



Network Rail
System Operator
The Quadrant
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Milton Keynes
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25th October 2024

Commentary on the North West & Central Timetable Planning Rules 2026

Version 1

Preliminary Proposal for Principal Change Timetable 2026

This document is a covering note for the Timetable Planning Rules – Preliminary Proposal for Principal Change Timetable 2026 – and provides a specific commentary to the route described above.

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

New or Amended text is red

~~Deleted text is green and struck through~~

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

The following is a summary of changes in content from Version 4.1 of the 2025 Timetable Planning Rules.

1 Introduction and General Notes

1.1 Index of Routes

No change

1.2 Sectional Appendices and Rule Book

No change

1.3 Definitions

No change

1.3.1 Train Classification

G Addition of **Class 1 Transport for Wales** service to **Birmingham New Street**

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

No change

- 1.3.4 **Line Codes**
BS New line code for Single Line between **Worcester Shrub Hill** and **Worcester Foregate Street**
DS New line code for line between **Worcester Foregate Street** and **Worcester Tunnel Jn**

- 1.3.5 **Activity and Other Codes**
 No change

2 Route Description

- 2.1 **Planning Geography**
- MD101** **Park Street MBR Site.** Amended **F** code to **S**
- MD105** **Northampton South Jn.** Change from reference location to conditional. **S** code added for stopping location. Route code - added in Down.
Northampton. Additional Up code of **DN** added.
- MD140** **Forders Sidings A&D Line.** Renamed from **Forders Loop** to reflect Sectional Appendix. - line code added in Up.
Forders Sidings. Removed - line code in Up as not required.
Forders Sidings Signal MV250. New entry to reflect signal used for propelling movements. - line code added in Up direction as only Up direction moves. **S** code added.
- MD145** **Camden Road West Jn.** Addition of note of where **OP** stop is to be shown to reflect Anglia rules.
Primrose Hill Signal NL1202. Removal of **OP** stop note for ARS purposes.
- MD166** **Willesden F Sidings.** Amended **F** code to **S**
- MD410** **Hawkesbury Lane Sidings.** Amended from **Loop** to **Sidings**.
- MD430** **Droitwich Spa.** Added - line code in up as was missing.
Kidderminster Down Goods Loop. Added **S** code as was missing
Kidderminster Severn Valley Railway. Added **S** code as was missing
- MD435** **Caledonia Yard.** Removed **F** code
- MD450** **Brierly Hill.** Removed **F** code
- MD565** **Aldridge Signal WR1438.** New entry with - line code added in both directions. TIPLOC ID shown. **S** code added.
Aldridge Signal WR1439. New entry with - line code added in both directions. TIPLOC ID shown. **S** code added
- MD736** **Network Rail/HS2 Boundary.** New timing point to show services leaving Network Rail infrastructure. - added in Down direction. **S** code added.
Claydon Loops. Removed note as no longer required with addition of new timing point for Claydon Reception Line.
Claydon Reception Line. New timing point to split the line from **Claydon Loop** entry. - line code added in both directions, **S** code added and TIPLOC ID added.
- MD801** **Wolverhampton North Jn.** - line code added in Up direction as missing.

MD900

Wylids Lane Jn. Added line code **DT** in the down direction for services using the Down Through Siding.

Shrub Hill Signal 59. **UT** line code added in the Up, note amended to reflect all services utilising Up Through Siding are to be timed here

Worcester Hereford Sidings. Timing point split from Worcester Hereford Sidings original entry as 2 different timing points accessed from different locations. - line code added in Up, **S** code added and note reflecting the TIPLOC ID and its reference.

Shrub Hill Signal 52. Repositioned after Shrub Hill Signal 54 in geography list.

Shrub Hill Signal 54. Removed - line code in the Up as movements occur in the down only.

Worcester Shrub Hill Long Siding. Removed - line code in Up as movements only occur in down only.

Worcester Shrub Hill Middle Siding. Repositioned in Section 2.1. Description also amended to remove "**S**" from "**Sidings**" to reflect only one siding present.

Worcester Shrub Hill Middle Siding Headshunt. Repositioned in Section 2.1. Description also amended to remove "**s**" from "**Sidings**" to reflect correct name. Line code removed in Down direction

Worcester Back Road. Repositioned in Section 2.1. Removed Line Code in Down direction

Worcester Shrub Hill. Removed mandatory for all trains as only required for services timed at the platforms. **BS** line code added in the Down for services towards Worcester Foregate Street. Note added for clarification as to when timing point required.

Worcester Hereford Sdg 5-7. New entry split from original Worcester Hereford Sidings entry. - line codes in both directions and **S** code added. TIPLOC ID and operator reference added.

Worcester Through Sidings Ground Frame. Note amended to reflect correct name for Worcester Hereford Sdg 5-7.

Worcester Yard. Renamed from Worcester TC (Yard) Note amended to remove reference for Recessed trains and added note to refer to Section 5.3. **DTS** line code added in Down, **UTS** line code added in Up, with - line code removed

Worcester LMD. New timing point for Worcester LMD. - Line codes added both directions and **S** code added

Tunnel Jn Signal 34/35. Added **35** to timing point description

Tunnel Jn Signal 58. Made Conditional timing point for all trains on **Down Through Siding**. - line code removed and **DT** line code added. **S** code removed and note added.

Worcester Tunnel Jn. **DS** line code added for Droitwich Single, **UT** line code added for Up Through Siding.

Droitwich Spa Signal 33. New timing point for shunt moves from Down to Up only. - line code added for Up. **S** code added and note to reference move permitted.

Droitwich Spa Signal 72. New timing point to reflect services stopping at Droitwich Spa Jn. - line code added in the Up, **S** code added and TIPLOC ID

Droitwich Spa Signal 12. Timing point made Conditional in the Down. Allows margins for Single Line re-occupation. **S** code removed

MD940

Worcester Foregate Street. Line code **BS** added in the Down direction and Up direction for single line between Worcester Shrub Hill and Worcester Foregate Street. - line code removed in both directions.

Henwick. **DS** line code added in the Up for **Droitwich Single** line between Henwick and Worcester Tunnel Jn. **BS** line code added for **Branch Single** line between Henwick and Worcester Shrub Hill. - line code removed

MD950	<p>DS line code added in Down Direction at Worcester Tunnel Jn for Single line between Henwick and Worcester Tunnel Jn. - line code removed</p> <p>DS line code added in both Down and Up Direction at Worcester Foregate Street for single line between Worcester Foregate Street and Worcester Tunnel Jn. - line code removed</p> <p>Henwick. DS line code added in the Up for Droitwich Single line between Henwick and Worcester Tunnel Jn. - line code removed</p>
NW2001	Halewood (Jaguar Cars). Removed F code and added S code
NW2015	Earlestown. Addition of UDL in Down as this has replaced - line code into loop
NW3029	Middlewich British Salt. Removed F code and added S code.
NW4001	<p>Harrison's Quarry. Removed F code and added S code</p> <p>Carlisle. Added line code DML in down and removed -.</p> <p>Caldew Jn. Made mandatory. Added - line code in down to reflect moves on Down Main. Removed note as no longer required.</p> <p>Carlisle Signal CE437. New timing point located on Up Goods. GL line code added and S code applied.</p> <p>Kingmoor TMD. Added - line code in Down Direction. Added S code</p> <p>Carlisle CE465 Signal. Removed entry as timings will now be done based on Kingmoor Jn due to location of signal.</p> <p>Kingmoor Jn. Made mandatory. Added - line code in down. Added - and GL code in Up direction.</p> <p>Carlisle Network Yard. Amended F code to S code</p> <p>Floriston. Amended note as all down trains to be timed here.</p>
NW5001	Stockport Signal ST2.114 new timing point added for services required to stop here or shunt. FL and SL line codes added.
NW5015	<p>Ashburys Stone Terminal. Amended code F to S.</p> <p>Ashburys East Jn. Note added that margins are timed at Ashburys</p> <p>Ashburys West Jn. Note added that margins are timed at Ashburys</p> <p>Ardwick Arrival/Departure Line. New entry for new timing point between Ardwick and Ashburys. EL line code added in down direction. GL and - line code added in the Up direction. Note added to explain when required in schedules.</p> <p>Ardwick. Code X added as missing from entry.</p>
NW6001	Salford Crescent Signal MP510. New timing point for shunt moves between platforms. - line code added in Up direction, with S code added.
NW6005	<p>Salford Hope Street Sidings. Amended F code to S</p> <p>Salford Oldfield Road Sidings. New timing point. - line code in Up and S code added. TIPLOC ID added for clarity</p>
NW6015	Knowsley Freight Terminal. Removed F code and added S code.
NW7015	Clitheroe Castle Cement. Removed F code and added S code.
NW7025	<p>Ashburys Signal 998. New entry for shunt signal located on Up Ashburys for shunt moves to Ashburys Goods Lines. - added in Down direction. S code added and not for location.</p> <p>Ashburys West Jn. Note added that margins are timed at Ashburys</p>
NW9001	Hazel Grove High Level Jn. New note added to reflect DCL track detail to be shown.
NW9007	Ashburys East Jn. Note added that margins are timed at Ashburys

- 2.2 Route Opening Hours**
 - NW2009 SX** opening times amended to 0600 - 2200
 - SO** opening times amended to 0600 - 2200
 - SUN** opening times amended to show closed

3 Electrification

- 3.1 Electrification Limits**
No change
- 3.2 Electrification Supply Restrictions**
No change

4 Rolling Stock Restrictions

- 4.1 Locomotive Route Availability**
No change
- 4.2 Passenger Stock Restrictions**
No change
- 4.3 Freight Wagon Restrictions**
No change
- 4.4 Freight Train Load Limits**
No change
- 4.5 Freight Train Length Limits**
No change
- 4.6 Engineers' Trains Restrictions**
No change

5 Running Times, Margins and Allowances

- 5.1 Sectional Running Times**
To be published separately

5.2.1 Headways

- MD900** Note added to 2nd line that block section can be applied dependant on diverging move at **Wylds Lane Jn**.
Entry added for Down Direction, **Worcester Tunnel Jn to Droitwich Spa**. Value amended to **AB+2** vice **AB**. Note added to reflect based on arrival time at **Droitwich Spa**.
Entry added for Up Direction, **Droitwich Signal 68 to Worcester Tunnel Jn**. Value added as **AB+1**.
Amended entry of **Worcester Tunnel Jn to Droitwich Spa** to **Droitwich Spa to Droitwich Signal 68**. Removed notes as these are now written at associated sections. New note added as **TCB timed as AB+1**
- NW1001** New entry. **Crewe (exclusive) to Weaver Jn (inclusive)**. New value for **following non-stop class 1 or 9, 4 minutes** for everything and **5 for GL**. Values used in both directions.
Amended existing entry removing **Crewe (exclusive)** and replaced with **Weaver Jn (exclusive)**.
- NW4001** Removed \$ from down headways and associated note as not required, margins written in section 5.3 and would apply as per National methodology. Removed note for **No more than 12 trains per hour** as now shown in section 5.2.2
- NW5015** Amended **Guide Bridge to Ashburys** entry to make the headway **(inclusive)** at **Ashburys**
Amended **Ashburys to Ardwick Jn** entry to make the headway **(exclusive)** at **Ashburys**
- NW7025** Amended entry to exclude **Ashburys West Jn** as 3 minute headway on **NW5015** would take precedent
- NW9007** Added **Exclusive to Ashburys East Jn** as 3 minute headway on **NW5015** would take precedent

5.2.2 General Capacity Constraints

- NW4001** Added comment from section 5.2.1 for number of trains in section per hour.

5.3 Junction Margins and Station Planning Rules

- Standard** **Brake Test**. Note for **GWR** moved from **MD9xx** section to standard values
Dwell time. Removed entry in **MD9xx** route section for **Class 80x** as now shown in Standard Value section.
Pathing Rule. Removed from **MD9xx** section, no longer applies.
Platform End Conflicts. Removed entry from **MD9xx** section as already shown in standard values
Reversal. Removed duplicate entries where shown in Standard Values.
Turnround Allowances in General. Removed entry as no longer required.
- MD101** **Nuneaton**. New Up adjustment for **Pass/depart platform 6, 7 or Up Relief to Up Trent Valley Slow or Up Trent Valley Fast**.
- MD105** **Northampton**. Reword of down service planning restrictions to use **Northampton South Jn**
- MD120** **Willesden Junction Low Level**. Addition of specific times to PEAK vs OFFPEAK wording for clarity
Wembley Central DC. Addition of specific times to PEAK vs OFFPEAK wording for clarity
Harrow and Wealdstone DC. Addition of specific times to PEAK vs OFFPEAK wording for clarity

- MD140** **Forders Sidings.** Removed original entry as replaced with **Forders Sidings A&D Line** entry
Forders Sidings A&D Line. New entry. 4 new Junction margins offset with times at **Stewartby/Millbrook** where required. Planning note added for trains over 252m in length. Runround allowance added from **Forders Sidings** entry
Forders Sidings Signal MV250. New entry. 2 new junction margins offset at **Millbrook/Stewartby** where required.
- MD401** **Banbury.** Several instances of grammar corrections. 2 new adjustments in DOWN direction for MAR and MAR-FA. Junction margins values reviewed, most have increased as previously reported as aspirational, one has reduced and reworded. One Margin has been split out from its previous margin.
Bordesley Jn. Removal of entry as should be shown instead on MD570 which is main route.
Reference note added directing planners to MD570.
- MD410** **Hawkesbury Lane Sidings.** New planning restriction to show that ground frame is required for route towards **Coventry**.
- MD435** **Smethwick Jn.** 4x Overlap margins included due to shared overlap if coming from **Galton Jn** and **Smethwick High Level**.
- MD570** **St. Andrew's Jn.** Removed planning note in relation to being held at **SY88** signal, overlap has been amended and now no longer conflicting route. Added **Landor Street Jn** to second planning note to make clear where signal is located. **9** new junction margins, 2 with * exceptions and 2 with ^ exceptions.
Bordesley Jn. Removal of reference note and addition of adjustments and margins copied from MD401 where it was incorrectly located previously.
- MD701** **London Marylebone.** Split out planning restriction title into separate box for consistency.
- MD801** **Wellington.** Addition of specific times to PEAK vs OFFPEAK wording for clarity
- MD900** **Norton Jn.** Removed Adjustment in Up Direction for **trains starting at Worcester**, value is covered in standard values for **Running Brake Tests**. **1** New junction margin added.
Wylds Lane Jn. 3 new Signal Overlap margins based on interlocking within the signal box. Values dependant on length of train, values used are based on W&W matrix values.
Worcester Back Road. Standage note added for **9 car 80x**.
Shrub Hill Signal 54. New entry for what can be held at the signal without conflicting a movement at **Wylds Lane Jn**.
Shrub Hill Middle Siding. New entry for stabling. Note added that an ECS from **Shrub Hill Middle Siding** to **Worcester Shrub Hill** platform 1B can be 3 car if entering service.
Shrub Hill Middle Siding Headshunt. Stabling note added.
Worcester Shrub Hill. Amended wording for 1st adjustment to include "unless specified". New entry for down adjustments. "and" added to 1st Up Adjustment value to show both values are to be applied and where. Removed "approaching Shrub Hill" from 2nd entry. Removed **LH** entry from Turnround allowances. Removed **15 DMU** value. Removed **Birmingham/Hereford** and added **Bristol** to entry. Removed **Cardiff/Swindon** entry.
Worcester Yard. New entry to reflect **C** stops and Runrounds are to be timed here, and then the train will proceed to exit signal.

