform 3 | Arrive/Pass Platform 2 from Down Hertford northbound | 3½ |
| Depart Platform 3 | Arrive Platform 1 from the South | 4 |
| Depart to Up Hertford not calling Bayford | Depart to Up Hertford calling Bayford | 4 |
| Depart to Up Hertford southbound | Depart to Up Carriage Sidings | 3 |
| Arrive Platform 1 from Down Hertford | Depart platform 2 to Up Hertford southbound | 1 |
| Arrive Platform 1 from Down Hertford | Depart platform 3 to Up Hertford | 1 |

Hertford North

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|---|
| Depart Platform 2 to Up Hertford southbound | Pass/arrive Platform 2 from Down Hertford northbound | 3 |
| Depart Platform 2 to Up Hertford southbound | Arrive platform 1 from Down Hertford | 4 |
| Hertford North Up Sidings Capability No 1 Sidings 12 Cars but not currently in use due to lack of suitable lighting and walkways No 2 Sidings 6 Cars No 3 Sidings 6 Cars No 4 Sidings 3 Cars | | |

Molewood Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------|------------------------------------------------------------|--------|
| Up Hertford to Down Hertford in Up direction | Pass Up Hertford in Down direction – passenger | 3 |
| Up Hertford to Up Hertford in Up direction | Down Hertford to Up Hertford in Down direction – passenger | 3 |
| Up Hertford to Down Hertford in Up direction | Pass Up Hertford in Down direction – freight | 3½ |
| Up Hertford to Up Hertford in Up direction | Down Hertford to Up Hertford in Down direction – freight | 3½ |

Bragbury Junction

Junction Margins

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

Langley South Junction

Adjustment to Sectional Running Times

| Movement Down | Reason | Margin |
|---------------------------------------|------------------|--------------------------------------------------------------|
| Up Hertford crossing to Down Hertford | Acceleration | ½ after Langley South Jn |
| Movement Up | Reason | Margin |
| Down Hertford crossing to Up Hertford | Approach control | ½ approaching Langley South Jn and ½ approaching Bragbury Jn |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------|--------------------------------------|--------|
| Down Hertford to Up Hertford in Up direction | Pass Down Hertford in Down direction | 3 |

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

| LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE) | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------|
| Letchworth Garden City | | |
| Dwell Time | | |
| EMU | 1 | |
| Passenger to ECS allowance | | |
| Class 379/387/717 – passenger to ECS | | 3 |
| Class 700 – passenger to ECS | | 4 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/pass from A/D line | Arrive Down platform | 3½ |
| Depart/pass from C S reception | Arrive/pass to C S reception from Up direction | 3 |
| Pass/Depart Up Platform | Arrive from A/D line | 3 |
| Depart/Pass Down platform | Arrive Up platform from A/D line | 3 |
| Platform Re-occupation | | |
| Platform Re-occupation in the same direction 3 minutes | | |
| Turnrounds | | |
| All shunt movements to be timed | | |
| Planning Restriction | | |
| If a train is occupying Platform 2 at Letchworth, it is not possible to route another train from Letchworth A/D Lines to Platform 1 due to the overlap on Signal K949 preventing the route being set. | | |

Letchworth Garden City EMU Sidings

| | |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Operating Stop / Operating Restrictions | <p>All services travelling from Letchworth A/D line to Letchworth CS Reception must be shown to have a 'dot stop' at Letchworth A/D line.</p> <p>All services travelling to/from Letchworth A/D line or Letchworth CS Reception towards or from Baldock direction must be shown to have a 'dot stop' at Letchworth CS Reception.</p> <p>All movements between Stop Board 4 and Letchworth Reception CS/Letchworth CSD and also Stop Board 5 and Letchworth A/D line/Letchworth CSD are controlled by the shunter and in most cases only one movement at any one time is permitted.</p> <p>Trains can be held at Stop Board 5 awaiting authority from the shunter to proceed towards Letchworth CS Reception; however trains cannot be signaled from K954 signal (from Royston) to Stop Board 4 until the previous movement within the yard has arrived at Letchworth CSD or Letchworth A/D line.</p> <p>Trains of more than 8 cars should not be planned to stable in Letchworth CSD without prior agreement as trains longer than this will block the walkways.</p> |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Junction Margins

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

Baldock

Dwell Time

| | |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| EMU | 1 Up peak trains arriving St Pancras Low Level / King's Cross / Moorgate between 0700 –0959 SX which run non-stop between Hitchin or Stevenage and Finsbury Park |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|------------------------------|-----------|
| Depart Up platform | Arrive up platform from Down | 3½ |
| Up fast pass Letchworth | Arrive up platform from Down | ½ |
| Up fast arrive Letchworth | Arrive up platform from Down | same time |

Royston

Dwell Time

| | |
|-----|---|
| EMU | 1 |
|-----|---|

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------|---------------------------------------------|--------|
| All crossing margins at south end | | 3½ |
| All crossing margins at north end | | 4 |
| Arrive Platform 2 from Cambridge | Depart Platform 1 to Cambridge | 1 |
| Arrive Platform 1 from Letchworth Garden City | Depart Platform 2 to Letchworth Garden City | 1 |
| Pass/Depart Up not calling at Ashwell | Depart Up calling at Ashwell | 3 |
| Platform Re-occupation in the same direction 3 minutes | | |

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|-------------------------------------|-------------------------------------------------------------------------------------------------------|-------|
| Shepreth Branch Junction to Royston | Arrive from Up Cambridge into platform 2 or attaching to unit already in platform 1; approach control | ½ |
| Movement Down | Reason | Value |
| Royston to Shepreth Branch Junction | Platform 1 to Down Cambridge; differential junction speed | ½ |

LN135 KINGS DYKE (EXCLUSIVE) TO CRESCENT JUNCTION

Peterborough East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| All conflicting moves | | 3 |

LN150 FLYOVER EAST JUNCTION TO DECOY NORTH JUNCTION

Decoy South Junction

Adjustment to Sectional Running Times

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

Junction Margins

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

Bridge Junction

Junction Margins

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

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)

Glinton Junction

Junction Margins

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

Spalding

Dwell Time

| | |
|-----|---|
| DMU | 1 |
|-----|---|

Minimum Turnround

4 – trains from Peterborough

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|----------------------------------|--------|
| Up train pass/depart Platform 1 | Down train terminates Platform 1 | 3 |

Sleaford South Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|-------------------------------|--------|
| Up train passes from Sleaford | Down fast pass | 2 ½ |
| Down fast pass | Up train passes from Sleaford | 2 |
| Up train passes from Sleaford | Down train passes to Sleaford | 2 ½ |

Sleaford North Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|-----------------------------|--------|
| Up train passes to Sleaford | Down fast pass | 2 |
| Down fast pass | Up train passes to Sleaford | 3 |
| Down train passes from Sleaford | Up train passes to Sleaford | 3 |

Lincoln Terrace Sidings

Planning note

When entering, the sidings diverge into Siding 1 and Siding 2 beyond Signal SL7821, which is the protecting signal for exiting the sidings. The two sidings then converge again at the far end and extend to a buffer stop, dimensions are as follows:

Siding 1

Signal SL7821 to convergence with Siding 2 at rear – 214m/33 SLUs
Convergence point with Siding 2 at rear to buffer stop – 65m/10 SLUs

Siding 2

Signal SL7821 to convergence with Siding 1 at rear – 209m/33 SLUs
Convergence point with Siding 1 at rear to buffer stop – 65m/10 SLUs

Pelham Street Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------|------------------------|--------|
| Pass from Market Rasen | Pass to Sleaford | 3 |
| Pass to Sleaford | Pass from Market Rasen | 4 |

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|---------------|
| Lincoln | | |
| | | |
| Attachment of Locomotives/Units | | |
| Attach DMU | 3 | |
| | | |
| Dwell Time | | |
| All | 2 | |
| 170 | 2 when terminating then continuing in same direction | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| | | |
| Terminating train arrive from North or East arrive | Terminating train from North or East arrive | 7 |
| Arrive from Market Rasen | Arrive from Metheringham | 5 |
| | | |
| Minimum Turnround | 12 trains from Sheffield, Nottingham, Cleethorpes or Peterborough* | |
| | 15 trains from beyond Sheffield, Nottingham or Peterborough* | |
| | 13 80X – 30 if shunting via Terrace Sidings between Class 1 journeys | |
| | *Does not apply to LNER | |
| Where shorter turnrounds already apply, existing values may continue to be used, provided they are not further reduced. In the event that a service is amended by changes to the overall pattern, the new values will apply. | | |
| | | |
| Planning Note | | |
| The lengths of Platforms 3, 4 and 5 are 144m, 144m and 165m respectively. Trains longer than this e.g. HST units, can still be planned into these platforms as they will draw past the platform signal, however: a) Over-length trains planned into Platform 3 prohibit access to Platforms 1 and 2, the Up Gainsborough Line, access into the Terrace Sidings and the bi-directional Down Gainsborough at the Pelham Street end of the station; or lock Brayford Junction crossovers (and adjacent level crossings) at the East Homes side, depending on direction of travel. b) Over-length trains planned into Platform 4 prohibit access to the Down Gainsborough Line and Platform 5 at the Pelham Street end of the station, or lock Brayford Junction crossovers (and adjacent level crossings) at the East Holmes side, depending on direction of travel. c) Over-length trains planned into Platform 5 prohibit access to the Down Gainsborough Line and Platform 4 at the Pelham Street end of the station, or lock Brayford Junction crossovers (and adjacent level crossings) at the East Holmes side, depending on direction of travel. In the case of examples B and C, if the train is routed towards the Spalding Lines, Sincil Bank CCTV barriers need to be lowered for the duration of the train's occupation of the platform; and if the train routed towards the Barnetby Lines, the Pelham Street end of the station will be locked for the duration of the train's occupation. | | |

| | | |
|-----------------------------|------------------------|---------------|
| West Holmes Junction | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Gainsborough | Pass from Newark | 3½ |
| Pass from Newark | Pass to Gainsborough | 3 |

Pyewipe Junction

Junction Margins

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

Gainsborough Lea Road

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Bessacarr Junction

Adjustment to sectional running time

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

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| All conflicting moves | | 3 |

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS

Allington West Junction

Junction Margins

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

Allington North Junction

Junction Margins

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

| Sleaford | | |
|---------------------------------------------------------|---------------------------------------------------------|--------|
| Dwell Time | | |
| All | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down train from Lincoln or Grantham arrive Platform 1 | Up train from Spalding or Skegness arrive Platform 2 | 3 |
| Up train from Spalding or Skegness arrive Platform 2 | Down train from Lincoln or Grantham arrive Platform 1 | 2 |
| Down train from Lincoln or Grantham arrive Platform 3 | Up train from Spalding or Skegness arrive Platform 2 | 4 |
| Up train from Spalding or Skegness arrive Platform 2 | Down train from Lincoln or Grantham arrive Platform 3 | 4 |
| Up train departs to Lincoln from Platform 3 | Down train from Grantham arrive | 6 |
| Down train from Lincoln or Grantham arrive | Up train departs to Lincoln from Platform 3 | 1 |
| Up train departs to Lincoln or Grantham from Platform 3 | Up train from Spalding or Skegness arrive | 4 |
| Train arrives from Grantham | Train from Lincoln pass Sleaford N Junction | 2 |
| Train from Lincoln arrives Platform 3 | Train from Grantham arrive | 6 |
| Arrive from Spalding or Skegness | Depart to Spalding or Skegness | 1 |
| Arrive from Lincoln | Depart to Lincoln | 2 |
| Depart to Spalding | Arrive from Skegness | 6 |
| Depart to Skegness | Arrive from Spalding | 7 |
| Minimum Turnround | | |
| | 5 trains from Peterborough, Lincoln or Grantham | |
| | 10 trains from beyond Peterborough, Lincoln or Grantham | |

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

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

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

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

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

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

Allington North Junction

Junction Margins

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

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

Newark Flat Crossing

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------------|------------------------------------------------|--------|
| Lincoln – Nottingham pass | Down train pass ECML | 4½ |
| Lincoln – Nottingham pass | Down train calling Newark North Gate pass ECML | 4 |
| Down train pass Newark Flat Crossing | Lincoln – Nottingham pass | 2 |
| Down train stopping Newark North Gate | Lincoln – Nottingham pass | 2½ |
| Lincoln – Nottingham pass | Up train pass ECML | 4½ |
| Lincoln – Nottingham pass | Up train calling Newark North Gate pass ECML | 5 |
| Up train pass ECML | Lincoln – Nottingham pass | 3 |
| Up train stopping Newark North Gate pass ECML | Lincoln – Nottingham pass | 2½ |
| Nottingham – Lincoln pass | Down train pass ECML | 4½ |
| Nottingham – Lincoln pass | Down train stopping Newark Nth Gate pass ECML | 3½ |
| Down train pass ECML | Nottingham – Lincoln pass | 2½ |
| Down train stopping Newark Nth Gate pass ECML | Nottingham – Lincoln pass | 3 |
| Nottingham – Lincoln pass | Up train pass ECML | 4½ |
| Nottingham – Lincoln pass | Up train stopping Newark North Gate pass ECML | 5 |
| Up train pass ECML | Nottingham – Lincoln pass | 3½ |
| Up train stopping Newark North Gate pass ECML | Nottingham – Lincoln pass | 3 |

Planning Restriction

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

Newark Flat Crossing East Junction

Adjustments to Sectional Running Times

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

Junction Margins

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

Minimum Reversal | 3½

Planning Restriction

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

Boultham Junction

Junction Margins

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

LN220 BESSACARR JUNCTION TO BLACK CARR JUNCTION

Bessacarr Junction

Refer to LN170

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

Shaftholme Junction

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|------------------------|-----------------------------|----------------------------------------------------------------------------|
| Pass from Knottingley. | Differential junction speed | 1 Freight 1½ Passenger To be applied approaching Doncaster |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|----------------------------|--------|
| Up train from Branch | Pass Down Main | 5 |
| Down train pass to Branch | Before next fast train | 4 |
| Up train from Branch | Down train to Branch | 5 |
| Down train pass to Temple Hirst | Up Train pass from Branch | 4 |
| Up train pass from Temple Hirst | Up train pass from Branch | 4 |
| Up train pass from Temple Hirst | Up train start from Branch | 2 |

Joan Croft Junction

Junction Margins

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

Temple Hirst Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------|--------------|------------------------------------------------------------------------|
| Pass to Selby | Deceleration | ½ for timing loads above 100mph |
| Movement Up | Reason | Value |
| Pass from Selby | Acceleration | ½ for trains above 100mph Applied approaching next timing point |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------|-----------------|--------|
| Pass to Selby | Up Pass | 3½ |
| Pass to Selby | Down Pass | 3 |
| Pass to Selby | Pass from Selby | 4 |
| Up Pass | Pass to Selby | 3½* |
| Pass from Selby | Pass to Selby | 3* |

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

Hambleton South Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------------------------------------------|------------------|-------|
| Pass to Hambleton West, if stopping at Hambleton West. | Approach control | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------------|------------------------------------------------------------|--------|
| Down ML train pass Hambleton North Junction | Pass Hambleton South Junction from Hambleton West Junction | 4* |
| Pass Hambleton South Junction to Hambleton West Junction | Down ML pass Hambleton North Junction | 4 |
| Pass Hambleton South Junction from Hambleton West Junction | Down ML train pass Hambleton North Junction | 4 |
| Up ML train passes Hambleton North Junction | Pass Hambleton South Junction from Hambleton West Junction | 5\$ |

*1 minute if second train stopped at Hambleton South Junction

\$2 if second train stopped at Hambleton South Junction

Hambleton North Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------------------------|--------------|-----------------------------------------------|
| Pass from Hambleton East Junction | Acceleration | ½ passenger* Freight ½ 400t to 800t |

| Hambleton North Junction | | |
|----------------------------------------------------------------------------|--------------------|-----------------------------------------------------------------------------------------------|
| | | 1 1000 to 1800t 1½ 2000t plus To be applied approaching the next timing point |
| Movement Up | Reason | Value |
| Pass to Hambleton East Junction | Approach Control | 1 Passenger* 1½ 75mph Freight 1 60mph Freight |
| * Adjustment not required for 15x, 158, 195 as this is included in the SRT | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Branch | Pass Up Main | 4 |
| Pass Up Main | Pass from Branch | 3 |
| Pass Up Main | Depart from Branch | 1 |
| Pass Down Main | Depart from Branch | 2 |
| Pass Down Main | Pass from Branch | 3 |

| Colton Junction | | |
|-------------------------------------------------------------------------------------------------|---------------------------|-----------------------------------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Pass NNL from Church Fenton To York and not crossing to the Leeds line at Colton North Junction | Differential speeds | ½ for timing loads above 100mph To be applied approaching York |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass NNL to Church Fenton | Pass from Hambleton | 4 |
| Pass from Hambleton | Pass NNL to Church Fenton | 4 |

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

Colton North Junction

| | | |
|-------------------------------------------|-------------------------------------------|---|
| Up crossing movement pass Colton Junction | Down ML/NNL pass Colton Junction | 3 |
| Down ML/NNL pass Colton Junction | Up crossing movement pass Colton Junction | 5 |

Holgate Sidings

Junction Margins

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

Holgate Junction

Junction Margins

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

York

Adjustments to Sectional Running Times

| Movement | Reason | Value |
|-------------------------------------------------------------------|------------------------------------------|-------|
| Bay Platforms | TPWS | ½ |
| Approaching Platforms 11x from the south | Approach control | 1 |
| Up trains departing platform 4 (to be input at next timing point) | Additional distance through York station | ½ |

Connectional Allowance

8

Dwell Time

| | |
|-------------------------|---|
| DMU | 3 |
| LH/80X | 3 |
| XC Services (HST & 22x) | 2 |
| TPE | 2 |
| Grand Central | 2 |

Minimum Turnround

| | |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| To/from London King's Cross | 25 |
| XC | 20 (10 by exception and in agreement with Network Rail) |
| TPE | 8 |
| DMU/EMU | 10 from Leeds, Sheffield, Newcastle, Middlesbrough, Scarborough, Hull, Harrogate and Manchester Victoria |
| | 15 from Blackpool which may be reduced to a minimum of 10 minutes by the number of minutes additional station dwell at Leeds of the incoming service |

| York | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Trains following same direction | | 3 |
| Arrive | Depart conflicting move | 1 |
| Between first departing and second arriving | South end and Scarborough line (or as below) | 5 |
| Between first departing and second arriving | North end | 4 |
| Depart Platform 1 | Arrive Platform 3 from the North | 4% |
| Depart Platform 1 | Pass Platform 3 from Skelton Junction | 3½ |
| Arrive Platform 1 | Arrive Platform 3 | 4% |
| Arrive Platform 1 | Pass through Platform 3 from Skelton Junction | 3½% |
| Arrive/Depart Platform 2 from East | Arrive Platform 4 from South | 3 |
| Arrive Platform 3 from North/East | Arrive Platform 1 | 3 |
| Arrive Platform 3 from North/East | Depart Platform 1 | 1 |
| Arrive Platform 3 from North/South | Arrive Platform 4 from East | 3 |
| Arrive Platform 4 from East | Arrive Platform 3 from North/South | 3 |
| Arrive Platform 10 from North | Arrive Platform 11 from Down Main | 3 |
| Arrive Platform 10 from North | Depart Platform 11 to the south | 1* |
| Arrive Platform 11 from South | Arrive Platform 10 from the North | 3\$ |
| Arrive Platform 11 from South | Depart Platform 10 to the North | 1\$ |
| Arrive Platform 11 from Down Leeds | Arrive Platform 10 from Down Main | 3\$ |
| Arrive Platform 5 from South | Arrive Platform 4 from the East and Platform 8 to/from North when the routes are set at the same time | 3 |
| Arrive Platform 5 from South | Depart Platform 4 to the East and Platform 8 to/from North when the routes are set at the same time | 1 |
| Arrive Platform 5 from South | Arrive Platform 3 from North and Depart Platform 8 to North at the same time | 3 |
| * It is possible to depart Platform 11 to Holgate Sidings at the same time as an arrival from the North in Platform 10 \$ If platform 11x is used these movements can happen simultaneously. Platform 11x is not available from the North or from the Down Main due to there being no short overlap %Can be reduced to 3 minutes if a minimum of 1 minute in pathing time is applied approaching York | | |
| | | |
| Platform Re-occupation | | |
| In same direction | 3 | |
| | | |
| Preferred Platform Usage | | |
| To protect performance LNER trains should where possible use the following platforms: | | |
| LNER xx:01-xx:03 York – King’s Cross services | Use platform 6 | |
| Southbound xx:53-xx:55 arrivals connecting into them | to use platform 5 | |
| | | |
| Train Watering Points | Restricted use in Platforms 1, 2 and siding. Platforms 9 and 10 | |
| | | |
| Restrictions: | | |
| Platform 3 – Formations of 9 or 10 car class 80x cannot be planned to stop in the Down direction as there is no stop board means rear passenger doors will be beyond the usable length of the platform | | |

| Skelton Junction |
|-------------------------|
| |
| Junction Margins |

| Skelton Junction | | |
|------------------------------------|---------------------------------------|---------------|
| First Movement | Second Movement | Margin |
| All conflicting margins Except: | | 3 |
| Pass to Harrogate | Pass from Harrogate | 4 |
| Pass to Harrogate | Depart Skelton Junction (signal Y262) | 1 |
| Pass from Harrogate | Pass Down Slow | 3½ |
| Pass Up Fast | Pass/Depart from Harrogate | 2½ |
| Depart from Harrogate Line | Pass Down Slow | 4 |
| Pass Down Fast | Depart from Harrogate Line | 1 |
| Pass Down Slow | Depart from Harrogate Line | 1½ |
| Pass Up Slow | Depart from Harrogate Line | 1½ |
| Depart from Harrogate Line | Pass Up Slow | 3½ |

| Skelton Bridge Junction | | |
|---------------------------------------------------|-----------------------------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Passenger pass to Down Slow | Down train Pass Skelton Junction | 1½ |
| Down Freight pass to Down Slow | Down train Pass Skelton Junction | 2 |
| Up Freight pass to Up Slow | Up train on Up Fast pass Skelton Junction | 4 |
| Up Freight pass to Up Slow | Up Freight (75mph) on Up fast pass Skelton Junction | 5 |
| Up Freight pass to Up Slow | Up Freight (60mph) on Up fast pass Skelton Junction | 6 |
| Up Fast Line train passes Skelton Junction | Up Freight pass to Up Slow | 2½ |
| Up Fast Line train passes Skelton Junction | Up Freight depart to Up Slow | 1 |
| Up Freight pass to Up Slow | Down train Pass Skelton Junction | 2 |
| Down Fast Passenger passes Skelton Junction | Freight Pass to Up Slow | 4½ |
| Down Fast Passenger Passes Skelton Junction | Freight Departs to Up Slow | 1½ |
| Down Fast Freight (75mph) passes Skelton Junction | Freight Pass to Up Slow | 5 |
| Down Fast Freight (60mph) passes Skelton Junction | Freight Pass to Up Slow | 6 |
| Down Fast Freight passes Skelton Junction | Freight Departs to Up Slow | 2½ |

| Tollerton |
|-----------------------------------------------|
| |
| Adjustments to Sectional Running Times |

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

| Thirsk | | |
|-----------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Pass Down Slow to Down Fast | Deceleration for lower junction speed Acceleration from lower junction speed | 1 Applied approaching Thirsk 1 Applied approaching next timing point |
| Pass Down Fast to Down Slow | Deceleration | 1 |
| Movements Up | Reason | Value |
| Pass Up Slow to Up Fast | Acceleration | 1 Applied approaching next timing point |
| Dwell Time | | |
| DMU/EMU | 1 | |
| Junction Margins | | |

| Thirsk | | |
|------------------------|-------------------------------|---------------|
| First Movement | Second Movement | Margin |
| Down Fast to Down Slow | Pass Down Fast | 2½ |
| Pass Down Fast | Depart Down Slow to Down Fast | 2 |
| Pass Up Fast | Depart Up Slow to Up Fast | 1½ |
| Pass Up Fast | Pass Up Slow to Up Fast | 3 |

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

| Northallerton | | |
|-----------------------------------------------|-----------------------------------------------------------------|------------------------------------------------|
| Dwell Time | | |
| Standard | 1½ | |
| DMU including 185 | 1 | |
| LNER all services | 2 – May be reduced to 1½ with prior agreement from the operator | |
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Pass to Eaglescliffe from Down Fast | Deceleration | 1½ |
| Pass to Eaglescliffe from Down Slow | Deceleration | 1 |
| Movement Up | Reason | Value |
| Passenger Pass Up Main to Up Slow | Deceleration | ½ |
| Pass from Eaglescliffe to Up Fast | Acceleration | 1½ To be applied approaching next timing point |
| Pass from Eaglescliffe to Up Slow | Acceleration | 1 To be applied approaching |

| Northallerton | | |
|------------------------------------------------------|-------------------------------|-------------------|
| | | next timing point |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart to Eaglescliffe | Pass Down Main | 4½ |
| Depart to Eaglescliffe | Pass Up Main | 4½ |
| Depart to Eaglescliffe | Arrive Up Main | 4 |
| Arrive/pass Up Main | Depart to Eaglescliffe | 1 |
| Arrive/pass Up Main | Pass to Eaglescliffe | 3 |
| Pass Up Main | Pass/arrive from Eaglescliffe | 3 |
| Depart Up Main | Arrive from Eaglescliffe | 4* |
| Passenger Pass Up Main to SL | Pass Up Main | 4 |
| Passenger Depart Up Main to SL | Pass Up Main | 4½ |
| Freight Pass Up Main to SL | Pass Up Main | 5 |
| Depart Down Platform to Up | Pass Down Main | 5½ |
| Depart Down Platform to USL | Pass Up Main | 4½ |
| * 3 if train from Eaglescliffe has pathing allowance | | |

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

| Darlington | | | | | | | | | |
|----------------------------------------------------------------------|----------------|-------------------------|---------------------|---------------------------|-------------------------------|------------------------------|---------------------------------|--------------------------------------------------|--------------------------|
| | | | | | | | | | |
| Adjustments to Sectional Running Times | | | | | | | | | |
| Movement Down | | | | | Reason | | | Value | |
| Train to Platform 4B via Bypass Line | | | | | Slower approach speed | | | 2 | |
| Trains from Down Main to Platform 1 – 3 | | | | | Approach control | | | 1 | |
| Trains from Up Saltburn terminating in Platforms 2 & 3 | | | | | TPWS | | | ½ | |
| Non-stop trains from Eaglescliffe to the Down Main. After Darlington | | | | | Acceleration | | | 2 | |
| Movement Up | | | | | Reason | | | Value | |
| Train to Platform 4B | | | | | Approach control | | | 1 | |
| Train passing through Platform 4 | | | | | Acceleration and deceleration | | | 1* approaching Darlington 1* after | |
| | | | | | | | | *Can be reduced to ½ for services 75mph or below | |
| | | | | | | | | | |
| Dwell Time | | | | | | | | | |
| 185 | | | | | 1½ | | | | |
| XC Services (HST and 22x) | | | | | 1½ | | | | |
| DMU/EMU | | | | | 2 | | | | |
| LH/HST/80X | | | | | 2 | | | | |
| | | | | | | | | | |
| Junction Margins | | | | | | | | | |
| South end movements | | | | | | | | | |
| 2 nd move → 1 st move ↓ | Dep to York | Pass to York | Arr from E'cliffe | Pass from York | Dep to E'cliffe | Arr Plat 4A from E'cliffe | Arr Plat 4 from York via Bypass | Arr Plat 1 – 3 from York | Arr Plat 1 from N'castle |
| Arr/pass from E'cliffe | 1 | 4 | | 4 | 1 | | | 4* | P |
| Pass to York | 2 | | 4 | | 2 | 4 | | | |
| Dep to York | | | 5* | 5 | 3 | 5* | | 5* | |
| Dep to E'cliffe | 3 | 5 | 5* | 5 | | 5* | | 5* | |
| Pass from York | 1 | | 4* | | 1 | 4* | | | 4 ½ |
| Arr Plat 4 from York | | | | | | 4* | | | |
| Arr Plat 4A from Ecliffe | | | | | | | 4 | | P |
| North End movements | | | | | | | | | |
| 2 nd move → 1 st move ↓ | Pass from York | Arrive Plat 4 from York | Depart to Newcastle | Depart to Bishop Auckland | Pass to York | Arrive Plat 1 from Newcastle | Arrive Plat 4 from Newcastle | Arrive from Bishop Auckland | |
| Pass from | | | 3 | | | 4 ½ | 4 | | |

| | | | | | | | | |
|---------------------------------|---|--|---|---|---|---|----|----|
| York | | | | | | | | |
| Dep to Newcastle | | | | 3 | | | 5* | 4* |
| Arr Plat 1 from Newcastle | 5 | | | | 4 | | | |
| Arr Plat 1 from Bishop Auckland | | | 1 | 1 | | 4 | | |

| | | | | | | | | |
|----------------------------------|--|----------------|------------|---|--|---|----|--|
| Arr Plat 4A from Bishop Auckland | | 4 – via bypass | | 1 | | | 4 | |
| Dep Plat 1 for Bishop Auck | | | 3 (Plat 4) | | | 5 | 5* | |

*These margins can be reduced by 1 if the second train has at least 1 minute pathing allowance approaching Darlington

| First Movement | Second Movement | Margin |
|------------------------|-----------------|--------|
| Arrive Up Loop | Pass Up Main | 6 |
| Pass Up Main | Depart Up Loop | 2 |
| Depart to Eaglescliffe | Depart Up Loop | 3 |
| Depart to York | Depart Up Loop | 3 |

| Minimum Turnaround | |
|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DMU | 5 trains from Bishop Auckland/Saltburn. There must not be two consecutive 5 minute turnarounds, and sum of any two consecutive turnarounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included approaching Darlington |
| | 10 trains from York |
| | 15 trains from Leeds or beyond |
| HST | 25 trains to/from Bristol/Reading and north thereof |
| | 35 trains to/from south of Bristol, and South Wales and beyond Reading |
| LH | 35 trains to/from Bristol/Reading and north thereof |
| | 45 trains to/from south of Bristol, and South Wales and beyond Reading |
| | |
| Train Watering Points | |
| Platforms 2 and 3 | |

Ferryhill South Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------|------------------|---------------------|
| Main to Slow Line | Approach control | 1 Freight 1½ DMU |
| Movements Up | Reason | Value |
| Train from Slow Line | Acceleration | 1½ DMU 2 Freight |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|---------------------------|--------|
| Down Passenger to SL | Next Down/Up train passes | 4 |
| Down Freight pass to SL | Next Down/Up train passes | 4 |
| Pass Up Main | Depart US or UGL to UM | 2 |

Operating/Planning Restriction

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

Tursdale Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Pass Slow Line to Down Fast | Acceleration | ½ Passenger 400t – ½ 600t to 1600t – 1 1800t to 2600t -1½ 2800t and above – 2 Applied at the next timing point |
| Movements Up | Reason | Value |
| Pass Up Fast to Slow Line | Approach control | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|------------------------------------|--------|
| Pass Up Fast | Pass Slow Line to Down Fast | 4 |
| Pass Up Fast | Depart Slow Line to Down Fast | 1 |
| Up Fast to Slow Line | Pass Up Fast | 3½* |
| Pass to Slow Line | Pass from Slow Line to Down Fast | 4* |
| Pass to Slow Line | Depart from Slow Line to Down Fast | 1½* |
| Pass from Slow Line | Pass to Slow Line | 3* |
| Pass from Slow Line | Pass Up Fast | 4* |
| Depart Slow Line to Down Fast | Pass Up Fast | 4* |
| Down Fast Pass (Passenger) | Depart Slow Line to Down Fast | 2½ |
| Down Fast Pass (Passenger) | Pass from Slow Line to Down Fast | 3½ |

* If the first train is longer than 600m in length then the margin is increased by ½

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

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

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

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

Birtley Junction

Adjustment to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Pass to Yard/Slow Line | Deceleration | 1½ |
| Movement Up | Reason | Value |
| Pass Birtley Junction from Yard/Slow Line | Acceleration | After Birtley Junction: 1 Passenger Freight 400t – 1 600t – 1½ 800t - 1800t - 2½ 2000t – 2800t – 3 3000t – 3200t – 3½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------|-----------------------------|--------|
| Pass to SL/Arrival Line (Passenger) | Down Pass | 3½ |
| Pass to SL/Arrival Line (Freight) | Down Pass | 4* |
| Pass from SL/Arrival Line | Down Pass | 4* |
| Down Pass | Pass from SL/Arrival Line | 3 |
| Down Pass | Depart from SL/Arrival Line | 1 |
| Depart from SL/Arrival Line | Down Pass | 4½* |
| Up Pass | Pass from SL/Arrival Line | 3 |
| Pass from SL/Arrival Line | Pass to SL/Arrival Line | 3½* |
| Pass to Arrival Line | Pass from SL | 4* |
| Pass to SL | Pass from Arrival line | 3½* |

* If the first train is longer than 600m in length then margin is increased by ½

Low Fell Junction

Junction Margins

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

King Edward Bridge South Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------|-----------------------------|----------------------------|
| Trains towards Greensfield Jn | Differential junction speed | $\frac{1}{2}$ Passenger |
| Movements Up | Reason | Value |
| Trains from Greensfield Junction | Differential Speed Junction | $\frac{1}{2}$ Passenger |

Junction Margins

| | |
|-----------------------|---|
| All Conflicting Moves | 3 |
|-----------------------|---|

King Edward Bridge North Junction

Junction Margins

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

Newcastle

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|------------------------------------------------------------------|-------------------------------------------------------|---------------------------------------------------------|
| Train departing from Platforms 5,6,7 and 8 to Morpeth, timed FL. | Differential junction speed at Argyle Street Junction | $\frac{1}{2}$ to be applied approaching Heaton South Jn |
| Trains arriving Platforms 9, 10, 11 and 12 | TPWS | 1 |

| Movements Up | Reason | Value |
|--------------------------------------------------------------|-------------------------------------------------------|---------------|
| Trains arriving Platforms 5,6,7 and 8 from Morpeth timed FL. | Differential junction speed at Argyle Street Junction | $\frac{1}{2}$ |
| Trains arriving Platform 1 | TPWS | $\frac{1}{2}$ |

| | |
|------------------------|---|
| Connectional Allowance | 8 |
|------------------------|---|

| | |
|-----------------------|---|
| Platform Reoccupation | 3 |
|-----------------------|---|

Conflicting Moves

| Movement | Margin |
|-------------------------------------------------------|--------|
| Between trains in the same direction Platforms 2 – 4. | 4 |
| Between arrivals from opposite directions | 4 |

| First Movement | Second Movement | Margin |
|-----------------------------|-----------------------------|--------|
| Arrive Platform 2 from West | Arrive Platform 1 | 4 |
| Depart Platform 3 to West | Arrive Platform 4 from East | 4 |

West End movements

| Newcastle | | |
|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------|
| Movement | | Margin |
| Between first arriving and second departing | | 1 |
| Between two consecutive arrivals | | 3 |
| Between first departing and second arriving (LH/HST) | | 5 |
| Between first departing and second arriving (DMU) | | 4 |
| Between two consecutive departures | | 3 |
| First Movement | Second Movement | Margin |
| Depart Platform 2/3 to West | Arrive Platform 2/3 from Forth Banks | 4 |
| Arrive Platform 8 from West | Arrive Platform 7 from East | 3 |
| Arrive Platform 8 from West | Depart Platform 7 to Up Slow Line | 1 |
| Arrive Platform 7 from West | Arrive Platform 8 from West | 3 |
| Depart Platform 7 to West via Up Slow | Depart Platform 8 to East | 2 |
| Depart Platform 7 to Up Slow Line | Arrive Platform 8 from West | 3 |
| Depart Platform 3/4 to West | Arrive opposite Platform from East | 3 |
| Arrive Platform 3/4 from East | Depart opposite Platform to West | 3 |
| Arrive Platform 3 from down main | Arrive Platform 4 from up main | 1 |
| Arrive Platform 4 from up main | Arrive Platform 3 from down main | 1 |
| East End movements | | |
| Movement | | Margin |
| Between first arriving and second departing | | 1 |
| Between two consecutive arrivals | | 3 |
| Between two consecutive departures | | 3 |
| First Movement | Second Movement | Margin |
| Depart to North / High Level Bridge | Arrive from North | 4 |
| Depart to North / High Level Bridge | Arrive from High Level Bridge (first via Level Bridge Central) Junction | 5 |
| Depart to North / High Level Bridge | Arrive from High Level Bridge (first via Newcastle East Junction) | 4 |
| Depart Platform 3 / 4 to North via UFL | Arrive from UF | 6 |
| Depart Platform 2 to North | Depart Platform 1 to High Level Bridge | 2 |
| Arrive /depart Platform 1 | Arrive Platform 2 from South | 3 |
| Depart Platforms 5,6,7 and 8 to DFL | Arrive from North on Up Fast Line | 6 |
| Arrive from North on Up Fast Line | Depart Platform. 5,6,7 and 8 to Down Fast Line | 1 min before first train arrives |
| Dwell Time | | |
| DMU | 2 | |
| HST/LH/80X | 3 | |
| XC Services (HST and 22x) | 2 | |
| Maximum Turnround | | |
| | 60 minutes in through platforms | |
| Minimum Turnround | | |
| LNER | 35 | |
| Lumo | 35 (20 if service from Edinburgh) | |
| TPE | 20 | |
| XC | 20 (10 by exception and in agreement with Network Rail) | |
| DMU/EMU | | |
| | 5 To/from Sunderland or Metro Centre | |
| | 7 [#] To/from Hexham, Morpeth or Seaham | |
| | 10 To/from Carlisle, Hartlepool, Middlesbrough or Darlington | |
| | 20 To/from York and beyond, and north of Carlisle | |
| # May be reduced to 5 minutes if the train has two or more minutes pathing time approaching Newcastle | | |

Newcastle

Operating Restrictions

Class 22X and 80x trains using Platforms 5/6 must be planned to use the furthest platform dependent on the direction of arrival (i.e Platform 5 ex KEB direction and Platform 6 ex HLB/Scotland direction).
No other units to be planned to use Platform 5/6 whilst a Class 22X and 80x train is occupying either platform due to overlap and signal sighting issues.
Trains conveying containers should only be planned to run SL or Platform 7 or Platform 2 (in this preference) due to RT3973 restrictions through the station.