	<p>Worcester LMD. Renamed from Worcester Carriage Service Depot. Amendments to wording throughout to reflect change. New entries for Consecutive arrivals and departures from Worcester Shrub Hill direction</p> <p>Worcester Tunnel Jn. New adjustments for down direction when passing through to Worcester Through Sidings. New adjustment in Up direction for movements from Worcester Through Sidings. Planning note added for limit of shunt and routes available. Junction margins added.</p> <p>Droitwich Spa. New junction margin based on single line re-occupation between Droitwich Spa and Stoke Works Jn.</p>
NW2001	<p>Liverpool South Parkway. New signal overlap margin added if train is formed of 6 or more carriages from Hunts Cross West Jn and conflicting Up Departure from platform 1 towards Ditton East Jn</p>
NW3007	<p>Wrexham Central to Bidston West Jn. 150/153 references removed from Minimum turnaround entry</p>
NW4001	<p>Carnforth North Jn. Rewording of 1 down and 2 up adjustments to clarify when the adjustment applies. Addition of 'Approaching next timing point' to first UP adjustment again for clarity. This reflects better how services actually planned.</p> <p>Carlisle. New adjustment in Up direction. Amendment of locations for direction of travel to 2 rules. 1 new rule with note for headway compliance.</p> <p>Caldew Jn. New Adjustments for movements to and from the Goods Lines. 4 new Junction Margins. 1 Junction Margin re-worded.</p> <p>Kingmoor Up Passenger Loop/Kingmoor Up Through Siding. New junction margin added</p> <p>Kingmoor Jn. New SRT adjustments in the Down and Up. 2 new Junction Margins.</p> <p>Floriston. New adjustments for down services from the Down Departure Line. 1 new junction margin.</p> <p>Mossband Jn. New adjustment added, with exception if stopped at Gretna Jn Signal CE.525. 5 new junction margins</p> <p>Gretna Jn. Original junction margin removed. 5 New junction margins added, with final entry having a reduction if () is shown.</p>
NW4033	<p>St. Bees. Removal of existing margins and new entries for single line re-occupations and token workings. Additional entry for if 1 train is 218m or longer.</p>
NW5001	<p>Slade Lane Jn. Repositioned adjustments so Down adjustments are first. Added note to mention train not stopped at Levenshulme for Down Slow to Down Fast adjustment. Added new Down Adjustment for trains passing to Longsight Depot. Reduced 2nd junction margin value to 3 vice 4.</p>
NW6003	<p>Salford Crescent. New Down Direction adjustment. 3 new Up Direction adjustments, each with exception applied. Amendments to existing Junction Margin rules to reflect next mandatory timing points. 1 New Junction Margin</p>
NW7001	<p>Rochdale. Removed {2} and replaced with {1} approaching Rochdale East Jn and {1/2} at Rochdale</p>
NW9001	<p>New Mills South Jn. Added North Jn to second Up adjustment. Amended 4 original entries to make clear and reflect next mandatory timing point. 1 new junction margin added</p>

5.4 Platform Lengths

Crewe platform 7. Amended length to reflect NESA.

Daisy Hill. Platform 2. Amended length to new length post Network Change Works

Irlam. Platform 1 length updated to new length post Network Change works.

Newton-le-Willows. Amended platform lengths to 147m for both platform 1 and platform 2

Ormskirk. Amended value for platform 1 to correct length

5.4.1 Loop Lengths

MD101 **Rugby Up and Down Through Siding**. Amended lengths to **107 SLU** and **688m** to reflect useable lengths. Note updated to reflect the locations of measurement

Rugby Up Goods Loop. Amended note to reflect the locations of measurement

MD140 **Forders Sidings A&D Line**. Amended from **Forders Sidings**. Amended direction to **both**.

Forders Sidings A&D Line. New entry for **Down** direction to show standage between **Signal MV146 and Headshunt**. Relates to note shown in section 5.3

MD410 **Hawkesbury Lane Sidings**. Added **Sidings** to the location. Added note to refer to section 5.3

NW9001 **New Mills South Jn Up Goods Loop**. Note added that loop only accessible in Up via **New Mills Central**.

5.5 Timing Allowances

5.5.2 SX Day Time

MD101 **Approaching Willesden West London Jn**. Additional note exempting services commencing journey from Wembley yards, C sidings, Intercity depot and ECS moves to/from Willesden TMD.

MD306 **Approaching Selly Oak**. Additional note allowing the engineering time to be moved if required

NW1001 **Down Approaching Preston Ribble Jn**. Note added that it does not apply to trains from **NW6001, NW7007 and NW7009**

Up **Approaching Norton Bridge** amended note to 'Applies to Passenger Only'

Up **Approaching Stafford**. Amended to **Approaching Little Bridgeford** and removed * and note as no longer required

NW1021 Removed both entries for Down and Up as these are now replaced by entries on **NW2015**

NW2015 Removed **Approaching Liverpool Lime Street** entry in Down. Replaced with **[1] approaching Parkside Jn** and **[1] approaching Olive Mount Jn** which can be applied approaching **Roby**. Added new entry **[1] Approaching Earlestown**. Reduced **Approaching Ordsall Lane Jn** to **[1]** vice **[2]**

NW2019 New entry. **[1] approaching Parkside Jn** with note added that only applies to trains starting north of **Preston**

NW2023 Amended entry to **[1]** vice **[2]**. Removed **SL** entries and amended the note.

NW3001 Removed note for Down entry. New note added for Up entry that **[1]** can be applied at **Crewe Signal CE142 for anything for Chester Independent Line**

NW3003	Up approaching Mickle Trafford reduced to [1]
NW3013	Approaching Ellesmere Port reduced to [1] vice [2]
NW3021	New entry. [1] approaching Frodsham Jn in up direction
NW5001	Removed [1] from SL entry in Up direction as no separate lines at this point
NW5003	Added * to entry and note as this was missing. No changes to values
NW5009	Note amended as the [1] does not apply to any services starting at Crewe
NW6013	Removed entry as no longer required
NW6015	Amended value in down to [1] vice [2]. * and note added for Up direction entry
NW7009	Added new entry in Down direction with [1] approaching Gannow Jn . Reduced the value approaching Hall Royd Jn to [1]. Up direction has new entry Approaching Daisyfield Jn and reduced value approaching Farington Curve Jn with note also removed.
NW7013	Reduced Approaching Hellifield and approaching Clitheroe to [1] vice [2] in the down. Reduced approaching Horrocksford Jn to [1] vice [2]
NW7017	Reduced approaching Colne to [1] vice [2]
NW9007	New entry for Down direction to be applied approaching Ashburys . Note added
NW9021	Reduced values from [2] to [1] in both directions

5.5.2 SX Night Time

MD101	Approaching Ledburn Jn . Reduction of value to 2 from 5. Approaching Wembley Central . Increase of value to 5 to capture freight with rebalance at Ledburn Jn and Willesden West London Jn. Approaching Willesden West London Jn . Additional note exempting services commencing journey from Wembley yards, C sidings, Intercity depot and ECS moves to/from Willesden TMD. Value Increased to 5.
MD301	Removed historic allowance entry
MD306	Removed historic allowance entry

5.5.3 SO Daytime

MD101.	Approaching Ledburn Jn . Removed entry as not required Approaching Wembley Central . Value reduced 2 to 1 Approaching Willesden West London Jn . Value reduced 2 to 1
NW1001	Approaching Stafford . Renamed to Approaching Little Bridgeford Jn , removed * and note as not required. Approaching Norton Bridge . Amended note to 'Applies to Passenger only'

5.5.4 SO Night Time

MD101	Approaching Willesden West London Jn . Reword of note to align with other entries Approaching Newbold Jn rename to Approaching Rugby Trent Valley as Newbold Jn not mandatory
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5.5.5 Sundays Daytime

MD101 **Approaching Wembley Central.** Reduction of value from 2 to 1

Approaching Willesden West London Jn. Reduction of value from 2 to 1, reword of note to align with other entries

NW1001 **Approaching Stafford.** Amended to Approaching Little Bridgeford Jn and removed note and *.

5.5.6 Sunday Night Time

MD101 **Approaching Willesden West London Jn.** Addition of note of exemption to align with other entries

6 Timetabling Considerations

6.1 **Advertised and Working Times**

No change

6.2 **Timing of Light Locomotives**

No change

6 Appendix A: Timetable Diagrams

No change

These represent the revised Timetable Planning Rules (the “Draft Rules”) for the Principal December 2025 timetable in accordance with Part D of the Network Code, Section 2.2.3.

The formal response period to these Rules is 25th October 2024 to 29th November 2024. If you wish to propose any changes please inform Network Rail by email to thomas.lees@networkrail.co.uk and Ryan.sullivan2@networkrail.co.uk (cc NWCTPR@networkrail.co.uk) by 29th November 2024 so that they can be considered for inclusion within Version 2.0 of the 2026 Timetable Planning Rules.

Regards



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TIMETABLE PLANNING RULES

North West and Central

2026 TIMETABLE

Version 1.0

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Preliminary Proposal for Principal Timetable Change 2026
25th October 2024

Contents

Section	Page no.	Section	
1 Introduction and General Notes.....	3	5.1.3 New and Revised Sectional Running Times	118
1.1 Index of Routes	4	5.1.4 Timing of Trains Conveying Passengers on Goods Lines.....	118
1.2 Sectional Appendices and Rule Book.....	8	5.2 Headways.....	119
1.2.1 Sectional Appendix.....	8	5.2.1 Headway Values	119
1.2.2 Rule Book	8	5.2.2 General Capacity Constraints	155
1.3 Definitions	10	5.3 Junction Margins and Station Planning Rules.....	157
1.3.1 Train Classification	10	5.4 Platform Lengths	390
1.3.2 Days of Operation.....	20	5.4.1 Loop Lengths	418
1.3.3 Traction and Rolling Stock	20	5.5 Timing Allowances	430
1.3.4 Line Codes.....	22	5.5.1 SX Daytime (See routes for applicable times)	430
1.3.5 Activity and Other Codes.....	24	5.5.2 SX Night Time (See routes for applicable times)	448
2 Route Description	26	5.5.3 SO Day time (See routes for applicable times)	450
2.1 Planning Geography	26	5.5.4 SO Night time (See routes for applicable times)	452
2.2 Route Opening Hours.....	110	5.5.5 Sundays Daytime (See routes for applicable times)	454
3 Electrification	115	5.5.6 Sunday Night time (See routes for applicable times)	456
3.1 Electrification Limits	115	6 Timetabling Considerations	458
3.2 Electrification Supply Restrictions	115	6.1 Advertised and Working Times	458
4 Rolling Stock Restrictions.....	116	6.2 Timing of Light Locomotives.....	458
4.1 Locomotive Route Availability	116	Appendix A Timing Point Diagrams	459
4.2 Passenger Stock Restrictions	116	This page is intentionally left blank.	462
4.3 Freight Wagon Restrictions	116		
4.4 Freight Train Load Limits	116		
4.5 Freight Train Length Limits.....	116		
4.6 Engineers' Trains Restrictions	116		
5 Running Times, Margins and Allowances	117		
5.1 Sectional Running Times.....	117		
5.1.1 Source of Current SRTs	117		
5.1.2 Method of Calculation	117		

1 Introduction and General Notes

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

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

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

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

1.1 Index of Routes

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

MD101	Euston to Armitage Jn (exclusive)
MD105	Hanslope Jn to Rugby (via Northampton)
MD120	Camden Jn to Watford Junction DC Lines
MD125	Watford High St Jn to Croxley Green (out of use)
MD130	Watford Junction to St Albans Abbey
MD136	Harlesden Jn to Wembley Central (Willesden Carriage Shed lines)
MD137	Harlesden Jn to Wembley Central (Wembley Yard lines)
MD140	Bletchley to Bedford St. Johns (inclusive)
MD145	Camden Road West Jn to Camden Jn
MD150	Kensal Green Jn to Willesden Suburban Jn
MD155	Kensal Green Jn to Harlesden Jn (City Lines)
MD160	Willesden High Level Jn to Mitre Bridge Jn
MD166	North Pole Jn to Wembley
MD167	Mitre Bridge Jn to Acton Wells Jn (South West lines)
MD170	Acton Canal Wharf to Willesden Jn
MD175	Brackmills to Northampton South Jn
MD180	Rugby Trent Valley Jn to New Bilton
MD232	Hinckley (Exclusive) to Abbey Jn
MD233	Nuneaton Midland Yard Jn to Canal Farm Jn
MD301	Rugby Trent Valley Jn to Penkridge (via Birmingham)
MD306	Birmingham New Street to Ashchurch (exclusive)
MD310	Barnt Green to Redditch
MD315	Stechford South Jn to Aston South Jn
MD320	Proof House Jn to Bushbury Jn (Via Bescot)
MD325	Soho South Jn to Perry Barr North Jn (Soho Lines)
MD330	Soho East Jn to Soho North Jn
MD335	Perry Barr West Jn to Perry Barr South Jn
MD340	Aston North Jn to Alrewas (Exclusive)
MD345	Bescot Jn to Rugeley North Jn (Exclusive)
MD350	Anglesea Sidings to Lichfield City
MD355	Lichfield Trent Valley Jn to Lichfield Trent Valley (Chord Line)
MD360	Walsall Pleck Jn to Darlaston Jn
MD365	Portobello Jn to Wolverhampton Crane Street Jn
MD370	Up Dudley Siding to Walsall Pleck Jn
MD401	Heyford to Bordesley Jn
MD405	Leamington Spa Jn to Coventry South Jn
MD410	Coventry North Jn to Nuneaton South Jn
MD415	Hatton Station to Stratford-upon-Avon
MD420	Hatton North Jn to Hatton West Jn
MD425	Tyseley South Jn to Bearley Jn
MD430	Droitwich Spa to Stourbridge North Jn
MD435	Small Heath South to Stourbridge North Jn
MD440	Galton Jn to Smethwick Jn
MD445	Stourbridge Junction to Stourbridge Town
MD450	Stourbridge North Jn to Round Oak
MD455	Kingswinford Jn South to Pensnett
MD460	Fenny Compton to Burton Dassett (Kineton MOD)
MD501	Tamworth (inclusive) to Birmingham Proof House Jn
MD545	Kingsbury Jn to Whitacre Jn
MD555	Nuneaton North Jn to Water Orton East Jn
MD560	Water Orton West Jn to Park Lane Jn