Train Watering Points

Platforms 2, 3; restrictive use of Platforms 4, 5 and 6; Newcastle Forth Siding; Heaton Depot

Heaton South Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------------|-----------------------------|----------------------------------------------------------------|
| Trains from Slow Line | Differential junction speed | ½* 1* Freight *to be applied after Heaton South Junction |

| Movements Up | Reason | Value |
|----------------|-----------------------------|-------|
| Trains to Slow | Differential junction speed | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|-----------------|--------|
| All crossing margins | | 4 |

Benton North Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------|-------------------------------------|-----------|
| Pass to Branch | Up train pass Heaton South Junction | 6 |
| Up train pass Heaton South Junction | Pass to Branch | 2 |
| Off Branch | Re-occupy Branch | 4 |
| Arrive Loop from either direction | | Same time |
| Up train depart Loop | Up train arrive Loop from Newsham | 6 |

Morpeth

Dwell Time

| | |
|-----|---|
| DMU | 1 |
|-----|---|

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|---------------|--------|-------|
|---------------|--------|-------|

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------|------------------------|--------|
| Passenger arrive Down Loop (Morpeth North Jn) | Pass Morpeth Down Main | 1½ |
| LH Freight arrive Down Loop (Morpeth North Jn) | Pass Morpeth Down Main | 3½ |

| Morpeth | | |
|-------------------------------------------------|------------------------------|---|
| Down terminating train to Branch | Down/Up non-stop pass | 5 |
| Down Freight pass to Branch | Down/Up non-stop pass | 6 |
| Up Passenger pass Morpeth | Arrive from reversing siding | 3 |
| Up Passenger arrive Up Loop | Up non-stop pass | 6 |
| Up Freight arrive Up Loop | Up non-stop pass | 7 |
| Pass from Branch | Pass to Branch | 4 |
| Minimum Turnround 10 Shunt via sidings | | |

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

| Pegswood | |
|-------------------|---|
| Dwell Time | |
| DMU | ½ |

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

| Widdrington | |
|--------------------|---|
| Dwell Time | |
| DMU | ½ |

| Chevington Loops | |
|-------------------------|--|
| Junction Margins | |

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

| Acklington | |
|-------------------|---|
| Dwell Time | |
| DMU | ½ |

| Wooden Gates | | |
|----------------------------------------------------------------|--------------------------------|---------------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Depart Wooden Gates to Belford not stopping at Alnmouth | Acceleration | ½ to be applied at the next timing point after Alnmouth |
| Movement Up | Reason | Value |
| Arrive Wooden Gates Loop from Belford not stopping at Alnmouth | Approach Control | 2 to be applied approaching Alnmouth |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down Passenger arrive | Non-stop passes Alnmouth | 6 |
| Down Freight arrive | Non-stop passes Alnmouth | 7 |
| Down Passenger arrive | Down Passenger arrive Alnmouth | 4 |
| Down Freight arrive | Down Passenger arrive Alnmouth | 5 |
| Down Passenger pass Alnmouth | Down depart Loop | 1 |

| Alnmouth for Alnwick (inc Wooden Gates loops) | |
|------------------------------------------------------|----|
| Dwell Time | |
| Standard | 1½ |
| DMU | 1 |
| LNER | 2 |
| Junction Margins | |

Alnmouth for Alnwick (inc Wooden Gates loops)

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

Chathill

| Dwell Time | |
|------------|---|
| DMU | ½ |

Belford (inc Crag Mill Loops)

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

Crag Mill Loops

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

Tweedmouth

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

Berwick-upon-Tweed

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

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION

Notes:

- No pathing to be inserted between Northallerton East Junction and Northallerton station in either direction; if necessary, an 'A' stop must be inserted at signal Y478 in Up direction or Northallerton East Junction in Down direction
- An up train standing at signal Y478 must not exceed 380m
- A down train standing at Northallerton East Junction must not exceed 210m

LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

Northallerton East Junction

Adjustment to sectional running times

| Movement Up | Reason | Value |
|--------------------------------------------------------------------------------------|---------------|------------------------------------|
| Trains booked to stop at Y478. To be applied approaching Northallerton East Junction | Slow approach | ½ passenger and light engines only |
| Movement Down | Reason | Value |
| Trains from Northallerton station. To be applied after Northallerton East Junction | Acceleration | ½ (except as shown below) |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------------------------------|-------------------------------------------------------------------------------------|--------|
| Pass to Boroughbridge Road LC occupy tc DCT to clear tc DCT | Depart Northallerton Down Loop to Eaglescliffe | 1½ |
| Pass to Boroughbridge Road LC occupy tc DCT to clear tc DCT | Pass from Northallerton Down Loop Sight Y467 (approach control) to occupy tc DDT | 3½ |
| Passenger pass from Northallerton Occupy tc DDT/clear tc DCT | Depart to Boroughbridge Road LC | 1½ |
| Passenger pass from Northallerton Occupy tc DDT/clear tc DCT | Pass to Boroughbridge Road LC | 3 |
| Freight pass from Northallerton Occupy tc DDT/clear tc DCT | Depart to Boroughbridge Road LC | 2 |
| Freight pass from Northallerton Occupy tc DDT/clear tc DCT | Pass to Boroughbridge Road LC | 3½ |

Adjustment to Sectional Running Times for heavier freight traffic from Northallerton Station:

TR100 timing loads = {1}
 TR115 and above timing loads = {1½}
 Class 60 timing loads 1400-1600t = {1}
 Class 60 timing loads 1800t and above = {1½}
 Class 66 timing loads 2000-2400t = {1}
 Class 66 2600t and above = {1½}

Yarm

Adjustment to sectional running times

| Movement Both Directions | Reason | Value |
|----------------------------------------------------------------------------------------------|-------------------------------------|-------|
| RT3973 HAW: Schedule 2 and/or 3 vehicles; apply between Yarm and Eaglescliffe and Vice Versa | 20mph restriction over Yarm Viaduct | 2 |

Eaglescliffe

Adjustment to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------------------------------------|-----------------------------|----------------------------|
| Non-stop trains from Darlington * After Eaglescliffe | Differential junction speed | 1 Passenger 2 Freight* |
| Movement Up | Reason | Value |
| Non-stop trains towards Darlington ** Approaching Eaglescliffe | Approach control | 1 Passenger 2 Freight** |

Junction Margins

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

Stockton Cut Junction

Refer to LN632

Hartburn Junction

Junction Margins

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

Stockton

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|---------------------------------|--------|
| Depart Down platform to south | Arrive Down platform from south | 4 |

Minimum Turnround | 5 Trains from Newcastle, Sunderland, Middlesbrough, Saltburn or Darlington

Norton Junctions

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| All conflicting moves | | 4 |

Billingham Junction

Junction Margins

Billingham Junction

| First Movement | Second Movement | Margin |
|-----------------------------|------------------------|--------|
| Pass to Branch | Depart from Billingham | 2 |
| Pass to Branch | Pass from Billingham | 2 |
| Pass/depart from Billingham | Pass to Branch | 4 |

Greatham

Adjustment to Sectional Running Times: Up Direction

| | | |
|----------------------------------------------|----------------------------------------|---|
| Coming from various Works sites on Down Side | Acceleration from Slow Speed crossover | 1 |
|----------------------------------------------|----------------------------------------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------|------------------------------------------------|-----------|
| Down depart to Works sites on Down Side | Pass Billingham Junction | 4 |
| Down pass to Hartlepool | Depart Works site on Down Side | Same time |
| Down pass from Hartlepool | Depart Works site on Down Side | Same time |
| Pass from Works sites on Down Side | Down pass to Hartlepool | 4½ |
| Pass from Works sites on Down Side | Down arrive, going to Works sites on Down Side | 5½ |

Restrictions:

- Trains leaving Down line, going to various Works sites on Down side, require a 30 second 'OP' stop at Greatham

Seaton Snook Junction/Seaton Carew

Junction Margins

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

Restrictions:

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

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|---------------|
| Hartlepool | | |
| Dwell Time | | |
| All Southbound | 1 | |
| All Northbound | 1½ | |
| Adjustment to Sectional Running times | | |
| Movement Down | Reason | Value |
| Arrivals into Platform 1 (Bay Platform) | Slower approach | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/pass to Sunderland | Arrive platform from Sunderland | 4 |
| Depart to Stockton | Arrive/pass from Stockton | 5½ |
| Pass to Hartlepool Docks | Arrive/pass from Sunderland | 7½ |
| Pass Up on Up Line | Depart to Hartlepool Docks | 1 |
| Pass Up on Up Line | Pass to Hartlepool Docks | 2 |
| Pass to Cliffe House Up Loop | Depart towards Stockton | 4½ |
| Minimum Turnround | | |
| | 5 Trains from Newcastle or Sunderland 10 All other trains | |
| Restrictions: | | |
| <ul style="list-style-type: none"> Hartlepool Docks: only one train at a time on branch (presently out of use) Services terminating in the through platform should not be planned to shunt to another location | | |

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

Ryhope Grange

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------|-------------------------------|-------------------------------------|
| Going from Ryhope Grange Sidings | Acceleration from slow speed | 1 approaching the next timing point |
| Going to Hendon Branch | Approach Control | 1 |
| | | |
| Movement Up | | |
| Going to Ryhope Grange Sidings | Approach Control | 1 |
| From Hendon Branch | Acceleration | 1 approaching the next timing point |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Hendon Branch | Pass Up | 3½ 4½ |
| Pass to Ryhope Grange Sidings | Pass Down | 4½ |
| Pass Down | Pass to Ryhope Grange Sidings | 3½ |
| Pass Up | Pass to Hendon Branch | 4 |
| | | |

Restrictions

- If a train is being propelled out of Ryhope Grange Sidings, no Up trains can pass. Margin of 1" before movement commences is acceptable; otherwise a train from Sunderland must follow train towards Seaham

Sunderland

Dwell Time

| | |
|-----------------------------------------------------|---|
| Multiple Unit | 1 |
| Up class 5, departing class 1/9 in same direction | 4 |
| Down class 1/9, departing class 5 in same direction | 4 |
| Metro Services | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------------------------------------|--------------------------------------------------|--------|
| Depart to South Hylton/Sidings | Down Heavy Rail Passenger Arrive ex Hartlepool | 4 |
| Depart to South Hylton/Sidings | Down Freight pass | 4 |
| Depart to South Hylton | Depart Sidings | 2 |
| Down Arrive from Hartlepool (except trains longer than 178m, see restrictions below) | Depart to South Hylton/Sidings | 1 # |
| Down Depart from platforms 3 or 4 | Up Arrive into platforms 3 or 4 | 3½ |
| Up Metro arrive (platform 2) | Up Heavy Rail (Under 70metres) arrive platform 1 | 2½ |
| Metro depart to South Hylton/Sidings | Up passenger pass | 2 |
| Metro depart to South Hylton/Sidings | Up freight pass | 5 |
| Down Heavy Rail (under 69 metres) arrive Platform 4 | Metro depart from Park Lane | 1 |

| Sunderland | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| Down Heavy Rail (over 69 metres) depart from Platform 4 clear tc | Metro depart from Park Lane | 2 |
| Down Heavy Rail (under 69metres) depart from platform 4 | Down Metro depart to Pelaw from platform 3 | 2 |
| Up freight pass | Up Metro Arrive | 3½ |
| Down depart | Down freight Pass | 4 |
| #May be reduced to ½ if Down train is MU under 69 metres or Light Loco | | |
| | | |
| Minimum Turnround All shunts to be timed for ARS purposes | 5 Same platform* (8 minutes for trains from York or south thereof, arriving and returning as class 1 or; trains 178m or longer cannot reverse in station to/from south) | |
| | 8 Via sidings | |
| | * 8 for 80x | |
| | | |
| <ul style="list-style-type: none"> A train longer than 195m which has terminated from the Boldon direction or 178m from the Ryhope direction, running into platforms 3/4 will foul the route to and from South Hylton. This train must depart towards Boldon at least 1½ minutes before the next Metro departs towards South Hylton A train longer than 195m cannot depart southbound from platforms 3/4, except by prior agreement between the Train operator and the Local Operations Manager, as train rear of the train will 'lock' the crossovers at the north end of the station, preventing moves to/from other platforms A train longer than 195m can only arrive into platforms 1/2 from Ryhope Grange by prior agreement between the Train operator and the Local Operations Manager as the rear of the train will 'lock' the crossovers at the south end of the station, preventing moves to/from other platforms Metro trains can only use No. 2 Siding; the other siding IS NOT electrified | | |

| East Boldon Up Loop | | |
|---------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive | Up Metro depart/up passenger pass Brockley Whins/Up freight from Pelaw pass Boldon West Junction | ½ |
| Arrive | Up freight from Tyne pass Boldon East Junction | Same time* |
| Up Metro depart East Boldon | Depart | 2½ |
| Up passenger pass Brockley Whins (not stopping Boldon or Seaburn) | Depart | 4 |
| Up freight from Pelaw pass Boldon West Junction/from Tyne pass Boldon East Junction going to Sunderland | Depart | 10 |
| Depart | Reoccupy Loop | 5½ |
| Note: *No Allowances to be applied between Boldon North Junction and Boldon East Junction | | |

| Boldon East Junction | | |
|-----------------------------|----------------------------------------------------|---------------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass/depart to Boldon North | Up Metro depart Brockley Whins | 2½ |
| Pass/depart to Boldon North | Up passenger/light loco pass Brockley Whins | 3½ |
| Pass/depart to Boldon North | Up freight pass Boldon West Junction to Sunderland | 3½ |

Boldon East Junction

| | | |
|-----------------------------------------------------------------------|--------------------------------------------------------------------|----|
| Pass/depart to Boldon North | Down Metro arrive Brockley Whins | 4 |
| Pass/depart to Boldon North | Down passenger pass Brockley Whins | 3½ |
| Pass/depart to Boldon North | Down freight from Sunderland pass Boldon West Junction | 6 |
| Up Metro depart Brockley Whins | Pass to Boldon North | 2½ |
| Up passenger/light loco pass Brockley Whins | Pass to Boldon North | 2 |
| Up freight pass Boldon West Junction to Sunderland | Pass to Boldon North | 3½ |
| Up Metro depart Brockley Whins | Depart to Boldon North | 2 |
| Up passenger/light loco pass Brockley Whins | Depart to Boldon North | 1½ |
| Up freight pass Boldon West Junction to Sunderland | Depart to Boldon North | 3 |
| Freight from Tyne passes Boldon West towards Pelaw (see Restrictions) | Pass to Boldon North | 3 |
| Freight from Tyne passes Boldon West towards Pelaw (see Restrictions) | Depart to Boldon North | 2½ |
| Up freight pass from Tyne Dock | Up Metro arrive Brockley Whins (see Restrictions) | 6 |
| Up freight pass from Tyne Dock | Up passenger pass Brockley Whins (see Restrictions) | 5½ |
| Up freight pass from Tyne Dock | Up freight pass Boldon West going to Sunderland (see Restrictions) | 6 |
| Pass from Boldon North | Pass to Boldon North | 3 |
| Pass from Boldon North | Depart to Boldon North | 2 |
| Up Metro depart Brockley Whins | Depart/pass Boldon North towards Boldon East | 3 |
| Up passenger/light loco pass Brockley Whins | Depart/pass Boldon North towards Boldon East | 2 |
| Up freight pass Boldon West Junction to Sunderland | Depart/pass Boldon North towards Boldon East | 4½ |

Restrictions:

- Once a train has departed/passed Boldon North Junction, irrespective of route (i.e. via Boldon East or via Boldon West), NO OTHER TRAIN can leave the Sunderland lines towards Boldon North Junction from any direction, until first train is clear onto Sunderland lines – see margins above
- Trains cannot stand on Boldon East Curve; there is no signaling on the Curve to allow this. No allowances to be applied between Boldon East and Boldon North Junctions in either direction
- A freight train from Tyne Dock or Pelaw must clear overlap of signal T6252 before a following train can pass signal T6266 – reflected in margins above

Boldon West Junction/Brockley Whins

| Adjustments to Sectional Running Times | | |
|--------------------------------------------------------------------------------------------------------------|----------------------------------------|--------|
| Movement Down | Reason | Value |
| Trains from Tyne Dock Branch Approaching Pelaw Junction | Acceleration | 1 |
| Movement Up | Reason | Value |
| Up trains going to Boldon North | Approach Control | ½* |
| *To be increased to 1 minute if a train has emerged from branch in previous 6 minutes, due to overlap issues | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down passenger/light loco pass from Sunderland | Depart/pass Boldon North towards Pelaw | 1½ |
| Down freight pass from Sunderland | Depart/pass Boldon North towards Pelaw | 3 |
| Down Metro depart Fellgate | Depart/pass Boldon North towards Pelaw | 1 |
| Up passenger/light loco pass Brockley Whins | Depart/pass Boldon North towards Pelaw | 1 |
| Up Metro arrive Brockley Whins | Depart/pass Boldon North towards Pelaw | 1 |

Boldon West Junction/Brockley Whins

| | | |
|-----------------------------------------------------------|---------------------------------------------|----|
| Up freight pass towards Sunderland | Depart/pass Boldon North towards Pelaw | 2 |
| Up freight pass towards Tyne Dock | Up freight pass towards Sunderland | 4 |
| Up freight pass towards Tyne Dock | Up passenger pass | 3 |
| Up freight pass towards Tyne Dock | Up Metro depart Fellgate | 1½ |
| Pass from Boldon North | Up Metro depart Fellgate | 2 |
| Pass from Boldon North | Up passenger/light loco pass Brockley Whins | 4 |
| Pass from Boldon North | Up freight pass Boldon West to Sunderland | 4½ |
| Pass from Boldon North | Up freight pass Boldon West to Boldon North | 3 |
| Pass Boldon North towards Sunderland (see Restrictions) | Pass Boldon West to Boldon North | 3½ |
| Depart Boldon North towards Sunderland (see Restrictions) | Pass Boldon West to Boldon North | 5½ |

Restrictions:

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

Pelaw Metro Junction

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

Pelaw Junction

| Adjustments to Sectional Running Times | | |
|----------------------------------------|------------------|-----------------------------------------------|
| Movement Down | Reason | Value |
| Trains into Pelaw Goods Loops | Approach Control | ½ |
| Trains from Jarrow to Park Lane | Acceleration | 1 to be applied approaching next timing point |
| Movement Up | Reason | Value |

| Pelaw Junction | | |
|-------------------------------------------------------------------------|----------------------------------------------------------------------------|------------------------------------------------------------------|
| Trains from Pelaw Goods Loops | Acceleration | 2 (1 MU) to be applied approaching next timing point |
| Trains to Jarrow or Wardley | Approach Control | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Down depart Heworth | Down pass Pelaw Junction from Jarrow or Wardley | 3 |
| Down depart Heworth | Down depart loop | 2½ |
| Passenger/light loco Down pass Pelaw Junction to Heworth (not stopping) | Down depart loop/pass Pelaw Junction from Jarrow or Wardley | 3½ |
| Down pass | Up train depart Down Goods Loop | 1½ |
| Down train arrive Up Goods Loop | Up pass towards Boldon (not stopping Heworth) | 2 |
| Down train arrive Up Goods Loop | Up pass towards Jarrow/Wardley | 1 |
| Down train arrive Up Goods Loop | Up depart Heworth | ½ |
| Freight pass from Jarrow | Up depart Heworth | 2½ |
| Light loco pass Pelaw Junction from Jarrow | Up depart Heworth | 1½ |
| Freight pass Pelaw Junction from Jarrow | Pass Pelaw Junction to Boldon (not stopping Heworth) | 3 |
| Light Loco pass Pelaw Junction from Jarrow | Pass Pelaw Junction to Boldon (not stopping Heworth) | 2 |
| Freight Pass From Jarrow | Pass Pelaw Junction to Boldon (stopping Heworth) | 3½ |
| Light Loco Pass from Jarrow | Pass Pelaw Junction to Boldon (stopping Heworth) | 2½ |
| Freight pass Pelaw Junction from Jarrow | Pass Pelaw Junction to Jarrow/Wardley | 3½ |
| Light Loco pass Pelaw Junction from Jarrow | Pass Pelaw Junction to Jarrow/Wardley | 2½ |
| Freight pass Pelaw Junction from Jarrow | Depart Loop to Jarrow/Wardley/Boldon | 2½ |
| Light Loco pass Pelaw Junction from Jarrow | Depart Loop to Jarrow/Wardley /Boldon | 1½ |
| Pass from Heworth | Pass from Jarrow | 3½ |
| Passenger/light loco pass Pelaw Junction to Boldon | Up depart loop to Boldon | 2 |
| Freight pass Pelaw Junction to Boldon | Up depart loop to Boldon | 3½ |
| Pass Pelaw Junction to Jarrow/Wardley | Up depart loop to Boldon | 3 |
| Up arrive loop | Up freight pass Pelaw Junction | 3½ |
| Up arrive loop | Up passenger pass Pelaw Junction (not stopping Heworth) | 2 |
| Up train depart Down Goods Loop | Down passenger/light engine pass | 3 |
| Up train depart Down Goods Loop | Down freight pass | 3½ |
| Up train depart Down Goods Loop | Pass from Jarrow/Wardley | 2½ |
| Up train depart Down Goods Loop | Down train arrive either loop | 3½ |
| Pass Pelaw Junction to Wardley | Pass Passenger/light engine pass Pelaw Junction from Sunderland to Heworth | 3 |
| Pass Pelaw Junction to Wardley | Freight pass Pelaw Junction from Sunderland to Heworth | 3½ |
| Pass Pelaw Junction to Wardley | Pass Pelaw Junction to Up or Down Goods Loop | 2½ |
| Depart Pelaw Junction (on Up Main) to Wardley | Passenger/light engine pass Pelaw Junction from Sunderland to Heworth | 4 |
| Depart Pelaw Junction (on Up Main) to Wardley | Freight pass Pelaw Junction from Sunderland to Heworth | 5 |

Pelaw Junction

| | | |
|-----------------------------------------------|----------------------------------------------|----|
| Depart Pelaw Junction (on Up Main) to Wardley | Pass Pelaw Junction to Up or Down Goods Loop | 3½ |
|-----------------------------------------------|----------------------------------------------|----|

Restrictions:

- Class 5 reversals in Goods Loop – the loop used must be specified and timed accordingly

Heworth

Dwell Time

| | |
|-----|----------------|
| All | 1 Up ½ Down |
|-----|----------------|

Park Lane Junction

Junction Margins

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

Restrictions:

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

High Level Bridge Junction

Junction Margins

High Level Bridge Junction

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

Restriction

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

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

South Hylton

| | |
|------------------------|---|
| Platform Re-occupation | 3 |
| Minimum Turnround | 4 |

Park Lane

Junction Margins

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

LN631 DARLINGTON SOUTH JUNCTION- EAGLESCLIFFE SOUTH JUNCTION

Eaglescliffe

Refer to LN627

LN632 STOCKTON CUT JUNCTION TO SALTBURN

Stockton Cut Junction

Junction Margins

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

Bowesfield Junction

Junction Margins

Bowesfield Junction

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

Thornaby

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------|--------------|--------------------------------------------------------------------------------------|
| Down Main to Down Goods | Deceleration | 1 |
| Up Movement | Reason | Value |
| Up Goods to Up Main | Acceleration | 1 1½ for freight over 600m To be applied approaching next timing point |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------|---------------------------------|--------|
| Pass from Bowesfield Junction to Down Main | Pass from Goods Line | 2½ |
| Pass from Bowesfield Junction to Down Main | Depart Signal TY198/TY194/TY197 | 1* |
| Pass from Bowesfield Junction to Goods Line | Pass from Goods Line | 3 |
| Pass from Bowesfield Junction to Goods Line | Depart Signal TY198/TY194/TY197 | 1½^ |
| Arrive from Bowesfield Junction | Pass from Goods Line | 2 |
| Pass from Goods Line | Pass from Bowesfield Junction | 3½* |
| Pass from Goods Line | Arrive from Bowesfield Junction | 4* |
| Pass from Goods Line | Pass to Goods Line | 4* |

* If first train is 640m to be increased by ½

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

Where the second movement is Pass from Goods Line this is based on the second train having yellow signals

Newport East Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------|------------------|--------------------------------------------------------------------------------------|
| Down Goods to Down Fast | Acceleration | 1 1½ for freight over 600m To be applied approaching next timing point |
| Down Main to Down Slow | Approach control | 1 |
| Movement Up | Reason | Value |
| Up Fast to Up Goods | Approach control | 1 |
| Pass Up Slow to Up Main | Acceleration | 1 1½ for freight over 600m To be applied approaching |

| Newport East Junction | | |
|-----------------------------------------------------|-----------------------------------|-------------------|
| | | next timing point |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| All Conflicting Moves | | 3* |
| Down Main to Down Fast | Up Fast to Up Goods | 2* |
| Down Main to Down Fast | Up Slow to Up Main | 2½* |
| Down Main to Down Slow | Up Fast to Up Goods | 2½^ |
| Down Main to Down Slow | Depart Signal DS6875 to Down Fast | 1½* |
| Down Goods to Down Fast | Down Main to Down Slow | 2½^ |
| Up Fast to Up Goods | Up Slow to Up Main | 3½* |
| Up Slow to Up Goods or Up Main | Down Goods to Down Fast | 3½* |
| Up Slow to Up Main | Up Fast to Up Goods | 3½* |
| * If first train is over 641m to be increased by ½ | | |
| ^ If first trains is over 600m to be increased by ½ | | |

| Middlesbrough | | |
|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------|
| | | |
| | | |
| Connectional Allowance | 5 | |
| | | |
| Dwell Time | | |
| non-TPE | 1 | |
| TPE | 2 | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart to Newport East | Depart West Dock to Middlesbrough | 2½ |
| Arrive platform 2 | Arrive platform 2 from opposite direction | 3½ |
| Depart platform 2 to Newport East Junction | Arrive from Newport East Junction | 4 |
| Depart Platform 2 to Cargo Fleet Road | Depart Platform 1 to Whitehouse Jn | 2½ |
| Depart to Cargo Fleet Road | Arrive from Up Fast | 5 |
| Arrive from Cargo Fleet Road | Depart to Cargo Fleet Road | Same Time |
| Arrive from Whitehouse Junction | Depart to Cargo Fleet Road | ½ |
| Arrive Down Platform from Cargo Fleet Road | Arrive from Up Fast | 3½ |
| Depart Platform 1 to Carriage Sidings | Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road | 5 |
| Track Circuit Constraint Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road | Depart to Newport East Jn/Middlesbrough West Dock | 1 [#] |
| Depart Platform 2 to Newport East | Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road | 4½ [#] |
| # Can be simultaneous if Arrival into platform 1 is given 1 adjustment approaching Middlesbrough | | |
| | | |
| Maximum Turnround | | |
| 15 minutes. Any turnround longer than 15 should have a shunt movement so that through services can still operate. | | |
| Minimum Turnround | | |
| From Saltburn/Whitby/Bishop Auckland | 5* | |
| From Newcastle/Metrocentre | 7½\$ | |
| From Hexham or York | 10 | |
| From Carlisle | 15 | |
| From Points Beyond York | 25 (including Shunting move) | |

| Middlesbrough | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--|
| LNER ECS from Shell Junction forming a Class 1 or an LNER Class 1 forming ECS to Shell Junction | 5 | |
| <p>\$ These times may be reduced by the amount of pathing time south of Sunderland or additional dwell time at Sunderland or Hartlepool to a minimum of 5 mins</p> <p>*There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Middlesbrough</p> | | |
| Restrictions | | |
| 185 shunts to West Dock limited to 1x3 car set | | |
| Train Watering Points | | |
| Station and down sidings | | |

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

| South Bank | | |
|-----------------------------------------------|---------------|--------------------------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Down Main to Down Goods | Deceleration | 1 |
| Movement Up | Reason | Value |
| Up Goods to Up Main | Acceleration | 1 1½ for freight over 600m To be applied approaching |

| South Bank | | |
|----------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------------------|
| | | next timing point next timing point |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Goods Line | Pass Down Main | 3 |
| Pass to Goods Line | Pass from Goods Line | 5 [^] |
| Pass from Goods Line | Pass to Goods Line | 2½* |
| Pass from Goods Line | Pass Down Main | 3 |
| Pass Down Main | Pass from Goods Line | 4½ [^] |
| Pass Down Main | Depart from Goods Line | 1½ |
| Pass Up Main | Depart from Goods Line | 2½ |
| * If first train is over 641m to be increased by ½ | | |
| [^] based on Yellow signals for the second train | | |
| Restrictions | | |
| When a run round is taking place no other train should be timed on the Goods Lines between South Bank and Grangetown | | |

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

| Grangetown SB | | |
|-----------------------------------------------|--------------|--------------------------------------------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Pass to Tees Dock | Deceleration | 1 |
| Pass from Down Goods to Down Main | Acceleration | 1 1½ for freight over 600m To be applied approaching next timing point |
| Movement Up | Reason | Value |
| Pass from Tees Dock | Acceleration | 1 1½ for freight over 600m |

Grangetown SB

| | | |
|-------------------------------|--------------|---------------------------------------------|
| | | To be applied approaching next timing point |
| Pass from Up Main to Up Goods | Deceleration | 1 |

Junction Margins

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

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

Restrictions

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

Shell Junction

Adjustments to Sectional Running Times

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

Junction Margins

Shell Junction

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

Redcar Ore Terminal

Junction Margins

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

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

Redcar Central

Dwell Time

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

Adjustments to Sectional Running Times

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

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------|-------------------------------------------|--------|
| Depart platform 2 towards Middlesbrough | Arrive/Pass Platform 2 from Middlesbrough | 4½ |
| Depart Platform 2 to Down Loop | Arrive/Pass Platform 2 from Middlesbrough | 4½ |
| Pass Platform 2 in Down direction | Arrive Platform 2 from Loop | 2½ |
| Depart Platform 2 in Down direction | Arrive Platform 2 from Loop | 3 |

Minimum Turnround

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

Maximum Dwell

20 Any turnround longer than 20 should have a shunt movement so that through services can still operate

Planning Note

It is desirable (though not essential) for terminating trains in excess of 3 coaches to shunt via the Down Loop for Selective Door Opening (SDO) purposes.

Saltburn West Junction

Junction Margins

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

Saltburn

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

LN634 GUISBOROUGH JUNCTION TO WHITBY

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

Guisborough Junction

Refer to LN632

James Cook

Dwell Time

| | |
|-----|---|
| All | ½ |
|-----|---|

Marton

Dwell Time

| | |
|-----|---|
| All | ½ |
|-----|---|

Gypsy Lane

Dwell Time

| | |
|-----|---------------------------------|
| All | ½. Compulsory stop on Down only |
|-----|---------------------------------|

Nunthorpe

Crossing Margin

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

| Nunthorpe | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|--------|
| Dwell Time | | |
| All | ½ | |
| | | |
| First Movement | Second Movement | Margin |
| Arrive from Middlesbrough | Depart to Middlesbrough | 1 |
| Arrive from Battersby | Depart to Battersby | 1 |
| | | |
| Minimum Turnround | 5 in same platform 3 at signal N1 | |
| Restrictions: | | |
| A down train cannot pass Signal M695 whilst a train is on line to Nunthorpe, or occupying platform 2 at Nunthorpe; if a down train needs to come onto the line in these circumstances, then the first train must shunt to Platform 1, via signal N1. These shunt moves must be fully timed BUT cannot occur if a train is on line between Nunthorpe and Battersby in either direction | | |

| Great Ayton | | |
|-------------|----|--|
| Dwell Time | | |
| All | ½. | |

| Battersby | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|-----|
| | | |
| Adjustments to Sectional Running Times | | |
| Arriving when earlier train already in the platform | Calling on signal | ½ |
| | | |
| Crossing/Reversing Margin | First arriving train departs second | 13½ |
| Example: | | |
| 1 st Train arrive | arr. Xx.00 | |
| 2 nd Train arrive | arr. Xx.05 | |
| 2 nd Train depart | dep. Xx.08½ | |
| 1 st Train depart | dep. Xx.13½ | |
| | | |
| Dwell Time | | |
| All | 3½ (minimum required for train reversing and not crossing another service) | |
| Restrictions: | | |
| <ul style="list-style-type: none">Trains arriving from either direction can only be planned into the platform and NOT directly into the Run Round loopDue to the operation of two Ground Frames, any run round must be allowed a minimum of 30 minutes. When the locomotive is moving from the run round loop onto the east end of the train, the driver must be in possession of the token for either the Glaisdale or Nunthorpe section; planners must satisfy themselves that there are no trains moving in either direction on the relevant section | | |
| Notes: | | |
| <ul style="list-style-type: none">Trains crossing at Battersby occupy the same section of track and platform and must have 5 minutes between consecutive arrivals and departures due to TPWS requirementsTrains passing do so by utilizing the permissive working on the platform line. Planners must satisfy themselves of the lengths of both trains, and that they both can be accommodated according to the platform length AND the distances quoted belowPlatform and runround loop, stop board to stop board = 175mBuffer stops to east end stop board = 325m | | |

Kildale

Dwell Time

| | |
|-----|------|
| All | 1/2. |
|-----|------|

Comondale

Dwell Time

| | |
|-----|-----|
| All | 1/2 |
|-----|-----|

Castleton Moor

Dwell Time

| | |
|-----|-----|
| All | 1/2 |
|-----|-----|

Danby

Dwell Time

| | |
|-----|---------------------------------------------------------------------------|
| All | 1/2* * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough |
|-----|---------------------------------------------------------------------------|

Glaisdale

Dwell Time

| | |
|-----|----------------------------|
| All | 3 when trains do not cross |
| | 5 when train cross |

Note: Arrive/depart margin depends on sequence on which each driver relinquishes token, as follows:

- Xx:00: 1st train arrive, relinquishes token
- Xx:01: 2nd train arrive, relinquishes token; collects token
- Xx:05: 1st train collects token and departs
- Xx:06: 2nd train departs

Although trains can arrive simultaneously, a minimum of 1 minute difference must be shown as signaller cannot communicate with two or more drivers at once

Egton

Dwell Time

| | |
|-----|---------------------------------------------------------------------------|
| All | 1/2* * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough |
|-----|---------------------------------------------------------------------------|

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

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

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

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------|
| Whitby | | |
| Minimum Turnround | | |
| | 8 MU 20 LH 15 NYMR LH | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up NYMR train arrives Grosmont | Up train depart Whitby, going to Glaisdale | 5 |
| Down arrive Whitby | Up depart Whitby | 10 |
| Notes: <ul style="list-style-type: none"> Whitby platform 2, buffer stops to ground frame = 243m Bog Hall Sidings: Trap points to buffer stop = 335m; run-round loop 170m (fouling foot crossing) or 158m (not fouling foot crossing) Trains in platform 2 can run-round without impacting on traffic to/from platform 1. Due to operation of ground frame, 20 minutes must be allowed. | | |

LN642 SALTBURN WEST JUNCTION TO BOULBY POTASH MINE

Crag Hall Signal Box

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------------|--------|
| Arrival from Boulby | Arrival from Longbeck | 4 |
| Arrival from Longbeck | Depart to Longbeck | 2 |

Restrictions:

When planning passing moves, Trains from Longbeck must not arrive at Crag Hall before a train from Boulby. The restriction is in place to enable the efficient hand over of tokens for the Crag Hall to Boulby section.

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE

Belasis Lane

| | |
|----------------|---------------------------------------------------------------------------|
| Operating Stop | 2 All trains running to/from Port Clarence for purpose of token exchange. |
|----------------|---------------------------------------------------------------------------|

Phillips Loops

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

LN662 RYHOPE GRANGE JUNCTION TO HENDON

Grangetown (T&W) LC

Planning Restriction

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

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

Boldon North Junction

Junction Margins

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

Restrictions:

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

Green Lane Junction (PTA Boundary)

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

Junction Margins

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

Notes:

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

Tyne Dock

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

Junction Margins

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

Notes:

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

LN676 PARK LANE JUNCTION TO KING EDWARD BRIDGE SOUTH JUNCTION

Greensfield Junction

Junction Margins

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

Restrictions:

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

King Edward Bridge East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|-------------------------------------------------------|--------|
| Pass from KEB South/North | Pass to KEB South or KEB North | 2½ |
| Pass from KEB South/North | Depart to KEB South or KEB North | 2 |
| Pass to KEB North | Pass from KEB South, coming from Up Carlisle | 5* |
| Pass to KEB North | Pass from KEB South, coming from Down ECML | 3½ |
| Pass to KEB North | Depart from Gateshead Chord to Greensfield/Park Lane | 2 |
| Pass to KEB South | Pass from KEB North | 2½ |
| Pass to KEB South | Depart from South East Curve to Greensfield/Park Lane | 2 |

King Edward Bridge East Junction

| | | |
|-------------------------------------------------------|-------------------------------------------------------------------------------|----|
| Arrive from Park Lane Junction/Greensfield Junction # | Pass from KEB South, coming from Up Carlisle | 6+ |
| Arrive from Park Lane Junction/Greensfield Junction # | Pass from KEB South, coming from Down ECML | 4½ |
| Arrive from Park Lane Junction/Greensfield Junction # | Pass from KEB North | 3½ |
| Arrive from Park Lane Junction/Greensfield Junction # | Depart from Gateshead Curve or South East Curve, towards Greensfield Junction | 3 |

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

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

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

Restrictions:

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

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

Heighington

Junction Margins

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

Shildon

Junction Margins

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

Bishop Auckland/Bishop Auckland West

| | |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Minimum Turnround | 5. DMU. Turnrounds at origin and destination must cumulatively be no less than 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule. |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO PETTERIL BRIDGE JUNCTION**King Edward Bridge South Junction**

Refer LN600

Norwood Junction**Junction Margins**

| First Movement | Second Movement | Margin |
|-----------------------|----------------------------|---------------|
| Pass from Newcastle | Pass to Tyne Yard | 3 |
| Pass to Tyne Yard | Depart/Pass from Newcastle | 3 |
| Pass from Tyne Yard | Pass to Tyne Yard | 4 |

Swalwell Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|-----------------------------------|--------|
| Depart to Up (after reversal) | Pass Metrocentre on Down | 3 |
| Depart to Up (after reversal) | Depart Metrocentre on Down | 1½ |
| Pass/arrive Metrocentre on Up | Depart from Down (after reversal) | 1 |

Hexham

Dwell Time

| | |
|-----|---|
| DMU | 1 |
|-----|---|

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|----------------------------------------|-----------------------------|-------|
| Depart to Newcastle from Down platform | Differential junction speed | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------------------|--------------------------------------------|--------|
| Up Depart to Up Main (including signal H55) from Down platform | Down Arrive | 4½ |
| Depart to Middle Road from platform | Down Arrive | 4 |
| Up Depart to Up Main (including signal H55) from Down platform | Down pass | 4 |
| Depart to Middle Road from platform | Down pass | 3 |
| Down Pass / Depart | Depart Middle Road to Platform | 2½ |
| Up pass / depart Up platform | Shunt from Down platform to H55 on Up main | 3 |

Minimum Turnround

| |
|--------------------------------------------------------------|
| 5 Same platform arriving and departing in passenger service |
| 3 Down arrive, depart as class 5 |
| 3 Class 5 at signal H55 |
| 3 Down empty arrive Up platform, depart in passenger service |

Shunts

| |
|-------------------------------|
| Shunts at Hexham to be timed. |
|-------------------------------|

Haltwhistle

Restrictions:

- A train using the crossover west of Haltwhistle will prevent a Down train arriving or standing in the Down platform due to signalling overlap

Note:

Signalling in the Up direction will allow a train to proceed past Haltwhistle to signal HW102, whilst waiting for a previous train to clear the section. A further train can pass Low Row 2 minutes after the train passes Haltwhistle

LN684 LOW FELL JN. TO NORWOOD JN.

RMT

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------------------|--------------------------------------------|--------|
| Arrive Low Fell RMT from Low Fell Junction/Norwood Junction | Pass Low Fell Junction to Low Fell RMT | 6 |
| Arrive Low Fell RMT from Low Fell Junction/Norwood Junction | Pass Low Fell Junction to Norwood Junction | 2 |
| Arrive/pass from Low Fell RMT | Depart / pass to Low Fell RMT | 4 |

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

Newsham

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------|------------|
| Pass/arrive from Benton | Depart to Benton | 2 |
| Pass to Benton | Depart to Bedlington | Same time* |
| Arrive from Bedlington | Depart to Bedlington | Same time* |
| Arrive from Bedlington | Arrive from Benton | 4 |
| Depart to Bedlington | Pass/arrive from Benton | 6 |

Bedlington North

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------------------------------|-----------------------------|-------|
| Up train entering Furnaceway Sidings After Bedlington North | Approach control | 2 |
| Movement Up | Reason | Value |
| Up train from West Sleekburn Junction | Differential junction speed | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------|------------------------|--------|
| Pass to West Sleekburn | Pass from Morpeth | 4 |
| Pass from Morpeth | Pass to Morpeth | 4 |
| Pass from Morpeth | Pass to West Sleekburn | 4 |

Hepscott Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|------------------------------|--------|
| Pass to Morpeth | Pass from Morpeth North Junc | 4 |
| Pass to Morpeth | Depart Up Loop | 2 |
| Pass to Morpeth North | Pass from Morpeth | 4 |
| Arrive Up Loop | Arrive Down Loop | 3 |
| Arrive up Loop | Depart Down Loop | 1 |

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN

West Sleekburn Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------------------------------|---------------------|-------|
| Down train towards Winning Approaching West Sleekburn | Slow speed junction | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|---------------------------|--------|
| Pass to Winning Junction | Pass from Marchey's House | 4 |
| Pass from Marchey's House | Pass to Winning Junction | 4 |

Marchey's House

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|---------------------------------|--------|
| Pass to West Sleekburn Junction | Pass from Winning Junction | 4 |
| Pass to Winning Junction | Pass to West Sleekburn Junction | 4 |
| Pass to Winning Junction | Pass from Winning Junction | 4 |
| Pass from Ashington | Pass to West Sleekburn Junction | 5 |
| Pass from Ashington | Depart to Ashington | 2 |

LN706 WEST SLEEBURN JUNCTION TO NORTH BLYTH

Winning

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------|--------------------------|--------|
| Pass to Marchey's House | Pass from West Sleekburn | 6 |
| Pass from West Sleekburn | Pass to Marchey's House | 4 |

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

Cleethorpes

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------|-------------------|--------|
| Arrive from Grimsby | Depart to Grimsby | 1 |

Minimum Turnround

| |
|--------------------------------|
| 8 Barton services |
| 10 Lincoln services |
| 15 Doncaster/Newark and beyond |

Train Watering Points

Available at the station

New Clee

Dwell Time

| | |
|-------------------|--------------------|
| Request stop only | No dwell allowance |
|-------------------|--------------------|

Grimsby Docks

Dwell Time

| | |
|-----------------------------------------|---|
| Cleethorpes – Barton on Humber services | ½ |
|-----------------------------------------|---|

Grimsby Docks Loop

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------|-------------------------------|-------------------------------------------------------|
| Arrive Grimsby Town from Cleethorpes | Depart Loop for Cleethorpes | Same Time |
| Arrive Loop from Grimsby Town | Depart Cleethorpes (non-stop) | 3 before Up train arrives in Loop |
| Arrive Loop from Grimsby Town | Depart Cleethorpes (stopping) | Depart Grimsby Docks 3 after Up train arrives in Loop |

Grimsby Town

Dwell Time

| | |
|--------------------|----|
| Barton services | 1 |
| All other services | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------|--------|
| Arrive in Bay | Arrive from Cleethorpes | 3 |
| Arrive from Cleethorpes | Arrive in Bay | 3 |
| Arrive in Bay | Depart to Habrough | 1 |
| Arrive from Cleethorpes | Depart to Cleethorpes | 1 |

Minimum Turnround

| |
|--------------------------------|
| 8 Barton services |
| 10 Lincoln services |
| 15 Doncaster/Newark and beyond |

Marsh Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------|-----------------------------------------|--------|
| Pass to Grimsby | Pass from Branch | 3 |
| Pass from Branch | Pass to Grimsby (non-stop) | 5 |
| Pass from Branch | Pass to Grimsby (stopping Great Coates) | 3 |

Great Coates

Dwell Time

| | |
|-----------------------------------------|---|
| Cleethorpes – Barton on Humber services | ½ |
|-----------------------------------------|---|

Healing

Dwell Time

| | |
|-----------------------------------------|---|
| Cleethorpes – Barton on Humber services | ½ |
|-----------------------------------------|---|

Stallingborough

Dwell Time

| | |
|-----------------------------------------|---|
| Cleethorpes – Barton on Humber services | ½ |
|-----------------------------------------|---|

Habrough

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------|-----------------------------|--------------|
| Arrive from Ulceby | Depart to Ulceby | At same time |
| Arrive/pass from Brocklesby | Depart to Ulceby | At same time |
| Depart to Ulceby | Arrive/pass from Brocklesby | 4 |

Brocklesby

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|---------------------------|------------------------------------------------------------|
| Pass to Cleethorpes | Pass to Doncaster/Retford | Pass Ulceby 1 after train to Cleethorpes passes Brocklesby |
| Pass from Ulceby | Pass to Cleethorpes | 4 |
| Pass from Ulceby to DGL | Pass from Cleethorpes | 4 |

Wrawby Junction

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|-----------------------------------------------------------------------------|------------------|-------|
| Train to Up Slow Line from Scunthorpe/Brigg/Lincoln. Approaching Wrawby Jn. | Approach Control | 2 |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|---------------------------|--------|
| Pass from Newark/Retford | Pass to Doncaster/Retford | 3 |
| Pass to Doncaster/Retford | Pass from Newark/Retford | 4 |

Brigg

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------|------------------|--------|
| Arrive from Wrawby | Depart to Wrawby | 1 |

Kirton Lime Sidings

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------|-------------------|--------|
| Pass from Northorpe | Pass to Northorpe | 3 |

Northorpe SB

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------|-----------------|--------|
| Arrive Loop from either direction | Pass ML | 6* |

* May be reduced to 4 minutes if second train has 2 minutes pathing approaching Northorpe SB

Gainsborough Central

Adjustment to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------|-----------------------------|-------|
| Depart Platform 2 in Down direction | Differential junction speed | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-----------------------|-----------|
| Arrive from Single line | Depart to Single line | Same time |

Minimum Turnround

| | |
|-----|---|
| DMU | 5 |
|-----|---|

Gainsborough Trent Junctions

Junction Margins

| 1 st move → | Retford to Wrawby Jn | Retford to Lincoln | Don to Wrawby Jn | Don to Lincoln | Lincoln to Don | Lincoln to Retford | Wrawby Jn to Don | Wrawby Jn to Retford |
|------------------------|----------------------|--------------------|------------------|----------------|----------------|--------------------|------------------|----------------------|
| 2 nd move ↓ | | | | | | | | |
| Retford to Wrawby Jn | – | 5 | 4 | 3 | 3 | No conflict | 3 | No conflict |
| Retford to Lincoln | 5 | – | 4 | – | 3 | No conflict | 4 | 4 |
| Don to Wrawby Jn | 4 | 4 | – | 5 | No conflict | No conflict | No conflict | No conflict |
| Don to Lincoln | 3 | – | 5 | – | No conflict | No conflict | 3 | 3 |
| Lincoln to Doncaster | 3 | 3 | No conflict | No conflict | – | – | 5 | 4 |
| Lincoln to Retford | No conflict | No conflict | No conflict | No conflict | – | – | 3 | 5 |
| Wrawby Jn to Don | 3 | 4 | No conflict | 4 | 5 | 4 | – | 4 |

Gainsborough Trent Junctions

| | | | | | | | | |
|----------------------|-------------|---|-------------|---|---|---|---|---|
| Wrawby Jn to Retford | No conflict | 4 | No conflict | 4 | 4 | 5 | 4 | – |
|----------------------|-------------|---|-------------|---|---|---|---|---|

West Burton East Junction

| Junction Margins | | |
|------------------------------|---------------------------------|--------|
| First Movement | Second Movement | Margin |
| Pass from West Burton PS | Pass to Clarborough Junction | 4 |
| Pass to Clarborough Junction | Depart Pass from West Burton PS | 3 |

West Burton West Junction

| Junction Margins | | |
|--------------------------|------------------------|--------|
| First Movement | Second Movement | Margin |
| Pass to West Burton PS | Pass from Junction | 4 |
| Pass from Trent Junction | Pass to West Burton PS | 3 |

Clarborough Junction

| Junction Margins | | |
|--------------------------|--------------------------|--------|
| First Movement | Second Movement | Margin |
| Pass to Cottam PS | Pass from West Burton SB | 4 |
| Pass from West Burton SB | Pass to Cottam PS | 3 |

Retford Low Level

| | | |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| | | |
| Dwell Time | | |
| All | 1 | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive siding | Pass Thrumpton West to Worksop | Same time |
| Pass Thrumpton West to Worksop | Arrive siding | 8 |
| Minimum turnaround | 10 Only from Worksop direction via UGL from Low Level Up Platform to Low Level Down Platform. Not permitted from Gainsborough direction. | |

Manton Wood

| Junction Margins | | |
|-------------------------------|---------------------|--------|
| First Movement | Second Movement | Margin |
| Arrive reception from Worksop | Pass to Worksop | 4 |
| Pass Down Main | Arrive Up reception | 3 |

| Worksop | | |
|-----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Departing Down platform to Mansfield Approaching Shireoaks East Junction | Differential junction speed | ½ |
| Departing Up platform to Mansfield Approaching Shireoaks East Junction | Differential junction speed | 1 |
| Departing Up platform to Sheffield Approaching Shireoaks East Junction | Differential junction speed | ½ |
| Departing from Worksop Up Reception | Acceleration | 3 |
| Pass from Retford to Down Reception Line 1 | Approach Control, approaching Worksop | 2 |
| Pass from Retford to Down Reception Line 2 | Approach Control and need for driver to obtain permission from signaller to pass stop board. Approaching Worksop | 4 (can be reduced to 2 if train less than 21 HTAs) |
| Movement Up | Reason | Value |
| Terminating services with extended dwell, (greater than 1½ minutes) | Approach Control | ½ |
| Dwell Time | | |
| All | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Up platform to Shireoaks East Junction | Arrive Up platform from West | 4 |
| *May be reduced by 1" if {1} applied approaching Worksop | | |
| Minimum Turnround | 6 Same platform for trains from Nottingham or Sheffield 10 Re-platform for trains from Nottingham or Sheffield. If re-platforming is required, ECS can only be shunted from Worksop Up platform to Worksop Down platform at Worksop East crossover for trains from Sheffield or Nottingham. For trains from the Gainsborough direction, the ECS can only be shunted from Worksop Down platform to Worksop Up platform via Worksop West crossover. | |

Shireoaks East Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-------|
| Train from Worksop Yard after Shireoaks East Junction | Differential junction speed | 1 |
| Trains not stopping at Worksop going towards Woodend Junction Approaching Shireoaks East Jn | Differential junction speed and approach control | 1 |
| Passenger/Light Engines from a stop at Worksop, going towards Woodend Junction. Approaching Shireoaks East Junction | Differential junction speed and approach control | ½ |

| Movement Up | Reason | Value |
|--------------------------------------------------------|-----------------------------|----------------------------|
| Train from Mansfield to Worksop Approaching Worksop | Differential junction speed | ½ (1 for above 1400t/TR85) |
| Train to Worksop Yard Approaching Shireoaks East Jn | Differential junction speed | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------|----------------------------|--------|
| Pass from Woodend Junction | Pass to Shireoaks station | 3 |
| Pass to Shireoaks station | Pass from Woodend Junction | 3 |

Restriction:

- No allowances to be applied between Shireoaks East Junction and either Yard and/or Reception lines in either direction
- Up Reception Lines 1 and 2 can accommodate loco + 26 HTA wagons
- Worksop Yard manager can be contacted on 01302-575203

Shireoaks Station (West Junction)

Junction Margins: Times based on Shireoaks station

| First Movement | Second Movement | Margin |
|---------------------------------------|------------------------------------------|--------|
| Pass to Woodend Junction | Arrive/pass from Shireoaks East Junction | 5 |
| Pass from Shireoaks East Junction | Pass to Woodend Junction | 3 |
| Depart Shireoaks station to Sheffield | Pass to Woodend Junction | 3 |
| Pass from Woodend Junction | Pass to Woodend Junction | 4 |

Branccliffe East Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------------------------------------------------|-----------------------------|-------|
| Pass to Maltby Between Shireoaks & Branccliffe East Jn. | Approach Control | 1 |
| Movement Up | Reason | Value |
| Pass from Maltby Between Branccliffe East Jn. & Shireoaks | Differential junction speed | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------|--------|
| Pass/depart to Maltby | Pass from Kiverton Park | 4 |
| Pass from Kiverton Park | Pass/depart to Maltby | 2 |

Restrictions:

- A train from Woodend, going to Dinnington on South Yorkshire Joint, or vice versa, must be allowed a minimum total of 3½ minutes, SRT and { }, between Shireoaks Station and Branccliffe East Junction, and vice versa, due to combination of line speeds and Approach Control signalling
- An up train from Kiverton Park must pass Branccliffe Junction at least 1 minute before a following train can arrive or pass Kiverton Park.

Woodhouse Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------|----------------------------------------------------------------------------------------------------|----------------------------|
| Pass to Beighton Junction from Woodburn | Pass from Kiverton Park | 4 |
| Pass to Beighton Junction from Woodburn | Depart Sidings to Kiverton Park (see also Restrictions) Clear 10s(MU) 1m(LH) reset 30s move 30s | 1½ after MU 2½ after LH |
| Pass from Kiverton Park | Pass to Beighton Junction | 4 |
| Arrive Sidings | Depart Sidings | 2 |

Woodburn Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------|-------------------------------------------|--------|
| Pass from Tinsley East Junction | Pass to Tinsley East Junction | 4 |
| Pass from Tinsley East Junction | Pass to Woodhouse Junction | 4 |
| Pass to Woodhouse Junction | Pass from Tinsley East Junction | 3 |
| Pass to Deepcar | Pass from Tinsley East Jn / Nunnery ML Jn | 4 |
| Pass from Woodhouse Jn/Tinsley East Jn | Pass to Deepcar | 3 |

*+1 if second train LH

Restriction:

- Tokenless One Train Working on Stocksbridge Line
- EMR Class 5s turn-back on Up Worksop, east of Woodburn Junction

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

Great Coates No1 Signal Box

| | |
|----------------|------------------------------------------------------------------------|
| Operating Stop | All trains to/from Grimsby Union Dock Branch must have a 2 minute 'OP' |
|----------------|------------------------------------------------------------------------|

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

Great Coates No1 Signal Box

stop to collect /return the staff used for OT(S) working

Pyewipe Road Signal Box

Operating Stop

All trains to/from Immingham East Junction must have a 2 minute 'OP' stop for token exchange purposes

Humber Road Junction

Adjustment to Sectional Running times

| Movement Up | Reason | Value |
|------------------------------------------------------------------------------------------|------------------|-------|
| Up services to the N.C.B Coal Terminal or Reception Sidings (including RR1,RR7 and ESL) | Approach Control | 1 |

The junction margins for Humber Road Jn are to be replaced with those detailed in the following matrix:

Table 1: Junction Margin Matrix for IMNGHRJ Humber Road Junction (NB: *the matrix continues on the next page*)

There is one train working at the NCB 1, RR1, and RR7 coal loading points

At Reception Sidings, roads 3, 4 and 5 are available for trains arriving at the yard itself. RR1 consists of Roads 1 and 2, and RR7 consists of Roads 6 and 7

ESL is a bi-directionally worked siding line with stop boards. Trains can exit into Immingham Sorting Sidings at the eastern end of ESL

| Humber Road Junction | | | | | | | 196 Routes Detailed in the Matrix | | | | | | | |
|------------------------------------------------------|---------------------------------|------------------------------|------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|----------------|-----------------------------------|--------------------------------|------------------|--------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|------------------|---------------------------|
| 2nd Move → | Pass Up Main to Up Killingholme | Pass Up Main to NCB Arrivals | Pass UM to Reception Sidings (via Arrival/Dep. Line) | Pass UM to Reception Road 7 (via Arrival/Dep. Line) | Pass UM to Reception Road 1 (via Arrival/Dep. Line) | Pass UM to ESL | Pass UM to Up Grimsby | Pass DM from Down Killingholme | Pass DM from NCB | Pass DM from Reception Sidings (via Arrival/Dep. Line) | Pass DM from Reception Road 7 (via Arrival/Dep. Line) | Pass DM from Reception Road 1 (via Arrival/Dep. Line) | Pass DM from ESL | Pass DM from Down Grimsby |
| 1st Move ↓ | | | | | | | | | | | | | | |
| Pass UM to Up Killingholme | H | H | H | H | H | H | H | P | P | P | P | P | P | P |
| Pass UM to NCB Arrivals | 7½* | n/a | H | H | H | H | 7½* | 7½ | n/a | P | P | P | P | P |
| Pass UM to Reception Sidings (via Arrival/Dep. Line) | 8* | H | 10½* | 10½* | 10½* | 10½* | 12½* | 8 | 10½ | 21† | 25½† | 25½† | 20† | 11½ |
| Pass UM to Reception Road 7 (via Arrival/Dep. Line) | 8* | H | 10½* | n/a | 10½* | 10½* | 12½* | 8 | 10½ | 21† | n/a | 25½† | 20† | 11½ |
| Pass UM to Reception Road 1 (via Arrival/Dep. Line) | 8* | H | 10½* | 10½* | n/a | 10½* | 12½* | 8 | 10½ | 21† | 25½† | n/a | 20† | 11½ |
| Pass UM to ESL | 8* | H | 9½* | 9½* | 9½* | 9½* | 11½* | 8 | 10½ | 16½† | 21† | 21† | n/a | 10½ |
| Pass UM to Up Grimsby | H | H | H | H | H | H | H | 5 | 7½ | 5 | 9½ | 9½ | 5 | 4 |

| | | | | | | | | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------------|------------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|----------------|-----------------------|--------------------------------|------------------|--------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|------------------|---------------------------|
| Pass DM from Down Killingholme | P | 3 | 3 | 3 | 3 | 3 | 5 | H | 10* | H | H | H | H | H |
| Pass DM from NCB | P | 3 | 3 | 3 | 3 | 3 | 5 | H | n/a | H | H | H | H | H |
| Pass DM from Reception Sidings (via Arrival/Dep. Line) | P | P | 3 | 3 | 3 | 3 | 5 | H | 10* | H | H | H | H | H |
| Pass DM from Reception Road 7 (via Arrival/Dep. Line) | P | P | 3 | 3 | 3 | 3 | 5 | H | 10* | H | n/a | H | H | H |
| Pass DM from Reception Road 1 (via Arrival/Dep. Line) | P | P | 3 | 3 | 3 | 3 | 5 | H | 10* | H | H | n/a | H | H |
| Pass DM from ESL | P | P | 3 | 3 | 3 | 3 | 5 | H | 10* | H | H | H | H | H |
| Pass DM from Down Grimsby | P | P | 3 | 3 | 3 | 3 | 5 | H | 10* | H | H | H | H | H |
| | Pass Up Main to Up Killingholme | Pass Up Main to NCB Arrivals | Pass UM to Reception Sidings (via Arrival/Dep. Line) | Pass UM to Reception Road 7 (via Arrival/Dep. Line) | Pass UM to Reception Road 1 (via Arrival/Dep. Line) | Pass UM to ESL | Pass UM to Up Grimsby | Pass DM from Down Killingholme | Pass DM from NCB | Pass DM from Reception Sidings (via Arrival/Dep. Line) | Pass DM from Reception Road 7 (via Arrival/Dep. Line) | Pass DM from Reception Road 1 (via Arrival/Dep. Line) | Pass DM from ESL | Pass DM from Down Grimsby |
| P = Parallel move; H = a following move on headway (6 minutes for LN740/742); —* = a following move in the same direction with differential value detailed; n/a = Move not applicable, one train working in terminal. † = the conflict occurs within Reception Sidings yard. The stated margin describes the pass time at Humber Road Jn for a 2nd move departure from the yard immediately following a 1st move arrival. | | | | | | | | | | | | | | |

| Immingham West Junction | | | | | | | | 196 Routes Detailed in the Matrix | | | | | | |
|--------------------------------------------------------------------------------------------------|------------------------------------------------|-----------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------|
| 2nd Move → | Pass on Up K'holme to IBT Ore Line | Pass on Up K'holme to IBT Coal Pad 1 | Pass on Up K'holme to IBT Coal Pad 2 | Pass on Up K'holme to HIT No. 1 or No.2 Arrival/ Departur e | Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) † | Pass on Up K'holme to Henders on Quay | Pass on Up K'holme to Mineral Quay | Pass on DN K'holme from Mineral Quay | Pass on DN K'holme from Henders on Quay | Pass on DN K'holme from Western Jetty Departur e Line (from Simon Storage West) | Pass on DN K'holme from HIT No.1 or No.2 Arrival/ Departur e Line | Pass on DN K'holme from IBT Coal Pad 2 | Pass on DN Ki'holme from IBT Coal Pad 1 | Pass on DN Ki'holme from IBT Ore Line |
| 1st Move ↓ | | | | | | | | | | | | | | |
| Pass on Up K'holme to IBT Ore Line | n/a | H | H | H | H | H | H | P | P | P | P | 9 | 9 | n/a |
| Pass on Up K'holme to IBT Coal Pad 1 | H | n/a | H | H | H | H | H | P | P | P | P | 9 | n/a | 9 |
| Pass on Up K'holme to IBT Coal Pad 2 | H | H | n/a | H | H | H | H | P | P | P | P | n/a | 9 | 9 |
| Pass on Up K'holme to HIT No. 1 or No.2 Arrival/ Departure | 6½* | 6½* | 6½* | n/a | H | H | H | 8 | 8 | 8 | 7 | 9 | 9 | 9 |
| Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) † | 6½* | 6½* | 6½* | H | n/a | H | H | 8 | 10½ | n/a | 7 | 9 | 9 | 9 |
| Pass on Up K'holme to Henderson Quay | 6½* | 6½* | 6½* | H | H | n/a | H | 8 | n/a | 12½ | 7 | 9 | 9 | 9 |
| Pass on Up K'holme to Mineral Quay | 6½* | 6½* | 6½* | H | H | H | 9½* | 14½ | 8 | 8 | 7 | 9 | 9 | 9 |

| | | | | | | | | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|--------------------------------------|--------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------|------------------------------------|--------------------------------------|----------------------------------------|--------------------------------------------------------------------------------|-----------------------------------------------------------------|----------------------------------------|----------------------------------------|--------------------------------------|
| Pass on DN K'holme from Mineral Quay | P | P | P | 3 | 3 | 3 | 3 | 8½* | 6½* | 6½* | H | H | H | H |
| Pass on DN K'holme from Henderson Quay | P | P | P | 3 | 3 | 3 | 3 | 6½* | n/a | 9½* | H | H | H | H |
| Pass on DN K'holme from Western Jetty Dep. Line (from Simon Storage West) | P | P | P | 3 | 3 | 3 | 3 | 6½* | 9½* | n/a | H | H | H | H |
| Pass on DN K'holme from HIT No.1 or No.2 Arrival/Departure | P | P | P | 3 | 3 | 3 | 3 | 6½* | 6½* | 6½* | n/a | H | H | H |
| Pass on DN K'holme from IBT Coal Pad 2 | 2½ | 2½ | 2½ | 2½ | 2½ | 2½ | 2½ | H | H | H | H | n/a | H | H |
| Pass on DN K'holme from IBT Coal Pad 1 | 2½ | 2½ | 2½ | 2½ | 2½ | 2½ | 2½ | H | H | H | H | H | n/a | H |
| Pass on DN K'holme from IBT Ore Line | 2½ | 2½ | 2½ | 2½ | 2½ | 2½ | 2½ | H | H | H | H | H | H | n/a |
| | Pass on Up K'holme to IBT Ore Line | Pass on Up K'holme to IBT Coal Pad 1 | Pass on Up K'holme to IBT Coal Pad 2 | Pass on Up K'holme to HIT No. 1 or No.2 Arrival/Departure | Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) † | Pass on Up K'holme to Henderson Quay | Pass on Up K'holme to Mineral Quay | Pass on DN K'holme from Mineral Quay | Pass on DN K'holme from Henderson Quay | Pass on DN K'holme from Western Jetty Departure Line (from Simon Storage West) | Pass on DN K'holme from HIT No.1 or No.2 Arrival/Departure Line | Pass on DN K'holme from IBT Coal Pad 2 | Pass on DN K'holme from IBT Coal Pad 1 | Pass on DN K'holme from IBT Ore Line |
| P = Parallel move; H = a following move on headway (6 minutes for LN740/742); —* = a following move in the same direction with differential value detailed; n/a = Move not applicable, one train working in terminal; †= With the exception of LD moves, all trains destined for Simon Storage West are required to perform a run round on the Western Jetty Arrivals line and propel into the terminal. This requires the use of the Down Killingholme Line. | | | | | | | | | | | | | | |

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

Immingham West Junction (junction margins are detailed above in the matrix)

Adjustment to Sectional Running times

| Movement Up | Reason | Value |
|---------------------------------------------------------------------------------------------------------------------------|------------------|-------|
| Up services to the H.I.T. Arrival/Departure Line No.1 or No.2, Western Jetty Arrival Line, Henderson Quay or Mineral Quay | Approach Control | ½ |
| Up services to the I.B.T. Ore Terminal, Coal Pad 1 or Coal Pad 2 | Approach Control | 1 |

Ulceby

Dwell Time

| | |
|-----|---|
| All | ½ |
|-----|---|

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|-----------------------------------|--------|
| Depart to Barton | Arrive from Barton | 4 |
| Depart to Barton | Pass from Immingham or Brocklesby | 4 |
| Pass from Immingham | Arrive from Habrough/Barton | 4 |
| Pass from Brocklesby | Depart to Barton | 3 |
| Pass from Brocklesby | Arrive from Barton | 4 |

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

Thornton Abbey

Dwell Time

| | |
|-----|---|
| All | ½ |
|-----|---|

All trains in the down direction must come to a stand to wait for the Drivers White Lights for Barton Road Level Crossing

Goxhill

Dwell Time

| | |
|-----|---|
| All | ½ |
|-----|---|

New Holland

Dwell Time

| | |
|-----|---|
| All | ½ |
|-----|---|

Barrow Haven

Dwell Time

| | |
|-----|---|
| All | ½ |
|-----|---|

Barton on Humber

| | |
|-------------------|---|
| Minimum Turnround | 5 |
|-------------------|---|

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

Wrawby Junction

Refer to LN736

Foreign Ore Branch Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------|--------|
| Pass from Branch | Down train pass Appleby | 2 |
| Down train pass Appleby | Pass from Branch | 6 |
| Pass from Branch | Re-occupy Branch | 5 |

North Lincoln Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------|------------------------------------------|-----------|
| Pass from GL | Pass/arr Scunthorpe from Wrawby Junction | 6 |
| Pass/arr Scunthorpe from Wrawby Junction | Pass from GL | Same time |

Trent Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------|----------------------------------------|--------|
| Pass to Up side | Before Up passenger departs Scunthorpe | 2 |
| Pass to Up side | Before Up passes Scunthorpe | 3 |
| Pass from Down side | Before down pass/arr Scunthorpe | 5 |
| Pass from Trent FD | Pass to Trent FD | 5 |

Scunthorpe

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--------|
| Depart Platform 1 to Doncaster | Arr/pass Platform 1 from Doncaster | 4 |
| Pass to E line | Depart from Scunthorpe | 3 |
| Depart from Scunthorpe | Pass to E line | 4 |
| Train departing from or passing through Up or Down platforms | Departure to Doncaster from Plat. 2 (Down) of train from the East end (Up) bay (includes shunt moves) | 7 |

| | |
|-------------------|------------------------------------------------------------------------------------|
| Minimum Turnround | 5 (10 if re-platformed) from Doncaster or Cleethorpes. 10 from beyond Doncaster |
|-------------------|------------------------------------------------------------------------------------|

If the turnround is substantially more than 10 minutes, then the train must be replatformed to the East End Bay

Gunhouse Loop

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------|-----------------------------|-----------|
| Arrive Loop | Stopping depart Althorpe | 4 |
| Arrive Loop | Non-stop arrives Scunthorpe | 8 |
| Stopping service depart Althorpe | Depart Loop | 3 |
| Depart Loop | Non-stop arrives Scunthorpe | Same time |

Thorne Junction

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|---------------------------------------------|-----------------------------|-------|
| Train from Up Slow Line. Approaching Crowle | Differential Junction Speed | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|------------------------------------------------------|--------|
| Pass to Hull | Pass from Hull | 4 |
| Pass from Hull | Pass to Hull/Cleethorpes | 4* |
| Pass to Cleethorpes | Pass from Hull | 3 |
| Pass from Cleethorpes | Pass from Hull if calling at Hatfield and Stainforth | 3 |

* May be reduced to 3 if the service calls at Hatfield and Stainforth

Hatfield Colliery

Operating Restriction

Only one train can be accommodated in the colliery at once. Trains can depart the colliery in the Down direction on the Up Slow Line or the Down Fast Line

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------|-----------------------------------------------|--------|
| Depart Colliery | Pass Hatfield & Stainforth on Up Fast/Up Slow | 8 |
| Depart Colliery | Arrive Colliery | 20 |

Hatfield and Stainforth

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|-------------------------------------------------------------------|--------------|-------|
| Trains from Applehurst Jn. to Up Slow Line Approaching Thorne Jn | Acceleration | 1 |
| Trains from Applehurst Jn. to Up Fast Line Approaching Thorne Jn. | Acceleration | 2 |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------|----------------------------|--------|
| Pass to Branch | Pass/Arrive from Doncaster | 4 |
| Pass/Arrive from Doncaster | Pass to Branch | 2½ |
| Pass to Branch | Arrive from Thorne | 3 |

Kirk Sandall Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------|------------------------|--------|
| Pass from Branch to SL | Pass from Doncaster ML | * |
| Pass from Branch | Pass to Doncaster | 4 |
| Pass to Doncaster | Pass from Branch | 3 |
| Pass from Branch | Pass to Branch | 4 |

* Same time as train passes/departs Doncaster or 1 before a freight train passes Bentley Junction

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

Scunthorpe Roxby Gullet/Dragonby Sidings

Operating Restriction

Trains running to/from Roxby Gullet/Dragonby Sidings require to be in possession of a Train Staff issued by North Lincoln Junction. A second train cannot proceed along the branch to Roxby Gullet/Dragonby Sidings until the first train has completed its journey on the branch and the Train Staff is surrendered by the driver and returned to North Lincoln Junction, to be re-issued to the second train. A minimum of 30 minutes for Dragonby services and a minimum of 45 minutes for Roxby Gullet services should be allowed for this to take place before the second train can proceed on the branch.

This also applies to trains returning from Roxby Gullet/Dragonby Sidings to North Lincoln Junction.

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

Dinnington Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------------|--------|
| Pass from Single line | Pass to Single line | 6* |
| Pass from Single line | Depart to Single line | 2 |

* May be reduced to 4 minutes if train has at least an additional 2 minutes in the schedule.

Restrictions

When services are held at Dinnington Junction, WP607 waiting acceptance onto Single Line towards Maltby services in rear cannot pass Brancliffe East Junction towards Maltby if the first train exceeds 420m.

Maltby Loop

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------|----------------------------------|--------|
| Arrive Loop from either direction | Arrive/Pass from other direction | 3 |
| Arrive from Dinnington | Depart to Dinnington | 4 |
| Pass from Dinnington | Depart to Dinnington | 3 |
| Pass/Arrive from St Catherines Junction | Depart to St Catherines Junction | 2 |

Restrictions

Physical Loop Lengths:

Up Single Line Down (DUSY) - M34 to M35 – 355m

Passing Loop/Run-Round (DUPL) – M29 to M8 - 418m, M29 to M7 – 524m

Services held on Passing Loop/Run-Round exceeding 418 metres beyond M8 locks out Arrivals and Departures Line in the Dinnington direction.

Arrival/Departures (DUAD) – M25 to M9- 415m

Specific lines (DUSY, DUPL and DUAD) to be allocated to match required train lengths as above.

St Catherines Junction Loop

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|------------------|--------|
| Arrive/Pass from Maltby | Depart to Maltby | 2 |
| All other conflicts | | 3 |

Restrictions

Physical Loop Lengths:
Up/Down St Catherines Curve - D220 to D227 – 499m
Up/Down South Yorkshire – D218 to D225 – 499m

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

Shirebrook

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------|--------------------------------------------------------|--------|
| Pass from Shirebrook East Junction | Pass to Clipstone Junctions | 2 |
| Pass to Clipstone Junctions | Pass from Shirebrook East Junction going to Shirebrook | 4 |

Shirebrook East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| All conflicting moves | | 4 |

Langwith Whaley–Thorns

Dwell Time

| | |
|-----|---------------------|
| All | 1 08.00 – 18.00 EWD |
|-----|---------------------|

Creswell

Dwell Time

| | |
|-----|---------------------|
| All | 1 08.00 – 18.00 EWD |
|-----|---------------------|

Whitwell

Dwell Time

| | |
|-----|---------------------|
| All | 1 08.00 – 18.00 EWD |
|-----|---------------------|

Woodend Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------|-----------------------------------|--------|
| Pass from Shirebrook | Pass Shireoaks West Jn to Woodend | 7 |
| Pass from Shireoaks West Jn | Pass from Shirebrook | 8 |

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

Boughton Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------------|--------|
| Pass from Single line | Re-occupy Single line | 4 |

Thoresby Colliery Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------|-------------------------------------|--------|
| Pass to Ollerton | Depart from Run-round sidings | 2 |
| Depart Run-round sidings towards Clipstone | Pass from Ollerton/arrive Run-round | 6 |

Clipstone East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------|------------------------------------|--------|
| Pass to Clipstone West Junction | Pass from Clipstone South Junction | 4 |
| Pass from Clipstone South Junction | Pass to Clipstone West Junction | 4 |

Rufford Junction/Clipstone Colliery Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------|-----------------|--------|
| All margins to/from single lines | | 4 |

Clipstone West Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------|-----------------------------------|--------|
| Pass to Clipstone South Junction | Pass from Clipstone East Junction | 5 |
| Pass from Clipstone East Junction | Pass to Clipstone South Junction | 3 |

Warsop Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------|----------------------------------|--------|
| Pass to Shirebrook East Junction | Pass from Shirebrook Junction | 4 |
| Pass from Shirebrook Junction | Pass to Shirebrook East Junction | 4 |

LN804 TAPTON JUNCTION GASCOIGNE WOOD JUNCTION VIA SHEFFIELD

Dronfield

Dwell Time

| | |
|-----|----|
| DMU | ½ |
| 22X | 1½ |

Dore South Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------------------------------|-----------------------------------------------------|-----------|
| Pass Dore Station Junction towards Chesterfield, not stopping Dronfield | Pass from Dore West Junction | 3 |
| Up depart Dronfield | Pass from Dore West Junction | Same Time |
| Pass Dore Station Junction to Sheffield, from Chesterfield | Pass from Dore West Junction | 1 |
| Pass to/from Dore West Junction | Pass Dore Station Junction towards Sheffield | 5 |
| Pass from Dore West Junction | Pass to Dore West Junction (not stopping Dronfield) | 4 |
| | | |

Operating/Planning Restriction

- Owing to restrictive overlaps at signal S48 trains must not be booked to stand at this signal to await the passage of Down trains, as this will prevent movements on the Down Main from Dronfield towards Dore Station Junction. Long trains of more than 325m will also be foul Down Manchester line at Dore West Junction.
- Owing to restrictive overlaps at Signal S53, trains booked to stand at here will prevent movements on the Down Manchester from Dore Station Junction towards Totley Tunnel East until the timeout has elapsed. Trains longer than 325m will also be foul of the Down Main at Dore South Junction.
- Allowances not to exceed 1 minute between Dore South Junction and Dore West Junction in either direction.

Dore Station Junction

Adjustments to Sectional Running Times

| Westbound Movement | Reason | Value |
|-------------------------------------------------------------------------------------------|------------------------|-----------------------------|
| Train going from Sheffield/Heeley Loop, towards Totley; approaching Dore Station Junction | Reduced junction speed | ½ Passenger or Light Engine |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------------------|---------------------------------------------------------|--------|
| Passenger or Light Engine pass to Dore West Junction | Pass from Chesterfield | 3 |
| Freight pass to Dore West Junction | Pass from Chesterfield | 4 |
| Pass from Chesterfield/Dore West Junction | Pass to Dore West Junction from Sheffield | 3 |
| Down services pass signal S77, routed DPL to Sheffield station | Down train pass Dore Station Junction towards Sheffield | 1 |

Restriction

- For trains stopping at Dore & Totley Station, no allowances to be applied in either direction between the station and Dore Station Junction

Heeley Up Passenger Loop

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------|-----------------------|--------|
| Arrive in Loop | Depart/pass Sheffield | 1 |
| Pass Dore Station Junction | Depart Loop | 1 |

Sheffield

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|---------------------------------------------------------|------------------|-------|
| Trains arriving into Platform 2c or Down Station Siding | Approach control | ½ |

| Movement Up | Reason | Value |
|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-------|
| Trains departing from Platforms 1, 2, 2c, Through Line or Down Station Siding to the south | Differential linespeed – to be applied approaching Dore Station Junction | ½ |
| Trains passing Platforms 1, 2 or Through Line to the south | Differential linespeed – to be applied approaching Dore Station Junction | 1 |
| Trains arriving Down or Up Station Sidings from the north | Approach control | 1 |

Connectional Allowance 7

Dwell Time

| | |
|----------------|-----------|
| XC (22x & HST) | 2 |
| TPE | 2 |
| Northern | 2 |
| DMU reversing | 3 except: |

| Sheffield | | | |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------------------|
| | 4 EMR Anglia services | | |
| All other services | 3 | | |
| | | | |
| Minimum Turnround | HST | LH | DMU |
| East Midlands Railway to/from London St Pancras | 20 ^{\$} | | 15 |
| East Midlands Railway (other) | 7 | | 5 |
| Fuel | | 60 | 60 |
| Lincoln, Wakefield, Huddersfield | | | 7* |
| To/from Hope Valley | | | 10* |
| From beyond Manchester, Doncaster, Adwick, Huddersfield or Leeds | | | 15 [#] #Can be 10 for services from Hull/York |
| Other not specified above | | | 10* |
| XC | 20 (10 by exception and in agreement with Network Rail) | | |
| *Reductions to be requested through the Operational Planning Project Manager LNE, Network Rail | | | |
| ^{\$} Must not be 2 consecutive 20 min turnrounds St Pancras/Sheffield | | | |
| Overlap restrictions | | | |
| A minimum of 3 minutes should be allowed between the following movements: | | | |
| Movement | | Conflict | |
| Arrive Platform 1a from South | | Arrive Platform 1b from North (and vice versa) | |
| Arrive Platform 2 from South | | Depart Down Station Siding (and vice versa) | |
| Arrive Platform 2 from North | | Arrive Down Station Siding/Platform 1 from the South (and vice versa) | |
| Arrive Platform 6 from North | | Arrive/depart Platform 7 (and vice versa) | |
| Arrive Platform 8 from North | | Arrive/depart Platform 7 (and vice versa) | |
| Junction Margins | | | |
| First Movement | | Second Movement | Margin |
| | | | |
| Platform End Conflicts | | | |
| First Movement | | Second Movement | Margin |
| Train Arrive | | Conflicting movement depart | 1 |
| Depart Platform 1 or 1a to the North | | Arrive Platform 1a from the South | 3 (no restriction if departure is from 1b) |
| Depart Platform 1 to the North | | Arrive platform 1 or 1b from the South | 3 2 if departure is from 1b |
| Depart Platform 1a to the South | | Arrive Platform 1 from the North | 3 (no restriction if departure is from 1b) |
| Depart Platform 1 to the South | | Arrive Platform 1 from the North | 3 2 if departure is from 1b |
| Depart Platform 1, 2, 3, 4 or 5 to the North | | Arrive Platform 1 or 2 from the North | 4 |
| Depart Platform 2 or 5 to the North | | Arrive same Platform from the South | 4 |
| Depart Platform 3, 4, or 5 to the North | | Arrive Platform 3, 4, or 5 from the North | 3* |
| Arrive Platform 1 from the South | | Arrive Platform 2 from the North | 4 |
| Arrive Platform 2 from the North | | Arrive Platform 1 from the South | 4 |
| Arrive Platform 2 from the North | | Depart Platform 1 to the South | 2 |
| Arrive Platform 6 or 8 from the North | | Arrive Platform 7 from the South | 3 |

| Sheffield | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|----|
| Arrive Platform 7 from the South | Arrive Platform 6 or 8 from the North | 3 |
| Arrive Platform 8 from the South | Arrive Platform 6 from the North | 4 |
| Depart Platform 1 or 2 to the South | Arrive Platform 1, 2, 2c or 5 from the South | 4½ |
| Depart to the South | Arrive Platform 7 or 8 from the South | 5 |
| Depart Platforms 2, 5, 6 or 8 to the South | Arrive same Platform from the North | 4 |
| Depart Platform 2c or 5 to the South | Arrive Platform 2c or 5 from the South | 4½ |
| Depart Platform 7 to the South | Arrive Platform 6 from the North | 3 |
| * 4 via 'A' line when conflict occurs | | |
| Restrictions | | |
| <ul style="list-style-type: none"> North end Bay Platform couplings are preferred to take place in Platform 3 Passenger services cannot arrive on Platform 6 from the South Passenger services cannot depart Platforms 6 or 8 to the North Trains following into the same platform – not called on – 4 from South, 3 from North ECS services can depart Platform 6 to the north via S133 however can't be dispatched by Platform staff therefore agreement must be sought with the relevant TOC beforehand ECS services arriving into Platform 6 to be routed via DPL from SHEF77 Services arriving into Platform 7 and 8 to be routed via DPL from SHEF77 Trains should not be planned to pass through the Down or Up Station Sidings | | |

| Nunnery Main Line Junction | | |
|-----------------------------------|---------------------------|--------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass UM | Pass to Woodburn Junction | 2½ |
| Pass to Woodburn Junction | Pass UM | 3 |

| Mill Race Junction | | |
|---------------------------|-----------------|------------------------------------------------------------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass UML to Sheffield | Pass to GL | Same time as Up service passes Nunnery ML Junction |
| Pass to GL | Pass UML | 3 before Up service passes Wincobank Jn/Brightside Junction 4 |

| Brightside Up & Down East Slow | |
|----------------------------------------------------------------------------|--|
| Planning Note | |
| It is not possible to perform run-rounds on Brightside Up & Down East Slow | |

Brightside Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|------------------------------------------|---------------------------------------------------|
| Pass Down ML | Pass from Slow | 1 after Down service passes Wincobank Junction |
| Pass from Slow | Pass Down ML | 1½ before Down service passes Nunnery ML Junction |
| Pass UML | Pass from Slow | ½ before Up ML service passes Nunnery ML Jn |
| Pass from Up/Dn Goods | Pass on Up Main (non-stop) | 3½ before Up non-stop passes Wincobank Jn |
| Pass from Up/Dn Goods | Pass on Up Main (stopping at Meadowhall) | 2½ before Up stopping train passes Wincobank Jn |
| Pass on Up Main | Pass from Up/Dn Goods | 2½ after Up train passes Wincobank Jn |

Wincobank Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------------------|------------------|-------|
| Non-stop trains to Barnsley | Approach control | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------------|----------------------------------------------------------------|--------|
| Down Main to Down Main pass or stop at Meadowhall | Up Barnsley to Up Main not stopping at Meadowhall | 3 |
| Down Main to Down Main pass or stop at Meadowhall | Up Barnsley to Up Main having stopped in Meadowhall Platform 3 | 2 |
| Pass from Barnsley | Pass Down Main | 3 |

Planning Note

No pathing allowances should be applied between Wincobank Junction and Meadowhall as there are no intermediate signals

| Meadowhall | | |
|------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains via Masborough Junction stopping at Meadowhall. Approaching Holmes Junction | Differential junction speed | -½ DMU |
| Dwell Time | | |
| All | 1 | |
| Minimum Turnround | | |
| | 5. 4 only from Barnsley | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Platforms 1 – 4 | Arrive same platform from same direction | 3 |
| Depart Platform 4 to Barnsley | Arrive Platform 4 from Barnsley | 4 |
| Depart Platform 4 to SL | Arrive Platform 4 from Sheffield | 3 |
| Planning Note | | |
| No pathing allowances should be applied between Meadowhall and Wincobank Junction as there are no intermediate signals | | |

| Holmes Junction | | |
|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------|
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Trains via Masborough Junction stopping at Meadowhall. Approaching Meadowhall | Faster approach speed | -½ DMU |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Aldwarke Junction | Pass to Rotherham Central | 2½ |
| Pass to Rotherham Central | Pass from Aldwarke Junction | 3½* |
| Pass from Rotherham Central | Pass to Rotherham Central | 3 |
| Pass to Rotherham Central | Pass Down ML | 3½ |
| Pass UML | Pass from Rotherham Central | 2½ |
| *May be reduced by ½ minute if second train has at least 1 minute pathing allowance between Aldwarke Junction and Holmes Junction. | | |

| Masborough Junction | | |
|----------------------------|----------------------------|------------------------------------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Treeton Junction | Pass to Treeton Junction | 4 |
| Pass to Treeton Junction | Pass from Treeton Junction | 5 |
| Pass to Holmes Junction | Pass from Treeton Junction | 2 after Up service passes Holmes Jn |
| Pass from Treeton Junction | Pass to Holmes Junction | 1 ½ before Up service passes Aldwarke Jn |

| Aldwarke Junction | | | |
|--------------------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------|
| Adjustments to Sectional Running Times | | | |
| Movement Down | | Reason | Value |
| Trains from Masborough Junction. Approaching Swinton | | Differential junction speed | -1½ 142/150 |
| Trains from Rotherham Central Approaching Swinton | | Differential junction speed | 1 185/22x*/HST* 1½ 158 *Can be reduced to ½ if train is routed towards Mexborough at Swinton |
| Trains to the Roundwood Chord Approaching Aldwarke Junction | | Approach control | 1½ |
| Movement Up | | Reason | Value |
| Trains from Roundwood Chord to Masborough Jn Approaching Holmes Junction | | Acceleration | 1 |
| Junction Margins | | | |
| 2nd Move → 1st Move ↓ | Pass from Rotherham Central | Pass UML from Swinton | Pass to Thrybergh Junction |
| Pass UML from Swinton | 2½ | | 3 |
| Pass from Rotherham Central | No conflict | 4 | 3 |
| Pass to Thrybergh Jn | 3 | 4 | |
| Pass DML from Masborough Jn | 2½ | No conflict | |
| Pass from Thrybergh Jn | 4 | 4* | 4 |
| *Different routes Trains from Rotherham Central to Roundwood Chord can run via UML and not conflict with train on DML | | | |

| Swinton | | | | | |
|-------------------------------------------------------------------|----------------------|-----------------------------|-------------------|--------------------------------------|--------------------------------------|
| | | | | | |
| Adjustments to Sectional Running Times | | | | | |
| Movement Down | | Reason | | Value | |
| Trains towards Doncaster approaching Swinton | | Differential junction speed | | 1 Freight ½ Cross Country 22X/HST | |
| | | | | | |
| Movement Up | | Reason | | Value | |
| Trains from Doncaster direction, Approaching Aldwarke Junction | | Acceleration | | ½ LH/HST/ 22X | |
| Junction Margins | | | | | |
| 2 nd move → | Pass from Moorthorpe | Arrive from Moorthorpe | Pass to Doncaster | Depart to Doncaster | Depart to Sheffield from other route |
| 1 st move ↓ | | | | | |
| Pass to Doncaster | 4 | 4½ | No conflict | No conflict | |
| Depart to Doncaster | 5 | 5 | No conflict | No conflict | |
| Pass from Moorthorpe | No conflict | No conflict | 4 | 1 | 2 |
| Arrive from Moorthorpe | No conflict | No conflict | 4 | 1 | Simultaneous |
| Pass from Doncaster | 3 | Simultaneous | No conflict | No conflict | 2 |

| Moorthorpe | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/pass from South Kirkby Junction | Pass to Pontefract Baghill | 4 |
| Arrive/pass from South Kirkby Junction | Depart to Pontefract Baghill | 1 |
| Depart/pass to Pontefract Baghill | Arrive / Pass from South Kirkby Junction | 4 |
| Arrive Down Loop | Arrive/pass Moorthorpe station | 5 |
| Arrive Up Loop | Arrive/pass Moorthorpe station | 5 |
| Minimum Turnround | | 5 Arrive loaded from Sheffield before departing ECS to Sheffield |
| Restriction. Trains with more than three minutes pathing time between Ferrybridge Junction/Pontefract Baghill and Moorthorpe should instead be timed to have an 'A' stop at Moorthorpe signal L6586. No allowances to be applied between Moorthorpe signal L6586 and Moorthorpe Station/Moorthorpe Goods Loop | | |

Ferrybridge North Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|------------------------------|--------------|------------------------------------|
| Pass from Pontefract East Jn | Acceleration | 1 Approaching next timing point |
| Movement Up | Reason | Value |
| Pass to Pontefract East Jn | Deceleration | 2 Freight 1 Passenger |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| All conflicting moves | | 4 |

Milford Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------------------------------------------------------------------------------------------|------------------|--------------------------|
| Train Ferrybridge to Church Fenton Approaching Milford Junction | Approach control | 1 |
| Train from Castleford to Gascoigne Wood Approaching Milford Junction | Approach control | 2 |
| Movement Up | Reason | Value |
| Trains from Church Fenton to Ferrybridge Approaching Milford Junction | Approach control | 1 |
| Trains from Gascoigne Wood to Castleford Approaching Castleford | Acceleration | 1 Passenger 2 Freight |
| Trains from Milford West Sdgs or to Castleford/Ferrybridge North Junction After Milford Junction | Acceleration | 3 Freight |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------|--------|
| All conflicting moves | | 4 |

Planning Restriction

Any propelling movement into Milford West Sidings must stop to pick up a radio requiring 2 minute OP stop, prior to propelling at Milford Junction.

| Service from Hambleton West | | Service from Church Fenton | |
|-----------------------------|----------|----------------------------|----------|
| Gascoigne Wood Junction arr | xxOP00 | Milford Loop arr | xxOP00 |
| Gascoigne Wood Junction dep | xxOP02 | Milford Loop dep | xxOP02 |
| Milford Junction arr | xxPRRM08 | Milford Junction arr | xxPRRM06 |
| Milford Junction dep | xxPRRM10 | Milford Junction dep | xxPRRM08 |
| Milford West Siding arr | xxPR17 | Milford West Siding arr | xxPR15 |

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

Barrow Hill South Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------|-----------------------------|--------|
| Pass to Branch | Pass from Beighton Junction | 4 |
| Pass from Beighton Junction | Pass to Branch | 3 |

Barrow Hill North Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------|-----------------------------|--------|
| Pass from sidings | Pass from Beighton Junction | 4 |
| Pass from Beighton Junction to Chesterfield | Pass from sidings | 3 |

Foxlow Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|----------------------|--------|
| Pass from Branch | Pass to Chesterfield | 4 |
| Pass to Chesterfield | Pass from Branch | 3 |

Beighton Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------------------------------------------------------------|------------------|--------------------------|
| Pass from Down Barrow Hill Line to Woodhouse Junction Approaching Beighton Junction | Approach Control | ½ Passenger 1 Freight |
| Movement Up | Reason | Value |
| Pass from Woodhouse Junction to Up Barrow Hill Line. Approaching Barrow Hill | Acceleration | ½ Passenger 1 Freight |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|------------------------------|--------|
| Pass from Woodhouse Junction | Pass to Treeton Junction | 4 |
| Pass to Treeton Junction | Pass from Woodhouse Junction | 4 |

Masborough Sorting Sidings South Junction/Canklow Loop

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|----------------------------------------------------------------------------------|---------------------------------------------------------------|-------|
| Train to Canklow Loop or stopping on Up line, before propelling to Freight Depot | Stop at Signal S406 to collect radio then draw slowly forward | 3 |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------------------|--------------------------------------------------------|-----------|
| Down pass Treeton Junction heading towards Masborough Junction | Depart FD | 4 |
| Down pass Treeton Junction heading towards Masborough Junction | Depart Canklow Loop towards FD | 4 |
| Down pass/Arrive Masborough Junction | Depart Canklow Loop towards Masborough Junction | Same time |
| Up pass Masborough Junction towards Treeton | Depart FD to Treeton | 4½ |
| Up pass Masborough Junction towards Treeton | Depart Canklow Loop towards FD or Masborough Junction | 4 |
| Depart FD | Depart to FD | 5½ |
| Depart FD | Pass to FD from Treeton | 6½ |
| Depart FD | Down pass Treeton Junction towards Masborough Junction | 4 |
| Depart Up Side to FD | Down pass Treeton Junction towards Masborough Junction | 3 |
| Depart Up Side to FD or Masborough Junction | Up pass Masborough Junction towards Treeton | 4½ |
| Arrive Canklow Loop | Up pass Masborough Junction towards Treeton | 1 |
| Arrive Canklow Loop | Depart FD to Treeton | 1 |
| Up pass Masborough Junction towards Treeton Junction | Depart FD to Up Side | 4½ |
| Up pass Treeton Junction | Up depart Canklow Loop | 1 |

LN808 DORE STATION JUNCTION TO TOTLEY TUNNEL EAST

Dore & Totley

Dwell Time

| | |
|---------|---|
| Class 1 | 1 |
| Class 2 | ½ |

Dore West Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------------------------------------------------------------------------------|------------------|-----------------------------------------------------|
| Westbound train, having stopped at Dore & Totley station Approaching Totley Tunnel East | Acceleration | ½ |
| Westbound train from Dore South Junction Approaching Totley Tunnel East | Acceleration | 1½ Passenger or Light Engine ½ Freight |
| Movement Up | Reason | Value |
| Trains towards Dore South Junction Approaching Dore West Jn | Approach control | 1½ Passenger or Light Engine 2 Freight |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------|----------------------------------------------------------------------|--------|
| Pass from Sheffield | Pass to Sheffield or Chesterfield | 3 |
| Pass from Sheffield | Depart to Sheffield or Chesterfield | 1½ |
| Pass from Chesterfield | Pass or depart to Chesterfield | 2½ |
| Pass to Chesterfield | Passenger not calling at Dore or Light Engine pass from Sheffield | 4½* |
| Pass to Chesterfield | Pass from Sheffield having called at Dore | 7+ |
| Pass to Chesterfield | Freight pass from Sheffield | 6½** |
| Depart to Chesterfield | Passenger not calling at Dore or Light Engine pass from Sheffield | 6*** |
| Depart to Chesterfield | Pass from Sheffield having called at Dore | 8½+++ |
| Depart to Chesterfield | Freight pass from Sheffield | 8**** |
| Arrive Dore West Junction from Chesterfield | Passenger not calling at Dore or Light Engine pass from Sheffield | 5* |
| Arrive Dore West Junction from Chesterfield | Pass from Sheffield having called at Dore | 7½++ |
| Arrive Dore West Junction from Chesterfield | Freight pass from Sheffield | 7** |

Note: Values for trains having called at Dore include minimum dwell as specified above

- *Margin can be reduced to 3 minutes if an additional {1} is added approaching Dore Station Junction and {½} approaching Dore West Junction
- ** Margin can be reduced to 4 minutes if an additional {1} is added approaching Dore Station Junction and {½} approaching Dore West Junction
- *** Margin can be reduced to 5 minutes if an additional {1} is added approaching Dore Station Junction and {½} approaching Dore West Junction
- **** Margin can be reduced to 6 minutes if an additional {1} is added approaching Dore Station Junction and {½} approaching Dore West Junction
- + Margin can be reduced to 3½ minutes if an additional {1} is added approaching Dore Station Junction
- ++ Margin can be reduced to 4½ minutes if an additional {1} is added approaching Dore Station Junction
- +++ Margin can be reduced to 5½ minutes if an additional {1} is added approaching Dore Station Junction

Dore West Junction

Operating/Planning Restriction

- Owing to restrictive overlaps at signal S48 trains must not be booked to stand at this signal to await the passage of Down trains, as this will prevent movements on the Down Main from Dronfield towards Dore Station Junction. Long trains of more than 325m will also be foul Down Manchester line at Dore West Junction
- Owing to restrictive overlaps at signal S53 trains booked to stand at this signal will prevent movements on the Down Manchester from Dore Station Junction towards Topley Tunnel East until the timeout has elapsed. Long trains of more than 325m will also be foul of Down Main at Dore South Junction.
- Allowances not to exceed 1 minute between Dore South Junction and Dore West Junction in either direction.