MD565	Castle Bromwich Jn to Ryecroft Jn
MD570	Saltley Landor Street Jn to Kings Norton Jn (Camp Hill Lines)
MD575	St. Andrew's Jn to Grand Jn
MD580	Lifford East Jn to Lifford West Jn
MD701	Marylebone to Aynho Jn
MD705	Greenford West Jn to South Ruislip
MD710	Neasden South Jn to Harrow on the Hill
MD712	Amersham to Aylesbury
MD715	Neasden South Jn to Neasden Jn
MD720	Princes Risborough to Aylesbury
MD726	Aylesbury to Claydon West Jn
MD736	Oxford North Jn (exclusive) to Denbigh Hall South Jn
MD741	Flyover Summit Jn to Fenny Stratford (Bletchley Flyover Lines)
MD745	Bicester South Jn to Bicester Gavray Jn
MD801	Wolverhampton North Jn to Abbey Foregate Jn (exclusive)
MD805	Oxley Stafford Road Jn to Bushbury Oxley Jn (Oxley Chord Lines)
MD810	Madeley Jn to Ironbridge Power Station
MD900	Abbotswood Jn to Stoke Works Jn via Worcester
MD910	Pershore (inclusive) to Norton Jn
MD940	Worcester Shrub Hill to Shelwick Jn
MD950	Worcester Tunnel Jn to Henwick
NW1001	Armitage Jn (inclusive) to Preston Fylde Jn
NW1002	Penkridge Station (inclusive) to Trent Valley Jn No. 1 (Stafford)
NW1004	Rugeley Town (exclusive) to Rugeley North Jn
NW1005	Kidsgrove Jn to Crewe South Jn
NW1007	Nantwich (exclusive) to Crewe South Jn.
NW1009	Basford Hall Jn to Sandbach South Jn (Independent Lines)
NW1011	Gresty Lane to Salop Goods Jn
NW1013	Crewe Sorting Sidings North to Gresty Lane
NW1015	Salop Goods Jn to Crewe North Jn (Chester Independent Lines)
NW1017	Salop Goods Jn to Crewe Coal Yard (Liverpool Independent Lines)
NW1019	Acton Grange Jn to Warrington South Jn (Helsby Lines)
NW1021	Winwick Jn to Golborne Jn (Via Earlestown)
NW1023	Haydock Branch Jn. to Kelbit P. S.
NW1025	Bamfurlong Sidings Jn to Ince Moss Jn (Ince Moss Chord Line)
NW1027	Preston South Jn to Strand Road
NW2001	Weaver Jn to Liverpool Lime Street
NW2003	Runcorn to I.C.I. Salt Works (Runcorn Dock Branch)
NW2005	Speke Jn to Garston Jn
NW2007	Allerton East Jn to Garston Jn
NW2009	Arpley Jn to Ditton East Jn
NW2011	Walton Old Jn to Arpley Jn
NW2015	Ordsall Lane Jn to Edge Hill
NW2017	Eccles to Weaste
NW2019	Parkside Jn to Lowton Jn (East Curve lines)
NW2021	Earlestown South Jn to Earlestown West Jn (Liverpool Curve)
NW2023	Springs Branch Jn to Huyton Jn (St Helens Lines)
NW2025	St. Helens Station Jn to Ravenhead Jn
NW2027	Edge Hill Bootle Branch Jn to Liverpool Docks
NW2029	Olive Mount Jn to Edge Lane Jn
NW3001	Crewe North Jn to Holyhead
NW3003	Chester East Jn to Acton Grange Jn
NW3005	Gobowen (exclusive) to Saltney Jn
NW3007	Wrexham Central to Bidston West Jn
NW3009	Chester North Jn to Chester South Jn

NW3011	Chester West Jn to Hooton South Jn
NW3013	Hooton South Jn to Helsby Jn
NW3021	Frodsham Jn to Halton Jn
NW3023	Edgeley Jn No. 2 to Mickle Trafford
NW3025	Skelton Jn to Partington
NW3027	Timperley to Altrincham (Metrolink Lines)
NW3029	Sandbach North Jn to Northwich West Jn
NW3031	Northwich South Jn to Northwich Station Jn
NW3033	Hartford East Jn to Hartford North Jn (East Goods Line)
NW3035	Hartford West Jn to Oakleigh Sidings (Winnington Branch)
NW3037	Hartford C.L.C. Jn to Hartford Jn
NW4001	Preston Ribble Jn to Cove L. C.
NW4003	Preston Fylde Jn to Deepdale Jn
NW4005	Preston Fylde Jn to Blackpool North
NW4007	Kirkham North Jn to Blackpool South
NW4011	Morecambe South Jn to Morecambe
NW4013	Hest Bank to Bare Lane
NW4017	Morecambe Jn to Heysham Port
NW4019	Oxenholme to Windermere
NW4021	Upperby Jn to Rome Street Jn
NW4023	Upperby Jn to London Road Jn
NW4025	Currock Jn to Bog Jn
NW4027	Carlisle Yard Recess Sidings to Brunthill
NW4029	Mossband Jn to Bush-On-Esk
NW4031	Gretna Jn to Gretna Green (exclusive)
NW4033	Carnforth North Jn to Carlisle South Jn (via Barrow)
NW4041	Dalton Jn to Park South Jn
NW5001	Crewe North Jn to Manchester Piccadilly
NW5003	Wilmslow to Slade Lane Jn (Styal Lines)
NW5005	Heald Green South Jn to Heald Green West Jn
NW5007	Manchester Airport to Heald Green North Jn
NW5008	Norton Bridge to Stone Jn
NW5009	Colwich Jn to Cheadle Hulme
NW5010	Glebe Street Jn to Caldon Quarry
NW5011	Heaton Norris Jn to Guide Bridge Station Jn
NW5012	Foley Crossing (exclusive) to Stoke Jn
NW5013	Denton Jn to Ashton Moss North Jn
NW5015	Hadfield to Ardwick Jn
NW5017	Dinting South Jn to Dinting East Jn
NW5019	Glossop to Dinting West Jn
NW5021	Guide Bridge West Jn to Stalybridge
NW6001	Manchester Piccadilly East Jn to Euxton Jn
NW6003	Castlefield Jn to Allerton Jn
NW6004	Water Street Jn to Salford Central (Ordsall Chord Lines)
NW6005	Manchester Victoria East Jn to Windsor Bridge South Jn
NW6007	Deal Street Jn to Ordsall Lane Jn
NW6009	Windsor Bridge North Jn to Southport
NW6011	Bolton East Jn to Blackburn Bolton Jn
NW6013	Lostock Jn to Crow Nest Jn
NW6015	Wigan Wallgate to Headbolt Lane
NW7001	Manchester Victoria West Jn to Hebden Bridge
NW7005	Castleton East Jn to Hopwood G. F.
NW7006	Todmorden to Stansfield Hall Jn (Todmorden West Curve)
NW7007	Farington Curve Jn to Ormskirk
NW7009	Farington Curve Jn to Hall Royd Jn (East Lancs Line)

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

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

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

Electrification limits refer to relevant Table 'A'

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

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

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

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

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

1.2.2 Rule Book

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

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

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

1.3 Definitions

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

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

1.3.1 Train Classification

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

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

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

Second Character	Third and Fourth Number	Route and/or Destination
A		Manchester, Liverpool, Chester/North Wales, Lancaster/Blackpool North to Euston
		To Walsall via Aston
		To Birmingham New Street from Rugeley Trent Valley/Hednesford/Walsall via Aston
		Marylebone to Aylesbury via High Wycombe
	9x	Class 2 trains Liverpool/Manchester to Crewe via Manchester Airport
	0x	Class 2 trains Liverpool/Manchester to Wilmslow via Manchester Airport
		LUL trains to Elephant & Castle
B	even	Class 1 trains Shrewsbury/Wolverhampton/Birmingham to Euston via Weedon
		CrossCity services to Blake Street
		To Bletchley area including Swanbourne to Bedford St. Johns
	odd	Class 2 trains to Bletchley
	even	Class 2 trains from Bletchley
		ECS to Bletchley Carriage Sidings/TMD
		Marylebone to Aylesbury via Amersham
	even	Liverpool Lime Street/Manchester Airport to Cleethorpes via Sheffield
	odd	Cleethorpes to Manchester Airport/Liverpool Lime Street via Sheffield
		Clitheroe/Blackburn to Manchester Victoria via Darwen
	odd	York to Blackpool North via Copy Pit
	even	Blackpool North to York via Copy Pit
	even 00-58	Class 2 trains Manchester to Buxton
	odd 01-59	Class 2 trains Buxton to Manchester
	6x	Class 2 trains Rochdale/Manchester Victoria to Blackburn
		Class 2 Merseyrail services from the Wirral to Liverpool

Second Character	Third and Fourth Number	Route and/or Destination
C		To London area (St. Pancras International to Bedford inclusive)
		To Carlisle area (bounded by Lancaster, Hellifield, Wetheral (exclusive), Gretna Jn, including the Cumbrian Coast
	70-79	Class 1 trains Manchester Airport to Windermere
	50-6x	Class 1 trains Manchester Airport/Preston to Barrow-in-Furness
		Class 1 trans Euston to Lancaster
		Class 2 trains to Euston via DC lines
	even	Birmingham Snow Hill line services to Dorridge
	odd	Local services to Coventry
	even	Local services from Coventry
		Aylesbury Vale Parkway to Marylebone via Amersham
		Worcester to Dorridge via Stourbridge and Birmingham Snow Hill
		GWR Class 2 trains to destinations beyond Bristol
	odd 61-99	Class 2 trains Leamington Spa to Coventry
	00-39	Class 2 trains Wigan North Western to Liverpool Lime Street via St. Helen's Central
	even 00-28	Class 2 trains Oxenholme to Windermere
	odd 01-29	Class 2 trains Windermere to Oxenholme
	even 30-58	Class 2 trains Carlisle to Lancaster via Barrow-in-Furness
	odd 31-59	Class 2 trains Lancaster to Carlisle via Barrow-in-Furness
	7x/8x even	Class 2 trains Heysham/Morecambe to Lancaster
	7x/8x odd	Class 2 trains Lancaster to Morecambe/Heysham
		Merseyrail trains to Chester
		ECS to Camden Carriage Sidings/WM
		ECS to Coventry
D		To Nottingham/Derby area - bounded by Wichnor Jn, Tutbury & Hatton, Clay Cross, Mansfield Woodhouse, Staythorpe, Elton & Orston, Loughborough, Lounge Jn
		Leeds to Chester/Ellesmere Port
		Class 1 Transport for Wales services Liverpool to Chester
	4x/5x/6x	Class 2 trains Manchester to Chester via Northwich
	7x	Class 2 trains Manchester to Greenbank
		To North Wales area (Chester inclusive to Wrexham General/Holyhead and branches)
	50-99	Class 2 trains from Euston via DC lines
		Marylebone to Stratford-upon-Avon
		Birmingham Snow Hill line services to Stratford-upon-Avon via Dorridge
		ECS to Central Rivers

Second Character	Third and Fourth Number	Route and/or Destination
E		To the Eastern Region
		Class 2 local services between Didcot/Oxford and Worcester/Great Malvern
		Class 2 local services from Bristol Temple Meads to Worcester/Great Malvern
		Class 1 trains Chester/Ellesmere Port to Leeds
		Class 2 trains Manchester Piccadilly to York via Huddersfield and Wakefield Kirkgate
		Class 2 trains Manchester Piccadilly to Leeds via Huddersfield and Dewsbury
		Class 9 trains Liverpool Lime Street to Newcastle via Huddersfield and York
		ECS to Wembley LMD from or via Marylebone
		Class 2 local services between Birmingham New Street and Kings Norton via the Camp Hill Lines
F		To Leicester area - bounded by Bedford (exclusive), Uffington, Loughborough (exclusive), Mantle Lane, Hinckley
		To Liverpool area – bounded by Crewe (exclusive), Mickle Trafford, Hooton, Dee Marsh, Farington Curve Jn (exclusive), Euxton Jn (exclusive), Crow Nest Jn, Astley, Warrington Central, Plumley, Middlewich (exclusive)
		Wrexham Central/Wrexham General to Bidston
		Class 2 trains Great Malvern/Worcester to Warminster via Bristol Temple Meads
	0x/1x	Class 1 trains Blackpool to Liverpool
	9x	Class 1 trains Manchester Airport to Liverpool via Warrington Central Class 1 Transport for Wales services Chester to Liverpool
	4x	Class 2 trains Preston to Ormskirk
	odd 1x/2x/3x	Class 2 trains Crewe/Manchester Airport/Manchester/Wigan/Warrington Bank Quay to Liverpool via St Helens Junction
	even 2x/3x	Class 2 trains Liverpool to Warrington Bank Quay via St Helens Junction
	even 5x/6x	Class 2 trains Liverpool to Wigan via St Helens Central
	8x	Class 2 trains Manchester Victoria to Wigan via Atherton
	odd	Class 2 trains Watford Junction to St. Albans Abbey
	even	Class 2 trains St. Albans Abbey to Watford Junction
	32, 34, 36	Euston to Liverpool Lime Street via SL to Northampton, Birmingham New Street, Wolverhampton, Madeley and Crewe
		Southbound LUL trains to Queen's Park
	Odd	Class 2 trains Oxford to Milton Keynes
	Even	Class 2 trains Milton Keynes to Oxford

Second Character	Third and Fourth Number	Route and/or Destination
G		To Birmingham area – bounded by Rugby (exclusive), Hinckley (exclusive), Wichnor Jn (exclusive), Rugeley Town (exclusive), Penkridge (exclusive), Abbey Foregate (exclusive), Hartlebury, Barnt Green, Heyford, Bicester Town (exclusive)
		Class 1 trains Marylebone to Birmingham Snow Hill
		Class 1 Transport for Wales trains to Birmingham New Street
		Class 2 trains Marylebone to Gerrards Cross or Birmingham Snow Hill
		Class 5 trains Marylebone to Gerrards Cross or Birmingham Snow Hill
		Class 1 trains London to Worcester via Kemble
		Class 2 local services between Great Malvern/Worcester and Gloucester
	00-39	Class 2 trains Manchester Piccadilly to Hadfield
	40-79	Class 2 trains Hadfield to Manchester
	8x/9x	Class 2 trains Manchester to Hadfield (circular services)
		Merseyrail trains to Liverpool Central Low Level
	odd	Leamington Spa to Nuneaton
	even	Nuneaton to Leamington Spa
		ECS to Soho TMD, Birmingham New Street or Wolverhampton
		ECS moves to Oxley CMD formed off a 9Gxx service terminating at Birmingham New Street or Wolverhampton
H		To Manchester South area – bounded by Totley Tunnel East, Macclesfield, Alderley Edge, Knutsford, Padgate, Water Street Jn, Ashburys, Guide Bridge
		Class 1 trains Chester to Manchester Piccadilly
	00-59	Class 1 trains Euston to Manchester Piccadilly via Stoke-on-Trent
	60-98	Class 1 trains Euston to Manchester Piccadilly via Crewe and Wilmslow
	0x	Class 2 trains Blackpool North – Hazel Grove
	3x	Class 2 trains Chester/Greenbank to Manchester Piccadilly
	4x	Class 1 trains Liverpool to Manchester Airport via Warrington Central
	4x	Class 2 trains Crewe to Manchester Piccadilly via Stockport
	5x/6x/7x	Rose Hill to Manchester Piccadilly via Hyde
	8x	Stoke-on-Trent to Manchester Piccadilly
	9x	Class 2 trains Hazel Grove and Alderley Edge to Manchester Piccadilly
		To Marylebone (except from Aylesbury via Amersham and Oxford)
	even 62-98	Snow Hill lines services to Leamington Spa
		ECS to Tyseley LMD
		To Rugeley/Hednesford via Aston
I		Class 2 trains Leeds/Skipton to Lancaster/Morecambe/Carlisle (both directions)
		Merseyrail trains to Hooton
	even	Class 1 Transport for Wales service to Birmingham International
	odd	Class 2 trains Birmingham New Street to Birmingham International
	even	Class 2 trains Birmingham International to Birmingham New Street
	odd 1x/2x	Class 2 trains Wigan to Leeds via Dewsbury
	even 8x/9x	Class 2 trains Leeds to Wigan Wallgate via Dewsbury
		LUL trains to Stonebridge Park
		Passenger trains terminating at Wembley Stadium

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

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

Second Character	Third and Fourth Number	Route and/or Destination
O		To the Southern Region
	7x/8x	Class 2 trains Manchester Oxford Road to Liverpool Lime Street via Warrington Central
	9x	Class 2 trains Liverpool Lime Street to Manchester Oxford Road via Warrington Central
		Merseyrail trains to Ormskirk
		LUL trains to London Road Depot
		Class 2 CrossCity trains to Bromsgrove
		ECS via turnback siding at Wembley Stadium passing through or terminating in the Up platform at Wembley Stadium
		ECS to Bromsgrove
P	even	Class 1 trains Leicester to Birmingham New Street
		Marylebone and Aylesbury to Princes Risborough
		Class 1 trains Hereford/Great Malvern/Worcester to London Paddington
	even	Class 1 (low numbers) TransPennine trains Newcastle to Manchester Piccadilly via Leeds and Guide Bridge
	odd	Class 1 (low numbers) TransPennine trains Manchester Piccadilly to Newcastle via Guide Bridge and Leeds
	01-10	Class 1 TransPennine trains York to Manchester Airport overnight
	11-50	Class 1 TransPennine trains Scarborough to Manchester Victoria via Leeds
	51-99	Class 1 TransPennine trains Manchester Airport to Saltburn via Manchester Victoria and Leeds
		Euston to Preston/Blackpool North (Avanti West Coast)
	5x	Euston to Blackpool North (Grand Central)
	odd	Class 2 trains Manchester Victoria to Preston
	even	Class 1 trains Barrow-in-Furness to Preston
		Class 2 CrossCity trains to Lichfield Trent Valley
		Stourbridge Junction to Stourbridge Town
		Stourbridge Town to Stourbridge Junction
		ECS to Lichfield Trent Valley or Redditch
Q		Test trains only
R		Avanti West Coast Train services Morning Peak (Up direction only)
		Class 1 trains Birmingham International/New Street to Manchester Piccadilly via Shrewsbury, Chester and Warrington Bank Quay
		Class 1 trains Norwich to Liverpool Lime Street
		Class 1 trains Marylebone to Birmingham Moor Street
		Class 2 trains Marylebone to South Ruislip, West Ruislip, or Birmingham Moor Street
		Class 5 trains Marylebone to South Ruislip, West Ruislip or Birmingham Moor Street and shunt moves between Birmingham Moor Street station and Carriage Sidings
		Class 2 CrossCity trains to Redditch
		Class 2 trains to Rose Hill Marple
		Class 2 trains Blackburn or Leeds via Manchester Victoria to Wigan North Western
		Merseyrail trains to Rock Ferry

Second Character	Third and Fourth Number	Route and/or Destination
S		To the Scotland Region
		Avanti West Coast Anglo-Scottish services via West Midlands or Trent Valley
	odd	Class 2 trains Bletchley to Bedford
	even	Class 2 trains Bedford to Bletchley
		Stratford-upon-Avon via Whitlocks End
		Class 1 trains Manchester Airport/Liverpool Lime Street to Glasgow/Edinburgh via WCML
	odd	Class 2 trains Colne to Blackpool South
	5x	Blackpool South to Preston
	6x	Preston (and beyond) to Blackpool South
	even 00-40	Manchester to New Mills Central via Bredbury
	odd 01-39	New Mills Central to Manchester via Bredbury
	even 7x/8x	Class 2 trains Manchester Piccadilly to Sheffield via New Mills Central
	odd 7x/8x	Class 2 trains Sheffield to Manchester Piccadilly via New Mills Central
		Merseyrail trains to Southport
		Any Chiltern Railways operated Class 5 shunting within the station limits at Marylebone
T	odd	Class 2 trains Euston to Tring
	even	Class 2 trains Tring to Euston
		Marylebone to Oxford including services that terminate at Bicester Village or Oxford Parkway
U		GWR Class 2 trains to Bristol Temple Meads
	odd	Class 1 trains Euston to Crewe via Trent Valley timed at 110mph
	even	Class 1 trains Crewe to Euston via Trent Valley timed at 110mph
	8x	Class 1 trains Windermere to Manchester Airport
	9x	Class 1 trains Barrow-in-Furness to Manchester Airport
	99	Trent Valley service that runs via Hixon
		Marylebone to Banbury
		Birmingham Snow Hill to Banbury
	odd	Class 2 CrossCity trains to Four Oaks
	odd	Class 2 trains Manchester Victoria to Leeds via Brighouse
	even	Class 2 trains Leeds to Manchester Victoria via Brighouse
		Merseyrail trains to Hunts Cross
		ECS to Four Oaks
V		Class 1 Manchester Piccadilly to Scarborough via Guide Bridge and Leeds
		To the Western Region
	00-20	Birmingham New Street to Gloucester/Cardiff via Chepstow
	20-30	Birmingham New Street to Worcester stations /Malvern/Hereford/Gloucester
	40-75	Birmingham New Street to Bristol/Plymouth/West Country
	80-95	Birmingham New Street to Reading via Leamington Spa
		ECS to Worcester LMD
		Marylebone to Aylesbury Vale Parkway via Amersham

Second Character	Third and Fourth Number	Route and/or Destination
W		Peak services to London
		Class 1 trains London Paddington to Worcester/Great Malvern/Hereford
	0x	Class 1 trains Cardiff to Manchester via Crewe and Styal
	1x-2x	Class 1 trains Cardiff to Manchester via Crewe stopping at Nantwich
	5x-7x	Class 1 trains Cardiff to Manchester via Crewe
	81-89	Class 1 trains Cardiff to Chester via Crewe
	90-99	Class 1 Trains Cardiff to Holyhead via Chester and Wrexham
	odd	Class 1 trains Euston to Northampton/Birmingham New Street services timed at 110mph
	odd (31-55)	Euston to Liverpool Lime Street via FL to Milton Keynes Central, Birmingham New Street, Wolverhampton and Madeley
	even	Class 1 trains Birmingham New Street/Northampton to Euston timed at 110mph
	odd (71-79)	Euston to Birmingham New Street, FL from Ledburn Jn, Northampton
	odd (91-99)	Euston to Crewe via FL to Hanslope Jn, Northampton, Birmingham New Street, Wolverhampton and Stoke (via Stafford NOT Madeley)
		Walsall via Birmingham New Street to Wolverhampton
		From Stratford-upon-Avon via Dorridge to all destinations
		Marylebone to High Wycombe
		Alderley Edge/Stalybridge/Manchester to Wigan/Southport via Bolton
		Southport/Wigan to Stalybridge via Bolton
		Merseyrail trains to West Kirby
		ECS to Oxley CMD
		Exceptional load trains requiring to travel under RT3973EXL conditions
X	odd	Euston to Birmingham New Street via Northampton
Y	odd (51-59)	Euston to Birmingham New Street via FL to Ledburn Jn, Northampton
	even (00-70,80-98)	Birmingham New Street to Euston via Northampton/Birmingham New Street to Northampton
		Euston to Birmingham New Street or Crewe via Stoke
	81, 83, 85	Euston to Liverpool via FL to Ledburn Jn, Northampton, Birmingham New Street, Wolverhampton, Madeley & Crewe
	odd (05-29)	Euston to Crewe via FL to Ledburn Jn, Northampton, Birmingham New Street, Wolverhampton and Stoke
	odd (93-99)	Euston to Crewe via FL to Ledburn Jn, Northampton, Birmingham New Street, Wolverhampton and Madeley
		Class 1 or Class 2 Oxford to Marylebone
		Class 5 Chiltern Railways service terminating at Oxford or shunt move in the Oxford area
		Class 5 Chiltern Railways service terminating at Wembley LMD having reversed in the turnback siding at Wembley Stadium
		Class 2 trains Great Malvern/Worcester to Weston-Super-Mare
	5x/6x	Class 1 trains Blackpool to Manchester Airport
	9x	Class 2 trains Manchester Victoria to Stalybridge
		Morecambe/Heysham/Lancaster to Leeds via Settle
		Merseyrail trains to Ellesmere Port

Second Character	Third and Fourth Number	Route and/or Destination
Z		Special Traffic Trains Must NOT be used for WTT services STP additional trains <i>not</i> conforming to any route code

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 Weekday (Monday to Saturday)
Daily	Every day – will not accept this; there must be a separate entry for Sundays
Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15x	DMU classes 150/155/156
153	Class 153 DMU
158	Class 158 DMU
159	Class 159 DMU
16x	Class 165 and 166 Turbo DMU
170	DMU classes 170/171
172	Class 172 DMU
175	Class 175 DMU
185	Class 185 DMU
195	Class 195 DMU
196	Class 196 DMU
197	Class 197 DMU
22x	DEMU classes 220/221/222
230	Class 230 DMU
319	Class 319 EMU
323	Class 323 EMU
325	Class 325 EMU (Royal Mail)
331	Class 331 EMU
350	Class 350 EMU
377	Class 377 EMU
378	Class 378 EMU

Abbreviation	Description
390	Class 390 EMU
397	Class 397 EMU
710	Class 710 EMU
730	Class 730 EMU
769	Class 769 Bi-mode
777	Class 777 EMU
777-B	Class 777 B-mode (BEMU)
80x	Class 800 and 802 Bi-modes
802	Class 802 Bi-mode
805	Class 805 Bi-mode
807	Class 807 EMU
DMU	Any diesel multiple unit (excluding Classes 220/221/222)
DVT	Driving Van Trailer
EMU	Any electric multiple unit (excluding Class 390 and Class 807)
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 power cars and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
NMT	New Measurement Train (2x Class 43 power cars and 5 trailers)
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

Abbreviation	Description
A	Arley Line Line A (Euston to Camden Jn)
A & D Line	Arrival and Departure Line
B	Line B (Euston to Camden Jn)
BKR	Back Road (Chester Middle Yard)
BOR	Backing Out Road
BS	Branch Single (Single line between Worcester Shrub Hill and Worcester Foregate Street)
C	Line C (Euston to Camden Jn)
CL	Carriage Line or Chord Line
CYL	Claydon Loop
D	Line D (Euston to Camden Jn)
DA	Down Arley Line
DB	Down Bedworth Down Bletchley Down Bolton Down Branch
DBC	Down Bicester Chord
DBL	Down Bromsgrove Loop
DC	'DC' Lines between Euston and Watford Down (Nuneaton) Chord
DCL	Down Coventry
DCV	Down Cherwell Valley
DDG	Down Derby Goods
DEL	Down East Lancs or Derby Lines between Birmingham New Street and Proof House Jn
DFL	Down Fast Line
DG	Down Goods
DGL	Down Goods Loop
DH	Down Holyhead
DM or DML	Down Main Line
DNB	Down Norton Bridge
DNL	Down Northampton Line between Hillmorton Jn and Rugby
DPL	Down Passenger Loop
DR	Down Reception or Down Relief see MD101
DS	Droitwich Single
DS or DSL	Down Slow Line
DSA	Down Siding Arrival
DSG	Down Saltley Goods Loop
DTA	Down Through Arrival Line
DTL	Down Through Line
DTS	Down Through Siding
DUG or DUGL	Down and Up Goods Line
DUH	Down & Up Heysham Line
DUM	Down and Up Main Down & Up Morecambe Line
E	Line E (Euston to Camden Jn)
EC	East Chord
EL	East Line
FL	Fast Line
GL	Goods Line
HLG	High Level Goods

Abbreviation	Description
IL	Independent Line
KSS	King Street Siding
ML	Main Line
OL	Helsby Line (Old Line)
P5	Platform 5 (Bolton)
REC	Reception
RL	Relief Line
REV	Reversible Line
RV	Reversible Line
RVL	Reversible Line
SH	Snow Hill Lines
SL	Slow Line
SWS	South West Sidings
SW	Up & Down South West
TL	Through Line
UA	Up Arley Line
UB	Up Bedworth Up Bletchley Up Bolton Up Branch
UBC	Up Bicester Chord
UBL	Up Banbury Loop
UC	Up (Nuneaton) Chord
UCL	Up Coventry
UCV	Up Cherwell Valley
UDC	Up and Down Cannock
UDE	Up and Down Electric
UDF	Up and Down Fast Line
UDG	Up and Down Goods Line
UDGL	Up and Down Goods Loop
UDM	Up and Down Main
UDP	Up Dorridge Passenger Loop
UDR	Up and Down Relief
UDS	Up and Down Slow Line Up Derby Slow
UDT	Up and Down Through Siding
UEL	Up East Lancs
UFL	Up Fast Line
UGL	Up Goods Loop
UH	Up Holyhead
UM or UML	Up Main Line
UNB	Up Norton Bridge
UNL	Up Northampton Line
UPL	Up Passenger Loop
UR	Up Relief
USL	Up Slow Line
UTS	Up Through Siding
WL	Stour Valley Lines between Birmingham New Street and Proof House Junction
X	Line X (Euston to Camden Jn)

1.3.5 Activity and Other Codes

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

Activity Codes – Notes

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

Activity Codes – Notes
b) –D, –U, –T. c) TB, TF. d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). R, D and U are additionally valid with Train Categories XU and OU (unadvertised services).
7. K, KC, KE, KF, KS are only valid with Train Categories starting X or O.
8. If TF is present then none of K, KC, KE, KF, KS can be present.
9. Activity T indicates that a train stops to pick up and set down. This normally refers to passengers. Activity –T indicates that the train stops to attach and detach vehicles. At any location where a 'stop' time is shown, TPS or a similar system will assume a default Activity is required unless otherwise specified. These default Activities are as follows: T for trains with a Train Category starting in X or O, OP for trains with a Train Category starting in Z or E, and –T for all other trains (but see below). The default Activity will be generated when the upload file is created.
10. If Activities U, D, N, R, OP, S, TW, –U or –D are specified then this overrides the defaults and only the specified Activities will be included in the upload file (it is not necessary to use the * suppression code if these codes are present).
11. If a traffic Activity is NOT required at a 'stop' location with Activities other than U, D, N, R, OP, S, TW, –U or –D (e.g. at 'C' or 'L' stops) then the * must be input to the TPS or similar system train specification at that location to suppress –T or T. If the * is not added to indicate a non-traffic stop then T, –T or OP will be added to the upload file
12. If an Activity –T (only) is required on a train with a Category starting in X or O it is necessary to add a * to the TPS spec (to suppress 'T') and positively show –T in the Activity column.