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON

St James Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------|-------------------------|--------|
| Pass to Hexthorpe Junction | Pass to Bridge Junction | 5½ |

Hexthorpe Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------|--------|
| Pass to Sheffield | Pass to GL | 3 |
| Pass to GL | Pass from Doncaster | 4 |
| Pass to Doncaster | Pass from Avoiding Line | 3 |
| Pass from Avoiding Line | Pass to Doncaster | 4 |

Mexborough

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------------------------|-----------------------------|-------------------|
| Trains approaching Mexborough towards Thrybergh Jn | Differential junction speed | ½ Class 1, 5 or 9 |
| Movement Up | Reason | Value |
| Trains approaching Hexthorpe Jn from Thrybergh | Acceleration | ½ Class 1, 5 or 9 |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|------------------------------|--------|
| Pass to Swinton | Pass from Thrybergh Junction | 4 |
| Pass from Thrybergh Junction | Pass to Swinton | 4 |
| Pass from Thrybergh Junction | Pass to Thrybergh Junction | 4 |
| Pass to Thrybergh Junction | Pass from Thrybergh Junction | 5 |

LN828 MEXBOROUGH JUNCTION TO ALDWARKE JUNCTION VIA KILNHURST

Thrybergh Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------|----------------------|--------|
| Train from Single Line | Train to Single Line | 4 |

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

Aldwarke UES

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|------------------------|--------|
| Train arrives Aldwarke UES from north | Pass Aldwarke Junction | 3 |
| Train arrives Aldwarke UES from south | Pass Aldwarke Junction | 4 |

Parkgate Junction

Minimum Turnround

Supertram 3*

*Reductions to be agreed between the TOC & Operational Planning Project Manager LNE, Network Rail

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------|-----------------------------|--------|
| Up Pass/Dept Rotherham Central | Tram Depart Parkgate | 3 |
| Tram Depart Parkgate | Up Depart Rotherham Central | 1½ |
| Tram Depart Parkgate | Up Pass Rotherham Central | 2 |

Rotherham Central

Dwell Time

| | |
|-----------|---|
| Supertram | ½ |
| All | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------|------------------------------------|--------|
| Arrive from Holmes Junction | Depart to Holmes Junction | 1½ |
| Arrive/pass from Woodburn Junction | Depart to Holmes Junction | 1 |
| Pass/depart to Holmes Junction | Arrive/pass from Woodburn Junction | 4 |
| Supertram Arrive from Parkgate | Supertram depart to Parkgate | 1 |

Operating Restriction

Only 1 Supertram between Rotherham Central and Parkgate in either direction at any one time. This is due to the power being drawn from the overhead lines.

Tinsley East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|-------------------------------------|--------|
| Pass from Woodburn Junction | Pass to Woodburn Junction/Supertram | 4 |
| Down Pass Tinsley East Junction | Pass from Supertram | 2½ |

Tinsley North Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|--------------------------------|--------|
| Pass to Supertram | Up Pass Tinsley South Junction | 3 |
| Down Pass Tinsley East Junction | Pass from Supertram | 2½ |

Tinsley South Junction

OPERATING RESTRICTION

All trains towards Shepcote Lane Junction must be planned with an “OP” stop of 2 minutes for driver instructions.

Broughton Lane Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------|----------------------------------|--------|
| Pass to Tinsley Yard | Pass from Tinsley South Junction | 4 |
| Pass to Tinsley South Junction | Pass from Tinsley Yard | 3 |

OPERATING RESTRICTION

All trains towards Shepcote Lane Junction must be planned with an “OP” stop of 2 minutes for driver instructions.

LN832 DONCASTER BRIDGE JUNCTION TO ST. JAMES JUNCTION

Bridge Junction

Refer to LN150

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION

Carcroft Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Pass to Branch | Pass Up Main line | 1 before Up non-stop passes South Kirkby Jn Same time as Up stopping service departs South Elmsall |
| Pass Up Main | Arrive Adwick from Doncaster, if terminating and shunting via Carcroft Junction | 2½ after non-stop passes Adwick 1 after up stopping train departs Adwick |
| Pass to Branch | Pass Down Main | Same time as Class 1 or Class 9 stopping service departs Doncaster; 1 minute before Class 1 or Class 9 non-stop departs Doncaster |
| Pass Up Main | Arrive Adwick from Branch | 2½ after non-stop passes Adwick |
| Pass to Branch | Pass from Branch (and vice versa) | 4 (Single Lead) |

Adwick Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------|-----------------------------------|--------|
| Pass Up Main | Pass from Branch | 3 |
| Pass from Branch | Pass Up Main | 4 |
| Pass to/from Branch | Pass to/from Branch (single lead) | 4 |

South Kirkby Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------------------------------------------------------|-----------------------------|----------------------------------------|
| Trains from Moorthorpe Approaching Hare Park | Acceleration | 1 except 22X and Freight Classes 6/7/8 |
| Trains from Moorthorpe that are passing South Kirkby and stopping at Fitzwilliam | Differential Junction Speed | ½ |
| Trains from Doncaster | Differential junction speed | -½ 22X |

| Movement Up | Reason | Value |
|----------------------|-----------------------------|--------|
| Trains to Moorthorpe | Differential junction speed | ½ HST |
| Trains to Doncaster | Differential junction speed | -1 22X |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-----------------|--------------------------|
| Pass Down Main | Pass to Branch | 3 |
| Pass to Branch | Pass Down Main | 4 Passenger 5 Freight |

Hemsworth Loop

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| Arrive in Down Loop | Pass Down Main | Arrive 1 before Down Passngr passes South Kirkby Jn (frm Moorthorpe). Arrive 2 before Down Passngr passes South Kirkby Jn (frm Doncaster). |

Hemsworth Loop

| | | |
|-------------------|------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Pass Down Main | Depart Down Loop | Depart 1 before Down non-stop Passngr train passes Hare Park Junction. Depart 1 after Down stopping Passenger departs Fitzwilliam. |
| Arrive in Up Loop | Pass Up Main | Arrive Up Loop 1½ before Up Passngr passes Hare Park Jn. Arrive Up Loop 3 before Up stopping Passngr departs Fitzwilliam. |
| Pass Up Main | Depart Up Loop | Depart same time as Up Passngr passes South Kirkby Jn |

Hare Park Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|---------------------------------------------------------|------------------|-------|
| Trains to Crofton West Junction – Approaching Hare Park | Approach Control | 1 |

| Movement Up | Reason | Value |
|----------------------------------------------------------------------|---------------------------------------|-------|
| Passenger trains from Crofton West Junction Approaching South Kirkby | Acceleration Hare Park – South Kirkby | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|------------------|--------|
| Pass Up Main | Pass to Branch | 3 |
| Pass to Branch | Pass Up Main | 4 |
| Pass Up Main | Pass from Branch | 3 |

Wakefield Westgate

Connectional Allowance

7

Dwell Time

| | |
|-------------------|-----------------------------------------------------------------|
| EMU/DMU | 1 |
| LH/HST/802/22x | 1½ |
| LNER all services | 2 - May be reduced to 1½ with prior agreement from the operator |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------------------------|-------------------------------------------|--------------|
| Depart Down Main | Arrive Down Main | 3 |
| Pass Down Main | Arrive Down from Wakefield Kirkgate | 2½ |
| Depart Up to Wrenthorpe Sidings | Arrive Up Main | 5 |
| Depart Up to Wrenthorpe Sidings | Depart Down Main | 3 |
| Depart Down Main to Wakefield Kirkgate | Arrive Down Main | 4½ |
| Depart Up Main | Arrive Up Main | 3½* |
| Depart Down platform in Up direction | Arrive Up Main | Simultaneous |
| Depart Down platform in Up direction to Wakefield Kirkgate | Depart Up | 3 |
| Depart/pass Up Main | Arrive Up or Down from Wakefield Kirkgate | 4½ |
| Depart Up Main | Arrive from Wrenthorpe Sidings | 3 |
| Arrive Down Main from Wakefield Kirkgate | Arrive Up Main | Simultaneous |
| Arrive Down from Wakefield Kirkgate | Depart Up Main | 2 |
| Depart / pass Down Main | Depart Wrenthorpe to Up or Down | 3 |

* May be reduced by 1 minute if second train has at least 1 minute pathing allowance approaching Wakefield Westgate, however this should not be used for consecutive trains

Minimum Turnround

| | |
|--------------------------------------------|----|
| Arrive ECS from sidings, depart loaded | 1 |
| Arrive loaded, depart ECS | 1½ |
| Arrive ECS not from sidings, depart loaded | 2 |
| No shunting from Knottingley or Leeds | 5 |
| No shunting from Manchester | 10 |

Copley Hill West Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------|------------------------------------|--------|
| Pass to Copley Hill East | Pass Holbeck Junction to Wakefield | 3 |
| Pass Holbeck Junction to Wakefield | Pass to Copley Hill East | 4* |
| Pass from Copley Hill East | Pass to Copley Hill East | 4* |

* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Copley Hill

Holbeck Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------|---------------------|--------|
| Pass from Wakefield | Pass to Bradford | 2½ |
| Pass to Bradford | Pass from Wakefield | 3 |

Whitehall Road Ground Frame

Planning Note

Services using Whitehall Road Sidings will need to use the Up Huddersfield at Whitehall Ground Frame (Signal L3625) for 45 minutes. This is shown as a stop at Whitehall Ground Frame (Signal L3625)

For an Arrival

1. Train clears Signal L3625; this is the arrival time at Whitehall Ground Frame
2. Train propels into Whitehall Road Sidings, leaving half the wagons on one of the sidings. Note that the front of the train is still occupying Line F/Up Huddersfield
3. Driver seeks permission from signaller and draws forward so the front half of the train is clear of L3625.
4. Train then propels into Whitehall Road Siding to use the other siding. This is the departure time at Whitehall Ground Frame.

For a Departure

1. The loco and the front half of the train draws onto the Up Huddersfield behind L3625. This will be the arrival time at Whitehall Ground Frame
2. The service propels back into Whitehall Road Siding and couples to the rear part of the train and carries out a brake test.
3. The train then passes Signal L3625, this is the departure time at Whitehall Ground Frame

This is the normal Method of Working for trains longer than one of the two sidings, and is subject to change.

Whitehall Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------|--------------------------------------------|-----------------|
| Pass To/from Leeds | Freight depart ex Engine Shed or Armley Jn | 1 |
| Pass To/from Leeds | Freight pass ex Engine Shed or Armley Jn | 4 |
| Freight pass ex Armley Jn or Engine Shed | Pass To/from Leeds | 3* |
| Freight depart ex Armley Jn or Engine Shed | Pass To/from Leeds | 4* |
| Pass to Copley Hill Chord | Pass from Morley | 4½ [#] |
| Pass from Copley Hill Chord | Pass to Copley Hill Chord | 3 |
| Pass from Morley | Pass to Copley Hill Chord | 3 |

* May be reduced by 1 minute for Light Diesel locomotives

May be reduced by one minute if the second train has at least 1 minute pathing time approaching Whitehall Jn

Leeds West Junction (Crossing moves from Methley Junction)

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------|-----------------|--------|
| Pass from Leeds | Pass to Leeds | 3½* |
| Pass to Leeds | Pass from Leeds | 2 |

* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Leeds West Jn

| | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Leeds | | |
| Connectional Allowance | | |
| | 10 | |
| Dwell Time | | |
| TPE,XC Peak | 3 (07:30 to 09:30, 16:00 to 18:00) | |
| TPE,XC Off Peak | 2 | |
| All other Passenger | 3 | |
| Minimum Turnround | | |
| To/from London King's Cross | 22 | |
| EMU from Bradford FS/Skipton/Ilkley | 5 but not two consecutive. The total of two consecutive turnrounds must not be less than 15 minutes. | |
| Short distance DMU | 7*(except by special arrangement) * Between 1600 and 1900 EWD, trains to/from Sheffield via Barnsley may turnround in 5 minutes, where the incoming service has a total of 5 minutes performance and pathing allowance approaching Engine Shed Junction/Leeds West Junction. | |
| EMU from Doncaster | 10 Can reduce to 7 but not two consecutive | |
| Long distance DMU | 15 | |
| XC | 20 (10 by exception and in agreement with Network Rail) | |
| TPE | 8 (5 for trains starting from York) | |
| Platform End Conflicts | | |
| First Movement | Second Movement | Margin |
| Arrive | Depart | 1 |
| Depart | Arrive | 4½* |
| Depart to East | Arrive Platforms 7/8 from East | 6* |
| Arrive/Depart 10AB from West | Arrive 11/11AB from East | 4* |
| Arrive 11/11AB from East | Arrive/Depart 10AB from West | 4* |
| Arrive Platform 11C/D from the west | Arrive Platform 9 from the east | 4 |
| Arrive Platform 12C/D from the west | Pass Through Road | 4 |
| Arrive Platform 12C/D from the west | Arrive Platform 11 A/B (via Through Line) from the east | 4 |
| Through Line Margins | | 3½ |
| Arrive in through platform from opposite ends | | 4 |
| Following into through/bay platform after first arrival | | 4* |
| * May be reduced by one minute for trains that have at least 1 minute pathing time between Whitehall and Leeds West Junctions or Neville Hill West Junction and Leeds | | |
| Platform Preferred Usage | | |
| Trains should where possible use the following platforms | | |
| LNER turnrounds (91/HST) | Platform 6 or 8 | |
| CrossCountry Trains Eastbound | Platform 9 or 11 | |
| CrossCountry Trains Westbound | Platform 11 or 12 | |
| Through T.P.E. Eastbound | Platform 15 | |
| Through T.P.E. Westbound | Platform 16 | |
| Leeds NW/Harrogate lines | Platforms 1 – 5 | |
| Calderdale/Doncaster lines turnrounds | Platforms 10/11A/12A | |
| Huddersfield/Normanton lines turnrounds | Platforms 12A/13/17 | |
| Platform Re-occupation | | |
| | 3 (same direction) | |

Leeds

Platforming Restriction

Trains from the West via the Through Road, planned to stop in Platform 12CD must not exceed 2x3 car class 185s.

Restrictions:

Freight trains must not be timetabled Eastbound through Platforms 15 and 16

LNER services not to be planned in Platforms 15 and 16 as services exceed platform length

Trains required to stand on through-platforms for longer than 45 minutes to be discussed with and agreed by Network Rail Timetable Production Team

LNER Class 80x units that are required to attach or detach should not be planned into Platform 9

Planning Note:

Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Junction.

When a train is showing as occupying Platform 1 or 1a, then the non-preferred route for arrival into Platform 2 needs to be used

Train Watering Points

Leeds Station Platforms 1, 2, 3, 5, 6, 8, 11, 13 and 14

Marsh Lane Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------|-------------------|-----------|
| Cross to DGL | Depart Leeds | ½ |
| Arrive Leeds | Cross to/from UGL | Same time |

Neville Hill West Junction

Adjustment to Sectional Running Times

| Movement Up | Reason | Value |
|----------------------------------------------------|---------------------------------|---------------------------------------------------|
| Pass from Neville Hill TMD towards Leeds on the ML | Acceleration from 15mph turnout | 2* To be applied after Neville Hill West Junction |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-------------------------------------|--------|
| Pass from Neville Hill Depot | Pass from Leeds (ML) | 4 |
| Pass to Up Sidings from Down | Pass from Cross Gates | 4 |
| Pass to Up Sidings from Down | Pass from Leeds (ML) | 4 |
| Pass from Branch to Down | Pass from Cross Gates | 4 |
| Pass from Leeds (ML) | Pass from Depot to UFL | 3 |
| Pass from Neville Hill Depot | Pass from Cross Gates | 4 |
| Pass from Cross Gates | Pass from Neville Hill Depot to UGL | 3 |

Planning Note:

Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Junction.

Neville Hill TMD

Planning Restriction:

No more than 4 LNER/EM/Cross Country trains to arrive at Neville Hill TMD Reception Roads in any 45 minute period.

Planning Note:

Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Junction.

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

Armley Junction

Refer to LN922

Horsforth

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|---------------------------------------------------------------------------------------------------|-----------------------------------|-------|
| Train from Turnback Siding, not stopping Horsforth station, to be applied after Horsforth station | Acceleration from 15mph pointwork | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------|------------------------|--------|
| Train terminates in Turnback Siding | Next Down train arrive | 4 |
| Train terminates in Turnback Siding | Down pass station | 3½ |
| Arrive/pass Up platform from Turnback Siding | Down arrive station | 4 |
| Arrive/pass Up platform from Turnback Siding | Down pass station | 3½ |
| Down depart to Harrogate | Depart Turnback Siding | 2 |
| Down pass to Harrogate | Depart Turnback Siding | 1½ |

Dwell Time

MU 1

| | |
|---------------------------------------------|----------------------------------------------|
| Minimum Turnround in turnback siding | Terminates from Leeds – Depart to Leeds 3 |
|---------------------------------------------|----------------------------------------------|

Restriction:

- All moves to/from Turnback Siding to be fully timed
- Standage on Turnback Siding is 112m maximum
- Trains going to Turnback Siding require a minimum 30s OP stop in station, access to Siding from Position Light Signal
- Down train cannot arrive station whilst train is signalled from Turnback Siding or vice versa, due to signal overlap
- Trains can reverse on Down Main adjacent to Turnback Siding

| | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|---------------|
| Harrogate | | |
| Dwell Time | | |
| All | 2 | |
| Adjustments to SRT's: from Starbeck | | |
| <ul style="list-style-type: none"> When arriving platform 3 from Starbeck and a train is ready to depart from platform 1 to Horsforth, to enable signaller to be satisfied that train from Starbeck has come to a stand, an extra {1} shall be added approaching Harrogate When arriving platforms 1 or 2 or Through Siding from Starbeck, an extra {1} is required due to slower approach | | |
| Adjustments to SRT's: To Leeds | | |
| Depart Platform 1 to Leeds | Differential Speed | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Platform 1 to Leeds | Arrive from Leeds, having stopped Hornbeam Park | 5½** |
| Depart Platform 1 to Leeds | Arrive from Leeds, not stopping Hornbeam Park | 5** |
| Depart Platform 1 to Leeds | Arrive Platform 1 from York | 3 |
| Depart to Starbeck | Arrive from Horsforth, having stopped Hornbeam Park | 8* |
| Depart to Starbeck | Arrive from Leeds, not stopping Hornbeam Park | 7½* |
| Depart to Horsforth, calling at Hornbeam Park | Arrive from Starbeck | 8½** |
| Depart to Horsforth, not calling Hornbeam Park | Arrive from Starbeck | 7½** |
| Pass/Depart Harrogate into Sidings | Arrive Platform 3 From Starbeck | 5½** |
| Pass/Depart Platform 3 | Arrive Platform 3 from Leeds | 5 |
| Depart Platform 1 or 2 to Knaresborough | Arrive Platform 2 from Knaresborough | 3 |
| *Can be reduced to 3½ if {1} added approaching Harrogate | | |
| **Can be reduced to 4 if {1} added approaching Harrogate | | |
| Minimum Turnround | | |
| Same platform | 8 MU/80X* | |
| Replatform | 15 | |
| * 8 minutes is also the minimum time to change ends on a 80x before commencing a shunt into Harrogate Platform 1 | | |
| Notes | | |
| <ul style="list-style-type: none"> Up direction Platform 3 reoccupation is 3" for units which have shunted from other platform or Through Line. Train shunting reverse on Starbeck direction line. Although shunt moves within station limits are not timed, planners must satisfy themselves that such moves are robustly achievable When an Azuma uses Platform 1. When in platform other trains cannot arrive/depart Platform 2 or Through Line Platform 2 is only used for ECS moves | | |

Starbeck

Restriction

Trains crossing at Starbeck must do so within 1 minute of each other except on isolated occasions to avoid excessive level crossing closure.

Knaresborough

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------|--------------------------------|--------|
| Arrive from Cattal | Depart to Cattal | 1 |
| Arrive from Starbeck ECS (to shunt) | Following depart Starbeck | 5½ |
| Depart to Cattal | Following depart Starbeck | 2 |
| Depart Up platform to Starbeck | Arrive from Cattal | 4 |
| Arrive from Cattal | Depart Up platform to Starbeck | 1½ |

Minimum Turnround

| | |
|------------------------------------------------------|----|
| Arrive loaded from Starbeck, depart ECS | 5 |
| Arrive ECS from Starbeck, depart loaded | 9 |
| Arrive loaded from Starbeck or Cattal, depart loaded | 10 |

Restrictions.

- An up train cannot pass/depart Starbeck whilst preceding train is in up platform at Knaresborough, whether continuing towards Cattal or shunting between platforms. Reflected in margins above.
- When shunting between platforms, trains normally use crossover on viaduct.
- Departure from Up platform towards Starbeck should not be planned for passenger traffic

Cattal

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------|---------------------------|--------------|
| Arrive/Pass from Knaresborough | Depart to Knaresborough | 1 |
| Arrive/Pass from Knaresborough | Pass to Knaresborough | 1½ |
| Arrive from Hammerton | Arrive from Knaresborough | Simultaneous |
| Arrive from Knaresborough | Arrive from Hammerton | Simultaneous |

Hammerton

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------|-----------------------|--------------|
| Arrive/Pass from Poppleton | Depart to Poppleton | 1 |
| Arrive/Pass from Poppleton | Pass to Poppleton | 2½ |
| Arrive from Cattal | Arrive from Poppleton | Simultaneous |
| Arrive from Poppleton | Arrive from Cattal | Simultaneous |

Poppleton

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------|----------------------------|--------|
| Arrive/Pass from Hammerton | Arrive from York | 2 |
| Arrive from Hammerton | Depart to Hammerton | 1 |
| Arrive from York | Arrive from/pass Hammerton | 2 |
| Arrive/Pass from Hammerton | Pass from York | 2 |

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

Applehurst Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------|-----------------------------|--------|
| Pass to Joan Croft Junction | Pass from Skellow Junction | 4 |
| Pass from Skellow Junction | Pass to Joan Croft Junction | 3 |

Skellow Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------|-----------------------------|--------|
| Pass to Adwick Junction | Pass from Carcroft Junction | 4 |
| Pass from Carcroft Junction | Pass to Adwick Junction | 4 |

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

Bradford Interchange

Adjustment to Sectional Running Times

| Movement | Reason | Value |
|------------------------------------|----------------------------------------|-------|
| Arriving into an Occupied Platform | Slower approach for Permissive Working | ½ |

Dwell Time

| | |
|-----|---|
| All | 3 |
|-----|---|

Junction Margins (when conflicting)

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------------------|--------|
| Depart to Halifax/Leeds | Arrive from Halifax | 5 |
| Depart to Halifax/Leeds | Arrive from Leeds via Down Bradford | 6 |
| Depart to Halifax | Arrive from Leeds via Up Bradford | 9 |
| Arrive from Halifax | Arrive from Leeds via Up Bradford | 7 |

Minimum Turnround

| | |
|-------------------------------------------|----|
| From Leeds, Huddersfield or Hebden Bridge | 5 |
| From other locations | 10 |
| From London | 30 |

Planning Restriction:

No Pathing, Engineering or Performance allowances should be placed between Mill Lane Junction and Bradford Interchange as there are no signals between these two timing points.

Hammerton Street Junction

Junction Margin

| First Movement | Second Movement | Margin |
|--------------------------------------------------|-----------------------------------|--------|
| Up train passes Mill Lane Junction towards Leeds | Down train crosses to Up Bradford | 7 |

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

Hebden Bridge

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------|--------|
| Dep Platform 1 to Leeds | Arr Platform 1 ex Leeds | 3½ |

Minimum Turnround

| | |
|------------------------------------|----|
| From Leeds utilising same platform | 6 |
| From Leeds and replatformed | 10 |

Hebden Bridge Up Passenger Loop

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|-----------------------------------------------|--------|
| Arrive Hebden Bridge Loop | Pass Hebden Bridge | 2½ |
| Arrive Hebden Bridge Loop | Arrive Hebden Bridge | 3 |
| Depart/Pass Hebden Bridge | Depart Loop stopping at Hebden Bridge Station | 2½ |

This is a new loop that is expected to be built during the Dec 22 timetable. It is not to be used for planning until it is built or a Network Change has confirmed that it will be built

Milner Royd Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------|------------------------------------------|--------|
| Pass to Hebden Bridge from Halifax | Pass towards Greetland Junction | 2 |
| Pass towards Greetland Junction | Pass from Halifax | 3½ |
| Pass from Halifax not stopping at Sowerby Bridge | Depart from Greetland Junction direction | 3 |
| Pass from Halifax stopping at Sowerby Bridge | Depart from Greetland Junction direction | 5 |

Greetland Junction

Adjustments to Sectional Running Times

| Movement Eastbound | Reason | Value |
|----------------------------|--------------------------|-------------------------------------------|
| Pass from Dryclough | Acceleration from 20 mph | ½. To be applied after Greetland Junction |
| Movement Westbound | Reason | Value |
| Pass to Dryclough Junction | Approach Control | ½. To be applied |

Greetland Junction

| | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------|
| | | approaching Greetland Junction |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Dryclough Junction | Pass from Milner Royd Junction | 3 |
| Pass to Dryclough Junction | Depart to Bradley Wood | 1 |
| Pass from Milner Royd Junction | Pass to Dryclough Junction | 2½ |
| Pass from Milner Royd Junction | Depart to Dryclough Junction | 1 |
| Pass from Milner Royd Junction | Pass from Dryclough Junction | 3½ |
| Note: <ul style="list-style-type: none"> Trains from Huddersfield, going to Halifax, must include all allowances for acceleration and Approach Control, as shown under Bradley Wood and Greetland Junctions | | |

Bradley Wood Junction

| | | |
|--------------------------------------------------|-----------------------------------------------------------|----------------------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Westbound | Reason | Value |
| Trains from Bradley Jn | Acceleration from 20mph turnout | ½ To be applied after Bradley Wood Junction |
| Movement Eastbound | Reason | Value |
| Trains going to Bradley Junction | Approach Control | ½. To be applied approaching Bradley Wood Junction |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Bradley Junction | Up Freight pass from Heaton Lodge Junction | 4 |
| Pass to Bradley Junction | Up Passenger/Light Engine pass from Heaton Lodge Junction | 3½ |
| Pass to Bradley Junction | Depart Up L&Y towards Brighouse | 2 |
| Pass from Bradley Junction/Heaton Lodge Junction | Pass to Bradley Junction | 2 |

Heaton Lodge Junction (for Up Trains only) NB Copy at LN860

| | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Up Fast | Depart Up Slow, towards same route | 2 |
| Pass Up Fast | Depart Up Slow, towards different route | 1½ |
| Pass Up Fast or Up Slow | Pass from Up Fast or Up Slow towards either route | 2½ |
| Passenger/Light Engine depart Up Slow | Pass Up Fast going to either route | 3½ |
| Freight depart Up Slow | Pass Up Fast going to either route | 4 |
| Note: <ul style="list-style-type: none"> Normally trains from Dewsbury on Up Slow Line timed to be passed by a train on the Up Main, should be timed to stop at Heaton Lodge Jn | | |

Mirfield East Junction NB Copy at LN860

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|---------------------------------------------------------------------------------------------------------|------------------------|-------|
| Trains crossing to USL, having called at Ravensthorpe; to be applied approaching Mirfield East Junction | Slower speed from rest | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|---------------------------------------------|--------|
| Up pass to up Fast or Up Slow | Pass to Down L & Y (not stopping Mirfield) | 2 |
| Up pass to Up Fast or Up Slow | Down depart Mirfield, going towards Horbury | ½ |

Thornhill LNW Junction NB Copy at LN860

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------|-----------------------------------------------|--------|
| Pass towards Healey Mills | Pass from Dewsbury, not stopping Ravensthorpe | 2* |
| Pass towards Healey Mills | Up arrive Ravensthorpe | 3 |

*2½ if First Movement is a freight train

Restriction

Up trains from Dewsbury cannot be accepted into Ravensthorpe station when a train has already been routed towards Healey Mills, due to the overlap extending across Thornhill LNW Junction

Dewsbury East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------|--------------------------------------------------|--------|
| Arrive Dewsbury Blue Circle* | Pass Thornhill LNW Junction towards Healey Mills | 1 |
| Arrive Dewsbury Blue Circle* | Pass Mirfield East Junction from Healey Mills | 5½ |
| Pass Thornhill LNW Junction towards Healey Mills | Pass towards Dewsbury Blue Circle | 5½ |
| Pass Thornhill LNW Junction towards Healey Mills | Depart towards Dewsbury Blue Circle | 4 |

*Includes arriving at signal HM66 for light engine run-round moves from Healey Mills

| Horbury Junction | | |
|-----------------------------------------------|------------------------------|----------------------------------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Trains from Barnsley | Differential junction speed | 1 to be applied after Horbury Junction |
| Movement Up | Reason | Value |
| Trains to Barnsley | Differential junction speed | ½ |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Healey Mills | Pass from Barnsley | 3 |
| Passenger Pass from Healey Mills to FL | Pass from Barnsley to SL | 3 |
| Passenger Pass from Healey Mills to SL | Pass from Barnsley to FL | 3 |
| Freight Pass from Healey Mills to FL | Pass from Barnsley to SL | 3½ |
| Freight Pass from Healey Mills to SL | Pass from Barnsley to FL | 3½ |
| Passenger Pass from Barnsley | Pass to Healey Mills from FL | 4 |
| Freight Pass from Barnsley | Pass to Healey Mills from FL | 5 |
| Passenger Pass from Barnsley | Pass to Healey Mills from SL | 4 |
| Freight Pass from Barnsley | Pass to Healey Mills from SL | 4 |
| Passenger Pass from Barnsley to FL | Pass from Healey Mills to SL | 3 |
| Freight Pass from Barnsley to FL | Pass from Healey Mills to SL | 4 |
| Passenger Pass from Barnsley to SL | Pass from Healey Mills to FL | 3 |
| Freight Pass from Barnsley to SL | Pass from Healey Mills to FL | 4 |

Wakefield Kirkgate

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------------|-----------------------------|-------|
| Pass from Horbury Jn. To Calder Bridge Jn | Differential junction speed | 1 |

Connectional Allowance

4

Dwell Time

| | |
|-----------------|----|
| DMU | 1 |
| 802/Class68 mk5 | 1½ |

Minimum Turnround 5 Platform 3 only for services from Knottingley

Minimum Turnround 10

Junction Margins (when conflicting)

| First Movement | Second Movement | Margin |
|-------------------------------------------|-----------------------------------------|--------|
| Arrive from Wakefield Westgate/Horbury Jn | Depart to Wakefield Westgate/Horbury Jn | 1 |
| Depart to Wakefield Westgate | Arrive pass from Horbury Junction | 4 |
| Depart Platform 3 to Wakefield Westgate | Depart Platform 1 to Horbury Junction | 3 |
| Depart to Horbury Junction | Arrive from Wakefield Westgate | 3 |
| Depart to Horbury Junction | Arrive from Pontefract | 3 |
| Depart to Horbury Junction | Arrive pass from Horbury Junction | 4 |
| Depart to Normanton | Arrive same platform from west | 3 |
| Depart to Calder Bridge | Arrive from Calder Bridge | 4 |
| Arrive Platform 3 from Wakefield Westgate | Arrive Platform 2 from Normanton | 3** |
| Arrive Platform 3 from Pontefract | Arrive Platform 2 from Normanton | 3** |
| Arrive Platform 2 from Normanton | Arrive or Pass Platform | 3 |

** Can be simultaneous if Arrival into Platform 2 from Normanton is given an additional 2 adjustment allowance

Notes:

- Standage at Wakefield Kirkgate: Up/Down Through Line 705 feet/33slu; Up Goole (either direction) 637 feet/30slu

Turners Lane Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|----------------------------|--------|
| Pass Wakefield Kirkgate | Pass from Calder Bridge | 3 |
| Pass from Calder Bridge | Pass to Wakefield Kirkgate | 3 |

Planning Note

Trains standing at K1246 signal that are longer than 457m/71SLU will foul Calder Bridge Jn

Altofts Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------------------------------------|------------------------|----------------------------------------|
| Trains from Calder Bridge going to Europort | Approach Control | 3 |
| Trains from Wakefield Kirkgate going to Europort | Approach Control | 2 |
| Movement Up | Reason | Value |
| Trains coming from Europort | Acceleration from rest | 1 To be applied after Altofts Junction |

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------------|-------------------------------------------------------|--------|
| Pass to Whitwood Junction | Pass from Methley Junction | 3 |
| Pass to Whitwood Junction | Depart from Europort | 1½ |
| Passenger pass from Methley Junction | Pass to Whitwood Junction (not stopping Normanton) | 3 |
| Freight pass from Methley Junction | Pass to Whitwood Junction (not stopping at Normanton) | 3½ |
| Passenger pass from Methley Junction | Pass to Whitwood Junction (Stopping at Normanton) | 2 |
| Freight pass from Methley Junction | Pass to Whitwood Junction (Stopping at Normanton) | 2½ |
| Passenger pass from Methley Junction/Whitwood Junction | Pass to Europort | 2 |
| Freight pass from Methley Junction/Whitwood Junction | Pass to Europort | 2½ |
| Pass from Europort | Pass to Whitwood Junction (not stopping Normanton) | 4 |
| Pass from Europort | Pass to Whitwood Junction (Stopping at Normanton) | 3½ |
| Pass to Europort | Pass from Methley Junction | 6½ |
| Pass to Europort | Pass from Whitwood Junction | 5½ |
| Pass to Europort | Pass to Whitwood Junction (not stopping Normanton) | 6½ |
| Pass to Europort | Pass to Whitwood Junction (Stopping at Normanton) | 5½ |
| Pass to Europort | Pass to Methley Junction (not stopping Normanton) | 4 |
| Pass to Europort | Pass to Methley Junction (Stopping at Normanton) | 4 |

Restriction: Trains going to Europort block **all** lines when going into terminal, until train is completely 'inside' terminal (except for trains going towards Methley Junction). This is reflected in margins, above

Note: Wakefield Europort has restricted capacity. If more than one train present, confirmation the further train(s) can be accommodated should be obtained from the operator

Whitwood Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------|----------------------------|--------|
| Pass from Altofts Junction | Pass to Methley Junction | 2½ |
| Pass to Methley Junction | Pass from Altofts Junction | 3 |

| Castleford | | |
|---------------------------------------------------------------------------------------------------|--------------------------------------------|--------|
| | | |
| Reversal | 3 | |
| Minimum Turnround | 6 from Leeds | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Castleford to Altofts Junction | Arrive Castleford from Pontefract Monkhill | 5½ |
| Depart Down platform to Pontefract Monkhill | Arrive from Altofts Jn | 2½ |
| Pass Up Main | Arrive from Pontefract Monkhill | 3 |
| Depart Down platform to Pontefract Monkhill | Pass Up Main, | 4 |
| Arrive Down platform from Pontefract Monkhill | Pass Up Main | 4 |
| Depart to Whitwood Junction | Arrive from Signal CD5209 | 1½ |
| Pass Castleford to Altofts Junction | Arrive from Pontefract Monkhill | 5 |
| Pass/Depart Platform 2 to Wheldon Road/Milford Jn | Arrive from Milford | 6½ |
| | | |
| Planning Restriction: | | |
| Trains routed via Platform 2 to Wheldon Road/Milford must have ½ op stop for signalling purposes. | | |

| Wheldon Arrival/Departure Line | | |
|---------------------------------------|-----------------------------------|---------------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Wheldon Road Siding | Arrive/Pass Castleford Platform 1 | 2½ |
| Depart/Pass Castleford to Milford | Depart Wheldon Road Siding | 2 |
| Depart Weldon Road | Pass/Depart Castleford Platform 1 | 2 |

| Milford Junction |
|-------------------------|
| Please Refer to 804 |

| Sherburn Junction | | |
|-----------------------------------------------------------------|---------------------------|------------------------------------------------------------------------------------------------------------------------|
| | | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Non-stop crossing from LSL at Church Fenton | Acceleration | 1 |
| Stopping train from LSL at Church Fenton After Church Fenton | Acceleration | ½ |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Milford Junction | Pass from Gascoigne Wood | Same time as southbound service passes Milford Junction |
| Pass from Gascoigne Wood | Pass to Milford Junction, | Same time as southbound service passes Church Fenton or 1 minute behind southbound service departing Sherburn in Elmet |

| Church Fenton | | |
|---------------------------------------------------------------------------------------------|-----------------------------------------------|---------------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Train crossing to LSL at Church Fenton Approaching Church Fenton | Approach control | 1 |
| Non-stop train from Sherburn crossing to LSL Approaching Colton Junction | Acceleration | 2 |
| Movement Up | Reason | Value |
| Non-stop trains through platform 3 Approaching Church Fenton | Approach control | 2 |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Leeds | Depart to Leeds | 2½ |
| Pass to York (Normanton lines) | Depart to Milford (Platform 3) | 1 |
| Pass to York (Normanton lines) | Pass to Milford (Platform 3) | 3½ |
| Pass/depart Platform 3 to Milford | Pass/arrive from Milford | 4* |
| Arrive from York | Pass from York | 3 |
| Pass/arrive from York | Depart to York (crossing NNL) | 1 |
| Depart to York (crossing NNL) | Pass from York | 3½ |
| Depart to York (crossing NNL) | Arrive from York | 5 |
| Pass/depart to York (Platform 3) | Pass from York | 5 |
| Pass/depart to York (Platform 3) | Arrive from York | 4 |
| Pass from York (LSL or NNL) | Arrive Platform 3 via different line from NNL | 3 \$ |
| Pass from York (LSL) | Pass to York (crossing from DL to NNL) | 4 |
| Pass from York (NNL to LSL) | Pass from Milford (NNL) | 1½ |
| Pass from Milford (NNL) | Pass from York (NNL to LSL) | 4 |
| * May be reduced by ½ if stopping at Sherburn | | |
| \$ May be reduced to 2 if second train has a minimum of 2 minutes pathing time on approach. | | |

| Colton South Junction | | |
|------------------------------------------------|----------------------------------------------------------------------------|---------------|
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Up LSL pass Colton Junction | Down Crossing movement from NNL pass Colton Junction | 6 |
| Up LSL pass Colton Junction | Down Crossing movement depart from NNL signals at Colton South Junction | 2 |
| Down Crossing movement pass Colton Junction | Up LSL pass Colton Junction | 3 |
| Up Crossing movement pass Colton Junction | Down NNL pass Colton Junction | 6 |
| Down NNL pass Colton Junction | Up Crossing movement pass Colton Junction | 3 |

| LN858 MILNER ROYD JUNCTION TO MILL LANE JUNCTION | | |
|---------------------------------------------------------|---------------|--------------|
| Dryclough Junction | | |
| Adjustments to Sectional Running Times | | |
| Movement Up | Reason | Value |
| From Halifax to Greetland Junction | Deceleration | ½ |
| Movement Down | Reason | Value |

LN858 MILNER ROYD JUNCTION TO MILL LANE JUNCTION

Dryclough Junction

| | | |
|------------------------------|--------------|--------------------------------------------|
| Pass from Greetland Junction | Acceleration | ½ * To be applied after Dryclough Junction |
|------------------------------|--------------|--------------------------------------------|

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------|-----------------------------------------|--------|
| Pass from Greetland Jn | Depart from Halifax (to Milner Royd Jn) | 1 |
| Depart/Pass from Halifax (to Milner Royd Junction) | Pass from Greetland Jn | 2½ |

Halifax

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Junction Margins

| | | |
|------------------------------------|---------------------------------|---------------|
| All conflicting moves at south end | | 5* |
| First Movement | Second Movement | Margin |
| Depart Platform 1 to Bradford | Arrive Platform 1 from Bradford | 5 |

* May be reduced to 4 minutes if second train has pathing time approaching Halifax

Minimum Turnround

| | |
|--------------------------------|----|
| From Leeds using same platform | 5 |
| From Leeds and replatformed | 10 |

Low Moor

Dwell Time

| | |
|----------------------|---|
| 158/180 | 1 |
| All other unit types | ½ |

Mill Lane Junction (including conflicts at Ripley Junction)

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------------------------------|---------------------------------------------------------------------|--------------------------------------------------------------|
| Up pass routed W or M Line from Bradford towards Halifax | Down pass from Halifax | 5 if first train is passenger 6 if first train is freight |
| Down pass from Halifax routed W Line to Bradford Platform 1 | Up pass routed M Line from Bradford Platforms 2/3/4 towards Halifax | 2 |
| Down pass from Halifax routed W Line to Bradford Platform 2 | Up pass routed M Line from Bradford Platforms 3/4 towards Halifax | 2 |
| Down pass from Halifax routed M Line to Bradford Platform 2 | Up pass routed W Line from Bradford Platform 1 towards Halifax | 2 |
| Down pass from Halifax routed M Line to Bradford Platform 3/4 | Up pass routed W Line from Bradford Platform 1/2 towards Halifax | 2 |

LN860 DIGGLE JUNCTION TO COPLEY HILL EAST JUNCTION

Marsden

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|---------------------------------------------------|-----------------------------------|-------|
| Departing up platform or UPL towards Huddersfield | Acceleration from 15mph pointwork | 1 |
| Movement Up | Reason | Value |
| Train Arriving Platform 3 | Approach Control | 1 |
| Train departing Platform 3 | Acceleration from 15mph pointwork | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------------------|-----------------------------------------------------|--------|
| Depart Marsden Up Loop or Up Main (in down direction) | Marsden pass in Up Direction | 4½ |
| Depart Up Loop or Up Main (in Down Direction) | Arrive Platform 2 or UPL (not stopping Slaithwaite) | 5½ |
| Depart Up Loop or Up Main (in Down Direction) | Up arrive Slaithwaite (see Restriction) | 2 |
| Pass/arrive Up | Depart Up Loop or Platform 2 (in Down Direction) | 1 |
| Pass Diggle Junction | Depart Up Loop | 1 |

Restriction: Whilst a train is Departing Up Loop or Up Main in the Down Direction, an Up stopping train cannot arrive at Slaithwaite; reflected in margins above

Minimum Turnround | 5 from Huddersfield or Leeds

Huddersfield

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|------------------------------------------------|------------------|-------|
| Arriving trains Platforms 5 | Approach control | 1 |
| Arriving trains Platform 6 | Approach control | ½ |
| Arriving trains Platform 4 if already occupied | Approach control | ½ |

| | |
|-------------------|---------------|
| Dwell Time | 1 All, except |
| TPE | 1½ |

Junction Margins (NB includes moves impacted by restrictive overlaps)

| First Movement | Second Movement | Margin |
|----------------------|----------------------------------|--------|
| Up arrive Platform 1 | Arrive Platform 4 from Penistone | 3½ |
| Up depart Platform 1 | Up arrive Platform 1 | 2½ |

| Huddersfield | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Depart Platform 1 towards Marsden | Arrive Platform 4 from Penistone | 4 |
| Depart Platform 1 towards Marsden | Depart Platform 4 towards Penistone | 2½ |
| Depart Platform 1 towards Penistone | Depart Platform 4 towards Marsden | 2½ |
| Arrive Platform 2 | Depart Platform 1 or 4 towards Penistone | Simultaneous |
| Up arrive Platform 4 | Down arrive Platform 4 | 1½ |
| Up arrive Platform 4 | Depart Platform 5 or 6 | 1 |
| Down arrive Platform 4 | Up arrive Platform 4 | 2 |
| Down arrive Platform 4 from Penistone | Up arrive Platform 1 | 4+ |
| Down arrive Platform 4 from Penistone | Up depart Platform 1 | 1 |
| Down arrive Platform 4 from Penistone | Depart Platform 2 | Simultaneous |
| Down arrive Platform 4 | Arrive Platform 5 or 6 | 2½ |
| Down arrive Platform 4 | Down depart Platform 4, 5 or 6 | 1 |
| Up depart Platform 4 | Up arrive Platform 1 | 2½ |
| Depart Platform 4 towards Marsden | Depart Platform 1 towards Penistone | 2½ |
| Depart Platform 4 towards Penistone | Depart Platform 1 towards Marsden | 2½ |
| Up depart Platform 4 | Up arrive Platform 4 | 2½ |
| Up depart Platform 4 | Down arrive Platform 4 from Marsden | 4+ |
| Depart Platform 4 towards Marsden | Arrive Platform 4 from Penistone | 4 |
| Down depart Platform 4 | Up arrive Platform 4 | 3½+ |
| Down depart Platform 4 | Down arrive Platform 4 | 4+ |
| Down depart Platforms 4 | Up arrive Platforms 5 or 6 | 3 |
| Arrive Platforms 5/6 | Down arrive Platform 4 | 4* |
| Arrive Platforms 5/6 | Down depart Platform 4, 5 or 6 | 1 |
| Depart Platforms 5/6 | Up arrive Platforms 4 | 3½+ |
| Depart platforms 5/6 | Down arrive Platform 4 | 4½* |
| Depart Platforms 5/6 | Arrive Platforms 5/6 | 3 |
| Arrive Sidings (Downside) | Down depart Platform 4/5/6 | 1 |
| Arrive Sidings (Downside) | Down depart Platform 8 | 1½ |
| Arrive Sidings (Downside) | Down pass | 3½ |
| Shunt Move depart HU1412 signal towards Platform 4 5 or 6 | Down pass Platform 8 | 3 |
| | | |
| Minimum Turnround | | |
| From Leeds, Sheffield or Manchester | 5 | |
| From other locations beyond Leeds, Sheffield or Manchester | 10 (can be reduced to 5 minutes if an <i>additional</i> five minutes dwell is included at Leeds, Sheffield or Manchester) | |
| To or from London | 10 | |
| | | |
| * Can be reduced to 3 minutes if {½} added approaching Huddersfield for Approach Control +Can be reduced to 3 minutes if {1} added approaching Huddersfield for Approach Control | | |
| | | |
| Train Watering Points | | Platform 4 emergency use only |
| | | |
| Platform Restrictions | | |
| Platform 6: This platform is not permissive from Up line (signal HU770) but is permissive from HU1412 sub-signal on Down Line. Class 153 units are not able to attach to any other unit in platform 6 | | |
| | | |
| Note All Shunt moves to be fully timed. | | |

Bradley Junction

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|------------------------------------------------------------|-------------------------|------------------------------------------------|
| Pass from Bradley Wood Junction (not stopping at Deighton) | Acceleration from 15mph | 2. To be applied after Bradley Junction |
| Pass from Bradley Wood Junction (stopping at Deighton) | Acceleration from 15mph | 1½. To be applied after Bradley Junction |
| | | |
| Movement Down | Reason | Value |
| Pass to Bradley Wood Junction (not stopping at Deighton) | Approach Control | 1½. To be applied Approaching Bradley junction |
| Pass to Bradley Wood Junction (stopping at Deighton) | Approach Control | 1. To be applied Approaching Bradley junction |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------|-----------------------------------------------------------------|-----------------------|
| Up pass from Heaton Lodge | Pass from Branch | 2½ |
| Up pass from Heaton Lodge | Depart from Branch | 2 |
| Pass from Branch | Down pass to Heaton Lodge East Junction (not stopping Deighton) | 2½ |
| Pass from Branch | Down pass to Heaton Lodge East Junction (with stop at Deighton) | 3 plus Deighton dwell |
| Depart from Branch | Down pass to Heaton Lodge East Junction (not stopping Deighton) | 3½ |
| Depart from Branch | Down pass to Heaton Lodge East Junction (with stop at Deighton) | 4 plus Deighton dwell |
| Down pass to Heaton Lodge East Junction | Depart from Branch | 1 |
| Down pass to Heaton Lodge East Junction | Pass from Branch | 2½ |
| Pass from Branch | Pass to Branch | 2 |
| Depart from Branch | Pass to Branch | 2½ |
| Pass to Bradley Wood Junction | Pass to Heaton Lodge East Junction | 2½ |

Restriction:

- No pathing time to be inserted between Deighton station and Bradley Junction in either direction
- If an Up train is standing in Deighton station, a second Up train CANNOT pass Bradley Junction

Heaton Lodge Junction (for Up Trains only) NB Copy at LN854

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|--------|
| Pass Up Fast | Depart Up Slow, towards same route | 2 |
| Pass Up Fast | Dep Up Slow towards different route | 1½ |
| Pass Up Fast or Up Slow | Pass from Up Fast or Up Slow towards either route | 2½ |
| Passenger/Light Engine depart Up Slow | Pass Up Fast going to either route | 3½ |
| Freight depart Up Slow | Pass Up Fast going to either route | 4 |
| Normally trains from Dewsbury on Up Slow Line timed to be passed by a train on the Up Main, should be timed to stop at Heaton Lodge Jn | | |

Mirfield East Junction NB Copy at LN854

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|---------------------------------------------------------------------------------------------------------|------------------------|-------|
| Trains crossing to USL, having called at Ravensthorpe; to be applied approaching Mirfield East Junction | Slower speed from rest | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|---------------------------------------------|--------|
| Up pass to up Fast or Up Slow | Pass to Down L & Y (not stopping Mirfield) | 2 |
| Up pass to Up Fast or Up Slow | Down depart Mirfield, going towards Horbury | ½ |

Thornhill LNW Junction NB Copy at LN854

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------|----------------------------------------------|--------|
| Pass towards Healey Mills | Pass from Dewsbury not stopping Ravensthorpe | 2* |
| Pass towards Healey Mills | Up arrive Ravensthorpe | 3 |
| *2½ if First Movement is a freight train | | |

Restriction

Up trains from Dewsbury cannot be accepted into Ravensthorpe station when a train has already been routed towards Healey Mills, due to the overlap extending across Thornhill LNW Junction

Dewsbury

Dwell Time

| | |
|------------------|----|
| DMU | 1 |
| 80x/Class 68 Mk5 | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------|-----------------------------------------|--------|
| Arrive Down platform | Pass Down Main | 3 |
| Pass Down Main | Depart Down Platform (stopping service) | 1½ |

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

Penistone

Adjustment to Sectional Running Times

| Movement Up | Reason | Value |
|------------------------------------------------------------------|-----------------------------------------------|-------|
| Arrive/pass when passing down train arriving less than 3" before | Overlap extends over points: approach control | 2 |

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------|---------------------------------------------|--------|
| Arrive / pass from Barnsley | Depart to Barnsley | 1 |
| Arrive / pass from Clayton West Junction | Depart single line to Clayton West Junction | 1 |
| Arrive from Clayton West Junction | Arrive / pass from Barnsley | 3 |
| Arrive from Barnsley | Arrive / pass from Clayton West Junction | 3 |

Minimum Turnround

10 from Sheffield or Huddersfield

Notes:

Reversing trains: trains from south reverse in platform: from north must shunt via south end points

Clayton West Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------|-------------------|--------|
| Pass from Penistone | Pass to Penistone | 3 |

Stockmoor

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|------------------------|--------|
| Arrive/pass from Huddersfield | Depart to Huddersfield | 1 |
| Arrive/pass from Huddersfield | Pass to Huddersfield | 2 |

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY

Meadowhall

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|------------------------------------|------------------|-------|
| Trains from Barnsley to Platform 4 | Approach Control | 1 |

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------------|-----------------------------------------|--------|
| Depart Platform 4 to Barnsley | Arrive Platform 4 from Barnsley | 4 |
| Depart Platform 4 to Sheffield via SL | Arrive Platform 4 from Sheffield via DF | 3 |

| | |
|-------------------|----------------------------------------------|
| Minimum Turnround | 5 Platform 4 only from Barnsley or Sheffield |
|-------------------|----------------------------------------------|

Barnsley

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Adjustment to Sectional Running Times

| Movement Up | Reason | Value |
|---------------------------------------|---------------------|-------|
| Up Train arriving down platform | Approach control | 1 |
| Up train from Penistone, not stopping | Acceleration | ½ |
| Platform 2 to Up Main | Low speed crossover | ½ |
| Movement Down | Reason | Value |
| Down train to Penistone, not stopping | Approach control | 2 |

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------------|-----------------------------------------------|-----------|
| Arrive/pass from Penistone | Depart to Penistone | Same time |
| Arrive/pass from Penistone | Pass to Penistone | 1 |
| Arrive/pass from Penistone | Pass to Wakefield | 3½ |
| Depart/pass to Wakefield | Arrive/pass from Penistone | 4 |
| Arrive/pass from Penistone | Depart to Wakefield | 1 |
| Depart to Sheffield from Down platform | Arrive/pass Down platform from Sheffield | 4½ |
| Depart/pass Down platform to Penistone/Wakefield | Arrive Down platform from Penistone/Wakefield | 4 |
| Depart to Sheffield | Arrive from Wakefield or from Penistone | 4 |

Minimum Turnround

| | |
|----------------------------------------------------------------------------------------------------------------------|----|
| From Sheffield, Huddersfield or Leeds | 7 |
| From Sheffield, Huddersfield or Leeds including shunt | 12 |
| From other locations excluding London St Pancras beyond Sheffield, Huddersfield or Leeds including shunt if required | 15 |
| From London St Pancras including | 20 |

Barnsley

shunt if required

Horbury Junction

Refer to 854

LN870 TURNERS LANE JUNCTION TO CALDER BRIDGE JUNCTION

Turners Lane Junction

Restriction

Trains standing at K1246 signal that are longer than 457m/71SLU will foul Calder Bridge Jn

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

Methley Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------------------------------------------|-----------------------------|------------------------------------------------------------------|
| Pass from Whitwood Jn (not stopping at Woodlesford) | Acceleration | 1 Freight ½ Passenger Applied at the next timing point |
| Movement Up | Reason | Value |
| Pass to Whitwood Jn (not stopping at Woodlesford) | Differential junction speed | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------------------|------------------------------------------------------------------|--------|
| Pass from Whitwood Jn | Pass to Altofts Jn– non-stop Passenger | 3 |
| Pass from Whitwood Jn | Pass to Altofts Jn stopping at Woodlesford | 3½ |
| Pass to Altofts Jn | Pass from Whitwood Jn | 3 |
| Pass to Whitwood Jn | Pass to Altofts Jn | 3½ |
| Pass to Altofts Jn | Pass to Whitwood Jn | 4 |
| Pass from Altofts Jn (not stopping at Woodlesford) | Pass from Whitwood Jn (stopping at Woodlesford) | 3½ |
| Pass from Altofts Jn | Depart Methley Jn from Whitwood Jn (not stopping at Woodlesford) | 2 |

Stourton Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|---------------------------------|--------------|----------------------------------------------------|
| Pass to FLT or A/D Line. | Deceleration | 1 |
| Movement Up | Reason | Value |
| Pass from A/D Line or Leeds FLT | Acceleration | 2 to be applied approaching next timing point |
| Trains starting from Leeds FLT | Brake test | 3* to be applied approaching the next timing point |

* This should be applied in addition to the acceleration adjustment

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------------|-------------------------------------------------------------|--------|
| Pass from FLT or A/D Line | Pass Down Midland | 4* |
| Pass Down Midland | Pass from FLT or A/D Line | 2 |
| Pass from FLT or A/D Line | Pass to FLT or A/D Line | 2½* |
| Up Passenger Pass from Engine Shed Jn. | Freight from Stourton RMC/Balm Rd. passes Hunslet South Jn. | 4 |
| Up Freight. Pass from Engine Shed Jn. | Freight from Stourton RMC/Balm Rd. passes Hunslet South Jn. | 5 |

* To be increased by ½ if the first train is over 600m long

Hunslet Station Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------|-----------------------------------|--------|
| Down train pass Stourton Junction | Pass to FLT or A/D Line | 5 |
| Pass to FLT or A/D Line from Up main | Down train pass Stourton Junction | 3½ |

Engine Shed Junction

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------------------------------------|--------|
| Pass from Whitehall Junction | Pass to Leeds | 5 |
| Pass to Leeds | Pass from Whitehall Junction | 3 |
| Pass from Whitehall Junction | Pass to Whitehall Junction | 5 |
| Pass to Leeds | Depart L4491 signal to Holbeck | 1 |
| Pass to Methley | Arrive L4491 signal from Leeds/Whitehall Road | 3 |
| Pass from Methley | Depart Holbeck depot | 1 |
| Pass from Whitehall Road | Depart Holbeck depot | 4 |
| Arrive Holbeck Depot | Pass to Leeds/Whitehall Road. | 4 |

LN880 YORK TO SCARBOROUGH

York

Refer to LN600

Scarborough Bridge Junction

Refer to LN600 under York

Malton

Dwell Time

| | |
|-----------------|----|
| DMU | 1 |
| 80x/Class68 mk5 | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------|--------------------|--------|
| Up depart platform | Down arrive | 3½ |
| Up depart platform | Down pass | 2½ |
| Down depart | Up arrive platform | 4* |
| Down pass | Up arrive platform | 4* |

*Can be reduced by one minute if {1} added approaching Malton

Note: A train may stand on the Up Main, level with the station platform. Maximum length 276 yards

Seamer

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|-------------------------------------------------------|------------------|-------|
| Non-stopping trains towards Filey; approaching Seamer | Approach Control | ½ |

Dwell Time

| | |
|-----|----|
| All | 1* |
|-----|----|

* ½ for classes 14x, 150

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------|------------------------|------------|
| Depart to York | Arrive/pass from Filey | 5 |
| Pass to York | Arrive from Filey | 4 |
| Arrive/pass from Filey | Depart to York | 1 |
| Arrive/pass from Filey | Pass to York | 1½ |
| Arrive from Filey | Depart to Filey | Same time* |

*For single line occupancy at Seamer South Jn

Scarborough

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|----------------------------------|-------------------|-------|
| Train entering occupied platform | Calling on signal | 1 |

Junction Margins (when conflicting)

| First Movement | Second Movement | Margin |
|-----------------------------|--------------------------|--------|
| Arrive from Seamer | Depart to Seamer | 1 |
| Depart to Seamer | Arrive From Seamer | 5* |
| Depart platform 1 to Seamer | Depart Excursion Sidings | 2½ |

*Can be reduced by one minute if {1} added approaching Scarborough

| | |
|------------------|-------|
| Minimum Reversal | 5 DMU |
|------------------|-------|

Minimum Turnround

| | |
|----------------------------------|------|
| From Hull or York | 10 |
| From points beyond Hull or Leeds | 20** |

** This may be reduced to a minimum of 10 minutes by the number of minutes of additional station dwell at Hull, Bridlington, or York, of the incoming service

| | |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Train Watering Points | Scarborough station. Both the platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked whilst the operation takes place |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Restriction: Platform 5 is barred to classes 153 156 185 150 155

Excursion Sidings. Trains arrive into platform 1, then propel into the Excursion Sidings, then run-round, propelling back into platform 1 before departure. The Excursion Sidings can accommodate a second train but this can only take place after the first train has completed a run round; therefore can only leave platform 1, 30 minutes after the first. The second train can only commence a run round after the first train has returned to platform 1; planners must satisfy themselves there is adequate time between the first train arriving platform 1, and the second train moving to that platform. All such moves to be fully timed

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTER'S GRANGE JUNCTION

Wakefield Kirkgate

Refer to LN854

Calder Bridge Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|-------------------------------------------------------|--------|
| Pass to Turners Lane Junction | Pass from Wakefield Kirkgate | 2½ |
| Pass from Wakefield Kirkgate | Pass to Turners Lane Junction from Oakenshaw Junction | 2 |
| Arrive Up Goods Loop | Pass Up Main | 4 |

Oakenshaw Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------|----------------------------------|--------|
| Pass to Crofton West Junction | Pass to Oakenshaw South Junction | 3 |
| Pass to Oakenshaw South Junction | Pass to Oakenshaw South Junction | 4 |

Crofton West Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------------------------|------------------|-------|
| Trains to Hare Park approaching Crofton West Junction | Approach Control | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|---------------------------------|--------|
| Pass to Hare Park Junction | Pass from Crofton East Junction | 4 |
| Pass from Crofton East Junction | Pass to Hare Park Junction | 3 |

Crofton East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|----------------------------------|----------------------------------|--------|
| Pass to Oakenshaw South Junction | Pass from Crofton West Junction | 3 |
| Pass from Crofton West Junction | Pass to Oakenshaw South Junction | 3 |

Crofton Depot

Departure margin

Second train cannot depart Crofton Depot until 1 minute after the first train has passed or arrived (if reversing) at Crofton East Junction

Arrival margin

Second train cannot pass/depart Crofton East Junction until 1 minute after the first train has arrived at Crofton Depot

Crofton East Spur

Minimum Reversal

| | |
|-------------------|---|
| Grand Central 180 | 7 |
|-------------------|---|

Pontefract Monkhill

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------|-------------------------------------------------------------------------------|--------|
| Depart to Castleford | Arrive from Crofton East Junction | 4½ |
| Arrive from Crofton East Junction | Depart to Castleford | 4 |
| Passenger depart to Glasshoughton | EDU shunt arrive from Pontefract East Jn. (Monkhill Goods Branch Single Line) | 3 |

| | |
|--------------------------|--------------------------------------------------------------------|
| Minimum Turnround | 11 minutes for trains from Wakefield, via Pontefract East Junction |
|--------------------------|--------------------------------------------------------------------|

Pontefract East Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------|-----------------------------------|--------|
| Pass from Ferrybridge | Pass to Knottingley West Junction | 4 |
| Pass to Knottingley West Junction | Pass from Ferrybridge | 3 |

Knottingley West Junction

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|----------------------------------------------------------------------------------------------------------|------------------|-------|
| Trains from Pontefract to Knottingley C & W (Knottingley Depot) Approaching Knottingley West Junction | Approach control | 1 |

Junction Margins

| 2 nd move → 1 st move ↓ | From Shaft-holme to Crofton | From Shaft-holme to Ferry-bridge | From Goole to Crofton | From Goole to Ferry-bridge | From Ferry-bridge to Goole | From Ferry-bridge to Shaft-holme | From Crofton to Goole | From Crofton to Shaft-holme |
|--------------------------------------------------|-----------------------------|----------------------------------|-----------------------|----------------------------|----------------------------|----------------------------------|-----------------------|-----------------------------|
| From Shaftholme to Crofton | – | 4 | 4 | 4 | No conflict | No conflict | No conflict | No conflict |
| From Shaft-holme to Ferrybridge | 4 | – | 4 | 4 | No conflict | No conflict | 4 | 4 |
| From Goole to Crofton | 4 | 4 | – | 4 | No conflict | 4 | No conflict | 4 |
| From Goole to Ferrybridge | 4 | 4 | 4 | – | No conflict | 4 | 4 | 4 |
| From Ferry-bridge to Goole | No conflict | No conflict | No conflict | No conflict | – | 4 | 4 | 3 |
| From Ferrybridge to Shaftholme | No conflict | No conflict | 3 | 3 | 4 | – | 3 | 3 |
| From Crofton to Goole | No conflict | 3 | No conflict | 3 | 4 | 3 | – | 4 |
| From Crofton to Shaftholme | No conflict | 3 | 3 | 3 | 3 | 4 | 4 | – |

Operating Restriction

- Knottingley West Junction must be clear before train is allowed to depart Ferrybridge Signal 6624 for environmental reasons. This does not apply to those trains worked by Class 59, 60 or 66 locomotives

Knottingley

| | |
|--------------------------|--------------------------------------------------------------------------------------------------|
| Minimum Turnround | 5 minutes for trains from Leeds or Wakefield. When required ECS can run via England Lane and UGL |
|--------------------------|--------------------------------------------------------------------------------------------------|

Knottingley East Junction (England Lane)

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------------------------------------------------------------------|-----------------------------|-------|
| Freight trains from Knottingley TMD or Knottingley South Junction. After Knottingley East Jn | Differential junction speed | 3 |

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------|------------------------------------|--------|
| Pass from Shaftholme | Pass to Crofton | 5 |
| Pass to Crofton | Pass from Shaftholme Junction | 3 |
| Pass from Knottingley South Junction | Pass to Knottingley South Junction | 5 |

Sudforth Lane S.B.

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------------------------------------------------------------------------|--------------|-------|
| Trains from Sudforth Lane Sidings towards Whitley Bridge. Approaching Whitley Bridge | Acceleration | 2 |

| Movement Up | Reason | Value |
|---------------------------------------------------------------------------------------|-----------------------------|-------|
| Trains from Sudforth Lane Sidings towards Knottingley East Jn. After Sudforth Lane SB | Differential junction speed | 2 |

Whitley Bridge Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------|-------------------------|--------|
| Pass from Eggborough PS | Pass Down Goole | 4 |
| Pass Down Goole | Pass from Eggborough PS | 4 |

Drax Branch Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------|-------------------|--------|
| Pass from Drax PS | Pass Down Goole | 4 |
| Pass Down Goole | Pass from Drax PS | 4 |

Snaith

Operating Instruction

All Up trains to stop for level crossing purposes

Rawcliffe

Operating Instruction

All Down trains to stop for level crossing purposes

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

Monk Bretton Loop

Restriction:

One train working exists between Oakenshaw South Junction and Monk Bretton. Monk Bretton loop is only used for locomotive run round

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

Knottingley South Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-----------------------------------------------------------------------------|------------------|-------|
| Trains towards Knottingley East Junction Approaching Knottingley Sth Jn. | Approach control | 2 |

| Movement Up | Reason | Value |
|-------------------------------------------------------------------|--------------|-------|
| Trains from Knottingley East Junction After Knottingley Sth Jn | Acceleration | 1 |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------|-------------------------------------|--------|
| Pass from Knottingley East Junction | Pass to Knottingley East Junction | 3 |
| Pass from Knottingley West Junction | Pass to Knottingley East Junction | 3 |
| Pass to Knottingley East Junction | Pass from Knottingley West Junction | 4 |

Thorpe Marsh Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------|-------------------------------|--------|
| Pass to Haywood Junction | Pass from Applehurst Junction | 3 |
| Pass from Applehurst Junction | Pass to Haywood Junction | 3 |

Haywood Junction

Junction Margins

| First Movement | Second Movement | Margin |
|---------------------------------|---------------------------------|--------|
| Pass from Thorpe Marsh Junction | Pass to Shaftholme Junction | 3 |
| Pass to Shaftholme Junction | Pass from Thorpe Marsh Junction | 3 |

LN898 NEVILLE HILL EAST JUNCTION TO HULL

Cross Gates

Dwell Time

| | |
|-----|----------------------------------------------------------------------------|
| DMU | 1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 |
|-----|----------------------------------------------------------------------------|

LN898 NEVILLE HILL EAST JUNCTION TO HULL

– 1800 SX

Garforth

Dwell Time

| | |
|-----|--------------------------------------------------------------------------------------|
| DMU | 1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX |
|-----|--------------------------------------------------------------------------------------|

East Garforth

Dwell Time

| | |
|-----|--------------------------------------------------------------------------------------|
| DMU | 1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX |
|-----|--------------------------------------------------------------------------------------|

Micklefield

Junction Margins

All junction margins are 3 minutes with the following exceptions:

| First Movement | Second Movement | Margin |
|----------------|-------------------|--------|
| Pass from York | Arrival from Hull | 2½ |
| Pass from Hull | Arrival from York | 2½ |
| | | |

Restrictions Trains of classes 4, 6, 7 and 8 which are over 2000 tonnes in weight must be given a clear run from Hambleton to Micklefield. No pathing time is to be planned.

Gascoigne Wood

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|--------------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Passenger trains from Sherburn/Milford Junction. | Acceleration | ½ To be applied approaching Hambleton West Jn |
| Freight Pass from Sherburn Junction | Acceleration | 60mph Freight ½ Up to 800t 1 1000t and above 75mph Freight 1 Up to 800t 1½ 1000t and Above To be applied approaching Hambleton West Jn |
| Freight Pass from Milford Junction | Acceleration | 1 Up to 1400t 1½ 1600t and above 75mph Freight 1½ Up to 1400t 2 1600t and Above To be applied approaching Hambleton West Jn |

| Movement Up | Reason | Value |
|----------------------------------------------------|------------------|-------|
| Passenger trains to Sherburn/Milford Junction | Approach control | 1 |
| Freight Pass to Milford Junction/Sherburn Junction | Approach Control | 1½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------|--------------------------------|--------|
| Pass from Micklefield | Pass to/from Sherburn Junction | 3½ |
| Pass to/from Micklefield | Pass from Milford Junction | 5 |
| Pass from Micklefield | Depart from Milford Junction | 2½ |
| Pass to Micklefield | Depart from Milford Junction | 2 |
| Pass from Sherburn Junction | Pass to Sherburn Junction | 3½ |
| Pass to Sherburn Junction | Pass from Micklefield | 3 |

Gascoigne Wood

| | | |
|-------------------------------------------|--------------------------------------|-----|
| Pass to Sherburn Junction | Pass from Milford Junction/West Yard | 5 |
| Pass to Sherburn Junction | Pass from Sherburn Junction | 4½* |
| Freight depart/pass from Milford Junction | Pass to Micklefield | 3½ |
| Freight depart/pass from Milford Junction | Freight pass to Milford Junction | 3 |
| Freight pass to Milford Junction | Freight pass from Milford Junction | 6 |
| * 4 if non-stop at Sherburn | | |

Hambleton West Junction

| Junction Margins | | |
|----------------------------------|----------------------------------|--------|
| First Movement | Second Movement | Margin |
| Pass to Hambleton South Junction | Pass from Selby | 3½ |
| Pass from Selby | Pass to Hambleton South Junction | 2½ |

Hambleton East Junction

| Adjustments to Sectional Running Times | | |
|---------------------------------------------------------------------------|-----------------------------|-------|
| Movement Down | Reason | Value |
| Trains from Hambleton North Junction Approaching Selby | Differential junction speed | ½ |
| Movement Up | Reason | Value |
| Trains to Hambleton North Junction Approaching Hambleton East Junction | Approach control | ½ |

| | | |
|-----------------------------------------------------------------------------------------|-------------------------------------------|---------------|
| Selby | | |
| Dwell Time | | |
| All | 1 | |
| Hull Trains (180 & 802) | 1 | |
| HST/80X | 2 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart to Leeds | Arrive Platform 3 from Leeds via Up main | 7 |
| Depart to Leeds or Doncaster from Platform 1 | Arrive Platform 1 from Leeds or Doncaster | 4½ |
| Depart to Leeds or Doncaster from Platforms 1/2/3 | Arrive Platform 2 from Hull | 3 |
| Depart to Doncaster from Platform 2 | Arrive Platform 3 from Leeds | 6 |
| Depart to Doncaster from Platform 2 | Depart Platform 3 to Leeds | 2 |
| Arrive from Leeds (Platform 3) | Arrive from Hull (Platform 2) | 3 |
| Arrive from Doncaster (Platform 1) | Arrive from Leeds (Platform 3) | 3½ |
| Freight crosses at Selby West Junction to Temple Hirst Junction | Depart Selby to Leeds | 1 |
| Note: Trains conveying passengers are not permitted to arrive in Platform 2 from Leeds. | | |
| Minimum Turnround | | |
| From Doncaster or York | 5* | |
| From Leeds | 7* | |
| From beyond Doncaster, Leeds or York | 10* | |
| * An additional 10 minutes is required if the train needs to be replatformed | | |

| | |
|-----------------------------|---|
| Howden | |
| Dwell Time | |
| First Hull Trains Class 180 | 1 |

| | | |
|---------------------------------------------------|-----------------------------|------------------------------------|
| Gilberdyke | | |
| Adjustment to Sectional Running Times | | |
| Movement Up | Reason | Value |
| Services approaching Gilberdyke non-stop to Goole | Differential junction speed | ½ |
| Movement Down | Reason | Value |
| Services Passing Gilberdyke from Goole | Acceleration | ½ * To be applied after Gilberdyke |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass to Selby | Pass from Goole | 3½ |
| Pass to Selby | Arrive from Goole | 4 |
| Depart to Selby | Pass/arrive from Goole | 4½ |
| Pass/arrive from Goole | Pass to Selby | 2½ |
| Pass/arrive from Goole | Depart to Selby | 1 |
| Pass to Selby | Pass to Goole | 3 |
| Pass to Goole | Pass to Selby | 3 |
| Depart to Selby | Pass to Goole | 4 |
| Depart to Goole | Pass to Selby | 3½ |

| Brough | | |
|-------------------------|--|---|
| | | |
| Dwell Time | | |
| All | | 1 |
| Hull Trains (180 & 802) | | 1 |
| HST/80X | | 2 |

| Ferriby | | |
|------------------------------------------|-------------------------------|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass Hessle Road Junction towards Brough | Depart Ferriby towards Brough | 7½ |

| Hessle East Junction | | |
|----------------------|----------------------------------------|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Yards | Before stopping service departs Hessle | 1 |
| Pass from Yards | After fast service departs Brough | 3 |
| Pass from Yards | After fast service passes Brough | 2 |
| Depart Hessle | Pass from Yards | 5 |
| Pass Brough | Pass from Yards | 8 |
| Depart Brough | Pass from Yards | 10 |

| Hessle Road Junction | | |
|-------------------------|---------------------------|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart/pass from Branch | Pass to Hull | 4 |
| Pass to Hull | Depart/pass from Branch | 3 |
| Pass to/from Branch | Next train to/from Branch | 4 |

| Anlaby Road Junction | | |
|----------------------|----------------------------------|--------|
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Pass from Branch | Before Down service arrives Hull | 5 |
| Arrive Hull | Pass from Branch | 1 |

| | | |
|------------------------------------------------------------------------------------------------|------------------------------------------------------|---------------|
| Hull | | |
| | | |
| Dwell Time | | |
| All | 3 plus any differential allowance for arriving train | |
| | | |
| Fueling allowances | | |
| The following allowances must be made when fueling is required (only one trip at any one time) | | |
| HST | 40 | |
| 2 cars | 10 | |
| 3 cars | 15 | |
| 4 cars | 20 | |
| 6 cars | 30 | |
| 8 cars | 40 | |
| | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Platforms 4 to 7 from Selby or Bridlington | Depart Platform 2 or 3 to Selby | Same time |
| Arrive Platforms 2 or 3 from Selby or Bridlington | Depart Platforms 4 to 7 to Selby or Bridlington | 1 |
| Arrive from Selby | Arrive from Bridlington and vice versa | 3 |
| Depart Platform 2 or 3 to Selby | Depart Platforms 4 to 7 to Bridlington | Same time |
| Depart Platforms 4 to 7 to Selby | Depart Platform 2 or 3 to Bridlington | 3 |
| Depart to Selby | Arrive from Selby or Bridlington | 4 |
| Depart to Bridlington | Arrive from Bridlington | 5 |
| Depart to Bridlington | Arrive from Selby | 4 |
| ECS from Botanic Gardens must arrive 5 minutes in front of or behind where conflicts occur | | |
| | | |
| Minimum Turnround | | |
| From Beverley | 7 | |
| From Bridlington/Doncaster/Leeds/ Scarborough and York | 10 | |
| From Halifax | 15 | |
| From beyond Doncaster/Leeds/ York | 20 | |
| LNER 80X from Class 1 or 9 to ECS or ECS to Class 1 or 9 | 13 | |
| | | |
| Train Watering Points | Available at the station | |

| |
|-------------------------------------------------------------------|
| LN902 MICKLEFIELD JUNCTION TO CHURCH FENTON NORTH JUNCTION |
| Church Fenton |
| Refer to LN854 |

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

Goole

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|----------------------------------------------------------------------------|------------------|-------|
| Services approaching Goole with an extended dwell (greater than 2 minutes) | Approach Control | 1½ |
| Up freight arriving into Goole Loop Approaching Goole | Approach Control | 2 |

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------------------------|--------------------------------------|-----------|
| Arrive from Doncaster | Depart to Knottingley | Same time |
| Depart to Knottingley | Arrive from Doncaster | 5 |
| Terminate from Doncaster or Knottingley | Arrive from Doncaster or Knottingley | 8 |
| Arrive in East End siding | Arrive from Hull | 5 |
| Down Freight pass/arr | Up train pass/dep | Same time |
| Down Passenger pass/arr | Up Freight depart/pass | Same time |
| Up Freight pass/dep | Down Freight pass/arr | 8 |
| Up Passenger dep/pass | Down Freight pass/arr | 7 |

| | |
|--------------------------|--------------------------------------------------------------------------|
| Minimum Turnround | 10 trains from Doncaster, Hull Leeds and Sheffield. Must be replatformed |
|--------------------------|--------------------------------------------------------------------------|

Restrictions

Freight trains must not be timed to pass each other over Goole Swing Bridge. The following two margins should therefore apply
Up Freight passes Goole same time as Down freight passes Goole
Down Freight passes Goole 10 minutes before Up Freight passes Goole

LN914 HULL TO SEAMER WEST JUNCTION

Hull

Refer to LN898

Cottingham

Dwell Time

| | |
|-----|-------------------------------------------------------------------------------------|
| All | 1 Trains arriving Hull 0730 – 0900 weekdays, or departing Hull 1600 – 1800 weekdays |
|-----|-------------------------------------------------------------------------------------|

| | | |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------|
| Beverley | | |
| Dwell Time | | |
| All | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart Down platform to Hull | Arrive Down platform from Hull | 4 |
| Minimum Turnround | | |
| From Hull Same platform | 5 | |
| From Hull replatform, also From Doncaster, Leeds or York | 10 | |
| From beyond Doncaster, Leeds or York. | 20* | |
| * May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull | | |

| | | |
|-------------------|---|--|
| Driffield | | |
| Dwell Time | | |
| All | 1 | |

| | | |
|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|---------------|
| Bridlington | | |
| Dwell Time | | |
| All | 1 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive from Hunmanby | Depart to Hunmanby. | 1 |
| Depart to Driffield | Conflicting arrival from from Driffield | 4 |
| Arrive Platform 6 | Pass from Hunmanby | 3 |
| Minimum Turnround | | |
| From Hull | 6 (not shunting between platforms) 12 (shunting between platforms) | |
| From Doncaster, or York | 10 12 (shunting between platforms) | |
| From Scarborough | 12 | |
| From beyond Doncaster, or York. | 20* | |
| * May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull | | |

| | | |
|------------------------------------------------------------------------------|------------------------|---------------|
| Hunmanby | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive/pass from Bridlington | Depart to Bridlington | 1 |
| Restriction: | | |
| Up train on Up line – Additional requirements associated with train lengths. | | |

Hunmanby

If it is necessary for a train with a length of more than 450 yards (420 metres) to pass over the crossing in the Up direction on the Up Bridlington line, the crossing must be under local control and the attendant advised in sufficient time before the train approaches the crossing

Reason for restriction:-

Signal SR124 at the west end of Hunmanby Station is designed not to clear to a proceed aspect until a train has come to a stand at it. The design of the crossing means there is a possibility that the barriers will raise and the lights extinguish before a train with a length of more than 450 yards (420 metres) has passed clear of the crossing. Therefore, when such trains are planned to run over this route, arrangements must be made in advance for the crossing to be placed under local control

Filey

Dwell Time

| | | |
|-----|---|--|
| All | 1 | |
|-----|---|--|

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|-----------------------|--------|
| Arrive/pass from Scarborough | Depart to Scarborough | 1 |
| Arrive/pass from Scarborough | Pass to Scarborough | 1½ |

Minimum Turnround

| | | |
|-----------------------------------------------------------------------------|----|--|
| From Scarborough | 5 | |
| Arrive loaded from other locations, return ECS or arrive ECS, return loaded | 8 | |
| From other locations, arrive and depart in service | 10 | |

LN916 HESSLE ROAD JUNCTION TO SALTEND

Springbank South Junction

Junction Margins

| First Movement | Second Movement | Margin |
|-----------------------|-----------------------|--------|
| Pass from Single Line | Re-occupy Single Line | 3 |

Hull Dock Security Gates

| | |
|----------------|---------------------------------------------------|
| Operating Stop | 4 All trains to stop for handover of 2 way radio. |
|----------------|---------------------------------------------------|

Bridges Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------|-----------------------|--------|
| Pass to Hull Docks | Pass from Hull Docks | 5 |
| Pass to Hull Docks | Start from Hull Docks | 3 |

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION

Armley Junction

Junction Margins

| First Movement | Second Movement | Margin |
|--------------------------------------------|---------------------------------------|--------|
| Pass Up Shipley (Passenger) | Cross from Down Harrogate to Shipley | 3 |
| Pass Up Shipley (Freight) | Cross from Down Harrogate to Shipley | 4 |
| Cross from Down Harrogate to Shipley | Pass Up Shipley | 3 |
| Cross from Down Harrogate to Shipley | Freight depart Down Shipley | 2 |
| Pass to Harrogate | Cross from Up Shipley to Up Harrogate | 3 |
| Cross from Up Shipley Slow to Up Harrogate | Pass to Harrogate | 2½ |

Kirkstall Loop

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------------------|----------------------------------------|-----------|
| Arrive Down Loop | Pass Armley Junction in Down direction | 1 |
| Pass Apperley Junction in Down direction | Depart Down Loop | Same time |
| Arrive Up Loop | Pass Apperley Junction in Up direction | Same time |
| Pass Armley Junction in Up direction | Depart Up Loop | Same time |

Apperley Junction

Adjustments to Sectional Running Times

| Movement Up | Reason | Value |
|------------------------------------------------------------------|--------------|-------|
| Trains from Ilkley non-stop to Leeds Approaching Armley Junction | Acceleration | ½ |
| | | |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------|-----------------|--------|
| Pass Up Main | Pass to Branch | 3 |
| Pass to Branch | Pass Up Main | 3 |
| Pass from Branch | Pass to Branch | 3 |

Dockfield Junction

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|------------------------------------------------------------------------------------------------|------------------|-------|
| Trains from Leeds to Skipton approaching Dockfield Junction requiring Shipley Platform 2W only | Approach control | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|------------------------------|------------------------------------------------------------------|--------|
| Pass from Ilkley | Pass to Ilkley/Leeds | 3 |
| Pass to Shipley Platform 2 | Pass from Shipley Platform 3 | 3 |
| Pass to Leeds | Pass from Ilkley | 2½ |
| Pass from Shipley Platform 3 | Pass to Shipley Platform 2 | 3 |
| Pass from Shipley Platform 1 | Pass from Shipley Platform 3 (one train to Leeds, one to Ilkley) | 2½ |
| Pass from Shipley Platform 3 | Pass from Shipley Platform 1 (one train to Leeds, one to Ilkley) | 2½ |

Note: When a loco hauled or HST service approaches Platform 3 from Bradford it has to pass the Starting signal to platform the train, thus the route has to be cleared across Shipley East and Dockfield Junction. Therefore 4 minutes must be allowed after any other movement across Shipley East/Dockfield Jn

Shipley

Adjustments to Sectional Running Times

| Movement Up F.Sq/Down Shipley | Reason | Value |
|----------------------------------------------------------------------|-----------------------------|-------|
| Trains from Bradford to Skipton Approaching Shipley Platform 5W | Approach control | ½ |
| Trains from Bradford to Leeds/Ilkley approaching Shipley Platform 3W | Approach control | ½ |
| Trains from Bradford to Skipton Approaching Saltaire | Acceleration from low speed | ½ |

| Movement Up Shipley/Dn F.Sq. | Reason | Value |
|----------------------------------------------------------------------|------------------|-------|
| Trains from Skipton to Bradford Approaching Shipley Platform 5 or 5W | Approach control | ½ |

Dwell Time

| | |
|---------|---|
| DMU/EMU | 1 |
|---------|---|

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------------------------------|------------------------------------------|--------|
| Arrive Platform 3 from Bradford | Depart Platform 5 to Bradford | 1 |
| Depart Platform 3 or 5 to Bradford | Arrive Platform 3 or 5 from Bradford | 4 |
| Arrive Platform 3 or 4 from Dockfield Jn. | Depart Platform 5 to Bradford | 3 |
| Depart Platform 5 to Bradford | Arrive Platform 3 or 4 from Dockfield Jn | 4 |
| Arrive Platform 5 from Keighley | Depart Platform 2 to Keighley | 1 |
| Depart Platform 2 or 5 to Keighley | Arrive Platform 5 from Keighley | 4½ |
| Depart Platform 4 to Bradford | Depart Platform 5 to Bradford | 3½ |

Please note that a train formed of MKIV and 80x stock cannot be planned into Platform 3W for use of the short overlap. This is because the train cannot be fully platformed in Platform 3 unless it can draw past Signal 3966. Such a train must not be allowed into the platform until the route is set from Signal 3966 to Signal 3934. LNER 80x and MKIV trains to/from Bradford which stop at Shipley must use Platform 3

| Shipley | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|---------------|
| Overlap Restrictions | | |
| Movement | Conflict | Margin |
| Arrive Platform 5 from Skipton | Arrive Platform 3 from Bradford (and vice versa) | 3* |
| Arrive Platform 5 from Bradford | Arrive Platform 2 from Leeds (and vice versa) | 3* |
| Arrive Platform 3 from Bradford | Arrive Platform 2 from Leeds (and vice versa) | 3* |
| *These moves can be made simultaneous by using the short overlap, planned using platforms 2W, 3W and 5W, and with appropriate adjustment as above. | | |

| Saltaire | |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Dwell Time | |
| | 1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD |

| Bingley | |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Dwell Time | |
| DMU | 1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD |
| EMU | 1 |

| Crossflatts | |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Dwell Time | |
| | 1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD |

| Keighley | | |
|--------------------------|---------------------------------|---------------|
| Dwell Time | | |
| DMU/EMU | 1 | |
| Minimum Turnround | | |
| | 10 including shunt | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Train terminate Keighley | Following train arrive Keighley | 7 |

| Steeton and Silsden | |
|----------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Dwell Time | |
| | 1 Only trains arriving at Leeds or Bradford FS between 0730 and 0900 EWD, or departing Leeds or Bradford FS between 1600 and 1800 EWD |

| Skipton | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------|
| Adjustments to Sectional Running Times | | |
| Movement Down | Reason | Value |
| Passenger trains arriving in Platform 1, 2 or 4 | Approach control | ½ DMU |
| Down Passenger trains routed via/depart Platform 4 | Differential junction speed | 1 |
| Down Freight trains routed via Platform 4 | Differential junction speed | 2 |
| Up trains routed via Platform 3 | Approach control | 2 |
| Dwell Time | | |
| All | 2 | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Depart to Leeds | Arrive from Leeds | 4 |
| Arrive from Leeds | Depart to Leeds | 1 |
| Depart to sidings | Arrive from North | 5 |
| Arrive from sidings | Depart to sidings | 2 |
| Arrive from North | Depart to sidings | 1 |
| Arrive Platform 1 | Arrive Platform 2 from North | 3 |
| Arrive Platform 2 from North | Arrive Platform 1 | 3 |
| Arrive Platform 2X from South | Arrive Platform 3 from North | 5 |
| Depart Platforms 1/3/4 to the South | Arrive Platform 2 from North | 3 |
| Re-occupy platforms in either direction | | 4 |
| Minimum Turnround | | |
| DMU/EMU | 5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes. | |
| 80X | 10 | |
| Other Restriction | | |
| Up Freight trains requiring to be held for pathing purposes to stand at Signal L4046. This branch line to Rylstone line operates as one-train working with no train staff, therefore only one train is allowed on this branch line at any one time. A second train is not allowed to enter the branch line/depart Skipton Down Shipley Slow until the first train has returned to Skipton, or its loco if it has left wagons at Rylstone and has returned to Skipton. Only one train can perform a run round movement at Skipton at a time. | | |
| Train Watering Points | | |
| | Available at the station | |

| Gargrave | | |
|------------|---|--|
| Dwell Time | | |
| All | ½ | |

| LN924 APPERLEY JUNCTION TO ILKLEY | | |
|-----------------------------------|--------------------|-----------|
| Guiseley/Esholt Junctions | | |
| Junction Margins | | |
| First Movement | Second Movement | Margin |
| Arrive Guiseley from Leeds | Depart to Leeds | Same time |
| Arrive Guiseley from Bradford | Depart to Bradford | 1 |
| Arrive Guiseley from Leeds | Depart to Bradford | 1 |

LN924 APPERLEY JUNCTION TO ILKLEY

Guiseley/Esholt Junctions

| | | |
|-----------------------------|-------------------|---|
| Depart Guiseley to Bradford | Arrive from Leeds | 5 |
|-----------------------------|-------------------|---|

Guiseley

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Burley-in-Wharfedale

Dwell Time

| | |
|-----|---|
| All | 1 |
|-----|---|

Ilkley

Adjustments to Sectional Running Times

| Movement Down | Reason | Value |
|-------------------------------------------|------------------|-------|
| Trains arriving in Platform 2 | Approach control | ½ |
| Trains arriving into an occupied platform | Approach control | ½ |

Junction Margins

| First Movement | Second Movement | Margin |
|-------------------|-------------------|--------|
| Arrive Platform 2 | Depart Platform 1 | 1 |
| Depart Platform 1 | Arrive Platform 2 | 5 |
| Depart Platform 1 | Arrive Platform 1 | 4 |
| Depart Platform 2 | Arrive Platform 2 | 5 |

| | |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Minimum Turnround | 5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes. |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------|

Operating Note: The penultimate and last arriving trains of the night should be planned to run in and be berthed in Platform 2 for cleaning and maintenance purposes.