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

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

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

In the tables below, the following codes apply:

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

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Brent Reception and Departure	–	REV –		Track code must be shown Timing point for trains from Railnet Reception via REV and to/from Willesden Brent Sidings <i>To/from Railnet Reception – MD137</i> TIPLOC WLSDBRR
Sudbury Jn	SL – UDR	UR DR –	X	Timing point for all trains not passing on the slow lines <i>To/from Loco Holding Sidings and Wembley Receptions 1-7 via ‘–’ – MD137</i> <i>To/From Willesden Up/Down Relief via ‘UDR’ – MD166</i> <i>To/From Wembley Yard South Jn – MD166</i>
<i>Wembley Central Jn</i>				For timing purposes this location is shown as Wembley Central
<u>Wembley Central</u>	FL SL	FL SL CL – UDR		Platform detail must be shown <i>To Willesden Up/Down Relief via ‘UDR’ – MD166</i> <i>To/from Wembley InterCity Depot via CL – MD136</i> <i>To/from Wembley yards – MD137</i>
North Wembley Jn	FL	SL	X	
<u>Harrow & Wealdstone</u>	FL SL	FL SL		Platform detail must be shown
Bushey	FL* SL	FL SL	S	* set down only Platform detail must be shown
Watford South Jn	SL	FL SL	X	
Watford Yard		SL	S	
<u>Watford Junction</u>	FL SL	FL SL DC		Platform detail must be shown <i>To/from Watford High Street DC Lines – MD120</i> <i>To/from St Albans Abbey – MD130</i>
Watford North Jn	FL	SL DSL DFL	X	
Up Kings Langley Loop		SL	S	
Kings Langley	FL SL	FL SL	S	
Apsley	FL SL	FL SL	S	
Hemel Hempstead South Jn	SL		X	Shunting moves and trains to/from Boxmoor Sidings only
Hemel Hempstead Boxmoor Sidings		SL	S	
Hemel Hempstead	FL SL	FL SL	S	Platform detail must be shown
<u>Bourne End Jn (Herts)</u>	FL SL	FL SL		
Berkhamsted	FL SL	FL SL	S	
<i>Tring South Jn</i>				
Tring Signal WT1425	–		S	For trains to Tring Civil Engineers Sidings
Tring Civil Engineers Sidings		–	S	
<u>Tring</u>	FL SL	FL SL		Platform detail must be shown
Tring North Jn	SL	FL	X	
Cheddington	FL SL	FL SL	S	
<u>Ledburn Jn</u>	FL SL	FL SL		
Leighton Buzzard	FL SL	FL SL	S	
Drayton Road Jn	SL	FL	X	

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Water Eaton Road Jn	USL		X	
Bletchley South Jn	–	SL	X	For trains to/from Aggregate Sidings
<u>Bletchley</u>	FL SL RL –	FL SL		Platform detail must be shown To/from Fenny Stratford – MD140
<i>Bletchley North Jn</i>				To/from Bletchley Relief 2 To/from Bletchley Carriage Sidings
Bletchley Relief 1	RL	RL	S	TIPLOC: BLTCDGL
Bletchley Relief 2	RL	RL	S	TIPLOC: BLTCUGL
Bletchley Carriage Sidings	– CWM	–		
<i>Bletchley Flyover North Jn</i>				
Denbigh Hall South Jn	SL USL	– RL SL		Timing point for all trains on Slow Lines and all crossing moves at this location To/from Bletchley High Level – MD736
Denbigh Hall North Jn	FL	SL	X	
<i>Knowlhill Jn</i>				
<i>Milton Keynes South Jn</i>				
<u>Milton Keynes Central</u>	FL SL	FL SL		Platform detail must be shown
Milton Keynes Signal KR1492		–	S	For shunting between platforms 5 and 6
<i>Milton Keynes North Jn</i>				
Wolverton Signal KR1498	SL	–	S	For trains to Wolverton Centre Sidings
Wolverton Centre Sidings	–	–	S	
Wolverton Signal KR1495	–	SL	S	For trains to Wolverton Centre Sidings
Wolverton	FL SL	FL SL	S	
<u>Hanslope Jn</u>	FL SL	FL SL		To/from Northampton – MD105
<u>Weedon</u>	FL	FL		
<u>Hillmorton Jn</u>	FL SL	FL SL		To/from Long Buckby – MD105
<i>Rugby South Jn</i>				
Rugby South Sidings		–	S	TIPLOC: RUGBRTR/RUGBDED
Rugby Up Stabling Sidings		–	S	TIPLOC: RUGBYCS
Rugby Depot Access Sidings	–	–	S	TIPLOC: RUGBDAL
<u>Rugby</u>	FL SL DCL UDT UNL	FL DNL UNL		Platform detail must be shown Down trains departing / passing platform 2 towards Coventry must show 'FL' line code from Rugby to Rugby Trent Valley Junction
Rugby Signal RN4182		– SL	S	Up Goods Loop
Rugby Signal RN4184		– SL	S	Up and Down through siding
<i>Rugby North Jn</i>				
Rugby North Sidings		–	S	TIPLOC: RUGBYY
Rugby Signal RN4179	UDT		S	Up and Down through siding
<u>Rugby Trent Valley Jn</u>	SL FL – UCL	SL FL UGL UNL UDT DCL *		To/from New Bilton – MD180 To/from Coventry – MD301 * DCL line code for trains running bi- directional on Down Coventry
Newbold Jn	SL UFL	SL UFL	X	
High Oaks Jn	SL FL	SL FL	X	
<u>Brinklow Jn</u>	FL			Timing point for all Down trains
<u>Attleborough South Jn</u>	FL SL			Timing point for all Down trains
Attleborough North Jn		FL	X	
Nuneaton Signal RN5433	SL		S	
<i>Nuneaton South Jn</i>				To/from Chilvers Coton Jn – MD410

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Nuneaton</u>	FL SL DC UC	FL SL DB UB –		Platform detail must be shown <i>Up TV Slow: To/from Hinckley – MD232</i> <i>Up TV Slow: From Nuneaton – MD232</i>
<i>Nuneaton North Jn</i>				<i>To/from Abbey Jn – MD555</i>
Ashby Jn		FL DSL DFL	X	
Canal Farm Jn	SL			Timing point for trains that have travelled from Nuneaton Midland Yard Jn <i>From Nuneaton Midland Yard Jn – MD233</i>
Atherstone	SL	SL	S	
Polesworth	SL		S	
<u>Amington Jn</u>	FL SL UFL	SL FL		UFL line code for Down trains travelling bi-directionally on the Up Trent Valley Fast
Tamworth Low Level	SL	SL	S	
Lichfield Trent Valley Low Level	SL USL	SL –	S X	Platform detail must be shown Timing point for trains via the Chord Line to Lichfield Trent Valley Jn <i>To/from Lichfield Trent Valley Jn – MD355</i>
Lichfield Down Siding	–		S	
Lichfield Signal LS1303	SL		S	Departure Signal from Lichfield Down Siding
Lichfield Signal LS1306		–	S	All Down trains from Amington Jn to Lichfield Down Siding reverse at this signal.
<u>Lichfield North Jn</u>	SL FL	FL SL DFL		<i>To/from Rugeley North Jn – NW1001</i> DFL line code for Up trains travelling bi-directionally on the Down Trent Valley Fast
Lichfield Signal LS1308		SL FL UFL USL	S X	For trains reversing at Lichfield North Jn. USL line code only for trains to LS1306 and Lichfield Down Siding
Curborough Jn		DFL UFL	X	Use for Up Slow to Up Fast crossover and for bi-di timetable planning <i>To/from Rugeley North Jn – NW1001</i>

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hanslope Jn</u>	–	FL SL		<i>To/from Milton Keynes Central – MD101</i>
<u>Courteenhall Jn</u>	–	–		<i>To/from Northampton Gateway</i>
Northampton Gateway	–	–	S	
Collingtree Road Jn	–	–	X	Timing point for trains to/from Northampton Gateway
Northampton South Jn Northampton South Jn	–		S	To/from Brackmills – MD175
<u>Northampton</u>	–	DN –		Platform detail must be shown
Northampton Riverside Sidings	–		S	Siding A or Siding B must be shown
Northampton Castle Yard	–	–	S	
Northampton North Jn	– UDS GL	–	S X	Timing point in Down direction for all movements to the Down Goods or Kings Heath Traincare Depot; all movements to/from the Up and Down Slow or sidings and for reversing trains

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)				
TIMING POINT	DOWN	UP	CODE	NOTES
Northampton Kings Heath Traincare Depot	–	–	S	Also known as Northampton EMD
Northampton Down Goods Loop	–	–	S	
Northampton Up Reception	–	–	S	
Northampton Up Sidings	–	–	S	
Mill Lane Jn	–	– UDS	S X	
Long Buckby	–	–		
Daventry South Jn	–	–	X	Trains to/from Daventry terminals
Daventry IRFT	–	–	S	
Daventry North Jn	–	–		
Hillmorton Jn	FL DNL	–		
<i>Rugby South Jn</i>				
Rugby	FL SL USL DCL UNL	FL DNL UNL		To/from Rugby Trent Valley Jn – MD101

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES				
TIMING POINT	DOWN	UP	CODE	NOTES
Camden Jn	DC	B C D –		To/from Camden South Jn – MD101 To/from Camden Road West Jn – MD145
South Hampstead	DC	DC	S	
Kilburn High Road	DC	DC	S	
Queen's Park	DC 21	DC		
Queen's Park Jn	DC	DC 24		To/from LUL (Bakerloo Line)
Kensal Green	DC	DC	S	
Willesden Signal WS301		–	S	Shunt signal for movements between platforms at Willesden Junction Low Level
<i>Willesden Suburban Jn</i>				To/from Kensal Green Jn – MD150 To/from Willesden TMD
Willesden Junction Low Level	DC	DC –		Platform detail must be shown
Willesden Signal WS303	–		S	Shunt signal for movements between platforms at Willesden Junction Low Level
Harlesden	DC	DC	S	
Stonebridge Park	DC –	DC		
STNBS36	DC		X	WS36/38 signal. Down trains to LUL depot
STNBS34		DC	X	WS32/34 signal. Up trains to LUL depot
Wembley Central DC	DC	DC		
North Wembley	DC	DC	S	
South Kenton	DC	DC	S	
Kenton	DC	DC	S	
Harrow & Wealdstone DC	DC	DC		
Harrow DC Signal 307	DC	DC	S	To/from Turnback Siding only
Headstone Lane	DC	DC	S	
Hatch End	DC	DC	S	
Carpenders Park	DC	DC	S	
Bushey	DC	DC	S	
Watford High Street	DC	DC		
Watford Junction		DC		To/from Bourne End Jn – MD101 Platform detail must be shown

MD130 WATFORD JUNCTION TO ST. ALBANS ABBEY

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

MD136 HARLES DEN JN TO WEMBLEY CENTRAL (WILLES DEN CARRIAGE SHED LINES)

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

MD137 HARLES DEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Harlesden Jn</u>	CL SL –	FL SL –		To/from Brent Sidings via ‘–’ – MD101 To/from Kensal Green Jn – MD155 To/from Wembley Central via CL – MD136 To/from Up and Down Goods via ‘–’
Railnet Jn				For timing purposes this location is shown as Harlesden Jn
<u>Railnet Reception</u>	HLG REC	–		Track code must be shown To/from Princess Royal Distribution Centre via REC To/from Willesden Railnet OTM Siding via REC To/from Wembley Yard South Jn via HLG To/from Brent Reception and Departure via REV

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

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Bletchley	–			To/from Ledburn Jn – MD101 Platform detail must be shown
Bletchley North Jn				To/from Bletchley Relief 2 To/from Bletchley Carriage Sidings – MD101
Bletchley East Jn				To/from Vale Refuge Siding
Bletchley Hopper Siding	–	–	S	TIPLOCs: BLTCHTS (Former RMC) BLTCHGB (GBRf)
Bletchley Civil Engineers Sidings		–	S	
Bletchley TMD		–	S	
Bletchley S&T Yard		–	S	TIPLOC BLTCYD
Fenny Stratford Jn				To/from Flyover Summit Jn – MD741
Fenny Stratford	–	–		Single Line between 0 miles 49 chains and 1 miles 42 chains
Single & Double Jn				
Bow Brickhill	–	–	S	
Woburn Sands	–	–		Timing point can be omitted from a ‘150 TIPLOC’ schedule
Aspley Guise	–	–	S	
Ridgmont	–	–		
Lidlington	–	–	S	
Millbrook	–	–		Timing point can be omitted from a ‘150 TIPLOC’ schedule
Stewartby	–	–	S	

MD140 BLETCHLEY TO BEDFORD ST. JOHNS (INCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Forders Sidings Signal MV233	–		S	Only for trains entering Forders Sidings
Forders Loop Sidings A&D Line	–	–	S	
Forders Sidings	–	–	S	
Forders Sidings Signal MV250		–	S	Located on Down Main
Forders Sidings Signal MV28		–	S	Only for trains entering Forders Sidings
Kempston Hardwick	–	–	S	
Double to Single Jn				Single Line beyond 15 miles 67 chains
<u>Bedford St. Johns</u>	–	–		To/from Bedford – Refer to East Midlands Timetable Planning Rules – LN3140

MD145 CAMDEN ROAD WEST JN TO CAMDEN JN

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

MD150 KENSAL GREEN JN TO WILLESDEN SUBURBAN JN

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

MD155 KENSAL GREEN JN TO HARLESDEN JN (CITY LINES)

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

MD160 WILLESDEN HIGH LEVEL JN TO MITRE BRIDGE JN

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

MD166 NORTH POLE JN TO WEMBLEY

TIMING POINT	DOWN	UP	CODE	NOTES
Route Boundary: South East/NW&C				5 miles 65 chains
<u>Mitre Bridge Jn</u>	– SW	UWL DWL		To/from Kensington Olympia – Refer to Sussex Timetable Planning Rules – SO250 To/from Willesden High Level Jn – MD160 To/from Willesden South West Sidings via SW – MD167
Willesden West London Jn	– FL SL DR UR	– FL SL		Timing point for all trains not using the SW lines. To/from Camden Jn – MD101 To/from Wembley Central – MD101 To/from Acton Wells Jn (South West Lines) – MD167
Willesden Euroterminal	–	–	S	Timing point for trains to/from Willesden Euroterminal
Acton Lane Reception Sidings	–	–	S	Timing point for trains to/from Acton Lane Reception Sidings
Willesden Jn				For timing purposes this location is shown as Willesden No.7
Willesden No.7	FL DR UR	UR DR –	X	Timing point for all trains on relief lines and crossing moves To/from Acton Canal Wharf Jn – MD170

MD166 NORTH POLE JN TO WEMBLEY				
TIMING POINT	DOWN	UP	CODE	NOTES
Brent New Jn	–	DR	S	Timing point for trains reversing or to/from Willesden F Sidings
Willesden F Sidings		–	FS	
<u>Wembley Yard South Jn</u>	DR UR –	UR DR HLG		<i>To/from Wembley C Sidings via HLG To/from Wembley Receptions (Reception & Departure Lines 1-7) via ‘–’ To/from Wembley DBC Fan A & B via ‘–’ To/From Wembley Receptions (Reception & Departure Lines 1-7) via ‘–’</i>
Sudbury Jn	SL – UDR	UR DR –		Timing point for all trains not passing on the slow lines <i>To/from Loco Holding Sidings and Wembley Receptions 1-7 via ‘–’ To/from Wembley Central via SL – MD101 To/from Brent Reception & Departure Line or Up & Down Goods via ‘–’ – MD101</i>
<u>Willesden Up & Down Relief Lines</u>	–	–		Track code must be shown TIPLOC: WLSUDR
<i>Wembley Central Jn</i>				For timing purposes this location is shown as Wembley Central
<u>Wembley Central</u>	FL SL	FL SL CL – UDR		Platform detail must be shown <i>To Willesden Up/Down Relief via ‘UDR’ To Wembley ICD via CL To Wembley Receptions (Reception & Departure Lines 1-7) via ‘–’</i> TIPLOC WMBY

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

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

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

MD180 RUGBY TRENT VALLEY JN TO NEW BILTON

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

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN

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

MD233 NUNEATON MIDLAND YARD JN TO CANAL FARM JN

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

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Rugby Trent Valley Jn</u>	– UCL	SL FL UGL UNL DCL		UCL applies to trains running in the Down direction on the Up Coventry DCL applies to trains running in the Up direction on the Down Coventry <i>To/from Rugby – MD101</i>
Rugby Long Lawford Jn	–	DM UM	X	
Coventry South Jn				<i>To/from Gibbet Hill Jn – MD405</i>
<u>Coventry</u>	–	–		Platform detail must be shown
Coventry North Jn				<i>To/from Coundon Road – MD410</i>
Canley	–	–	S	
Tile Hill	–	–	S	
<u>Berkswell</u>	–	–		
Hampton In Arden	–	–	S	
<u>Birmingham International</u>	–	–		Platform detail must be shown
Marston Green	–	–	S	
Lea Hall	–	–	S	Platform detail must be shown
<u>Stechford</u>	–	–		<i>From Aston – MD315</i>
Stechford North Jn				<i>To Aston – MD315</i>
Adderley Park	–	–	S	
<u>Grand Jn</u>	–	–		<i>To/from Landor St Jn – MD501</i> <i>To/from St. Andrew's Jn – MD575</i> Timing point can be omitted from a '150 TIPLOC' schedule
<u>Proof House Jn</u>	WL DEL	–		<i>To/from Grand Jn – MD501</i> <i>To/from Aston – MD320</i>
<u>Birmingham New Street</u>	–	WL DEL		Platform detail must be shown <i>To/from Five Ways – MD306</i>
Monument Lane Up Through Siding		–	S	Recessed trains only
<u>Soho South Jn</u>	–	–		<i>To/from Soho East Jn – MD325</i>
Soho LMD	–		S	
Soho Curve North Jn	–	–	X	For planning purpose this location is known as Soho North Jn Trains using the Down Goods Loop to show track code DTS <i>To/from Soho East Jn – MD330</i>
Smethwick Rolfe Street	–	–	S	
<u>Galton Jn</u>	–	–		<i>To/from Smethwick Jn – MD440</i>
Smethwick Galton Bridge Low Level	–	–	S	
Sandwell and Dudley	–	–	S	
<u>Dudley Port</u>	–	–		
Watery Lane (Down/Up Stour Goods)	–	–	S	Recessed trains only
Tipton	–	–	S	
Coseley	–	–	S	
Monmore Green	–	–	X	<i>To/from Wolverhampton Steel Terminal</i>
Wolverhampton Steel Terminal		–	S	
Wolverhampton Signal BW1273	–	–	S	Shunt moves only – signal on Up Stour
Wolverhampton Crane Street Jn				<i>To/from Portobello Jn – MD365</i>
<u>Wolverhampton</u>	–	–		Platform detail must be shown