LN928 SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE

Bradford Forster Square

| | |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------|
| Minimum Turnround | 5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes. |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------|

| | |
|-----|----|
| 80X | 10 |
|-----|----|

Platform End Conflicts

| First Movement | Second Movement | Margin |
|------------------------|---------------------------|--------|
| Arrive Platform 2 or 3 | Depart Platform 1, 2 or 3 | 1 |
| Depart Platform 2 or 3 | Arrive Platform 2 or 3 | 3 |
| Depart Platform 1 | Arrive Platform 1, 2 or 3 | 5 |

| | |
|------------------------------|--------------------------|
| Train Watering Points | Available at the station |
|------------------------------|--------------------------|

LN930 SKIPTON MIDDLE JUNCTION TO RYLSTONE**RYLSTONE****Operating Note:**

This Line operates as 'One Train Working With No Train Staff'. Therefore, only one train is allowed on this branch line at any one time. A second train is not allowed to enter the branch line/depart Skipton Down Through Siding until the first train has returned to Skipton, or its loco if it has left wagons at Rylstone and has returned to Skipton. Only one train can perform a run round movement at Skipton at a time.

LN932 SHIPLEY SOUTH JUNCTION TO SHIPLEY WEST JUNCTION**Shipley****Adjustment to Sectional Running Times**

| Movement Up | Reason | Value |
|------------------------------------|---------------|-------------------------------|
| Depart Platform 5 towards Bradford | Acceleration | 1 to be applied after Shipley |

5.4 Platform Lengths

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

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|----------------------|------------------|---------------|-------|
| Acklington | Down | 114 | |
| Acklington | Up | 114 | |
| Adwick | Down | 104 | |
| Adwick | Up | 104 | |
| Alexandra Palace | Down Hertford | 169 | |
| Alexandra Palace | Down Slow | 170 | |
| Alexandra Palace | Up Fast | 167 | |
| Alexandra Palace | Up Slow | 169 | |
| Allens West | Down | 122 | |
| Allens West | Up | 97 | |
| Alnmouth for Alnwick | Down | 233 | |
| Alnmouth for Alnwick | Up | 233 | |
| Althorpe | Down | 102 | |
| Althorpe | Up | 102 | |
| Ancaster | Down | 87 | |
| Ancaster | Up | 88 | |
| Apperley Bridge | Down | 100 | |
| Apperley Bridge | Up | 100 | |
| Arlesey | Down | 245 | |
| Arlesey | Up | 245 | |
| Arram | Down | 79 | |
| Arram | Up | 81 | |
| Ashwell and Morden | Down | 168 | |
| Ashwell and Morden | Up | 167 | |
| Baildon | Single | 102 | |
| Baldock | Down | 168 | |
| Baldock | Up | 168 | |
| Bardon Mill | Down | 95 | |
| Bardon Mill | Up | 91 | |
| Barnetby | Down Fast | 116.5 | |
| Barnetby | Down Slow | 103.5 | |
| Barnetby | Up Fast | 115 | |
| Barnetby | Up Slow | 116.5 | |
| Barnsley | Down | 163 | |
| Barnsley | Up | 102 | |
| Barrow Haven | Up | 61.5 | |
| Barrow Haven | Down | 46 | |
| Barton on Humber | Single | 55 | |
| Batley | Down | 119 | |
| Batley | Up | 126 | |
| Battersby | Single | 155 | |
| Bayford | Down | 123 | |
| Bayford | Up | 122 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------------|---------------|---------------|--------------------------------|
| Bempton | Single – Down | 117 | |
| Bempton | Single – Up | 93 | |
| Ben Rhydding | Down | 99 | |
| Ben Rhydding | Up | 99 | |
| Bentley (S Yorkshire) | Down | 104 | |
| Bentley (S Yorkshire) | Up | 104 | |
| Berry Brow | Single | 65 | |
| Berwick upon Tweed | Down | 233 | |
| Berwick upon Tweed | Up | 234 | |
| Beverley | Down | 104 | |
| Beverley | Up | 104 | |
| Biggleswade | Down Fast | 247 | |
| Biggleswade | Down Slow | 247 | |
| Biggleswade | Up Fast | 246 | |
| Biggleswade | Up Slow | 246 | |
| Billingham | Down | 146 | |
| Billingham | Up | 146 | |
| Bingley | Down | 111 | |
| Bingley | Up | 111 | |
| Bishop Auckland | Single | 80 | |
| Blaydon | Down | 97 | |
| Blaydon | Up | 97 | |
| Bolton upon Dearne | Down | 96 | |
| Bolton upon Dearne | Up | 96 | |
| Boston | Down | 173 | |
| Boston | Up | 174 | |
| Bottesford | Down | 139 | |
| Bottesford | Up | 121 | |
| Bowes Park | Down | 138 | |
| Bowes Park | Up | 138 | |
| Bradford Forster Square | 1 | 273 | |
| Bradford Forster Square | 2 | 266 | |
| Bradford Forster Square | 3 | 101 | |
| Bradford Interchange | 1 | 209 | |
| Bradford Interchange | 2 | 203 | |
| Bradford Interchange | 3 | 126 | |
| Bradford Interchange | 4 | 126 | |
| Bramley | Down | 102 | |
| Bramley | Up | 102 | |
| Brampton (Cumbria) | Down | 106 | |
| Brampton (Cumbria) | Up | 107 | |
| Bridlington | 4 | 168 | |
| Bridlington | 5 | 168 | |
| Bridlington | 6 | 138 | |
| Bridlington | 7 | 214 | Out of use to passenger trains |
| Brigg | Down | 140 | |
| Brigg | Up | 154 | |
| Brighouse | Down | 118 | |
| Brighouse | Up | 119 | |
| British Steel Redcar | Down | 60 | |
| British Steel Redcar | Up | 60 | |
| Brockholes | Single | 65 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|----------------------|-----------|---------------|-----------------------|
| | | | |
| Brockley Whins | Down | 65 | |
| Brockley Whins | Up | 65 | |
| Brookmans Park | Down Fast | 123 | |
| Brookmans Park | Down Slow | 123 | |
| Brookmans Park | Up Fast | 123 | |
| Brookmans Park | Up Slow | 123 | |
| Broomfleet | Down | 95 | |
| Broomfleet | Up | 95 | |
| Brough | Down | 184 | |
| Brough | Up | 184 | |
| Burley in Wharfedale | Down | 98 | |
| Burley in Wharfedale | Up | 98 | |
| Burley Park | Down | 97 | |
| Burley Park | Up | 97 | |
| Castleford | Down | 101 | |
| Castleford | Up | 97 | |
| Castleton Moor | Single | 77 | |
| Cattal | Down | 86 | |
| Cattal | Up | 86 | |
| Chapelton | Down | 85 | |
| Chapelton | Up | 85 | |
| Chathill | Down | 83 | |
| Chathill | Up | 164 | |
| Chester le Street | Down | 110 | |
| Chester le Street | Up | 110 | |
| Chesterfield | 1 | 212 | |
| Chesterfield | 2 | 204 | |
| Chesterfield | 3 | 240 | |
| Church Fenton | 1 | 101 | |
| Church Fenton | 2 | 132 | |
| Church Fenton | 3 | 132 | Down direction |
| Church Fenton | 3 | 121 | Up direction |
| Church Fenton | 4 | 119 | |
| Cleethorpes | 1 | 202 | DMU restricted to 170 |
| Cleethorpes | 2 | 205 | DMU restricted to 174 |
| Cleethorpes | 3 | 205 | DMU restricted to 174 |
| Cleethorpes | 4 | 203 | |
| Collingham | Down | 54 | |
| Collingham | Up | 52 | |
| Comondale | Single | 51 | |
| Conisbrough | Down | 117 | |
| Conisbrough | Up | 97 | |
| Cononley | Down | 116 | |
| Cononley | Up | 95 | |
| Corbridge | Down | 97 | |
| Corbridge | Up | 100 | |
| Cottingham | Down | 108 | |
| Cottingham | Up | 108 | |
| Cottingley | Down | 85 | |
| Cottingley | Up | 85 | |
| Cramlington | Down | 101 | |
| Cramlington | Up | 101 | |
| Creswell | Down | 79 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------------|----------|---------------|---------------------------------------|
| | | | |
| Creswell | Up | 79 | |
| Crews Hill | Down | 126 | |
| Crews Hill | Up | 126 | |
| Cross Gates | 1 | 151 | |
| Cross Gates | 2 | 148 | |
| Crossflatts | Down | 102 | |
| Crossflatts | Up | 102 | |
| Crowle | Down | 90 | |
| Crowle | Up | 89 | |
| Cuffley | Down | 126 | |
| Cuffley | Up | 126 | |
| Danby | Single | 90 | |
| Darlington | 1 | 354 | Up direction |
| Darlington | 1 | 347 | Down direction to T887 signal |
| Darlington | 2 | 181 | |
| Darlington | 3 | 200 | |
| Darlington | 4 | 458 | Both directions |
| Darlington | 4 | 238 | Up direction to T888 signal |
| Darlington | 4a | 134 | Down direction to T895 signal |
| Darlington | 4b | 251 | Down direction clear of 1080B points |
| Darnall | Down | 108 | |
| Darnall | Up | 108 | |
| Darton | Down | 104 | |
| Darton | Up | 104 | |
| Deighton | Down | 74 | |
| Deighton | Up | 74 | |
| Denby Dale | Single | 65 | |
| Dewsbury | Down | 150 | |
| Dewsbury | Up | 166 | |
| Dinsdale | Down | 97 | |
| Dinsdale | Up | 97 | |
| Dodworth | Single | 95 | |
| Doncaster | 0 | 96 | |
| Doncaster | 1 | 327 | Down direction |
| Doncaster | 1 | 234 | Down direction to D1481 Signal |
| Doncaster | 1 | 318 | Up direction to D278 Signal |
| Doncaster | 2 | 105 | |
| Doncaster | 3a | 246 | Up direction from D292 to D282 Signal |
| Doncaster | 3b | 165 | |
| Doncaster | 4 | 299 | Down Direction |
| Doncaster | 4 | 257 | Up Direction |
| Doncaster | 5 | 57 | |
| Doncaster | 6 | 109 | |
| Doncaster Middle Siding | Down | 96 | |
| Doncaster | 7 | 105 | |
| Doncaster | 8 | 325 | Down Direction |
| Doncaster | 8 | 285 | Up Direction |
| Dore & Totley | Single | 100 | |
| Drayton Park | Down | 124 | |
| Drayton Park | Up | 124 | |
| Driffield | Down | 124 | |
| Driffield | Up | 103 | |
| Dronfield | Down | 111 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-----------------------|----------|---------------|----------------------------------------------------|
| | | | |
| Dronfield | Up | 111 | |
| Dunston | Down | 94 | |
| Dunston | Up | 93 | |
| Durham | Down | 295 | |
| Durham | Up | 264 | |
| Eaglescliffe | Down | 208 | |
| Eaglescliffe | Up | 190 | |
| East Boldon | Down | 65 | |
| East Boldon | Up | 65 | |
| East Garforth | Down | 102 | |
| East Garforth | Up | 102 | |
| Eastrington | Down | 90 | |
| Eastrington | Up | 90 | |
| Egton | Single | 80 | |
| Elland | Up | 125 | |
| Elland | Down | 125 | |
| Elsecar | Down | 130 | |
| Elsecar | Up | 99 | |
| Enfield Chase | Down | 126 | |
| Enfield Chase | Up | 125 | |
| Essex Road | Down | 128 | |
| Essex Road | Up | 128 | |
| Featherstone | Down | 101 | |
| Featherstone | Up | 101 | |
| Fellgate | Down | 65 | |
| Fellgate | Up | 65 | |
| Ferriby | Down | 110 | |
| Ferriby | Up | 170 | |
| Filey | Down | 119 | |
| Filey | Up | 112 | |
| Finsbury Park | 1 | 245 | |
| Finsbury Park | 2 | 245 | |
| Finsbury Park | 3 | 257 | To sighting point of K384 signal. Full length 263m |
| Finsbury Park | 4 | 249 | |
| Finsbury Park | 5 | 246.5 | |
| Finsbury Park | 6 | 178 | |
| Finsbury Park | 7 | 239.5 | |
| Finsbury Park | 8 | 168 | |
| Fitzwilliam | Down | 93 | |
| Fitzwilliam | Up | 93 | |
| Frizinghall | Down | 98 | |
| Frizinghall | Up | 98 | |
| Gainsborough Central | Down | 138 | |
| Gainsborough Central | Up | 138 | |
| Gainsborough Lea Road | Down | 145 | |
| Gainsborough Lea Road | Up | 144 | |
| Garforth | 1 | 151 | |
| Garforth | 2 | 149 | |
| Gargrave | Down | 92.3 | |
| Gargrave | Up | 88.8 | |
| Gilberdyke | Down | 110 | |
| Gilberdyke | Up | 110 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------|-----------|---------------|------------------------------------------------------------------------|
| | | | |
| Glaisdale | Down | 92 | |
| Glaisdale | Up | 86 | |
| Glasshoughton | Down | 99 | |
| Glasshoughton | Up | 99 | |
| Goldthorpe | Down | 92 | |
| Goldthorpe | Up | 92 | |
| Goole | Down | 115 | |
| Goole | Up | 104 | |
| Gordon Hill | Bay | 122 | |
| Gordon Hill | Down | 122 | |
| Gordon Hill | Up | 122 | |
| Goxhill | Down | 83 | |
| Goxhill | Up | 83 | |
| Grange Park | Down | 129 | |
| Grange Park | Up | 129 | |
| Grantham | 1 | 290 | |
| Grantham | 2 | 289 | |
| Grantham | 3 | 64 | Platform 4 side. Additional 31m on Platform 2 side |
| Grantham | 4 | 249 | |
| Great Ayton | Single | 84 | |
| Great Coates | Down | 55 | |
| Great Coates | Up | 80 | |
| Grimsby Docks | Single | 97 | |
| Grimsby Town | 1 | 135 | |
| Grimsby Town | 2 | 137 | Down direction |
| Grimsby Town | 2 | 136 | Up direction |
| Grimsby Town | 3 | 138 | |
| Grosmont | Single | 83 | |
| Guisseley | Down | 119 | |
| Guisseley | Up | 109 | |
| Gypsy Lane | Single | 98 | 81m only in Down direction |
| Habrough | Down | 110 | |
| Habrough | Up | 115 | |
| Hadley Wood | Down Fast | 126 | |
| Hadley Wood | Down Slow | 186 | |
| Hadley Wood | Up Fast | 126 | |
| Hadley Wood | Up Slow | 186 | |
| Halifax | Down | 187 | |
| Halifax | Up | 186 | |
| Haltwhistle | Down | 97 | |
| Haltwhistle | Up | 97 | |
| Hammerton | Down | 89 | |
| Hammerton | Up | 86 | |
| Haringay | Down | 125 | |
| Haringay | Up | 126 | |
| Harrogate | 1 | 221 | Trains from Leeds, departing in York direction |
| Harrogate | 1 | 191 | To H26 signal. Trains from Leeds or York, departing in Leeds direction |
| Harrogate | 3 | 243 | |
| Hartlepool | 1 | 76 | |
| Hartlepool | 2 | 136 | Down direction |
| Hartlepool | 2 | 125 | Up direction |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------------------------------------|-----------|---------------|------------------------------|
| | | | |
| Hatfield | Down Fast | 170 | |
| Hatfield | Down Slow | 170 | |
| Hatfield | Up Slow | 170 | |
| Hatfield and Stainforth | Down | 111 | |
| Hatfield and Stainforth | Up | 107 | |
| Havenhouse | Down | 48 | |
| Havenhouse | Up | 34 | |
| Haydon Bridge | Down | 108 | |
| Haydon Bridge | Up | 110 | |
| Headingley | Down | 97 | |
| Headingley | Up | 97 | |
| Healing | Down | 56 | |
| Healing | Up | 56 | |
| Hebden Bridge | Down | 110 | |
| Hebden Bridge | Up | 121 | |
| Heckington | Down | 96 | |
| Heckington | Up | 108 | |
| Heighington | Down | 103 | |
| Heighington | Up | 90 | |
| Hensall | Down | 50 | |
| Hensall | Up | 50 | |
| Hertford North | 1 | 154 | |
| Hertford North | 2 | 153 | |
| Hertford North | 3 | 145 | |
| Hessle | Down | 105 | |
| Hessle | Up | 105 | |
| Heworth | Down | 120 | |
| Heworth | Up | 120 | |
| Hexham | Down | 102 | |
| Hexham | Up | 102 | |
| Highbury and Islington (Northern City Line) | Down | 126 | |
| Highbury and Islington (Northern City Line) | Up | 128 | |
| Hitchin | Down | 249 | |
| Hitchin | Up | 247 | |
| Honley | Single | 65 | |
| Horden | 1 | 100 | |
| Horden | 1 | 100 | |
| Hornbeam Park | Down | 87 | |
| Hornbeam Park | Up | 86 | |
| Hornsey | Down | 124 | |
| Hornsey | Up | 126 | |
| Horsforth | Down | 110 | |
| Horsforth | Up | 115 | |
| Howden | Down | 123 | |
| Howden | Up | 120 | |
| Hubberts Bridge | Down | 78 | |
| Hubberts Bridge | Up | 23 | |
| Huddersfield | 1 | 180 | |
| Huddersfield | 2 | 65 | |
| Huddersfield | 4 | 213 | Down direction |
| Huddersfield | 4 | 172 | Up direction to HU764 signal |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|------------------------|-----------|---------------|----------------------------------------------------------------------------------------------------------------------------------|
| Huddersfield | 5 | 39 | A class 150 set can use Platform 5 as the driver's cab can be beyond the end of the usable passenger length. |
| Huddersfield | 6 | 73 | |
| Huddersfield | 8 | 147 | |
| Hull | 2 | 176 | |
| Hull | 3 | 171 | |
| Hull | 4 | 170 | |
| Hull | 5 | 229 | |
| Hull | 6 | 231 | |
| Hull | 7 | 229 | |
| Hunmanby | Down | 92 | |
| Hunmanby | Up | 92 | |
| Huntingdon | 1 | 166 | |
| Huntingdon | 2 | 295 | |
| Huntingdon | 3 | 247 | |
| Hutton Cranswick | Down | 83 | |
| Hutton Cranswick | Up | 60 | |
| Hykeham | Down | 78 | |
| Hykeham | Up | 80 | |
| Ilkley | 1 | 199 | |
| Ilkley | 2 | 199 | |
| James Cook | Single | 102 | |
| Keighley | Down | 225 | |
| Keighley | Up | 201 | |
| Kildale | Single | 38 | |
| Kirk Sandall | Down | 104 | |
| Kirk Sandall | Up | 104 | |
| Kirkstall Forge | Down | 100 | |
| Kirkstall Forge | Up | 100 | |
| Kirton Lindsey | Single | 129 | |
| Kiveton Bridge | Down | 75 | |
| Kiveton Bridge | Up | 75 | |
| Kiveton Park | Down | 75 | |
| Kiveton Park | Up | 74 | |
| Knaresborough | Down | 82 | |
| Knaresborough | Up | 83 | |
| Knebworth | Down Fast | 169 | |
| Knebworth | Down Slow | 169 | |
| Knebworth | Up Fast | 169 | |
| Knebworth | Up Slow | 169 | |
| Knottingley | Down | 101 | |
| Knottingley | Up | 101 | |
| Langwith Whaley Thorns | Down | 79 | |
| Langwith Whaley Thorns | Up | 79 | |
| Lealholm | Single | 100 | |
| Leeds | 0 | 204 | |
| Leeds | 1 | 274 | When a train is showing as occupying Platform 1 or 1a, then the non-preferred route for arrival into Platform 2 needs to be used |
| Leeds | 2 | 209 | |
| Leeds | 3 | 132 | |
| Leeds | 4 | 154 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------------|----------------------------------|---------------|--------------------------------|
| | | | |
| Leeds | 5 | 206 | |
| Leeds | 6 | 279 | |
| Leeds | 7 | 96 | |
| Leeds | 8 | 342 | |
| Leeds | 8ab | 166 | |
| Leeds | 8cd | 166 | |
| Leeds | 9 | 265 | |
| Leeds | 9b | 106 | |
| Leeds | 9cd | 148 | |
| Leeds | 10 | 99 | |
| Leeds | 11 | 368 | |
| Leeds | 11ab | 149 | |
| Leeds | 11cd | 147 | |
| Leeds | 12 | 309 | |
| Leeds | 12ab | 91 | |
| Leeds | 12cd Westbound | 146 | |
| Leeds | 12cd Eastbound | 123 | |
| Leeds | 13 | 111 | |
| Leeds | 14 | 80 | |
| Leeds | 15 | 221 | |
| Leeds | 15a | 104 | |
| Leeds | 15b | 106 | |
| Leeds | 16 | 218 | |
| Leeds | 16a | 107 | |
| Leeds | 16b | 100 | |
| Leeds | 17 | 106 | |
| Leeds | Through Road (full length) | 327 | |
| Leeds | Through Road West | 100 | |
| Leeds | Through Road East | 105 | |
| Letchworth | Down | 184 | |
| Letchworth | Up | 184 | |
| Lincoln | 1 | 92 | |
| Lincoln | 2 | 54 | |
| Lincoln | 3 | 144 | |
| Lincoln | 4 | 144 | |
| Lincoln | 5 | 165 | |
| Lockwood | Single | 65 | |
| London King's Cross | 0 | 329 | Buffer stop to end of platform |
| London King's Cross | 1 | 304 | Buffer stop to end of platform |
| London King's Cross | 2 | 284 | Buffer stop to end of platform |
| London King's Cross | 3 | 303 | Buffer stop to end of platform |
| London King's Cross | 4 | 303 | Buffer stop to end of platform |
| London King's Cross | 5 | 293 | Buffer stop to end of platform |
| London King's Cross | 6 | 293 | Buffer stop to end of platform |
| London King's Cross | 7 | 293 | Buffer stop to end of platform |
| London King's Cross | 8 | 295 | Buffer stop to end of platform |
| London King's Cross | 9 | 187 | Buffer stop to end of platform |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------------|-------------------|---------------|--------------------------------|
| | | | |
| London King's Cross | 10 | 185 | Buffer stop to end of platform |
| Longbeck | Down | 84 | |
| Longbeck | Up | 83 | |
| Low Moor | 1 | 96 | |
| Low Moor | 2 | 96 | |
| Malton | | 150 | |
| Manors | Down | 84 | |
| Manors | Up | 82 | |
| Market Rasen | Down | 71 | |
| Market Rasen | Up | 74 | |
| Marsden | Down | 100 | |
| Marsden | Up | 99 | |
| Marsden | Up Passenger Loop | 698 | |
| Marske | Down | 137 | |
| Marske | Up | 134 | |
| Marton | Single | 81 | |
| Meadowhall | 1 | 105 | |
| Meadowhall | 2 | 105 | |
| Meadowhall | 3 | 105 | |
| Meadowhall | 4 | 105 | |
| Menston | Down | 98 | |
| Menston | Up | 98 | |
| Metheringham | Down | 57 | |
| Metheringham | Up | 57 | |
| MetroCentre | Down | 100 | |
| MetroCentre | Up | 100 | |
| Mexborough | Down | 112 | |
| Mexborough | Up | 112 | |
| Micklefield | Down | 101 | |
| Micklefield | Up | 90 | |
| Middlesbrough | Down | 265 | |
| Middlesbrough | Up | 201 | |
| Millfield | Down | 65 | |
| Millfield | Up | 65 | |
| Mirfield | Down Fast | 77 | |
| Mirfield | Up Fast | 84 | |
| Mirfield | Up Slow | 102 | |
| Moorthorpe | Down | 110 | |
| Moorthorpe | Up | 120 | |
| Morley | Down | 117 | |
| Morley | Up | 117 | |
| Morpeth | Down | 232 | |
| Morpeth | Up | 234 | |
| Mytholmroyd | Down | 122 | |
| Mytholmroyd | Up | 122 | |
| Nafferton | Down | 80 | |
| Nafferton | Up | 58 | |
| New Barnet | Down Fast | 177 | |
| New Barnet | Down Slow | 160 | |
| New Barnet | Up Fast | 165 | |
| New Barnet | Up Slow | 165 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------|----------------|---------------|----------------------------------------------------------------------------------------------------|
| | | | |
| New Clee | Single | 144 | |
| New Holland | Single | 43 | |
| New Pudsey | Down | 122 | |
| New Pudsey | Up | 122 | |
| New Southgate | Down Fast | 172 | |
| New Southgate | Down Slow | 172 | |
| New Southgate | Up Fast | 172 | |
| New Southgate | Up Slow | 172 | |
| Newark Castle | Down | 97 | |
| Newark Castle | Down | 97 | |
| Newark Castle | Up | 66 | |
| Newark Castle | Up | 66 | |
| Newark North Gate | Down | 255 | |
| Newark North Gate | Passenger Loop | 302 | Down direction |
| Newark North Gate | Passenger Loop | 238 | Up direction |
| Newark North Gate | Up | 255 | |
| Newcastle | 1 | 161 | |
| Newcastle | 10 | 114 | |
| Newcastle | 11 | 106 | |
| Newcastle | 12 | 108 | |
| Newcastle | 2 | 362 | |
| Newcastle | 3 | 304 | |
| Newcastle | 4 | 268 | |
| Newcastle | 5 | 68 | |
| Newcastle | 6 | 97 | Platforms 5 and 6 can be combined with a total length of 217m |
| Newcastle | 7 | 115 | |
| Newcastle | 8 | 41 | Platforms 7 and 8 combined with a total length of 209m in Down direction, and 212m in Up direction |
| Newcastle | 9 | 112 | |
| Newton Aycliffe | Down | 59 | |
| Newton Aycliffe | Up | 59 | |
| Normanton | Down | 81 | |
| Normanton | Up | 81 | |
| North Road | Single | 60 | |
| Northallerton | Down | 261 | |
| Northallerton | Up | 270 | |
| Nunthorpe | Down | 86 | |
| Nunthorpe | Up | 84 | |
| Oakleigh Park | Down Fast | 173 | |
| Oakleigh Park | Down Slow | 173 | |
| Oakleigh Park | Up Fast | 174 | |
| Oakleigh Park | Up Slow | 174 | |
| Old Street | Down | 128 | |
| Old Street | Up | 128 | |
| Outwood | Down | 93 | |
| Outwood | Up | 93 | |
| Pallion | Down | 65 | |
| Pallion | Up | 65 | |
| Palmers Green | Down | 127 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------------------|-----------|---------------|----------------------------------|
| | | | |
| Palmers Green | Up | 137 | |
| Pannal | Down | 91 | |
| Pannal | Up | 91 | |
| Park Lane | Down | 65 | |
| Park Lane | Up | 65 | |
| Pegswood | Down | 89 | |
| Pegswood | Up | 89 | |
| Penistone | Down | 102 | |
| Penistone | Up | 121 | |
| Peterborough | 1 | 326 | No longer a bay platform |
| Peterborough | 2 | 319 | |
| Peterborough | 3 | 265 | |
| Peterborough | 4 | 265 | |
| Peterborough | 5 | 265 | |
| Peterborough | 6 | 188 | |
| Peterborough | 7 | 188 | |
| Pontefract Baghill | Down | 127 | |
| Pontefract Baghill | Up | 102 | |
| Pontefract Monkhill | Down | 101 | |
| Pontefract Monkhill | Up | 96 | |
| Pontefract Tanshelf | Down | 101 | |
| Pontefract Tanshelf | Up | 101 | |
| Poppleton | Down | 84 | |
| Poppleton | Up | 84 | |
| Potters Bar | Down Fast | 166 | |
| Potters Bar | Down Slow | 166 | |
| Potters Bar | Up Fast | 164 | |
| Potters Bar | Up Slow | 164 | |
| Prudhoe | Down | 98 | |
| Prudhoe | Up | 95 | |
| Rauceby | Down | 91 | |
| Rauceby | Up | 91 | |
| Ravensthorpe | Down | 85 | |
| Ravensthorpe | Up | 85 | |
| Rawcliffe | Single | 46 | Includes 8m of substandard width |
| Redcar Central | Down | 102 | |
| Redcar Central | Up | 128 | |
| Redcar East | Down | 84 | |
| Redcar East | Up | 83 | |
| Retford | 1 | 255 | |
| Retford | 2 | 253 | |
| Retford | 3 | 135 | Low Level Platforms |
| Retford | 4 | 135 | Low Level Platforms |
| Riding Mill | Down | 94 | |
| Riding Mill | Up | 100 | |
| Rotherham Central | 1 | 112 | |
| Rotherham Central | 2 | 108 | |
| Rotherham Central | 3 | 30 | For tram (class 399) use only |
| Rotherham Central | 4 | 30 | For tram (class 399) use only |
| Royston | Down | 169 | |
| Royston | Up | 236 | |
| Ruskington | Down | 57 | |
| Ruskington | Up | 57 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|--------------------|--------------|---------------|--------------------------------------------------|
| Ruswarp | Single | 101 | Down direction |
| Ruswarp | Single | 80 | Up direction |
| Saltaire | Down | 102 | |
| Saltaire | Up | 102 | |
| Saltburn | 1 | 156 | |
| Saltburn | 2 | 157 | |
| Saltmarshe | Down | 71 | |
| Saltmarshe | Up | 71 | |
| Sandal and Agbrigg | Down | 93 | |
| Sandal and Agbrigg | Up | 93 | |
| Sandy | Down Slow | 246 | |
| Sandy | Up Slow | 246 | |
| Saxilby | Down | 107 | |
| Saxilby | Up | 97 | |
| Scarborough | 1 | 277 | |
| Scarborough | 2 | 183 | |
| Scarborough | 3 | 163 | |
| Scarborough | 4 | 129 | |
| Scarborough | 5 | 122 | |
| Scunthorpe | Down | 143 | |
| Scunthorpe | Up | 138 | |
| Seaburn | Down | 65 | |
| Seaburn | Up | 65 | |
| Seaham | Down | 115 | |
| Seaham | Up | 115 | |
| Seamer | Down | 120 | |
| Seamer | Up | 125 | |
| Seaton Carew | Down | 125 | |
| Seaton Carew | Up | 125 | |
| Selby | Bay Platform | 120 | |
| Selby | Down | 200 | |
| Selby | Up | 257 | |
| Sheffield | 1 | 330 | |
| Sheffield | 1a | 68 | Down direction to S112 signal |
| Sheffield | 1a | 68 | Up direction to S101 signal |
| Sheffield | 1b | 146 | Down direction clear of 4060B points |
| Sheffield | 1b | 143 | Up direction to S116 signal |
| Sheffield | TL | 293 | Between S102 and S123, between S102 and S113 64m |
| Sheffield | DSS | 293 | |
| Sheffield | 2 | 345 | Down direction to S127 signal |
| Sheffield | 2 | 329 | Up direction to S104 signal |
| Sheffield | 2c | 58 | 54m on east side |
| Sheffield | 3 | 126 | Down direction to S128 signal |
| Sheffield | 4 | 112 | |
| Sheffield | 5 | 326 | Down direction |
| Sheffield | 5 | 237 | Up direction to S106 signal |
| Sheffield | USS1 | 247 | |
| Sheffield | USS2 | 247 | |
| Sheffield | 6 | 351 | |
| Sheffield | 7 | 107 | 135m on east side |
| Sheffield | 8 | 368 | To S139 signal in down direction |
| Sheffield | 8 | 378 | Up direction |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-------------------|-----------|---------------|----------------|
| | | | |
| Shepley | Down | 65 | |
| Shepley | Up | 65 | |
| Sherburn in Elmet | Down | 77 | |
| Sherburn in Elmet | Up | 83 | |
| Shildon | Down | 81 | |
| Shildon | Up | 105 | |
| Shipley | 1 | 102 | |
| Shipley | 2 | 106 | Down direction |
| Shipley | 2 | 115 | Up Direction |
| Shipley | 3 | 240 | Down direction |
| Shipley | 3 | 215 | Up Direction |
| Shipley | 4 | 98 | |
| Shipley | 5 | 98 | |
| Shirebrook | Down | 79 | |
| Shirebrook | Up | 79 | |
| Shireoaks | Down | 97 | |
| Shireoaks | Up | 97 | |
| Silkstone Common | Single | 102 | |
| Skegness | 2 | 201 | |
| Skegness | 3 | 201 | |
| Skegness | 4 | 245 | |
| Skegness | 5 | 245 | |
| Skipton | 1 | 99 | |
| Skipton | 2 | 200 | Up direction |
| Skipton | 2 | 197 | Down direction |
| Skipton | 3 | 183 | Down direction |
| Skipton | 3 | 155 | Up direction |
| Skipton | 4 | 182 | Down direction |
| Skipton | 4 | 154 | Up direction |
| Slaithwaite | Down | 99 | |
| Slaithwaite | Up | 99 | |
| Sleaford | 1 | 224 | |
| Sleaford | 2 | 186 | |
| Sleaford | 3 | 186 | |
| Sleights | Single | 74 | |
| Snaith | Single | 42 | |
| South Bank | Down | 75 | |
| South Bank | Up | 74 | |
| South Elmsall | Down | 91 | |
| South Elmsall | Up | 91 | |
| South Hylton | | 130 | |
| South Milford | Down | 68 | |
| South Milford | Up | 91 | |
| Sowerby Bridge | Down | 118 | |
| Sowerby Bridge | Up | 121 | |
| Spalding | Down | 145 | |
| Spalding | Up | 183 | |
| St Neots | Down Fast | 249 | |
| St Neots | Down Slow | 249 | |
| St Neots | Up Fast | 249 | |
| St Neots | Up Slow | 249 | |
| St Peters | Down | 65 | |
| St Peters | Up | 65 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|-----------------------|-----------------------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Stadium of Light | Down | 65 | |
| Stadium of Light | Up | 65 | |
| Stallingborough | Down | 85 | |
| Stallingborough | Up | 86 | |
| Starbeck | Down | 139 | |
| Starbeck | Up | 139 | |
| Steeton and Silsden | Down | 102 | |
| Steeton and Silsden | Up | 102 | |
| Stevenage | Down Fast | 247 | |
| Stevenage | Down Slow | 247 | |
| Stevenage | Up Fast | 247 | |
| Stevenage | Up Slow | 247 | |
| Stevenage | Platform 5 (turnback) | 127 | |
| Stocksfield | Down | 109 | |
| Stocksfield | Up | 119 | |
| Stocksmoor | Down | 66 | |
| Stocksmoor | Up | 66 | |
| Stockton | Down | 104 | |
| Stockton | Up | 104 | |
| Streethouse | Down | 101 | |
| Streethouse | Up | 103 | |
| Sunderland | 1 | 72 | Up direction |
| Sunderland | 1 | 77 | Down direction |
| Sunderland | 2 | 61 | Up direction |
| Sunderland | 2 | 84 | Down direction. Platforms 1 and 2 can be combined with a total length of 179 metres in the Up direction and 206 metres in the Down direction. |
| Sunderland | 3 | 60 | Down and Up directions |
| Sunderland | 4 | 72 | Down direction |
| Sunderland | 4 | 80 | Up direction. Platforms 3 and 4 can be combined with a total length of 174 metres in the Down direction and 177 metres in the Up direction. |
| Swinderby | Down | 75 | |
| Swinderby | Up | 60 | |
| Swineshead | Down | 94 | |
| Swineshead | Up | 89 | |
| Swinton (S Yorkshire) | 1 | 92 | |
| Swinton (S Yorkshire) | 2 | 92 | |
| Swinton (S Yorkshire) | 3 | 92 | |
| Teesside Airport | Down | 76 | |
| Teesside Airport | Up | 76 | |
| Thirsk | Down | 135 | |
| Thirsk | Up | 148 | |
| Thornaby | Down | 143 | |
| Thornaby | Up | 146 | |
| Thorne North | Down | 89 | |
| Thorne North | Up | 90 | |
| Thorne South | Down | 90 | |
| Thorne South | Up | 90 | |
| Thornton Abbey | Down | 55 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|--------------------|-----------|---------------|------------|
| | | | |
| Thornton Abbey | Up | 55 | |
| Thorpe Culvert | Down | 61 | |
| Thorpe Culvert | Up | 62 | |
| Thurnscoe | Down | 92 | |
| Thurnscoe | Up | 92 | |
| Ulceby | Single | 44 | |
| Ulleskelf | Down | 106 | |
| Ulleskelf | Up | 106 | |
| University | Down | 65 | |
| University | Up | 65 | |
| Wadsley Bridge | Single | 111 | Out of use |
| Wainfleet | Down | 96 | |
| Wainfleet | Up | 96 | |
| Wakefield Kirkgate | 1 | 92 | |
| Wakefield Kirkgate | 2 | 120 | |
| Wakefield Kirkgate | 3 | 103 | |
| Wakefield Westgate | Down | 255 | |
| Wakefield Westgate | Up | 255 | |
| Watton at Stone | Down | 126 | |
| Watton at Stone | Up | 126 | |
| Weeton | Down | 88 | |
| Weeton | Up | 86 | |
| Welham Green | Down | 129 | |
| Welham Green | Up | 129 | |
| Welwyn Garden City | Down Back | 185 | |
| Welwyn Garden City | Down Slow | 185 | |
| Welwyn Garden City | Up Back | 185 | |
| Welwyn Garden City | Up Slow | 185 | |
| Welwyn North | Down | 170 | |
| Welwyn North | Up | 170 | |
| Wetheral | Down | 95 | |
| Wetheral | Up | 74 | |
| Whitby | 1 | 177 | |
| Whitby | 2 | 173 | |
| White Rose | Up | 150 | |
| White Rose | Down | 150 | |
| Whitley Bridge | Down | 65 | |
| Whitley Bridge | Up | 59 | |
| Whitwell | Down | 79 | |
| Whitwell | Up | 79 | |
| Widdrington | Down | 90 | |
| Widdrington | Up | 90 | |
| Winchmore Hill | Down | 136 | |
| Winchmore Hill | Up | 135 | |
| Wombwell | Down | 134 | |
| Wombwell | Up | 99 | |
| Woodhouse | Down | 84 | |
| Woodhouse | Up | 84 | |
| Woodlesford | Down | 100 | |
| Woodlesford | Up | 101 | |
| Worksop | Down | 121 | |
| Worksop | Up | 113 | |
| Wressle | Down | 95 | |

| STATION | PLATFORM | USABLE LENGTH | NOTES |
|---------|----------|---------------|----------------|
| | | | |
| Wressle | Up | 79 | |
| Wylam | Down | 92 | |
| Wylam | Up | 107 | |
| Yarm | Down | 78 | |
| Yarm | Up | 78 | |
| York | 1 | 184 | |
| York | 10 | 315 | Down direction |
| York | 10 | 266 | Up direction |
| York | 11 | 329 | Down direction |
| York | 11 | 329 | Up direction |
| York | 2 | 169 | |
| York | 3 | 242 | Down direction |
| York | 3 | 272 | Up direction |
| York | 4 | 157 | |
| York | 5 | 391 | Down direction |
| York | 5 | 410 | Up direction |
| York | 6 | 264 | |
| York | 7 | 249 | |
| York | 8 | 138 | |
| York | 9 | 318 | Down direction |
| York | 9 | 375 | Up direction |

5.4.1 Loop Lengths

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

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | |
|---------------------------------------------------------|-----------|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | NOTES |
| | | | |
| Claypole | Up | 92/588 | |
| Claypole | Down | 113 / 723 | In Down directions, train in excess of 350 yards (50 SLU) in length are only permitted to stand for a maximum of 15 minutes |
| Newark Northgate | Up/Down | 76/486 | Bi-directional |
| Carlton | Up | 118 / 755 | |
| Carlton | Down | 118 / 755 | |
| Retford | Up | 118 / 755 | Up Platform Loop |
| Ranskill | Up | 118 / 755 | |
| Ranskill | Down | 118 / 755 | |

| LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE) | | | |
|----------------------------------------------------------------|-----------|-----------------------------|-------|
| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | NOTES |
| | | | |
| Royston | Down | 28 / 181 | |

| LN150 FLYOVER EAST JUNCTION TO DECOY NORTH JUNCTION | | | |
|------------------------------------------------------------|-----------|-----------------------------|-------|
| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | NOTES |
| | | | |
| Down Decoy Reception Siding 1 | Down | 261 / 1672 | |
| Down Decoy Reception Siding 2 | Down | 258 / 1650 | |
| Down Decoy Reception Siding 3 | Down | 264 / 1694 | |
| Down Decoy Reception Siding 4 | Down | 264 / 1694 | |
| Down Decoy Reception Siding 5 | Down | 223 / 1430 | |
| Down Decoy South Loop | Down | 55 / 352 | |
| Doncaster Royal Mail Terminal | Down | 275 / 1760 | |

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)

| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | NOTES |
|------------------------------------|-----------|--------------------------------|-------|
| Beckingham Down Goods Loop | Down | 100 / 640 | |
| Beckingham Up Goods Loop | Up | 100 / 640 | |
| West Holmes Down Gainsborough Slow | Down | 89 / 570 | |
| West Holmes Up Gainsborough Slow | Up | 100 / 640 | |

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | NOTES |
|----------------------------|-----------|--------------------------------|-------|
| Darlington UGL | Up | 89 / 569 | |
| Darlington DPL | Down | 105 / 672 | |
| Ferryhill UGL | Up | 70 / 448 | |
| Durham UPL | Up | 88 / 563 | |
| Durham Down Slow | Down | 80 / 512 | |
| Low Fell Down/Up Goods | Down/Up | 35 / 224 | |
| Heaton DGL South | Down | 117 / 748 | |
| Heaton DGL South + North | Down | 383 / 1307 | |
| Heaton UGL | Up | 107 / 684 | |
| Morpeth UPL | Up | 67 / 428 | |
| Chevington DPL | Down | 131 / 838 | |
| Chevington UPL | Up | 135 / 864 | |
| Wooden Gate DPL | Down | 76 / 486 | |
| Wooden Gate DRS | Down | 61 / 390 | |
| Wooden Gate UPL | Up | 137 / 876 | |
| Crag Mill DPL | Down | 160 / 1024 | |
| Crag Mill UPL | Up | 170 / 1088 | |
| Tweedmouth No. 1 Reception | Up | 60/384 | |
| Berwick-upon-Tweed DGL | Down | 119 / 761 | |
| Berwick-upon-Tweed UGL | Up | 60 / 384 | |

LN632 STOCKTON CUT JUNCTION TO SALTBURN

| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | NOTES |
|------------------|-----------|--------------------------------|-------|
| Redcar Down Loop | Down | 53/380 | |

LN696 HEPSCOTT JUNCTION TO MORPETH JUNCTION

| LOCATION | DIRECTION | USABLE LENGTH SLU/METRES | NOTES |
|----------------------------|-----------|--------------------------------|-------|
| Morpeth DMU Reverse Siding | Up/Down | 19/121 | |

5.5 Timing Allowances

All allowances shown are in minutes.

| | |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LH/HST/22x/8 0X | Refers to non-freight locomotive hauled trains and all trains capable of running over 100 mph. Performance allowance does not apply to empty coaching stock moves and freight services |
| MU/LL | Refers to all forms of multiple unit, whether diesel or electric as well as to light locomotives, not capable of running at over 100 mph. Performance allowance does not apply to light locomotives |
| CI 4 | Refers to locomotive hauled Class 4 freight trains |
| CI 6 | Refers to locomotive hauled Class 6 freight trains |

All allowances are indicative for the Final Principal Rules and are subject to change.

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

E refers to engineering allowance

P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

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

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | | | |
|--------------------------------------------------|------|-------------------------|----|---------|----------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST 80X 22X | MU | Freight | Remarks |
| | | | | | |
| Down | | | | | |
| Approach Welwyn Garden City | E | | 1 | | Applied for trains terminating at Welwyn Garden City Only |
| Approach Stevenage | P | 1* | 1* | | *Not applicable to trains from Hertford Loop |
| | E | | | 1* | |
| Approach Holme Jn | E | 1 | 1 | 1 | |
| Approach Newark Northgate | E | 1 | 1 | 1 | |
| Approach Loversall Carr Jn | E | 1 | 1 | 1 | |
| Up | | | | | |
| Approach Doncaster | E | 1* | 1* | 1 | *Not required for services that are routed towards Sheffield |
| Approach Newark F.C. | E | 1* | 1* | 1* | <u>*May be shown approaching Newark Northgate for trains booked to call there</u> |
| After Tallington | E | 1 | 1 | 1 | Does not apply to trains from Stamford direction (LN3615) or EMR services from Nottingham Branch Junction |
| Approach Welwyn Garden City | E | | | 1 | |
| | P | 1 | 1 | | |
| Approach Belle Isle | E | 1 | 1 | 1 | Services routed towards the North London Lines (LN115) are to receive this allowance approaching Copenhagen Jn |

| LN105 MOORGATE TO FINSBURY PARK JUNCTION | | | | | |
|------------------------------------------|------|-------------------------|----------|---------|---------|
| Timing Section | Type | LH HST 80X 22X | MU LL | Freight | Remarks |
| | | | | | |
| Up – Weekdays | | | | | |
| Approach Moorgate | E | | 1 | | |

| LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION | | | | | |
|---------------------------------------------------------|------|----|----|---------|---------|
| Timing Section | Type | LH | MU | Freight | Remarks |
| | | | | | |
| Up | | | | | |
| Approach Canonbury West Junction | E | 1 | 1 | 1 | |

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

| Timing Section | Type | LH HST 80x | MU | Freight | Remarks |
|---------------------------|------|------------------|----|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Down | | | | | |
| Approach Langley Junction | P | 1 | 1* | | *Does not apply to services terminating at Stevenage |
| | E | | 1# | 1 | #Applies only to services terminating at Stevenage |
| Approach Hertford North | E | | 1 | | Applies only to services terminating at Hertford North |
| Approach Gordon Hill | E | | 1 | | Applies only to services terminating at Gordon Hill |
| Up | | | | | |
| Approach Alexandra Palace | P | 1 | 1* | | *Allowance for MU only applies to trains originating from North of Stevenage |
| | E | | 1* | 1 | *Applies only to services terminating at Alexandra Palace and ECS services to Hornsey EMUD (not applicable to reversals from Bowes Park/Bowes Park RRL) |

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

| Timing Section | Type | LH | MU | Freight | Remarks |
|-------------------------------------|------|----|----|---------|-------------------------|
| | | | | | |
| Down | | | | | |
| Approach Letchworth/Baldock/Royston | E | 1 | 1 | 1 | Terminating Trains Only |

LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN)

| Timing Section | Type | LH HST 80X EPU 22X | MU LL | Freight | Remarks |
|--------------------------------|------|--------------------------------|----------|---------|---------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Spalding | E | 1 | 1 | 1 | Terminating trains only |
| Approach Sleaford South Jn | E | 1 | 1 | 1 | |
| Approach Pelham Street Jn | E | 1 | 1 | 1 | |
| Approach Gainsborough Trent Jn | E | 1 | 1 | 1 | Trains to Doncaster only |
| Approach Bessacarr Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Gainsborough Trent Jn | E | 1 | 1 | 1 | |
| Approach Lincoln Pyewipe Jn | P | | 1 | | Trains from Sheffield route direction |
| | E | 1 | 1 | 1 | |
| Approach Sleaford North Jn | E | 1 | 1 | 1 | |
| Approach Spalding | E | 1 | 1 | 1 | |
| Approach Glington Junction | E | 1 | 1 | 1 | |

LN185 ALLINGTON WEST JUNCTION TO SKEGNESS

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|------------------------|------|-------------------------|----------|---------|------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Skegness | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Sleaford | E | 1 | 1 | 1 | Trains from Boston direction |

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|---------------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Pelham Street Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Wrawby Junction | E | 1 | 1 | 1 | |

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

| Timing Section | Type | LH HST 80X EPU 22X | MU LL | Freight | Remarks |
|----------------------------------------|------|--------------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Boultham Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Newark Crossing East Junction | E | 1 | 1 | 1 | |

| LN600 SHAFTHOLME JUNCTION TO RESTON GSP | | | | | |
|-----------------------------------------|------|-------------------------|----|---------|-----------------------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST 80x 22x | MU | Freight | Remarks |
| | | | | | |
| Down | | | | | |
| Approach Colton Jn | E | 1 | 1 | 1 | |
| Approach Darlington/Darlington DGL | P | 1 | 1 | | |
| | E | | | 1 | |
| Approach Birtley Jn | E | 1 | 1 | 1 | |
| Approach Berwick | E | 1 | 1 | 1 | Services which Terminate between Newcastle and Berwick are to receive this allowance approaching their terminating location |
| Up | | | | | |
| Approach Heaton South Jn | E | 1 | 1 | 1 | Services which have originated on Blyth & Tyne routes (LN694/LN702/LN704) do not require this allowance |
| Approaching Darlington | P | 1 | 1 | | |
| | E | | | 1 | |
| Approaching Skelton Jn | E | 1 | 1 | 1 | Services on the SL are to receive this allowance approaching Skelton Bridge Jn |

| LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST | | | | | |
|-------------------------------------------------------------------|------|------------------|----|---------|------------------------------------------------|
| Timing Section | Type | LH HST 80x | MU | Freight | Remarks |
| | | | | | |
| Down | | | | | |
| Approach Eaglescliffe | E | 1 | 1 | 1 | Approaching Eaglescliffe from Yarm |
| Approach Hartlepool | E | 1 | 1 | | Terminating services only |
| Approach Sunderland | E | 1 | 1 | 1 | Approaching Sunderland from Ryhope Grange Jn |
| Approach Pelaw Metro Jn | E | | 1 | | Tyne & Wear Metro only |
| Approach Park Lane Jn | P | 1 | 1 | | |
| | E | 1 | 1 | 2 | |
| Up | | | | | |
| Approach Sunderland | E | 1 | 1* | 1 | All Northern and TWM terminating services only |
| Approach Northallerton East Junction | E | 1 | 1 | 1 | |

| LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION | | | | | |
|-------------------------------------------------|------|-------------------------|----------|---------|---------|
| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
| | | | | | |
| Up – Weekdays | | | | | |
| Approach South Hylton | E | | 1 | | |

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

| Timing Section | Type | LH | MU | Freight | Remarks |
|---------------------|------|----|----|---------|---------|
| | | | | | |
| Up | | | | | |
| Approach Darlington | E | 1 | 1 | 1 | |
| | P | | 1 | | |

LN632 STOCKTON CUT JUNCTION TO SALTBURN

| Timing Section | Type | LH 80X | MU | Freight | Remarks |
|------------------------|------|-----------|----|---------|--------------------------|
| | | | | | |
| Down | | | | | |
| Approach Middlesbrough | E | 1 | 1* | 1 | *Terminating trains only |
| | P | | 1 | | |
| Approach Saltburn | E | 1 | 1 | 1 | |
| Up | | | | | |
| Approach Whitehouse Jn | E | 1 | 1 | 1 | |

LN634 GUISBOROUGH JUNCTION TO WHITBY

| Timing Section | Type | LH | MU | Freight | Remarks |
|-----------------------------|------|----|----|---------|---------|
| | | | | | |
| Down | | | | | |
| Approach Nunthorpe | E | 1 | 1 | 1 | |
| Approach Whitby | E | 1 | 1 | 1 | |
| Up | | | | | |
| Approach Nunthorpe | E | | 1 | | |
| Approach Cargo Fleet Signal | P | 2 | | | |
| | E | | 1 | 2 | |

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Ferryhill South Junction | E | 2 | | 2 | |

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

| Timing Section | Type | LH HST | MU | CI 6 | |
|-----------------------------|------|-----------|----|------|--|
| Up – Weekdays | | | | | |
| Approaching Bishop Auckland | P | 1 | | | |
| | E | 1 | 1 | 1 | |
| Approaching Darlington | P | 1 | | | |
| | E | 1 | 1 | 1 | |

LN682 KING EDWARD BRIDGE SOUTH JUNCTION TO PETTERIL BRIDGE JUNCTION

| Timing Section | Type | LH HST 80X EPU 22X | MU LL | Freight | Remarks |
|-----------------------------------|------|--------------------------------|----------|---------|-----------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Hexham | P | | | | Terminating trains only |
| | E | 1 | 1 | 1 | |
| Approach Petteril Bridge Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Hexam | E | 1 | 1 | 1 | |
| Approach Norwood Jn | P | | 1 | | Not for trains starting at Metro Centre |
| | E | 1 | 1 | 1 | |

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|----------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Up – Weekdays | | | | | |
| Approach Newsham | E | 2 | 2 | 2 | |

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|--------------------------------------|------|-------------------------|----------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Gainsborough Central | E | | 5 | | [5] is required to operate track circuits whilst passenger operation is Saturdays only |
| Approach Retford | E | 2 | 2 | 2 | |
| Approach Worksop | P | | 1 | | |
| Approach Nunnery Main Line Junction | E | 1 | 1 | 1 | |
| | P | | 1* | | *Can be removed from Cross Country and Northern services if the arrival at Sheffield is advertised 1 minute later to the public |
| Up – Weekdays | | | | | |
| | | | | | |
| Approach Worksop | E | 2 | 1 | 2 | Terminating trains only |
| | P | | ½ | | Terminating trains only |
| Approach Retford | E | 2 | 1* 5^ | 2 | *Terminating trains only ^ [5] is required to operate track circuits whilst passenger operation is Saturdays only |
| | P | | 1 | | Terminating trains only |
| Approach Clarborough Junction | E | 2 | 1 | 2 | |
| Approach Gainsborough Central | P | | 1 | | Terminating trains only |
| Approach Marsh Junction/Grimsby Town | E | 2 | 1 | 2 | |
| | P | | 2 | | Terminating Grimsby Town only |
| Approach Cleethorpes | P | | 4* | | 2 minutes may be shown as advertised differential *For arrivals into Cleethorpes for services from Barton-on-Humber, the value of 1 minute performance should be presentable as either <1> before or as public timetable differential in Cleethorpes arrival. |

LN742 KILLINGHOLME JUNCTION TO BROCKLESBY JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Ulceby | E | 1 | | 1 | |
| Up – Weekdays | | | | | |
| Approach Humber Rd Junction | E | 2 | | 2 | |

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

| Timing Section | Type | LH HST EPU 22x | MU LL | Freight | Remarks |
|-------------------------------------------|------|-------------------------|----------|---------|------------------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Scunthorpe Foreign Ore Branch Jn | E | 1 | 1 | 1 | |
| Approach Thorne Jn | E | 1 | | 1 | |
| Approach Doncaster | E | 1 | 1 | 1 | |
| | P | 3 | 2* | | *1 minute for trains starting at Goole or Scunthorpe |
| Up – Weekdays | | | | | |
| Approach Scunthorpe | P | | 1 | | Terminating trains only |
| | E | 1 | 1* | 1 | *Terminating trains Only |
| Approach Wrawby Jn | E | 1 | | 1 | |

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Hexthorpe Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Bentley Junction | E | 1 | 1 | 1 | |

| LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD | | | | | |
|-----------------------------------------------------------------------|------|----------------------------------------|----------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6 | Remarks |
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Dore Station Junction | E | 1* | 1* | 1* | *Can alternatively be applied approaching Sheffield if required |
| Approach Milford Junction | E | 3 | 3 | 2 | |
| Up – Weekdays | | | | | |
| Approach Pontefract Baghill/ Ferrybridge North Junction | E | 2 | | 2 | |
| Approach Moorthorpe/Moorthorpe Signal L6586 | E | 3 | 3 | 3 | |
| Approach Wincobank Junction | P | 1*#^ | 1* | | *Can be applied flexibly between Aldwarke and Nunnery Main Line Junctions if required #Nil for East Midlands Railway services ^Can be removed from Cross Country services if the arrival at Sheffield is advertised 1 minute later to the public |
| Approach Nunnery Main Line Junction | E | 1 | 1 | 1 | |

| LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA ‘OLD ROAD’ | | | | | |
|--------------------------------------------------------------------|------|-------------------------|----------|---------|-----------------------------------------------------------------------|
| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Masborough Junction | E | 2* | 2* | 2* | *Can be applied approaching Masborough Sorting Sidings South Junction |
| Up – Weekdays | | | | | |
| Approach Beighton Junction | E | 2 | 2 | 2 | |

| LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON | | | | | |
|------------------------------------------------------------|------|---------------------------------|----------|------|-----------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
| | | | | | |
| Up – Weekdays | | | | | |
| Approach Doncaster | E | 1 | 1 | 1 | *Can be applied flexibly between Swinton Junction and Doncaster if required #Nil for East Midlands services. |
| | P | 1*# | 1* | | |

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|----------------------------|------|---------------------------------|----------|------|---------|
| | | | | | |
| Up – Weekdays | | | | | |
| Approach Rotherham Central | E | 1½ | | 2 | |

LN836 DONCASTER MARSHGATE JUNCTION TO NEVILLE HILL EAST JUNCTION

| Timing Section | Type | LH HST 80X 22X | MU | Freight | Remarks |
|---------------------------------------------------------|------|-------------------------|----|---------|----------------------------------------------------------------------|
| | | | | | |
| Down | | | | | |
| Approach Holbeck Junction/ Copley Hill West Junction | E | 1 | 1 | 1 | |
| | P | 1* | 1* | | *Does not apply to London North Eastern Railway services |
| Up | | | | | |
| Approach Neville Hill West Jn | P | 1 | 1 | | |
| | E | | | 1 | |
| Approach Doncaster | E | 1 | 1* | 1 | *Does not apply to services starting at Adwick |
| | P | | 1 | | Terminating trains only. Does not apply services starting at Adwick. |

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6 | Remarks |
|---------------------------------------------|------|----------------------------------------|----------|------|---------------------------------------------------------|
| | | | | | |
| Down (York to Harrogate) – Weekdays | | | | | |
| Approaching Knaresborough | P | | 1 | | |
| Down (Leeds to Harrogate) – Weekdays | | | | | |
| Approach Harrogate | E | 1 | 1 | | Terminating trains only |
| | P | | 1 | | Terminating trains only |
| Up (Harrogate to Leeds) – Weekdays | | | | | |
| Approach Armley Junction | E | 1 | 1 | | |
| | P | | 1 | | |
| Up (Harrogate to York) – Weekdays | | | | | |
| Approach Knaresborough | E | | 1 | | Terminating trains only |
| | P | | 1 | | |
| Approach York | P | | 1 | | Can be located approaching Skelton Junc to aid planning |
| | E | | 1 | | Can be located approaching Skelton Junc to aid planning |

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|------------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Applehurst Junction | E | 3 | 3 | 3 | |

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|---------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Up – Weekdays | | | | | |
| Approach Holbeck Junction | E | | 1 | | |
| | P | | 1 | | |

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

| Timing Section | Type | LH 22X | MU | Freight | Remarks |
|----------------------------------------|------|-----------|----|---------|--------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Bradley Wood Junction | E | | 1 | | Trains to Huddersfield only |
| Approach Healey Mills/Horbury Junction | E | 2 | 1 | 2* | *1 minute for Class 0 services |
| Approach Horbury Junction | P | | 1 | | Trains from Huddersfield |
| Approach Castleford | E | | | 1 | From Normanton direction only. |
| Approach Milford | E | 2 | 2 | 2 | |
| Approach Colton Junction | P | 1 | 1 | | |
| Up – Weekdays | | | | | |
| Approach Brighouse | E | | 1 | | Terminating trains only |
| Approach Castleford | E | 1 | 1 | 1 | |

LN858 MILNER ROYD JUNCTION TO BRADFORD MILL LANE JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|-----------------------------|------|---------------------------------|----------|------|-------------------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Mill Lane Junction | E | 2 | 1* | | *Does not apply to services starting at Hebden Bridge |
| Up – Weekdays | | | | | |
| Approach Halifax | P | | 1 | | Terminating trains and trains to Huddersfield only |

LN860 DIGGLE JUNCTION TO COPLEY HILL EAST JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|--------------------------------|------|-------------------------|----------|---------|--------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Huddersfield | E | 1 | 1 | 1 | |
| Approach Whitehall Junction | E | 1 | 1 | 1 | |
| | P | | 1* | | * Applies to stopping services only. |
| Up – Weekdays | | | | | |
| Approach Heaton Lodge Junction | E | | 1 | | Stopping services from Leeds and Wakefield |
| | P | | 1 | | Stopping services from Leeds and Wakefield |

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|------------------------|------|---------------------------------|----------|------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Penistone | P | | 1 | | |
| Approach Huddersfield | E | 1 | 1 | | |
| | P | | ½ | | |
| Up – Weekdays | | | | | |
| Approach Barnsley | E | 1 | 1 | | |
| | P | | 1 | | |

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|---------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Barnsley | E | 1 | | 1 | |
| Approach Horbury Junction | P | | 1 | | |
| Up – Weekdays | | | | | |
| Approach Barnsley | P | | 1 | | Trains starting from Leeds only |
| Approach Wincobank Junction | E | 1 | | 1 | |

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-------------------------------|------|-------------------------|----------|---------|--------------------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Engine Shed Junction | E | 2 | 1 | 2 | Approaching Stourton for trains that terminate or call |
| | P | | 1 | | |

LN880 YORK TO SCARBOROUGH

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|------------------------|------|---------------------------------|----------|------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Malton | E | 1 | 1 | 1 | |
| Approach Scarborough | P | 3 | 1 | | |
| Up – Weekdays | | | | | |
| Approach Malton | P | | 1 | | |
| Approach York | P | 2 | | | |
| | E | 1 | 1 | 1 | |

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTER'S GRANGE JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|-----------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Pontefract | E | | 1* | | * Trains terminating from Wakefield direction |
| | P | | 1* | | |
| Approach Knottingley | E | 1 | 1* | 1 | *Terminating trains only |
| | P | | 1* | | |
| Approach Goole | P | | 2 | | |
| Up – Weekdays | | | | | |
| Approach Knottingley | P | | 1 | | |
| Approach Wakefield Kirkgate | E | | 1 | | |

LN898 NEVILLE HILL EAST JUNCTION TO HULL

| Timing Section | Type | LH HST 80X 22X | MU | Freight | Remarks |
|----------------------------|------|-------------------------|----|---------|-----------------------------------------------|
| | | | | | |
| Down | | | | | |
| Approach Selby | P | 1 | 1 | | Terminating Services Only |
| | E | 1 | 1 | 1 | |
| Approach Gilberdyke | P | 1* | 1* | | *TPE and Northern Services Only |
| Approach Hessle Road Jn | E | 1 | 1 | 1 | |
| Up | | | | | |
| Approach Selby | E | 1 | 1 | 1 | |
| Approach Gascoigne Wood Jn | E | 1 | 1* | 1 | *Does not apply to services starting at Selby |

LN910 TEMPLE HIRST JUNCTION TO SELBY SOUTH JUNCTION

| Timing Section | Type | LH HST 80X | MU | Freight | Remarks |
|----------------|------|------------------|----|---------|---------|
| | | | | | |
| Down | | | | | |
| Approach Selby | E | 1 | 1 | 1 | |

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|--------------------------|------|---------------------------------|----------|------|----------------------------------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approaching Gilberdyke | P | 1 | 1 | | |
| Approach Goole | P | | 1 | | Terminating trains only |
| Up – Weekdays | | | | | |
| Approach Thorne Junction | E | | 1 | | Northern services only. Does not apply to services starting at Goole |

LN914 HULL TO SEAMER WEST JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|------------------------|------|---------------------------------|----------|------|--------------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Beverley | P | | 1 | | Terminating Northern services only |
| Approach Bridlington | E | 2 | 1 | | |
| | P | | 1 | | |
| Approach Seamer | E | 2 | 1 | | |
| Up – Weekdays | | | | | |
| Approach Bridlington | E | | 1 | | |
| | P | | 1 | | |
| Approach Hull | E | 2 | 1* | | *Does not apply to services starting at Beverley |
| | P | | 1 | | |

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION

| Timing Section | Type | LH HST 80X EPU 22X | MU LL | Freight | Remarks |
|--------------------------|------|--------------------------------|----------|---------|-------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Skipton | E | 1 | 1 | 2 | |
| | P | | 1 | | Terminating trains only |
| Up – Weekdays | | | | | |
| Approach Skipton | E | 2 | 2 | 2 | |
| | P | | 1 | | |
| Approach Armley Junction | E | 1 | 1 | 2 | |
| | P | | 1 | | |

LN924 APPERLEY JUNCTION TO ILKLEY

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Ilkley | E | | 1 | | |
| | P | | 1 | | |

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|----------------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Bradford Forster Square | E | 1 | 1 | 2 | |
| | P | | 1 | | |

5.5.2 SX Night time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------------------------|---------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
| Additional Engineering Allowance Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning | | | | | |
| King's Cross – Hitchin | E | 3 | 3 | 3 | 00:01 TWThF – 05:45 TWThF All trains to be timed over the Slow lines with [3] approaching Holloway in the Up and Hitchin in the Down. |
| Hitchin to Peterborough | E | 7 3 10* 3* | 7 3 10* 3* | 7 3 10* 3* | 2300 FSX to 0600 MSX Down Fast approaching Huntingdon Down Main approaching Fletton Up Fast approaching Hitchin Up Slow approaching Hitchin *trains crossing at Cadwell to have [3] approaching that location only |
| Peterborough – Stoke | E | 2 2 | 2 2 | 2 2 | 2300 SX to 0530 MX. All trains timed Slow lines Down Slow approaching Stoke Junction Up Slow after Tallington Junction |
| Stoke - Grantham | E | 20 | 20 | 20 | (B) |
| Grantham - Newark | E | 20 | 20 | 20 | (B) |
| Newark - Loversall Carr Junction | E | 20 | 20 | 20 | (B) |
| Loversall Carr Junction – Doncaster | E | 5 [#] | 5 [#] | 5 [#] | 2250 SX – 0505 MX |
| (A) Only one allowance per train between King's Cross and Hitchin | | | | | |
| (B) Only one allowance per train between Stoke Jn – Loversall Carr Jn. To commence on the Down after the passage of 1D36 King's Cross – Leeds and finish before the passage of 1Y00 York to King's Cross. No other train should be timed to pass these services within SLW times. | | | | | |
| [#] Trains timed FL throughout only. Not applicable to trains starting or terminating in Doncaster Yards | | | | | |

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------------------------------|----------|----------------|------------------------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Additional Engineering Allowance | | | | | |
| Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning | | | | | |
| Doncaster – Colton Junction | | | | | NIL |
| Colton Junction – York | E | 3 | 3 | 3 | 2235 SX – 0550 MX. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York. |
| York – Skelton Junction | E | 3 | 3 | 3 | 0030 MX – 0545 MX |
| Longlands Junction – Darlington South Junction | E | 15 | 15 | 15 | 2300 SX – 0530 MX (B) |
| | E | 2 | | | Diverted Sleeper Services Only |
| Darlington South Junction – Tursdale Junction | E | 15 | 15 | 15 | 2300 SX – 0530 MX (B) |
| | E | 2 | | | Diverted Sleeper Services Only |
| Tursdale Junction – Durham | E | 15 | 15 | 15 | 2300 SX – 0530 MX (B) |
| | E | 2 | | | Diverted Sleeper Services Only |
| Durham – King Edward Bridge | E | 15 | 15 | 15 | 2310 SX – 0520 MX (B) |
| | E | 2 | | | Diverted Sleeper Services Only |
| King Edward Bridge – Newcastle Newcastle – Heaton South Junction | E | 2 | 2 | 2 | 2240 SX – 2335 SX (D) All FL trains to be timed over same line 2335 SX – 0525 MX (D) All trains to be timed over one line |
| | E | 2 | 2 | 2 | 2330 SX – 0500 MX (D) All trains to be timed over one line |
| Heaton South Jn – Alnmouth | E | 10 | 10 | 10 | 2315 SX – 0555 MX (C) |
| Alnmouth – Berwick | E | 10 | 10 | 10 | 2315 SX – 0555 MX (C) |
| Berwick – Signals EG 402/3 | E | 10 | 10 | 10 | 2315 SX – 0555 MX (C) |
| A – Only one allowance per train between Stoke Junction and Loversall Carr Junction, to finish before the passage of 1A01 0505 Leeds – King's Cross. No other train should be timed to pass these services within SLW times | | | | | |
| B – Maximum 17 minutes allowance per train between Longlands Jn. and King Edward Bridge | | | | | |
| C – Refer to ECML Route Strategy in Rules of the Route. Only one allowance per train between Heaton South Junction and Monktonhall Jn. This allowance to be utilised in conjunction with Scotland allowances EG402/3 to Monktonhall Jn to allow for all combinations of possessions. | | | | | |
| D – only one allowance per train King Edward Bridge to Heaton South Jn | | | | | |
| | | | | | |
| | | | | | |

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
|--------------------------------------------------------------------|------|---------------------------------|----------|----------------|--------------------------------------------------------------------------------|
| | | | | | |
| Additional Engineering Allowance Down and Up – Weekdays | | | | | |
| Boughton Junction – Shirebrook Junctions | E | 2 | 2 | 2 | 2200 SX – 0600 MX. Single Line Working. All trains to be timed over same line. |

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

| Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning | | | | | |
|------------------------------------------------------------------------------------|------|---------------------------------|----------|----------------|---------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
| Church Fenton – Colton Junction | E | 3 | 3 | 3 | 2300 SX – 0600 MX. To be coordinated with Colton Jn – York. Only one allowance between Church Fenton and York |
| Horbury Junction – Wakefield Kirkgate | E | 3 | 3 | 3 | 2200 SX – 0600 MX |

5.5.3 SO Daytime (See routes for applicable times)

The values shown in SX Daytime apply to SO Daytime

5.5.4 SO Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | | | |
|-----------------------------------------------------------------------------------------|------|----------------------------------------|----------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
| | | | | | |
| Additional Engineering Allowance Down and Up – Saturday night/Sunday morning | | | | | |
| London King's Cross to Hitchin | E | 3 | 3 | 3 | 23:50 SO – 07:50 Sun All trains to be timed over the Slow Lines with an additional [3] approaching Holloway in the Up and Hitchin in the Down |
| Hitchin to Peterborough | E | 3 | 3 | 3 | 23:50 SO – 07:50 Sun All trains to be timed over the Slow Lines with an additional [3] approaching Hitchin Cambridge Jn in the Up and Fletton Jn in the Down. |

| LN600 SHAFTHOLME JUNCTION TO RESTON GSP | | | | | |
|-----------------------------------------------------------------------------------------|------|----------------------------------------|----------|----------------|----------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
| | | | | | |
| Additional Engineering Allowance Down and Up – Saturday night/Sunday morning | | | | | |
| Colton Junction – York | E | 3 | 3 | 3 | 2315 Sat – 0800 Sun. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York |
| Newcastle – Heaton South Junction | E | 2 | 2 | 2 | 2145 Sat – 1000 Sun. All trains to be timed over the same line |

| LN854 HALL ROYD JUNCTION TO COLTON JUNCTION | | | | | |
|---------------------------------------------------------------------------------------|------|---------------------------------|----------|----------------|------------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
| | | | | | |
| Additional Engineering Allowance Down and Up Saturday night/Sunday morning | | | | | |
| Church Fenton – Colton Jn | E | 3 | 3 | 3 | 2330 Sat – 0830 Sun. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York. |

5.5.5 SUNDAY Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

| LN105 MOORGATE TO FINSBURY PARK JUNCTION | | | | | |
|------------------------------------------|------|-------------------------|----------|---------|---------|
| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
| | | | | | |
| Up – Sundays | | | | | |
| Approach Moorgate | E | | 1 | | |

| LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION (VIA LINCOLN) | | | | | |
|------------------------------------------------------------------|------|--------------------------------|----------|---------|----------------------------|
| Timing Section | Type | LH HST 80X EPU 22X | MU LL | Freight | Remarks |
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Spalding | E | 1 | 1 | 1 | Terminating trains only |
| Approach Sleaford South Jn | E | 1 | 1 | 1 | |
| Approach Pelham Street Jn | E | 1 | 1 | 1 | |
| Approach Gainsborough Trent Jn | E | 1 | 1 | 1 | Trains to Doncaster only |
| Approach Bessacarr Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Gainsborough Trent Jn | E | 1 | 1 | 1 | |
| Approach Lincoln Pyewipe Jn | P | | 1 | | Trains terminating Lincoln |
| | E | 1 | 1 | 1 | |
| Approach Sleaford North Jn | E | 1 | 1 | 1 | |
| Approach Spalding | E | 1 | 1 | 1 | |
| Approach Glinton Junction | E | 1 | 1 | 1 | |

| LN185 ALLINGTON WEST JUNCTION TO SKEGNESS | | | | | |
|-------------------------------------------|------|-------------------------|----------|---------|------------------------------|
| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Skegness | E | 1 | 1 | 1 | |
| Up - Weekdays | | | | | |
| Approach Sleaford | E | 1 | 1 | 1 | Trains from Boston direction |

LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|---------------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Pelham Street Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Wrawby Junction | E | 1 | 1 | 1 | |

LN206 NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JUNCTION

| Timing Section | Type | LH HST 80X EPU 22X | MU LL | Freight | Remarks |
|----------------------------------------|------|--------------------------------|----------|---------|---------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Boultham Junction | E | 1 | 1 | 1 | |
| Up – Weekdays | | | | | |
| Approach Newark Crossing East Junction | E | 1 | 1 | 1 | |

LN627 LONGLANDS JUNCTION TO NEWCASTLE EAST JUNCTION VIA THE COAST

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|---------------------|------|-------------------------|----------|---------|------------------------------------------------|
| | | | | | |
| Up – Sunday | | | | | |
| Approach Sunderland | E | | 1 | | All Northern and TWM terminating services only |

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Up – Sunday | | | | | |
| Approach South Hylton | E | | 1 | | |

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Ferryhill South Junction | E | 2 | 2 | 2 | |

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-------------------------------------|------|-------------------------|----------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Retford | E | 2 | 2 | 2 | |
| Approach Worksop | P | | 1 | | |
| Approach Nunnery Main Line Junction | E | 1 | 1 | 1 | |
| | P | | 1* | | *Can be removed from Cross Country services if the arrival at Sheffield is advertised 1 minute later to the public |
| Up – Sundays | | | | | |
| | | | | | |
| Approach Worksop | E | 2 | 2 | 2 | Terminating trains only |
| | P | | ½ | | Terminating trains only |
| Approach Retford | E | 2 | 2 | 2 | Terminating trains only |
| | P | | 2 | | Terminating trains only |
| Approach Clarborough Junction | E | 2 | 2 | 2 | |
| Approach Gainsborough Central | P | | 1 | | Terminating trains only |
| Approach Marsh Jn/Grimsby Town | E | 2 | 1 | 2 | |
| | P | | 2 | | Nil for trains from Barton on Humber |
| Approach Cleethorpes | P | | 2* | | *For arrivals into Cleethorpes for services from Barton-on-Humber, the value of 1 minute performance should be presentable as either <1> before or as public timetable differential in Cleethorpes arrival. |

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-------------------------------------------|------|-------------------------|----------|---------|------------------------------------------------------|
| | | | | | |
| Down – Weekdays | | | | | |
| Approach Scunthorpe Foreign Ore Branch Jn | E | 1 | 1 | 1 | |
| Approach Thorne Jn | E | 1 | | 1 | |
| Approach Doncaster | E | 1 | 1 | 1 | |
| | P | 3 | 2* | | *1 minute for trains starting at Goole or Scunthorpe |
| Up – Weekdays | | | | | |
| Approach Scunthorpe | P | | 1 | | Terminating trains only |
| | E | 1 | 1* | 1 | *Terminating trains Only |
| Approach Wrawby Jn | E | 1 | | 1 | |

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|-----------------------------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach St. Catherine's Jn | E | 15 | 15 | 15 | Applies only to the first train on the route. |
| Up – Sundays | | | | | |
| Approach Brancliffe Jn | E | 15 | 15 | 15 | Applies only to the first train on the route. |

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Hexthorpe Junction | E | 1 | 1 | 1 | |
| Up – Sundays | | | | | |
| Approach Bentley Junction | E | 1 | 1 | 1 | |
| | | | | | |

LN804 TAPTON JUNCTION TO GASCOIGNE WOOD JUNCTION VIA SHEFFIELD

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|-----------------------------------------------------------|------|---------------------------------|----------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Dore Station Junction | E | 1* | 1* | 1* | *Can alternatively be applied approaching Sheffield if required |
| Approach Milford Junction | E | 3 | 3 | 2 | |
| Up – Sundays | | | | | |
| Approach Pontefract Baghill/Ferrybridge North Junction | E | 2 | 3 | 2 | |
| Approach Moorthorpe/Moorthorpe Signal L6586 | E | 3 | 3 | 3 | |
| Approach Wincobank Junction | P | 1* ^{#A} | 1* | | *Can be applied flexibly between Aldwarke and Nunnery Main Line Junctions if required #Nil for East Midlands Railway services *Can be removed from Cross Country services if the arrival at Sheffield is advertised 1 minute later to the public |
| Approach Nunnery Main Line Junction | E | 1 | 1 | 1 | |

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | Freight | Remarks |
|------------------------------|------|---------------------------------|----------|---------|---------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Masborough Junction | E | 2 | 2 | 2 | |
| Up – Sundays | | | | | |
| Approach Beighton Junction | E | 2 | 2 | 2 | |

LN826 DONCASTER SOUTH YORKSHIRE JUNCTION TO SWINTON

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|---------------------|------|---------------------------------|----------|------|-----------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Up – Sundays | | | | | |
| Approach Doncaster | E | 1 | 1 | 1 | *Can be applied flexibly between Swinton Junction and Doncaster if required #Nil for East Midlands services. |
| | P | 1* [#] | 1* | | |

LN842 THORPE MARSH JUNCTION TO ADWICK JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|------------------------------|------|-------------------------|----------|---------|---------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Applehurst Junction | E | 3 | 3 | 3 | |

LN852 HOLBECK JUNCTION TO BRADFORD INTERCHANGE

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|---------------------------|------|-------------------------|----------|---------|--------------------------------------------------------------------|
| | | | | | |
| Up – Sundays | | | | | |
| Approach Holbeck Junction | P | | 2* | | * 1 minute for trains from Halifax, Hebden Bridge or Huddersfield. |

LN860 DIGGLE JUNCTION TO COPLEY HILL EAST JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|--------------------------------|------|-------------------------|----------|---------|----------------------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Huddersfield | E | | 1 | | Terminating trains only |
| | P | | 1 | | Terminating trains only |
| Up – Sundays | | | | | |
| Approach Huddersfield/Marsden | E | | 1 | | Terminating trains only |
| Approach Heaton Lodge Junction | P | | 1 | | Stopping services from Leeds direction |

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|-----------------------|------|---------------------------------|----------|------|---------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Penistone | P | | 1 | | |
| Approach Huddersfield | E | 1 | 1 | | |
| | P | | 1/2 | | |
| Up – Sundays | | | | | |
| Approach Barnsley | E | 1 | 1 | | |
| | P | | 1 | | |

LN868 WINCOBANK JUNCTION TO HORBURY JUNCTION VIA BARNSELY

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|---------------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Barnsley | E | 1 | | 1 | |
| Up – Sundays | | | | | |
| Approach Barnsley | P | | 1 | | Trains starting from Leeds only |
| Approach Wincobank Junction | E | 1 | | 1 | |

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-------------------------------|------|-------------------------|----------|---------|------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Engine Shed Junction | E | 2 | 2* | 2 | Approaching Stourton for trains that terminate or call * 1 minute for trains from Knottingley direction |
| | P | | 2 | | |

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTER'S GRANGE JUNCTION

| Timing Section | Type | LH HST EPU 22X | MU LL | Freight | Remarks |
|-----------------------------|------|-------------------------|----------|---------|-----------------------------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approach Pontefract | E | | 1* | | * Trains terminating from Wakefield direction |
| | P | | 1* | | * Trains terminating from Wakefield direction |
| Approach Knottingley | E | 1 | 1 | 1 | |
| | P | | 1 | | |
| Approach Goole | P | | 2 | | |
| Up – Sundays | | | | | |
| Approach Knottingley | P | | 1 | | |
| Approach Wakefield Kirkgate | E | | 1 | | |
| | P | | 1 | | |

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
|------------------------|------|---------------------------------|----------|------|-------------------------|
| | | | | | |
| Down – Sundays | | | | | |
| Approaching Gilberdyke | P | 1 | 1 | | |
| Approach Goole | P | | 1 | | Terminating trains only |

| LN914 HULL TO SEAMER WEST JUNCTION | | | | | |
|------------------------------------|------|---------------------------------|----------|------|---------------------------------------------------------------------------------|
| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6 | Remarks |
| | | | | | |
| Down – Sundays | | | | | |
| Approach Bridlington | E | 2 | 2 | | Terminating trains only |
| | P | | 1 | | |
| Approach Seamer | E | 2 | 2* | | * Does not apply to trains starting from Filey and continuing to York or beyond |
| Up – Sundays | | | | | |
| Approach Bridlington | P | | 1 | | |
| Approach Hull | E | 2 | 2* | | * 1 minute for trains starting from Beverley |
| | P | | 1 | | |

5.5.6 Sunday Night time (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION | | | | | |
|---------------------------------------------------------------------------------------|------|----------------------------------------|----------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
| Additional Engineering Allowance Down and Up – Sunday night/Monday morning | | | | | |
| King's Cross – Hitchin | E | 3 | 3 | 3 | 00:01 M – 05:45 M All trains to be timed over the Slow lines with an additional [3] approaching Holloway in the Up and Hitchin in the Down. |
| Hitchin to Peterborough | E | 10* | 10* | 10* | 23:00 Su – 06:00 M All trains over the Fast to be timed with an additional [10] approaching Hitchin Cambridge Jn in the Up and Fletton Jn in the Down *Slow Line trains to be timed with [3] approaching Cambridge Jn in the Up and Fletton or Peterborough in the Down. |
| Peterborough – Stoke | E | 2 | 2 | 2 | 23:10 Su – 05:30 MO Down. All trains to be timed Slow line 23:10 – 05:30 MO Up. All trains to be timed Slow line |
| * 3 mins trains timed SL/GL | | | | | |

LN600 SHAFTHOLME JUNCTION TO RESTON GSP

| Timing Section | Type | LH HST 80X EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
|------------------------------------------------------------------------------------------------------|------|----------------------------------------|----------|----------------|---------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Additional Engineering Allowance Down and Up – Sunday night/Monday morning | | | | | |
| Loversall Carr Junction – Doncaster | E | 5* | 5* | 5* | 2230 Sun – 0530 Mon * 3 for trains timed SL/GL |
| Colton Junction – York | E | 3 | 3 | 3 | 2200 Sun – 0550 Mon (A) |
| York – Skelton Junction | E | 2 | 2 | 2 | 2240 Sun – 0545 Mon all trains to be timed over same line |
| Skelton Junction – Longlands Junction | E | 2 | 2 | 2 | 2130 Sun – 0555 Mon all trains to be timed to run Slow line |
| Longlands Junction – Darlington South Junction | E | 15 | 15 | 15 | 2145 Sun – 0545 Mon (B) |
| Darlington South Jn – Tursdale Jn | E | 15 | 15 | 15 | 2230 Sun – 0545 Mon (B) |
| Tursdale Junction – Durham | E | 15 | 15 | 15 | 2235 Sun – 0525 Mon (B) |
| Durham – King Edward Bridge | E | 15 | 15 | 15 | 2230 Sun – 0525 Mon (B) |
| King Edward Bridge – Newcastle | E | 2 | 2 | 2 | 2240 Sun – 2335 Sun All FL trains to be timed over the same line (C) 2335 Sun – 0525 Mon All trains to be timed over same line (C) |
| Newcastle to Heaton South Jn | E | 2 | 2 | 2 | 2245 Sun – 0500 Mon All trains to be timed over same line (C) |
| (A) To be coordinated with Church Fenton – Colton. Only one allowance between Church Fenton and York | | | | | |
| (B) Only one allowance per train between Longlands and King Edward Bridge South | | | | | |
| (C) Only one allowance between KEB and Heaton South Junction | | | | | |

LN752 WRAWBY JUNCTION TO MARSHGATE JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
|---------------------------------------------------------------------------------------------|------|---------------------------------|----------|----------------|-----------------------------------------------------------|
| | | | | | |
| Additional Engineering Allowance Down and Up – Sunday night/Monday morning | | | | | |
| Wrawby Junction – Thorne Junction | E | 2 | 2 | 2 | 2340 Sun – 0530 Mon. |
| Thorne Jn – Kirk Sandall Jn | E | 2 | 2 | 2 | 2345 Sun – 0445 Mon all trains to be timed via slow lines |

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
|---------------------------------------------------------------------------------------|------|---------------------------------|----------|----------------|---------------------------------------------------------------------------------|
| | | | | | |
| Additional Engineering Allowance Down and Up – Sunday night/Monday morning | | | | | |
| Boughton Junction – Shirebrook Junctions | E | 2 | 2 | 2 | 2200 Sun – 0600 Mon. Single Line Working. All trains to be timed over same line |

LN854 HALL ROYD JUNCTION TO COLTON JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
|-------------------------------------------------------------------------------------|------|---------------------------------|----------|----------------|-----------------------------------------------------------------------------------------------------------------|
| | | | | | |
| Additional Engineering Allowance Down and Up Sunday night/Monday morning | | | | | |
| Heaton Lodge Jn – Thornhill LNW Jn | | | | | 0015 Mon – 0530 Mon Up trains to be timed on Slow line |
| Church Fenton – Colton Jn | E | 3 | 3 | 3 | 2300 Sun – 0600 Mon. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York |

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION

| Timing Section | Type | LH HST EPU CI 4 22X | MU LL | CI 6, 7 & 8 | Remarks |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---------------------------------|----------|----------------|-------------------------|
| | | | | | |
| Additional Engineering Allowance Down and Up – Sunday night/Monday morning | | | | | |
| Shipley East Junction – Skipton | E | 20 | 20 | 20 | 0001 Mon – 0515 Mon (A) |
| Skipton – Hellifield | E | 20 | 20 | 20 | 2145 Sun – 0530 Mon (A) |
| (A) Only one allowance per train between Kirkstall Junction and Hellifield, to be co-ordinated with NW&C allowances. Refer to Section 5.5.6 of the NW&C Timetable Planning Rules | | | | | |

6 Timetabling Considerations

6.1 Advertised and Working Times

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

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

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

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

6.2 Timing of Light Locomotives

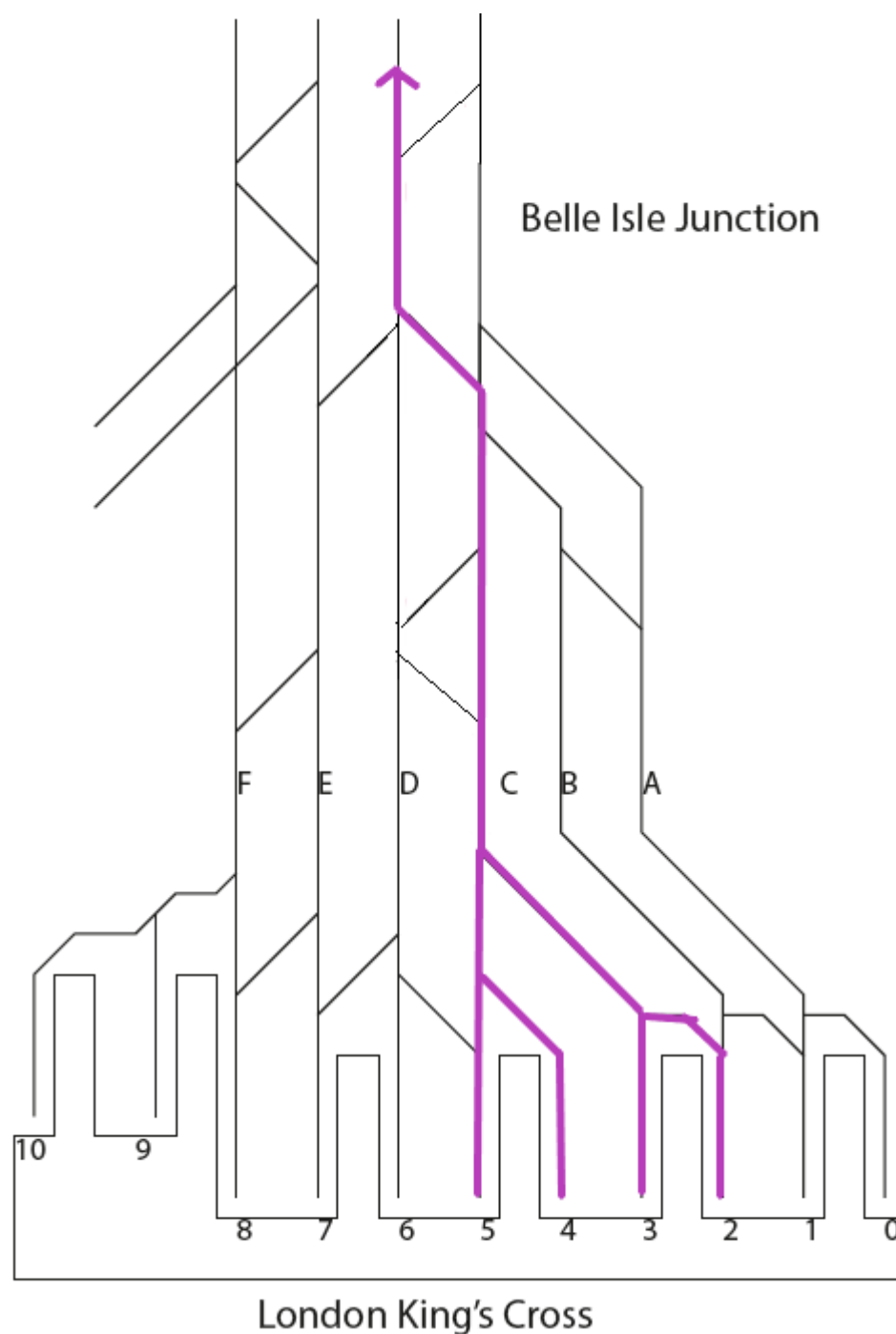
It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Area Timing Specialist.