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)				
TIMING POINT	DOWN	UP	CODE	NOTES
Wolverhampton Signal WS1294	–	–	X S	Timing point for trains to platform 6 or North Yard Also, for shunt moves to platforms 1 and 2 On Down Stour
Wolverhampton Signal WS1300	–	–	S	Shunt moves only – signal on Down Stour
Wolverhampton North Jn	–	–		To/from Oxley Stafford Road Jn – MD801
Bushbury Jn	–	–		To/from Portobello Jn – MD320 To/from Oxley Stafford Road Jn – MD805
Bushbury Jn Down Goods Loop	–		S	Recessed trains only
Four Ashes Up Goods Loop		–	S	Recessed trains only
Penkridge	–	–		To/from Stafford Trent Valley Jn – NW1002

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Birmingham New Street	–			Platform detail must be shown To/from Proof House Jn – MD301
Five Ways	–	–		Platform detail must be shown Timing point can be omitted from a '150 TIPLOC' schedule
University	–	–	S	Platform detail must be shown
Selly Oak	–	–		
Bournville	–	–	S	
Lifford West Jn	–	–	X	To/from Lifford East Jn – MD580
Kings Norton Station Jn				For planning purposes this location is shown as Kings Norton
Kings Norton	FL SL	–		To/from Lifford East Jn – MD570
Kings Norton Jn				For planning purposes this location is shown as Kings Norton
Kings Norton Signal SY523		–		Departure signal from Kings Norton On Track Plant Depot towards King's Norton
Kings Norton On Track Plant Depot	–		S	
King's Norton Signal SY57	–		S	Departure signal Kings Norton On Track Plant Depot towards Longbridge
Kings Norton West Jn	FL	– FL	X	
Kings Norton Signal SY528	–		S	For trains routed towards Kings Norton Neck
Kings Norton Signal SY522		–	S	For trains reversing in Kings Norton Neck
Northfield	SL	SL	S	
Longbridge	– GL	FL SL		
Longbridge Jn				For planning purposes this location is shown as Longbridge
Longbridge Reversing Siding		–	S	
Longbridge Signal SY23		SL	S	Use for regulation on Up Slow prior to Longbridge
Cofton Jn	–		S X	
Barnt Green Jn				For planning purposes this location is shown as Barnt Green
Barnt Green	–	FL SL		Platform detail must be shown To/from Alvechurch – MD310

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Blackwell North Jn</i>				
Blackwell Down Goods Loop	–		S	Recessed trains only
<i>Blackwell South Jn</i>				
<i>Bromsgrove North Jn</i>				
Bromsgrove	– DBL	–		Platform detail must be shown
Bromsgrove Tamper Siding		–	S	
<i>Bromsgrove South Jn</i>				
Up Bromsgrove Neck		–	S	
Stoke Works Jn	–	–		<i>To/from Droitwich Spa – MD900</i>
<i>Spetchley North Jn</i>				
Up Spetchley Goods Loop		–	S	
<i>Spetchley South Jn</i>				
Worcestershire Parkway	–	–	S	Platform detail must be shown
<i>Abbotswood North Jn</i>				
Abbotswood Jn	–	–		<i>To/from Norton Jn – MD900</i>
<i>Eckington North Jn</i>				
Up Eckington Goods Loop		–	S	
<i>Eckington South Jn</i>				
<i>NW&C/Western Route Boundary</i>				<i>78 miles 40 chains</i>
Ashchurch	–	–		<i>To/from Cheltenham Spa – Refer to GW401 - Western & Wales Timetable Planning Rules</i> Timing point can be omitted from a '150 TIPLOC' schedule

MD310 BARNT GREEN TO REDDITCH				
TIMING POINT	DOWN	UP	CODE	NOTES
Barnt Green	–			Platform detail must be shown <i>To/from Longbridge – MD306</i>
<i>Barnt Green Single Line Jn</i>				Single line between Barnt Green Single Line Jn and Alvechurch Station Jn
<i>Alvechurch Station Jn</i>				
Alvechurch	–	–		Platform detail must be shown
Weights Lane Jn	–	–		Single line between Weights Lane Jn and Redditch
Redditch		–		

MD315 STECHFORD SOUTH JN TO ASTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Stechford South Jn</i>				<i>To Birmingham International – MD301</i>
Stechford	–	–		
<i>Stechford North Jn</i>				<i>From Birmingham International – MD301</i>
Aston Signal SB4619	–		S	TIPLOC ASTO65
Aston	–	–		<i>To/from Perry Barr North Jn – MD320</i> Platform detail must be shown

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)				
TIMING POINT	DOWN	UP	CODE	NOTES
Proof House Jn	–			<i>To/from Birmingham New Street – MD301</i>
<i>Vauxhall Jn</i>				<i>Down Vauxhall Chord from Proof House Jn</i>
Duddeston	–	–	S	
<i>Aston South Jn</i>				<i>To/from Stechford – MD315</i>
Aston	–	–		Platform detail must be shown
<i>Aston North Jn</i>				<i>To/from Four Oaks – MD340</i>
Witton	–	–	S	
Perry Barr	–	–	S	
<i>Perry Barr South Jn</i>				<i>To/from Perry Barr West Jn – MD335</i>
Perry Barr North Jn	–	–		<i>To/from Perry Barr West Jn – MD325</i>
Hamstead	–	–	S	
Tame Bridge Parkway	–	–	S	
Newton Jn	–	–	X	<i>To/from Bescot Yard</i>
Bescot Down Goods Loop	– GL	–	S	Bi-directional
Bescot Down Yard	–		S	
Bescot Up Goods Loop	– GL	GL	S	Bi-directional between Newton Jn and Bescot Middle Jn
<i>Bescot Middle Jn</i>				<i>To/from New Ballast Sidings (Virtual Quarry)</i> <i>To/from Up Sorting Sidings</i>
Bescot Stadium	–	–		
Bescot Jn	–	–	X	<i>To/from Pleck Jn – MD345</i> <i>To/from Bescot Yard</i>
Darlaston Jn	–	–		<i>To/from Pleck Jn – MD360</i>
Darlaston	–	–	S	
Willenhall	–	–	S	
Portobello Jn	–	–		<i>To/from Wolverhampton Crane Street Jn – MD365</i>
Bushbury Signal SB4695	–		S	For trains over 382metres/60SLU required to stop at Bushbury Jn only.
Bushbury Jn		–		<i>To/from Penkridge – MD301</i>

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Soho South Jn	–			<i>To/from Birmingham New Street – MD301</i>
Soho East Jn	–	–		<i>To/from Soho North Jn – MD330</i>
Perry Barr West Jn	–	–		<i>To/from Perry Barr – MD335</i>
Perry Barr North Jn		–		<i>To/from Bescot Stadium – MD320</i>

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

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

MD335 PERRY BARR WEST JN TO PERRY BARR SOUTH JN

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

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

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

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
Bescot Jn	–	–	X	To/from Bescot Stadium – MD320
<u>Pleck Jn</u>	FL SL –	–		To/from Darlaston Jn – MD360 To/from Up Dudley Siding – MD370
Walsall Freight Terminal	–			
Tasker Street Yard		–		
<i>Walsall South Jn</i>				
<u>Walsall</u>	–	FL SL		Platform detail must be shown

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Walsall North Jn</i>				
Walsall Signal DR1362		–		Timing point for trains shunting between platforms at Walsall
<u>Ryecroft Jn</u>	–	–		To/from Park Lane Jn– MD565
<u>Bloxwich</u>	–	–		
Bloxwich North	–	–	S	
Landywood	–	–	S	
<u>Mid Cannock Jn</u>	–	–		To/from Cannock FLT
Cannock FLT		–	S	
Cannock	–	–	S	
<u>Hednesford</u>	–	–		
Rugeley Town	–	–	S	
<u>Rugeley Power Station Jn</u>	–	–		To/from Rugeley 'B' Power Station To/from Rugeley Trent Valley – NW1004

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

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

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

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

MD360 WALSALL PLECK JN TO DARLASTON JN

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

MD365 PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Portobello Jn</u>	–	–		To/from Darlaston Jn – MD320
Wolverhampton Signal PC6607	–		S	
<i>Wolverhampton Crane Street Jn</i>	–	–		To/from Wolverhampton – MD301

MD370 UP DUDLEY SIDING TO PLECK JN

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

MD401 HEYFORD TO BORDLESLEY JN

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

MD401 HEYFORD TO BORDESLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Fenny Compton Middle Jn</i>				For planning purposes trains are timed at Fenny Compton
<i>Fenny Compton North Jn</i>				For planning purposes trains are timed at Fenny Compton
<i>Leamington Spa South Jn</i>				
Leamington Spa LN113	–		S	For reversing moves
<u>Leamington Spa</u>	–	–		Platform detail (including through lines) must be shown.
<i>Leamington Spa North Jn</i>				<i>To/from Milverton Jn – MD405</i>
Leamington Spa Signal LN126	–	–	S	For reversing moves
Leamington Spa Signal LN128	–	–	S	For reversing moves
Warwick	–	–	S	
Warwick Parkway	–	–	S	
Budbrooke Jn	– DGL		X	Trains using Hatton DGL
Hatton Down Goods Loop	– ML DPL		S	
<u>Hatton</u>	–	–		Platform detail must be shown
<i>Hatton Station Jn</i>				<i>To/from Hatton West Jn – MD415</i>
Hatton North Jn	–	–	X	<i>To/from Hatton West Jn – MD420</i>
Lapworth	–	–	S	
<u>Dorridge</u>	–	–		Platform Codes to be shown or Track Code must be shown for UDG
Dorridge Up Passenger Loop		–	S	Recessed trains only
<u>Bentley Heath Crossing</u>	–	–		
Widney Manor	–	–	S	
Solihull	–	–	S	
Olton	–	–	S	
Acocks Green	–	–	S	
Tyseley South Jn	– DTS	–	X	Trains crossing to/from Tyseley LMD or Tyseley Up and Down Through Siding to be timed here <i>To/from Whitlocks End – MD425.</i>
<u>Tyseley</u>	FL SL DTS	–		Platform detail must be shown
<i>Tyseley North Jn</i>				Trains not timed here. Crossing moves to be shown running FL between Tyseley and Small Heath South Jn in either direction
Tyseley Up and Down Through Siding	– DTS	– UTS		
Tyseley LMD	–	–	S	
<u>Small Heath South Jn</u>	– SH UDG	– FL SL UTS		<i>To/from Birmingham Moor Street – MD435</i>
Bordesley Down Goods Loop	–	–	S	
<u>Bordesley Jn</u>	–	ML UGL		<i>To/from St. Andrew's Jn – MD570</i>

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN

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

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

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

MD415 HATTON STATION TO STRATFORD-UPON-AVON

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

MD420 HATTON NORTH JN TO HATTON WEST JN

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

MD425 TYSELEY SOUTH JN TO BEARLEY JN

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

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Droitwich Spa</u>	–	–		<i>To/from Worcester Tunnel Jn (Down) and Droitwich Signal 68 (Up) – MD900</i>
<i>Droitwich Spa Jn</i>				
<u>Hartlebury</u>	–	–		
Kidderminster Down Goods Loop	–	–	S	See Section 5.3 MD430
Kidderminster Turnback Siding	–		S	See Section 5.3 MD430
Kidderminster Severn Valley Railway	–	–	S	
<u>Kidderminster</u>	–	–		Platform detail must be shown
<u>Blakedown</u>	–	–		
Hagley	–	–	S	
<u>Stourbridge Junction</u>		–		Platform detail must be shown <i>To/from Stourbridge Town – MD445</i>
<i>Stourbridge Middle Jn</i>				
Stourbridge Down Goods Loop	–		S	
Stourbridge Down Siding		–	S	TIPLOC STRBSDG
Stourbridge Jn Depot	–	–	S	

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Stourbridge North Neck	–		S	TIPLOC STRBHDS
<i>Stourbridge North Jn</i>				<i>To/from Rowley Regis – MD435</i> <i>To/from Kingswinford Jn – MD450</i>

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Small Heath South Jn	SH UDG	SL FL –		<i>To/From Tyseley – MD401</i>
<i>Up and Down Small Heath Goods</i>				<i>To/from Caledonia Yard</i>
Small Heath	–	– SH	S	
Small Heath North Jn	–			Timing point for Down trains on Up and Down Small Heath Goods
Caledonia Yard	–	UDG	F S	Track codes must be shown
Small Heath Aggregate Siding	–		S	Accessed via Caledonia Yard
Bordesley Aggregate Siding		–	S	Accessed via Caledonia Yard
Bordesley	–	– SH	S	
Birmingham Moor Street signal WM190		–	S	Shunting moves only
Birmingham Moor Street Siding 1		–	S	TIPLOC BHAMMSS
Birmingham Moor Street Siding 2		–	S	TIPLOC BHAMMS2
Birmingham Moor Street	–	– SH UDG		Platform detail must be shown
Birmingham Snow Hill	–	–		Platform detail must be shown
Snow Hill Turnback Sidings	–		S	Access only via Platform 1
SY459 Signal	–		S	Reversal point for platform 2 to platform 1 shunt
Jewellery Quarter	–	–		
Handsworth Coopers Metals		–	S	
Queens Head Sidings Arrival & Departure	–	–	S	TIPLOC HNDSCS
Queens Head Signal SJ606		–	S	For propelling moves to Queens Head Sidings Arrival & Departure TIPLOC BHAMQHS
Queens Head Sidings	–	–	S	
The Hawthorns	–	–	S	
Smethwick Galton Bridge High Level	–	–		Platform detail must be shown
Smethwick Jn	–	–		<i>To/from Galton Jn – MD440</i>
Rood End Up Goods Loop		–	S	
Langley Green	–	–	S	
Down Rowley Regis Goods Loop	–		S	
Up Rowley Regis-Goods Loop		–	S	TIPLOC ROWLUR
Rowley Regis	–	–		
Old Hill	–	–	S	
Cradley Heath	–	–	S	
Lye	–	–	S	
<i>Stourbridge North Jn</i>				<i>To/from Stourbridge Junction – MD430</i> <i>To/from Kingswinford Jn – MD450</i>

MD440 GALTON JN TO SMETHWICK JN

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

MD445 STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

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

MD450 STOURBRIDGE NORTH JN TO ROUND OAK

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

MD455 KINGSWINFORD JN SOUTH TO PENSNETT

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

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)