7 Appendix A Timing Point Diagrams

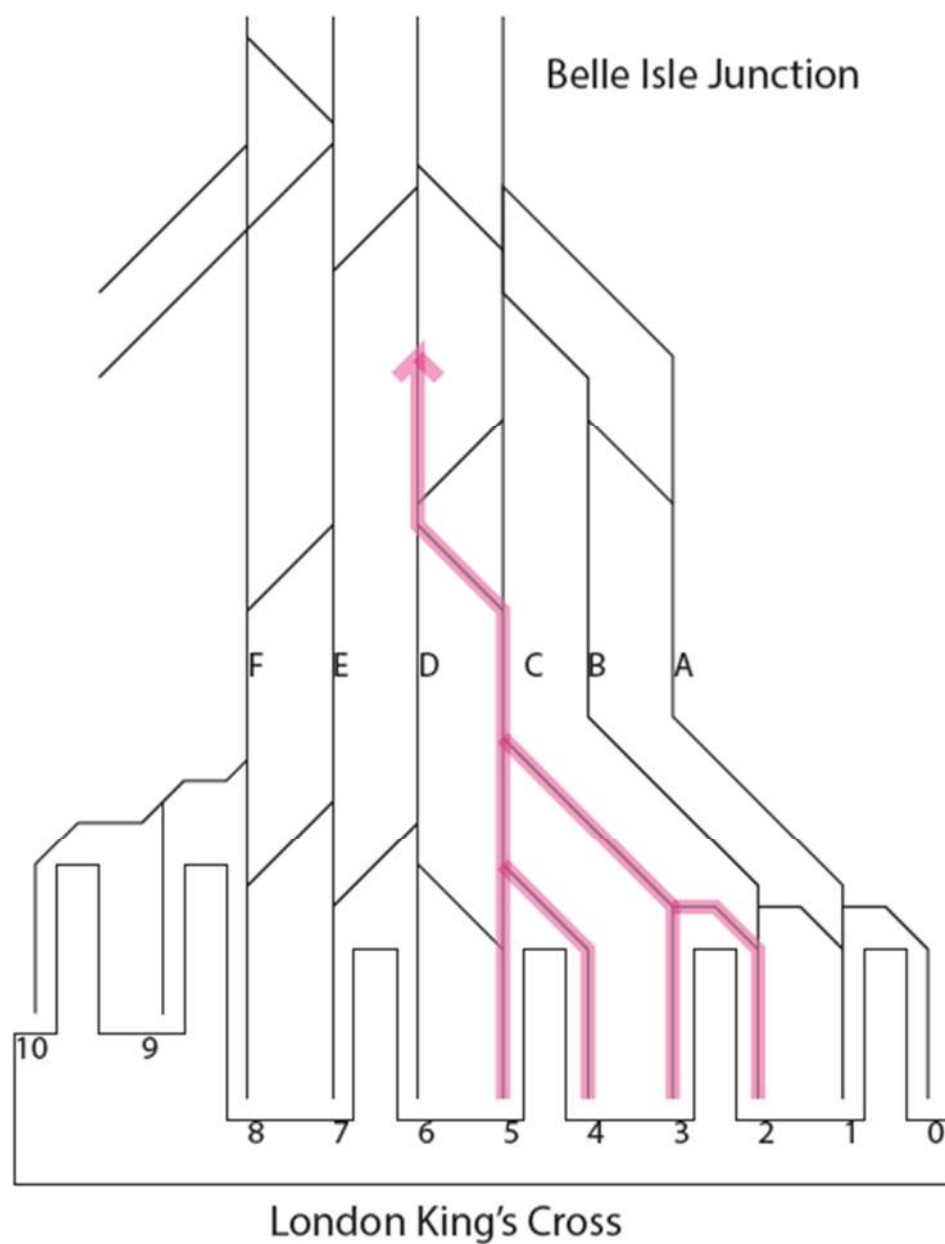
The following diagrams are supplementary to the information shown in Section 2.1

LN101 LONDON KING'S CROSS TO SHAFTHOLME JUNCTION

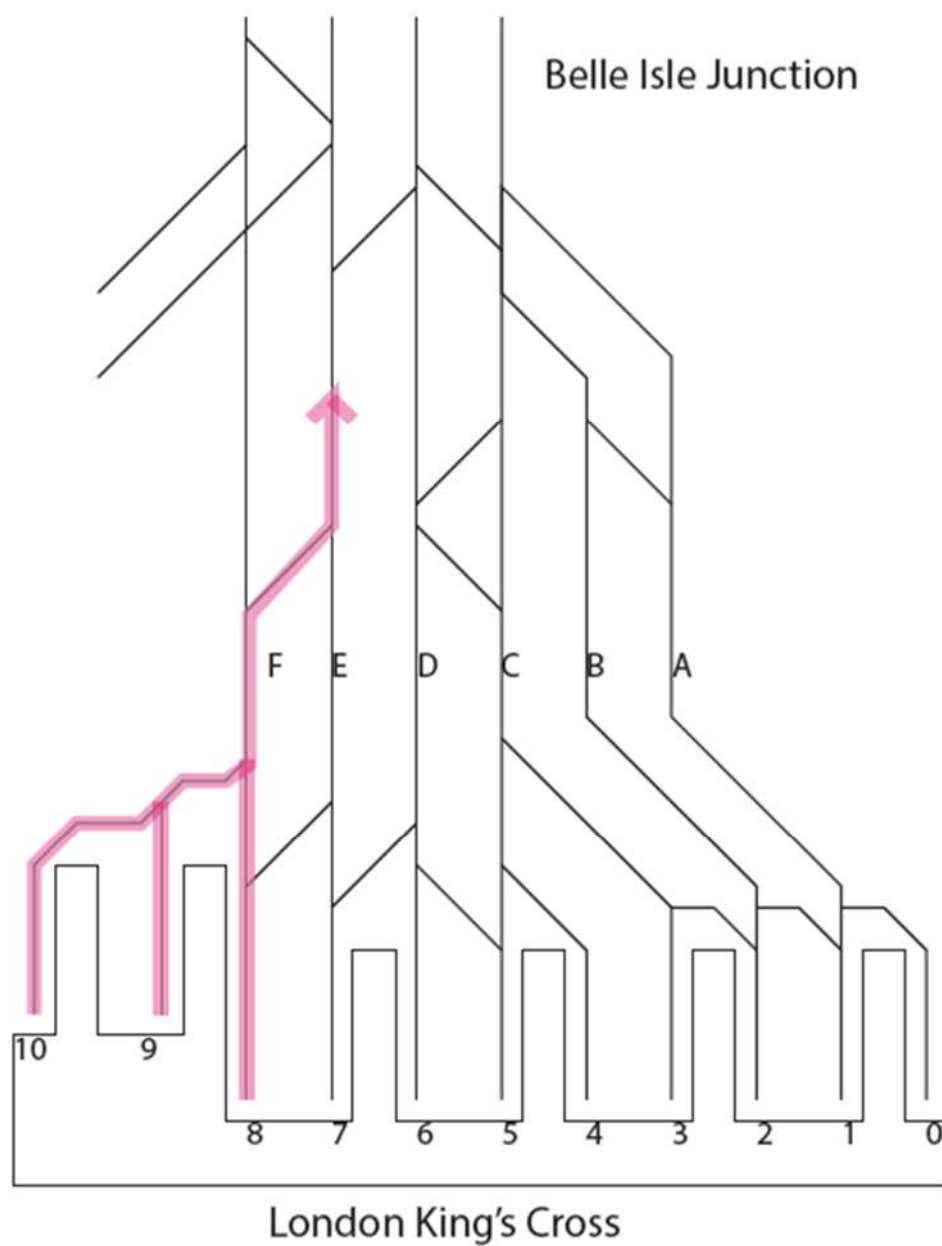
London King's Cross Route C (from Platforms 2-5)



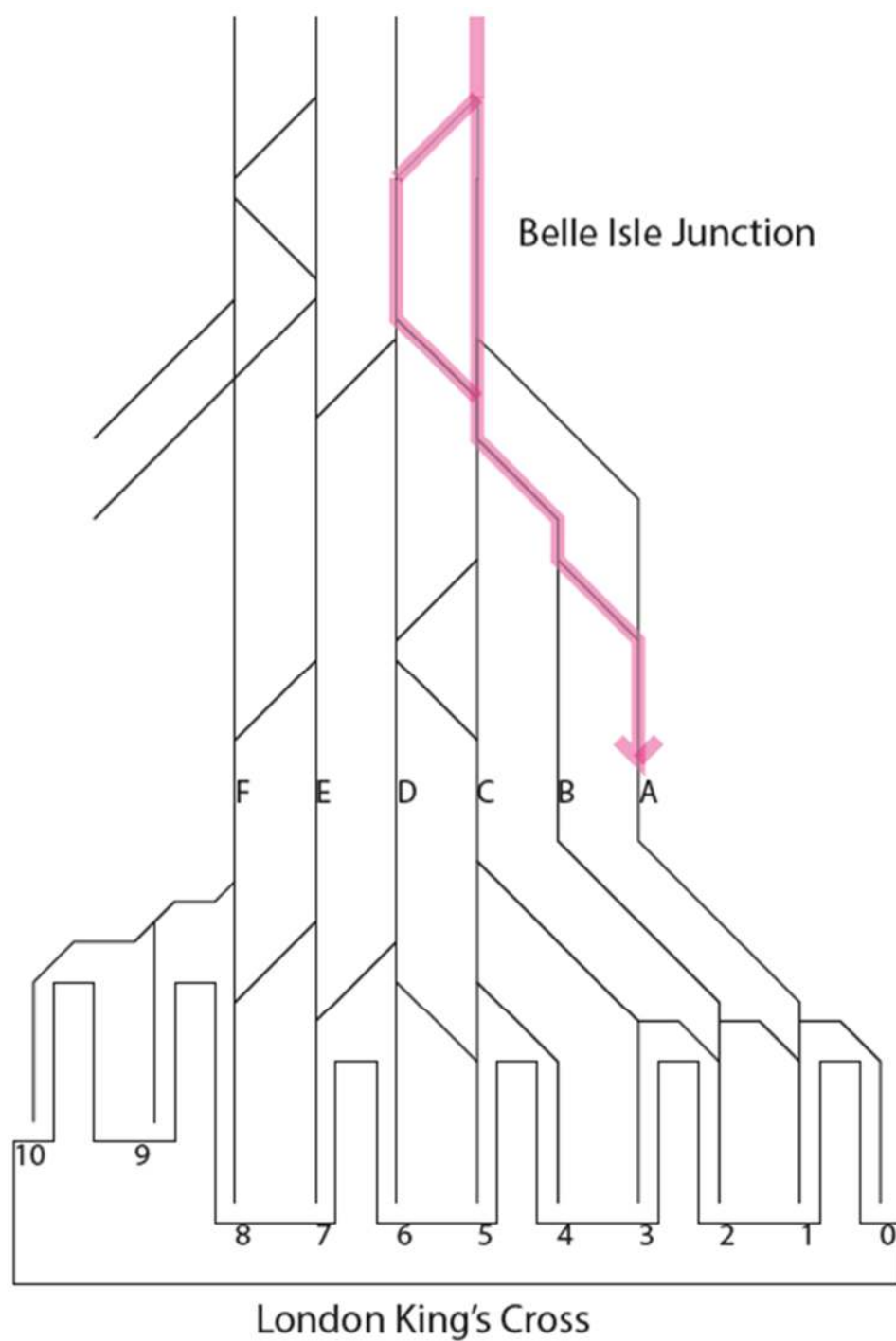
London King's Cross Route CX (from Platforms 2-5)



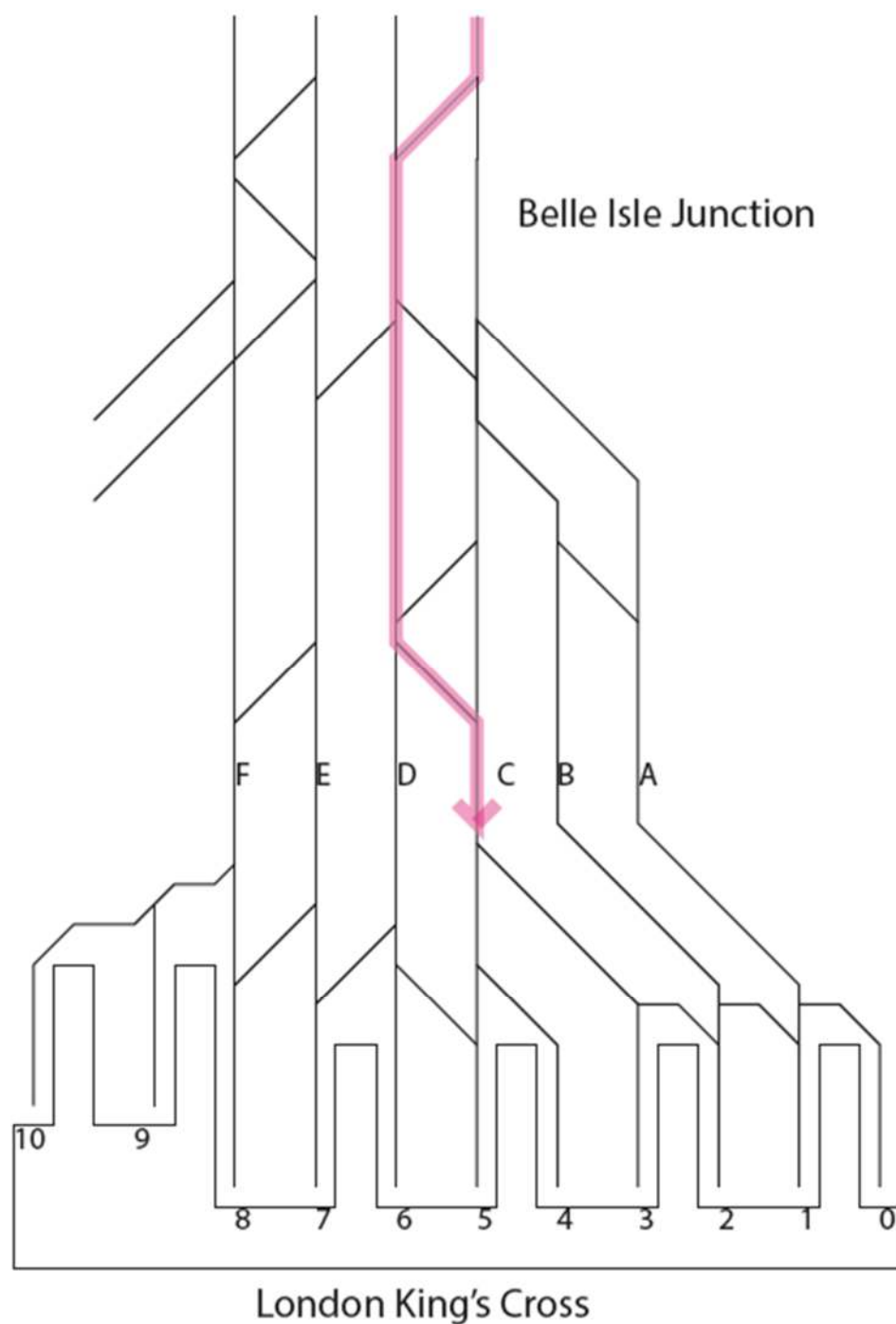
London King's Cross Route FX (from Platforms 8-10)



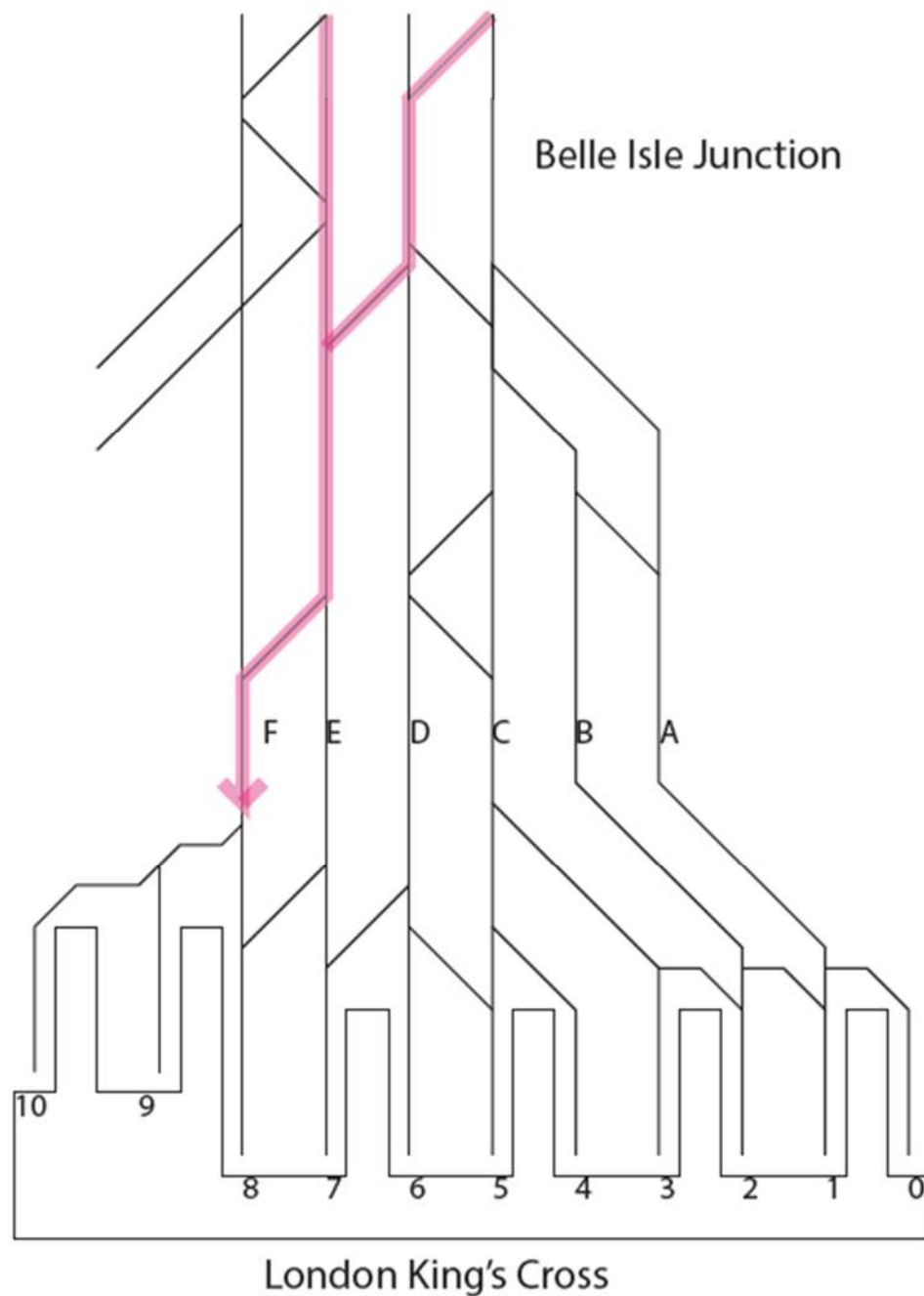
Belle Isle Route BX (into London King's Cross Platforms 0-1)



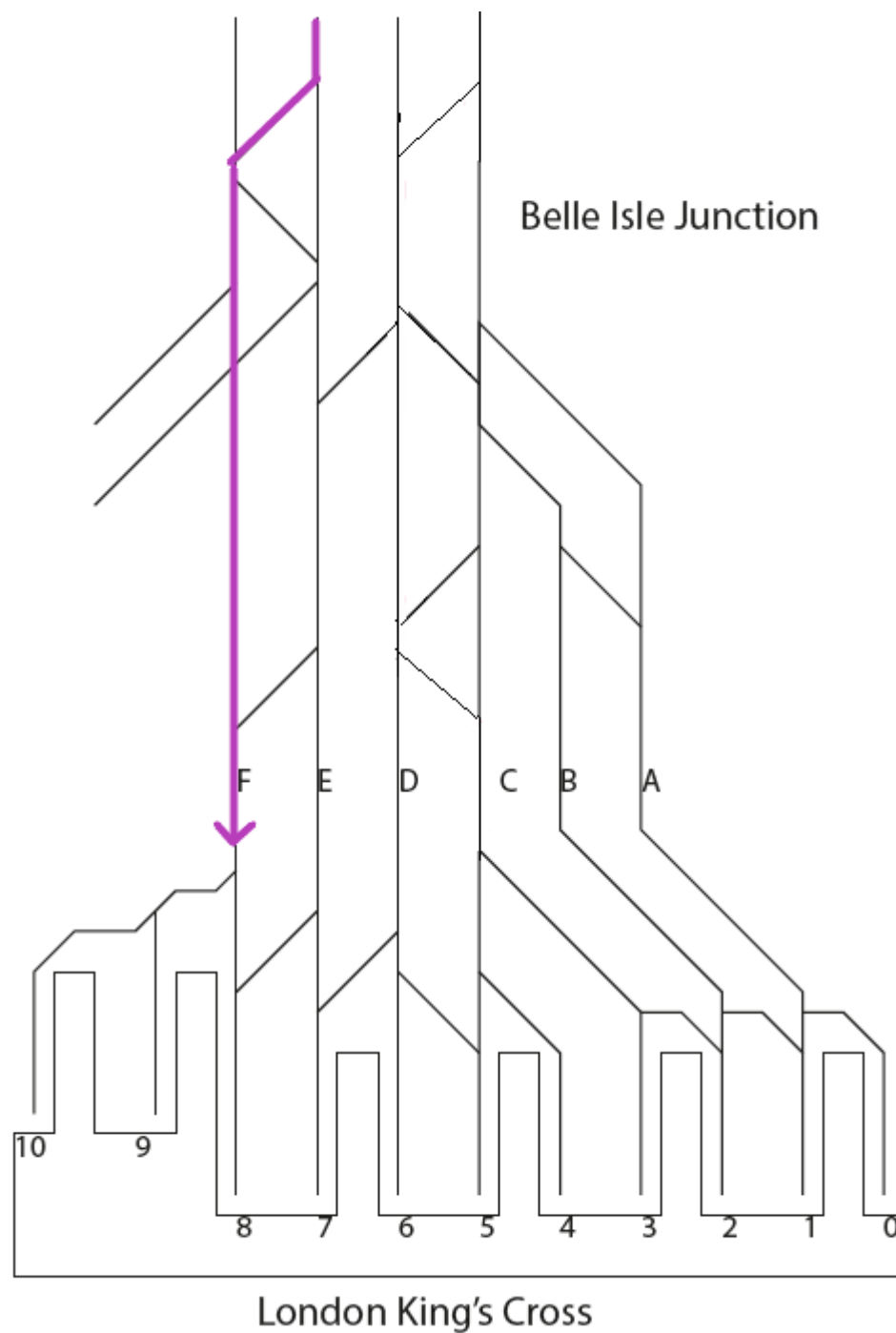
Belle Isle Route DX (into London King's Cross Platforms 2-5)



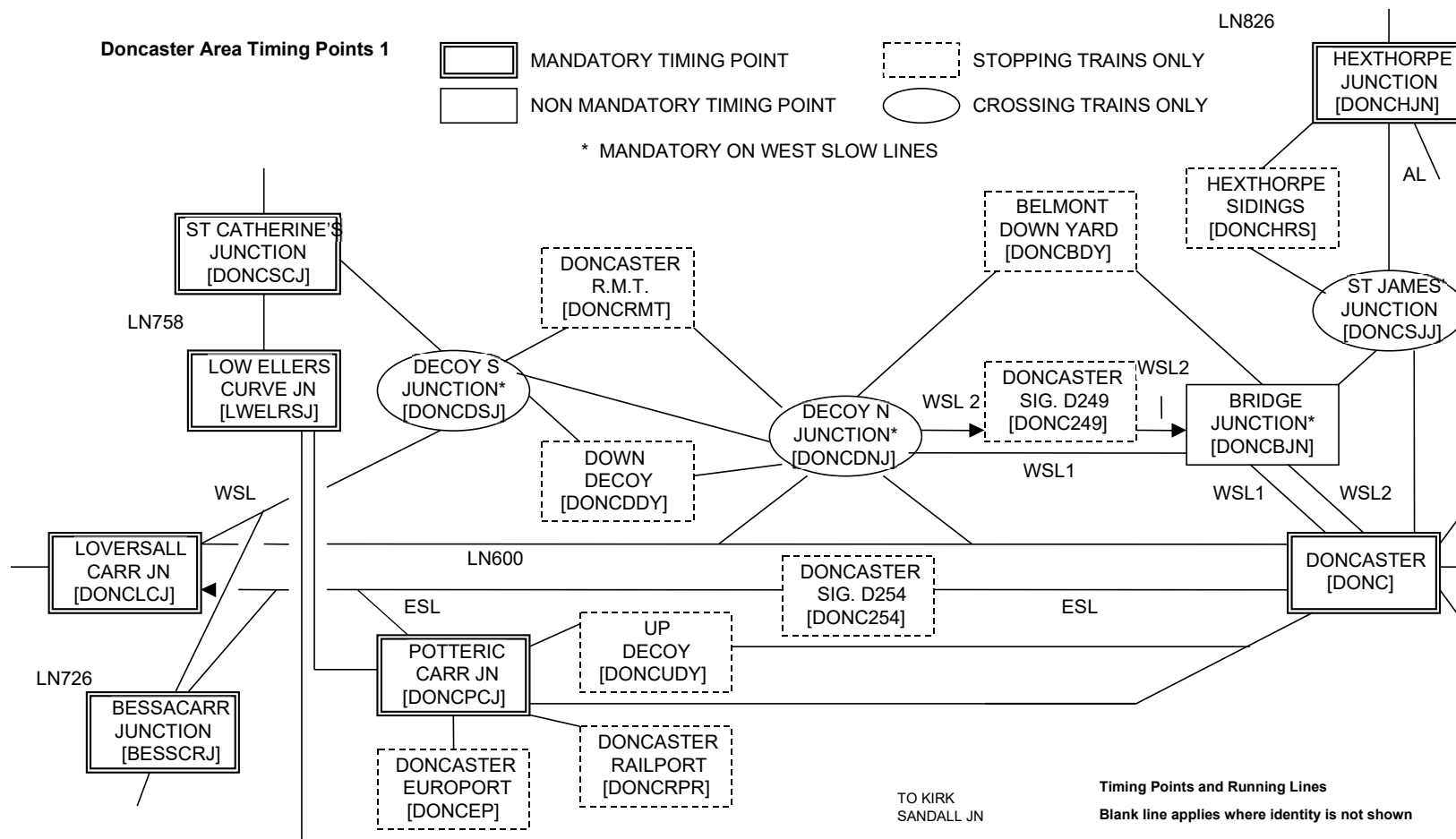
Belle Isle Route EX (into London King's Cross Platforms 8-10)



fBelle Isle Route F (into London King's Cross platforms 8-10)

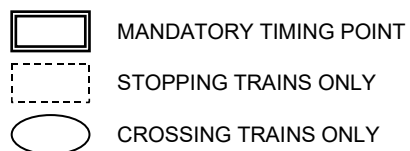


LN600 SHAFTHOLME JUNCTION TO RESTON GSP



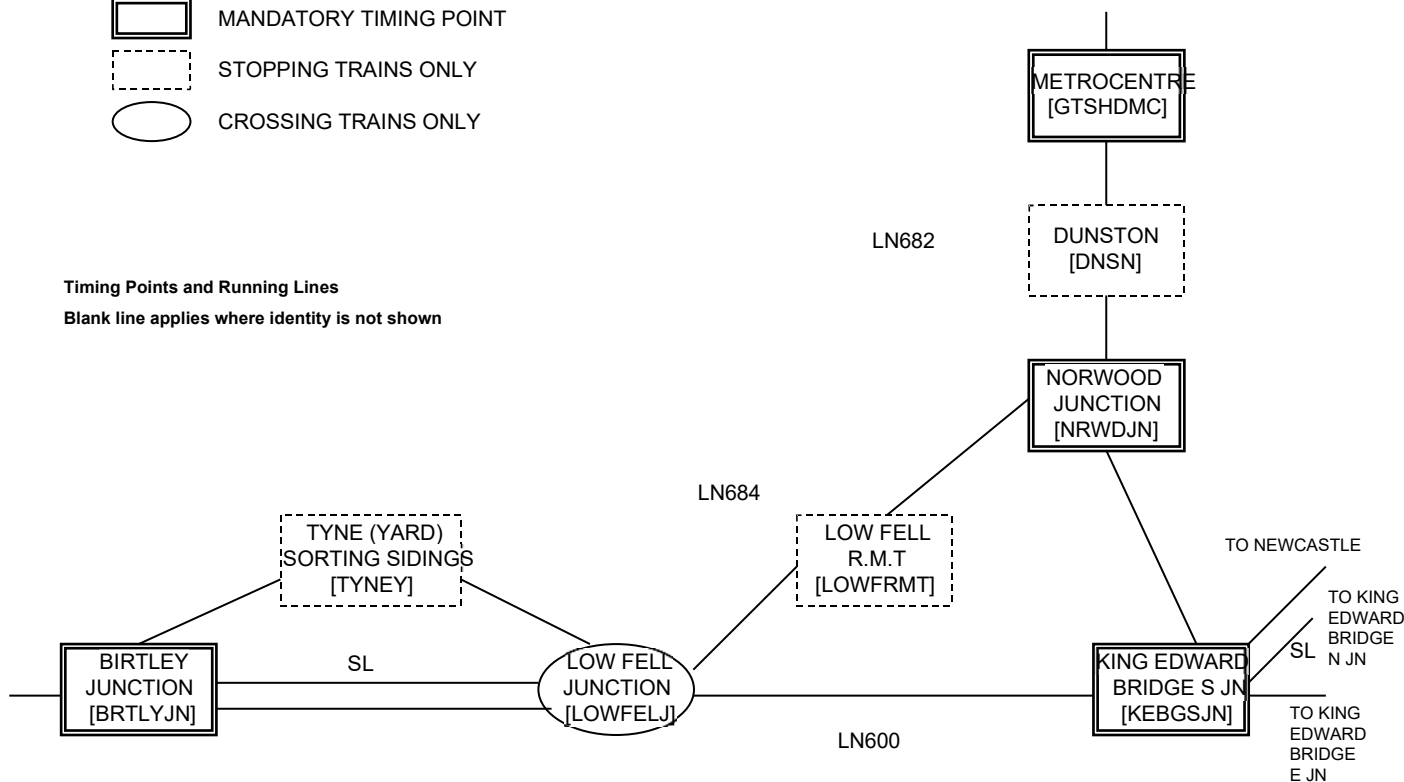


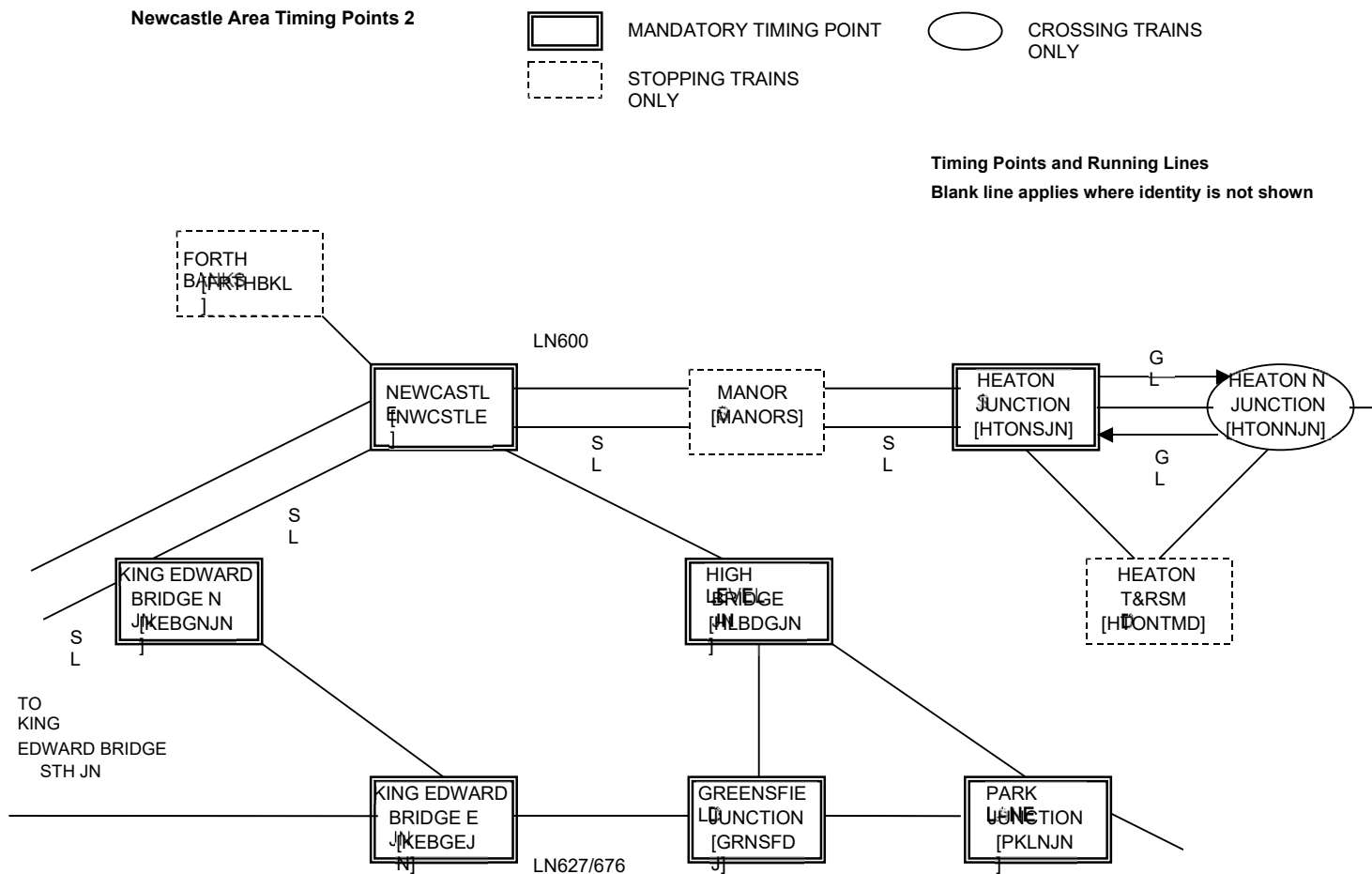
Newcastle Area Timing Points 1



Timing Points and Running Lines

Blank line applies where identity is not shown

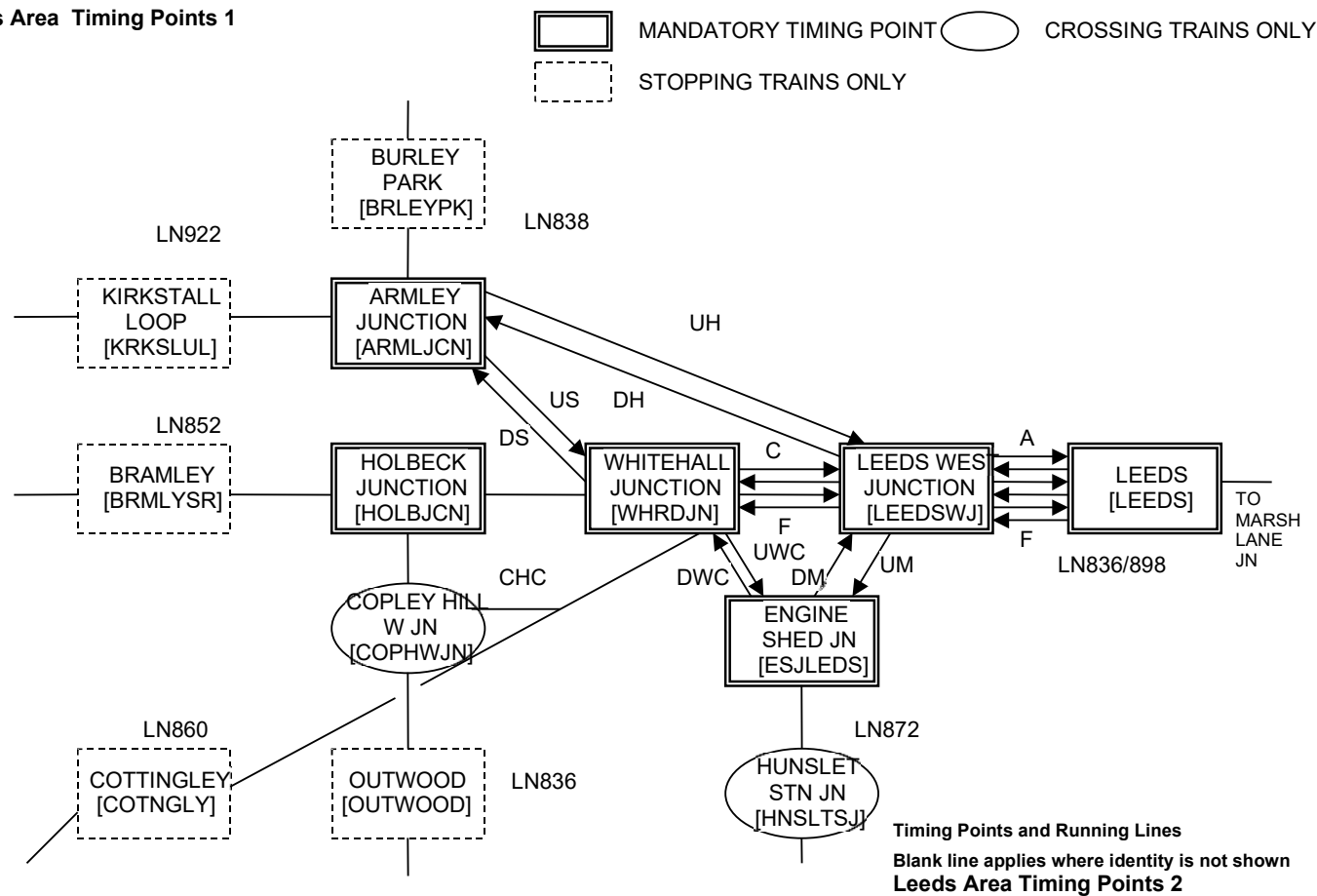




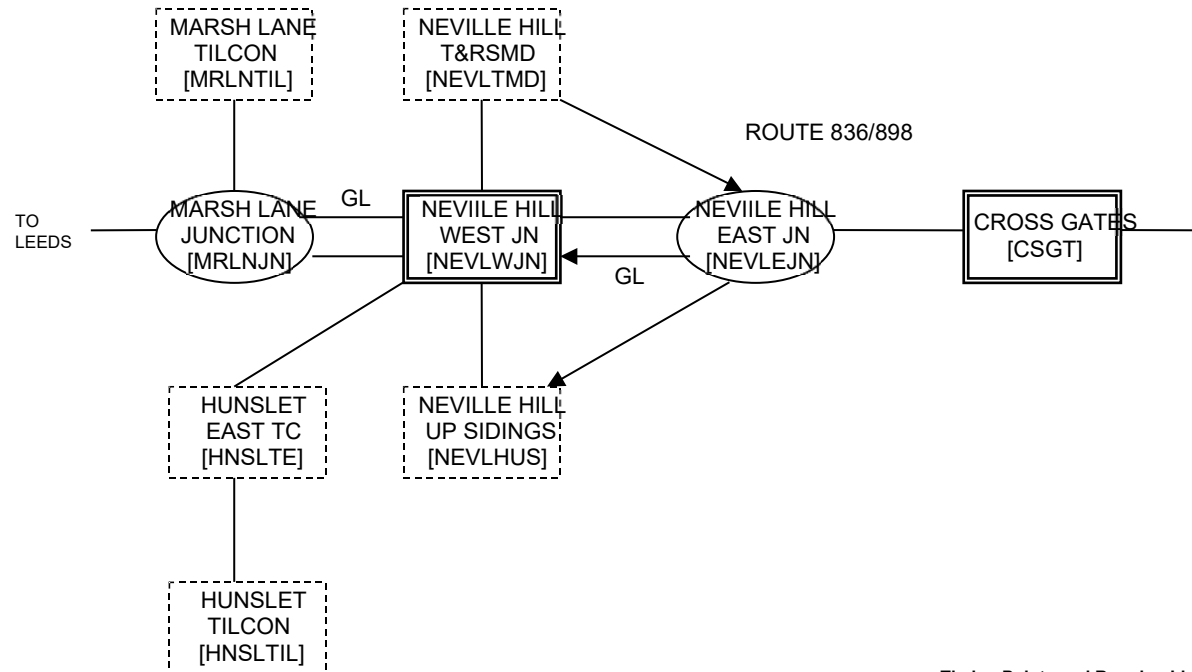
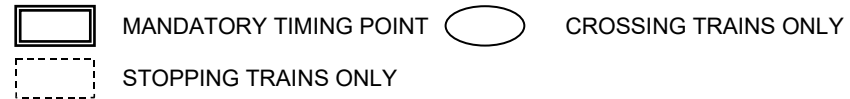
LN836/898/854 HOLBECK JUNCTION TO COLTON JUNCTION

ST CATHERINE'S

Leeds Area Timing Points 1



Leeds Area Timing Points 2



Timing Points and Running Lines
Blank line applies where identity is not shown