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

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Region Boundary: NW&C/Eastern</i>				<i>Mileage: 23 miles 30 chains</i>
<u>Tamworth High Level</u>	–	–		<i>To/from Wichnor Jn – LN3501 Refer to East Midlands Timetable Planning Rules</i>
Wilnecote	–	–	S	
Kingsbury Oil Terminal	–		S	
Birch Coppice Container Terminal	–		S	
Kingsbury E.M.R Sidings		–	S	
Kingsbury Reception Sidings	–	–		All trains to/from Kingsbury Terminals or Birch Coppice must stop here <i>To/From Kingsbury Terminals</i>
Kingsbury Shunt Frame	–	–		Network Rail Boundary All trains to/from Kingsbury Reception Sidings. Must be in schedules to/from Kingsbury E.M.R Sidings.
Kingsbury Stabling Sidings		–	S	Tiploc KNGSBSS
Kingsbury Branch Jn	–	–	X	<i>To/from Kingsbury Terminals</i>
<u>Kingsbury Jn</u>	–	–		<i>To/from Whitacre Jn – MD545</i>
<i>Water Orton East Jn</i>				<i>To/from Coleshill Parkway – MD555</i>
<u>Water Orton</u>	ML	–		Platform/track detail must be shown including DW for Down Whitacre
Water Orton West Jn	– UDS	–	X	<i>To/from Park Lane Jn – MD560</i>
<u>Castle Bromwich Jn</u>	ML UDS DDG	ML UDS –		<i>To/from Park Lane Jn – MD565</i> Timing point can be omitted from a '150 TIPLOC' schedule
Castle Bromwich Jaguar Sidings		–	S	
Bromford Bridge Jn	UDS –	ML UDS		Timing point for crossing moves and all trains on the Up Derby Slow. <i>To/from Castle Bromwich Jaguar Sidings</i> <i>To/from Washwood Heath Up Sidings</i>
Washwood Heath Up Sidings	–	–	S	
Washwood Heath East Jn	– DDG DTS			Timing point for all trains on the Down Derby Goods and to the Down Washwood Heath Through Siding
<i>Washwood Heath Middle Jn</i>				<i>To Down Washwood Heath Through Siding</i>
<i>Down Washwood Heath Through Siding</i>				For timing purposes this location is shown as Washwood Heath West Jn
Washwood Heath West Jn	ML UGL UDS DDG	ML UDS –		Timing point for crossing moves and all trains on the Up Derby Slow, Down Derby Goods and trains recessed on the Down Washwood Heath Through Siding <i>To/from Washwood Heath Up Sidings</i>
Up Washwood Heath Goods Loop	UGL	UGL	S	
Duddeston Jn	ML – DDG UDS DSG	ML DDG UDS UGL		Timing point for crossing moves and all trains on the Down Derby Goods <i>To/from Lawley Street FLT</i> <i>To/From Saltley L.I.P</i> <i>To/From Saltley E.M.R</i>
Lawley Street FLT		–	S	
Lawley Street Aggregates Terminal		–	S	TIPLOC LWLYSAT
Saltley E.M.R Sidings		DSG	S	

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Saltley L.I.P		–	S	
Landor Street Jn	–	ML DDG		To/from St. Andrew's Jn – MD570
Grand Jn	–	–		To/from Birmingham New Street – MD301 (WL) To/from St. Andrew's Jn – MD575 Timing point can be omitted from a '150 TIPLOC' schedule
Proof House Jn		–		To/from Birmingham New Street – MD301

MD545 KINGSBURY JN TO WHITACRE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Kingsbury Jn	–	–		To/from Tamworth – MD501
Kingsbury Signal WW6950		–	S	TIPLOC: KNGS950
Whitacre Jn	–	–		To/from Coleshill Parkway – MD555

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Nuneaton North Jn</i>				To/from Nuneaton – MD101
Nuneaton Signal NW4226		–	S	Regulation point on Up Nuneaton Chord prior to station
Abbey Jn	–	A UC DC		To/from Nuneaton platforms 6 and 7 – MD232
Daw Mill East Jn	–		X	
Daw Mill Colliery			S	
Daw Mill West Jn	–	–	X	
Whitacre Down Arley Loop	–			
Whitacre Jn	–	–		Entry/Exit to/from Hams Hall To/from Kingsbury Jn – MD545
Hams Hall Reception Line	–	–	S	
Hams Hall Parsec	–	–	S	
Hams Hall GBRf	–	–	S	
Hams Hall NDP COLAS	–	–	S	
Coleshill Parkway	–	–		Entry/Exit to/from Hams Hall
Coleshill Parkway Signal WW1972		–	S	For shunt between platforms at Coleshill Parkway TIPLOC COLE972
<i>Water Orton East Jn</i>				To/from Kingsbury Jn – MD501
Water Orton		–		To/from Landor Street Jn – MD501

MD560 WATER ORTON WEST JN TO PARK LANE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Water Orton West Jn	–	–		To/from Kingsbury Jn – MD501 To/from Landor Street Jn – MD501
Park Lane Jn	–	–		To/from Ryecroft Jn – MD565 To/from Castle Bromwich Jn – MD565

MD565 CASTLE BROMWICH JN TO RYECROFT JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Castle Bromwich Jn</u>	–	–		Single Line To/from Landor Street Jn – MD501
<u>Park Lane Jn</u>	–	–		To/from Water Orton West Jn – MD560
Aldridge Signal WR1438	–	–	S	TIPLOC ADRG438
Aldridge Signal WR1439	–	–	S	TIPLOC ADRG439
<u>Ryecroft Jn</u>	–	–		To/from Walsall – MD345

MD570 SALTLEY LANDOR STREET JN TO KINGS NORTON JN (CAMP HILL LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Landor Street Jn</u>	–			To/from Water Orton – MD501
<u>St. Andrew's Jn</u>	–	–		To/from Grand Jn – MD575
<u>Bordesley Jn</u>	–	–		To/from Small Heath South Jn – MD401
Moseley Village	–	–	S	TIPLOC MOSLEY
Kings Heath	–	–	S	TIPLOC KIGSHTH
Pineapple Road	–	–	S	TIPLOC HAZEWLL
<u>Lifford East Jn</u>	–	–		To/from Lifford West Jn – MD580
<u>Kings Norton</u>	–	–		To/from Longbridge – MD306

MD575 ST. ANDREW'S JN TO GRAND JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>St. Andrew's Jn</u>	–			To/from Bordesley Jn – MD570
<u>Grand Jn</u>	–	–		To/from Proof House Jn – MD301 (WL) To/from Proof House Jn – MD501 (DEL) Timing point can be omitted from a '150 TIPLOC' schedule

MD580 LIFFORD EAST JN TO LIFFORD WEST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Lifford East Jn</u>	–	–		To/from Bordesley Jn – MD570
<u>Lifford West Jn</u>	–	–		To/from Selly Oak – MD306

MD701 MARYLEBONE TO AYNHO JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Marylebone</u>	–			Platform detail must be shown
Marylebone Tunnel Siding		–	S	
<u>Marylebone Signal 10</u>		–		All Up trains to be timed here
Marylebone Signal 508	–	–	S	Used for station shunts
Neasden Signal ME525	–			
<u>Neasden South Jn</u>	–	–		To/from Harrow on the Hill – MD710
Neasden T.C.	–			
Great Central Way Jn	–	–	X	Trains to/from Wembley LMD only

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

MD705 GREENFORD WEST JN TO SOUTH RUISLIP

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

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL

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

MD712 AMERSHAM TO AYLESBURY

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Mantles Wood</u>	–	–		Network Rail/LUL Boundary To/from Amersham – MD710
Great Missenden Signal ME769	–		S	For shunt moves from Up to Down line
<u>Great Missenden</u>	–	–		
<u>Wendover</u>	–	–		
<u>Stoke Mandeville</u>	–	–		
<i>Aylesbury Jn</i>				To/from Little Kimble – MD720
<u>Aylesbury</u>		–		Platform detail must be shown To/from Aylesbury Vale Parkway – MD726

MD715 NEASDEN SOUTH JN TO NEASDEN JN

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

MD720 PRINCES RISBOROUGH TO AYLESBURY

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Princes Risborough</u>	–	–		Single Line Platform detail must be shown <i>To/from Saunderton – MD701</i>
Princes Risborough Signal ME178	–	–	S	Timing point for shunt moves to/from Platforms 1 or 2 at Princes Risborough
Monks Risborough	–	–	S	
<u>Little Kimble</u>	–	–		
<u>Marsh Lane Level Crossing</u>	–	–		TIPLOC: MSHLLC
<u>Aylesbury</u>	–	–		Platform detail must be shown <i>To/from Aylesbury Vale Parkway –MD726</i>

MD726 AYLESBURY TO CLAYDON WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Aylesbury</u>	–	–		Platform detail must be shown <i>To/from Stoke Mandeville – MD712</i> <i>To/from Marsh Lane Level Crossing – MD720</i>
Aylesbury North Goods Loop	–	–	S	Token exchange point for trains to/from Blackgrove Road
<i>Aylesbury Vale Jn</i>				
<u>Aylesbury Vale Parkway</u>	–	–		
<u>Blackgrove Road</u>	–	–		Token exchange point
Quainton Railhead		–	S	TIPLOC QUNTRHD
Quainton Road		–	S	Buckinghamshire Railway Society
Line temporarily out of use beyond 44 miles 46 chains				
<u>Calvert</u>	–	–		Single line to/from Blackgrove Road.
<u>Claydon West Jn</u>	–			<i>To/from Bicester Gavray Jn – MD736</i>

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Oxford North Jn</u>	DB UB	UML URL DML		<i>To/from Oxford – GW200 - Refer to Western and Wales Timetable Planning Rules</i>
<i>Oxford Canal Jn</i>				
<i>Region Boundary: Western and Wales/North West and Central</i>				<i>29 miles 15 chains</i>
<u>Woodstock Road Jn</u>	– UB	– DB		
<u>Oxford Parkway</u>	– UB	– DB		Platform detail must be shown
<i>Water Eaton Jn</i>				<i>To/from Banbury Road Sidings</i>
Oxford Banbury Road Sidings		–	S	
Oxford Parkway Signal OB1770		–	S	For reversing moves to/from Oxford Parkway
Islip	– UB	– DB	S	
Bicester Depot West Jn	– UB	– DB	X	For trains to/from Bicester Depot Goods Loop or Bicester Depot Run Round
Bicester Central Ordnance Depot (COD)	–		S	

MD736 OXFORD NORTH JN (EXCLUSIVE) TO DENBIGH HALL SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Bicester Depot Goods Loop/Run Round	UB	–	S	To/from Bicester Central Ordnance Depot (COD) Tiploc BCSTDRL
Bicester Village	– UB	– DB		Platform detail must be shown
Bicester Gavray Jn	– DBC	– DB		To/ from Bicester South Jn – MD745
Claydon West Jn	–	–		To/from HS2 compound/IMD To/from Calvert –MD726 (Line to Calvert is temporarily out of use)
Claydon West Headshunt	–		S	
Network Rail/ HS2 Boundary	–		S	
Claydon Loops	–	–	S	Platform detail must be shown as follows: REC – Claydon Reception Line CYL – Claydon Loop
Claydon Reception Line	–	–	S	TIPLOC CYDNRCS
Claydon East Headshunt		–	S	
Claydon East Jn	–	–	X	Timing point for trains crossing to or from Claydon Loops
Winslow	–	–		
Bletchley West Jn	–	–	X	
Bletchley High Level	–	– DB		Platform detail must be shown
Flyover Summit Jn				For timing purposes this location is shown as Bletchley High Level To/from Fenny Stratford – MD741
Bletchley Signal TK4133	–		S	Regulating point for trains to the Down Slow at Denbigh Hall South Jn
Denbigh Hall South Jn	SL USL	–		To/from Milton Keynes Central – MD101

MD741 FLYOVER SUMMIT JN TO FENNY STRATFORD JN (BLETCHLEY FLYOVER LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Flyover Summit Jn				For timing purposes this location is shown as Bletchley High Level To/from Denbigh Hall South Jn MD736
Fenny Stratford Jn				For timing purposes this location is shown as Fenny Stratford To/from Bletchley – MD140 To/from Fenny Stratford – MD140

MD745 BICESTER SOUTH JN TO BICESTER GAVRAY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Bicester South Jn	– UBC	– DML		To/from Princes Risborough MD701
Bicester Signal OB9024		–	S	For trains shunting between platforms at Bicester Village
Bicester Gavray Jn	–	– DBC		To/from Bicester Village MD736

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Wolverhampton North Jn	–	–		To/from Wolverhampton – MD301
Oxley Stafford Road Jn	–	–		To/from Bushbury Jn – MD301
Oxley Down Goods Loop	–		S	
Oxley Up Goods Loop		–	S	
Oxley CS	–	–	S	
Bilbrook	–	–	S	
Codsall	–	–	S	
Albrighton	–	–	S	
Cosford	–	–		
Shifnal	–	–	S	
Madeley Jn	–	–		To/from Ironbridge – MD810
Telford Central	–	–	S	
Oakengates	–	–	S	
Donnington Jn	–	–	X	To/from Donnington Freight Terminal
Wellington	–	–		Platform detail must be shown
Abbey Foregate Jn	–	–		To/from English Bridge – GW730 Refer to Western and Wales Timetable Planning Rules

MD805 OXLEY STAFFORD ROAD JN TO BUSHBURY OXLEY JN (OXLEY CHORD LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Oxley Stafford Road Jn	–	–		To/from Wolverhampton North Jn – MD801 To/from Cosford – MD801
Bushbury Jn	–	–		To/from Wolverhampton North Jn – MD301 To/from Penkridge – MD301

MD810 MADELEY JN TO IRONBRIDGE				
TIMING POINT	DOWN	UP	CODE	NOTES
Madeley Jn	–			Single Line lead until 1347 points
<i>MJ328 Signal</i>		–		Protecting signal on Up Ironbridge
<i>MJ329 Signal</i>				Protecting signal on Down Ironbridge Single Line from beyond Signal MJ329 to Ironbridge PS Stop Board
Ironbridge PS Stop Board				Trains to stop in either direction
Ironbridge Power Station				

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER				
TIMING POINT	DOWN	UP	CODE	NOTES
Abbotswood Jn	–	–		Single lead junction To/from Ashchurch – MD306
Abbotswood Signal BA7654		–	S	
Norton Jn	–	–		To/from Evesham – MD910

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wylds Lane Jn</u>	DTS –	–		To/from Worcester Yard Line detail DM or UM to be shown Timing point can be omitted from a '150 TIPLOC' schedule
Shrub Hill Signal 59		– UTS		All trains from Worcester Yard to be timed here on Up Through Sidings
Worcester Hereford Sidings		–	S	TIPLOC WORCHER – Sidings 1-3 (GWR)
Shrub Hill Signal 52	–	–	S	Shunting moves only
Shrub Hill Signal 54	–	–	S	Shunting moves only
Shrub Hill Signal 52	–	–	S	Shunting moves only
Worcester Shrub Hill Long Siding	–	–	S	
Worcester Shrub Hill Middle Siding	–	–	S	
Worcester Shrub Hill Middle Siding Headshunt		–	S	
Worcester Back Road		–	S	
Worcester Shrub Hill Worcester Shrub Hill	– BS	–		All trains timed at platforms Platform detail must be shown. Values which can be shown in the "Platform Details" field are: 1 – Both parts of platform 1 2 – Both parts of platform 2 1A – Platform 1A 1B – Platform 1B 2A – Platform 2A 2B – Platform 2B 3 – Platform 3 (Bay)
Shrub Hill Jn				To/from Worcester Foregate Street – MD940
Worcester Shrub Hill Middle Sidings	–	–	S	
Worcester Shrub Hill Middle Sidings Headshunt	–	–	S	
Worcester Back Road	–	–	S	
Worcester Hereford Sdg 5-7	–	–	S	TIPLOC WORCHFD – (WMT)
Worcester Through Sidings Ground Frame	–	–	S	TIPLOC WORCSGF Timing point for trains to/from Worcester Hereford Sidings Sdg 5-7
Worcester Hereford Sidings	–	–	S	TIPLOC WORCHER – Sidings 1-3 (GWR) TIPLOC WORCHFD – Sidings 5-7 (WMT)
Worcester TC (Yard) Yard	DTS	UTS –	S	Recessed trains only See Section 5.3
Worcester LMD	–	–	S	
Tunnel Jn Signal 34/35	–	–	S	Shunting moves only
Tunnel Jn Signal 58 Tunnel Jn Signal 58	DTS –		S	All down trains on Down Through Siding
<u>Worcester Tunnel Jn</u>	–	DS UTS –		To/from Worcester Foregate Street – MD950 To/from Worcester Yard
Droitwich Signal 68		–		Timing point in the In the Up direction Timing point can be omitted from a '150 TIPLOC' schedule
<u>Droitwich Spa</u>	–	–		

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER

TIMING POINT	DOWN	UP	CODE	NOTES
Droitwich Spa Signal 33		–	S	For shunt moves from Down to Up only TIPLOC DRTW33
<i>Droitwich Spa Jn</i>				To/from Hartlebury – MD430
Droitwich Spa Signal 72		–	S	TIPLOC DRTW72
Droitwich Spa Signal 12 Droitwich Spa Signal 12	–		S	TIPLOC DRTW12
Stoke Works Jn		–		To/from Bromsgrove – MD306

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

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

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

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

MD950 WORCESTER TUNNEL JN TO HENWICK

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

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Armitage Jn (former site of)</i>				<i>To/from Lichfield North Jn – MD101</i>
Rugeley Trent Valley	SL UDR	SL	S	Platform detail must be shown
<u>Rugeley North Jn</u>	FL SL	FL SL UDC		<i>To/from Rugeley Power Station Jn. – NW1004</i>
<u>Colwich</u>	FL	FL SL		<i>To/from Stone – NW5009</i>
Milford and Brocton	SL		X	
Whitehouse Jn		FL	X	
Stafford Trent Valley Jn	SL DGL	SL –		Timing point for Slow Lines only <i>To/from Penkridge – NW1002</i>
Stafford South Jn	FL SL	FL SL	X	
<u>Stafford</u>	FL SL	FL SL		Platform detail must be shown which includes UDG – Stafford Goods Loop, DFL and UFL
Stafford North Jn	SL	FL GL	X	
Stafford Doxey Jn	FL	SL	X	
Little Bridgeford Jn		SL		Timing point for trains to the Up Slow line only
Searchlight Lane Jn	DNB SL			Timing point for trains on the Down Slow or Down Norton Bridge only <i>To Yarnfield Jn – NW5008</i>
<i>Norton Bridge Jn</i>				For timing purposes this location is shown as Norton Bridge
<u>Norton Bridge</u>	FL EC	FL		<i>To/from Yarnfield Jn – NW5008</i>
<u>Madeley</u>	FL SL	FL SL		
<u>Basford Hall Jn</u>	FL SL IL –	FL SL		<i>To/from Crewe Signal BH34/36 – NW1009</i> Default line code to be used for trains to Crewe Basford Hall Yard (Freightliner) only
Crewe Signal CE105	SL		S	Regulating point on Down Slow
Crewe Down Refuge Siding	–		S	<i>To/from Crewe Signal CE110 – NW1007</i> TIPLOC: CREWDRS
Crewe Carriage Sheds	–	–	S	TIPLOC CREWECS. Also known as Crewe LNWR
Crewe Carriage Sheds Sig. 535/537	–		S	TIPLOC: CREWC57
<i>Crewe South Jn</i>				<i>To/from North Stafford Jn – NW1005</i> <i>To/from Gresty Lane – NW1007</i>
<u>Crewe</u>	FL SL	FL SL		Platform detail must be shown. Also show the following in platform where applicable: "DFL" for trains timed via the Down Fast line. "MT" in platform for trains reversing in the former Motorail terminal. "UDL" for trains timed via the Up & Down Loop. "UFL" for trains timed via the Up Fast Line <i>To/from North Staffs Jn – NW1005</i> <i>To/from Gresty Lane Jn – NW1007</i>
Crewe D.H.S.		–		See Section 5.3 for specific rules applicable to trains to/from this location.
<i>Crewe North Jn</i>				<i>To/from Crewe Steelworks – NW3001</i> <i>To/from Sandbach – NW5001</i>
<u>Crewe Coal Yard</u>	FL SL	FL SL IL		<i>To/from Salop Goods SB – NW1017</i>

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Winsford Signal WD12	FL		S	<i>Tiploc: WNSFD12</i>
<i>Winsford South Jn</i>				
Winsford	FL	FL SL		
Hartford	FL	FL	S	
Hartford Jn	FL SL	FL		<i>To/from Hartford C.L.C. Jn – NW3037</i>
Acton Bridge	FL	FL SL		
<i>Acton Bridge Jn</i>				
Weaver Jn	FL	FL		<i>To/from Runcorn – NW2001</i>
Acton Grange Jn	FL OL	FL		<i>To/from Walton Old Jn – NW1019</i> <i>To/from Runcorn East – NW3003</i>
<i>Warrington South Jn</i>				<i>To/from Walton Old Jn – NW1019</i>
Warrington Bank Quay	FL SL USL	FL OL		Platform detail must be shown
<i>Warrington North Jn</i>				
Dallam Jn	FL USL	FL SL		All trains except on Down SL <i>To/from Warrington Royal Mail Terminal</i>
Dallam Freight Terminal		SL	S	
Warrington R.M.T.	USL	–		TIPLOC: WRGTRM3 required for movements to/from Dallam Freight Terminal See Section 5.3 for specific rules applicable to trains to/from this location
Winwick Jn	FL	FL SL		<i>To/from Earlestown – NW1021</i>
Golborne Jn	FL SL	FL		<i>To/from Newton-le-Willows – NW1021</i> <i>To/from Parkside Jn – NW2015</i>
Haydock Branch Jn	–	SL		<i>To/from Kelbit Private Sidings – NW1023</i>
Bamfurlong Jn	SL GL	FL SL	X	<i>To/from Bamfurlong Sidings Jn – NW1025</i>
Springs Branch	GL	GL		Trains to/from Wigan Diesel Depot T.C., Wigan Springs Branch Stabling Sidings or to/from GL only. See Section 5.3 for specific rules applicable to trains to/from Depot
Wigan Diesel Depot T.C.		–	S	
Wigan Springs Branch Stabling Sidings		–	S	TIPLOC SPRBSS
Springs Branch Jn	FL GL UDS	FL SL GL		<i>To/from St. Helens Central – NW2023</i>
Wigan Canal Sidings	DPL			
Wigan South Jn	FL DPL UPL	FL GL UDS –		
Wigan Station Jn	–	–		Trains to/from Crow Nest Jn. or Wigan Wallgate – NW6009) or Platforms 1, 2 or 3 at Wigan North Western station only
Wigan North Western	FL	FL DPL –		Platform detail must be shown
Balshaw Lane Jn	FL SL	FL		
Euxton Balshaw Lane	SL	SL	S	Platforms are on Slow Lines only
Euxton Jn	FL SL	FL SL		<i>To/from Chorley – NW6001</i>
Leyland	FL SL	FL SL	S	
Leyland Sidings	–		S	
Farington Jn	FL SL –	FL SL	X S	Timing point for all trains to/from Leyland Sidings and all crossing moves <i>Trains to/from Lostock Hall Jn – NW7011</i>

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Farington Curve Jn	SL	SL		Timing point for Slow Lines only <i>To/from Rufford – NW7007</i> <i>To/from Lostock Hall Jn – NW7009</i>
Skew Bridge Jn	SL GL	SL	X	Trains crossing to/from Goods Lines only
<u>Preston Ribble Jn</u>	DFL UFL DSL USL GL	FL SL GL		Down direction line code usage GL – to RES or DGL DSL – Only to platform 1 USL – Only to platform 2 DFL – Only to platform 2 (via 636 points), 3, 3c, 4c, 4 or 5 UFL – Only to platform 4, 5, 6 or GL
<i>Preston South Jn</i>				<i>To/from Preston Docks – NW1027</i>
<u>Preston</u>	DTL DFL UFL DSL USL GL	UFL DFL USL DSL GL		Platform detail must be shown Down direction line code usage DFL – Only from platform 3 DSL – Only from platform 1 DTL – Only from platform 4,5,6 or GL UFL - Only from platform 4,5,6 or GL USL – Only from platform 2 GL – Only from RES, DGL or UGL
<u>Preston Fylde Jn</u>	–	UTL UFL DFL USL DSL GL		<i>To/from Lancaster – NW4001</i> <i>To/from Deepdale – NW4003</i> <i>To/from Kirkham & Wesham – NW4005</i> Up Direction line code usage DFL – Only to platform 3 DSL – Only to platform 1 UFL - Only to platform 4, 5, 6 or GL USL – Only to platform 2 UTL – Only to platform 4, 5, 6 or GL GL - Only to RES, DGL or UGL

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)				
TIMING POINT	DOWN	UP	CODE	NOTES
PenkrIDGE	–	–		<i>To/from Bushbury Jn – MD301</i>
Rickerscote		–	S	Recessed trains only
<u>Stafford Trent Valley Jn</u>	SL	–		<i>To/from Stafford – NW1001</i>

NW1004 RUGELEY TOWN (EXCLUSIVE) TO RUGELEY NORTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Rugeley Power Station Jn</u>	–	–		<i>To/from Rugeley 'B' Power Station</i> <i>To/from Hednesford – MD345</i>
<u>Rugeley Trent Valley</u>	UDC	–		Platform detail must be shown
<u>Rugeley North Jn</u>	FL SL	FL SL UDC		<i>To/from Colwich – NW1001</i>

NW1005 KIDSGROVE JN TO CREWE SOUTH JN

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

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Nantwich	–	–		<i>To/from Wrenbury – GW735 Refer to Western and Wales Timetable Planning Rules</i>
<i>Route Boundary: Wales/NW&C</i>				<i>2 miles 60 chains</i>
Gresty Green Sidings Neck		–	S	TIPLOC: CREWGUN
Gresty Green West Jn	– DTS DSA	–		DTS – Down Through Siding DSA – Down Siding Arrival
Gresty Green Sidings		–	S	TIPLOC: CREWGGN
Gresty Lane Down Through Siding	–		S	TIPLOC: CREWGLT
Gresty Lane Down Sidings	–		S	TIPLOC: CREWPAD
Gresty Green Through Siding		–	S	<i>To/from Gresty Green Sidings and Gresty Green Sidings Neck</i> TIPLOC: CREWGUL
Gresty Green East Jn		–	X	<i>To Gresty Green Through Siding</i> TIPLOC: CREWGGE
Gresty Lane Signal GL9014		DTS DSA		All Up trains to Gresty Lane Down Sidings TIPLOC: CREWG14
Gresty Lane Reception		DSA	S	<i>To/from Gresty Lane Down Sidings</i> TIPLOC: CREWGLR
Crewe Signal GL9021	–		S	Shunt signal for reverse moves <i>From Gresty Lane Down Sidings</i>
Crewe Signal GL9023	–		S	<i>To/From Gresty Road Western Sidings - NW1013</i> <i>Can be used for reverse moves from Crewe D.H.S</i>
Gresty Lane Jn	–	–		<i>To/from Crewe Pway Shops Yard</i> <i>To/from Crewe Sorting Siding North SB – NW1013</i> <i>To/from Salop Goods Jn SB – NW1011</i>
Crewe Pway Shops Yard		–	S	TIPLOC: CREWPWS
Crewe Signal GL9042		–	S	<i>From Crewe D.H.S - NW1001</i>
Down Salop Goods Loop	–		S	<i>To Crewe D.H.S. – NW1001</i> TIPLOC: CREWEDL
Crewe Signal CE110	–	–	S	<i>To/from Crewe D.H.S. – NW1001</i> TIPLOC: CREW110
Crewe Signal CE551	–		S	<i>To/from Crewe – NW1001</i> TIPLOC: CREW551
<i>Crewe South Jn</i>				<i>To/from Crewe – NW1001</i>

NW1009 BASFORD HALL JN TO SANDBACH SOUTH JN (INDEPENDENT LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
Basford Hall Jn	IL	FL SL		<i>To/from Madeley – NW1001</i>
Crewe Sorting Sidings South		UTS		Timing point for all Up Trains on UTS and trains from Crewe Basford Hall Yard (Freightliner) Track code detail must be shown TIPLOC: CREWSSS
New Middle Sidings		UTS	S	TIPLOC: CREWNMS
Basford Hall Up Through Siding Stop Board		UTS		Timing point for all Up Trains on UTS Track code detail must be shown TIPLOC: CREWUSB
Crewe Basford Hall Yard (Freightliner)	–	–	S	TIPLOC: CREWBHM
Crewe Signal IL3017/5021	IL			Timing point for all down trains on the IL Track code detail must be shown TIPLC: CREWH34
Crewe Bas Hall L.H.S	IL		S	TIPLOC: CREWBLS
Crewe Signal IL3016/9043	–	IL		Timing point for all Up Trains on IL <i>From Crewe South Yard/-Crewe Coal Sidings (DRS)</i> TIPLOC: CREWH44
Crewe South Yard	–	–	S	TIPLOC: CREWESY
Crewe Coal Sidings (DRS)	–	–	S	TIPLOC: CREWSYC
Crewe Sorting Sidings North SB	IL –	IL UTS –		<i>To/from Gresty Lane – NW1013</i> <i>To/from Crewe South Yard Bypass</i> <i>To/from Crewe Basford Hall Yard (Freightliner)</i>
Crewe Signal IL1046/1048		IL	S	Timing point for electric trains shunting to CREWBHM TIPLOC: CREW146
Crewe South Yard Bypass	–	–		Timing point for all trains to/from Crewe South Jn <i>To/from Crewe South Yard/ Crewe Coal Sidings (DRS)</i> TIPLOC: CREW543
Crewe Signal IL3031/5033	IL			Timing point for all Down trains on IL Track code detail must be shown TIPLOC: CREWSG5
Crewe Signal IL3018/5022		IL		Timing point for all Up trains on IL Track code detail must be shown TIPLOC: CREWH10
Salop Goods Jn SB	IL	IL		<i>From Crewe North Jn – NW1015</i> <i>To/from Crewe Coal Yard – NW1017</i>
Sandbach Signal MS3723	–		S	TIPLOC: SBCH723
<i>Sandbach South Jn</i>				<i>To/from Sandbach – NW5001</i>

NW1011 GRESTDY LANE TO SALOP GOODS JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Gresty Lane Jn	–	–		<i>To/from Nantwich – NW1007</i>
Salop Goods Jn SB	IL	–		<i>To/from Sandbach – NW5001</i> <i>To/from Crewe Coal Yard – NW1017</i>

NW1013 CREWE SORTING SIDINGS NORTH TO GRESTY LANE

TIMING POINT	DOWN	UP	CODE	NOTES
Crewe Sorting Sidings North SB	–	– IL		To/from Basford Hall Jn – NW1009
Crewe Signal NH17		–	S	
Gresty Bridge No.1 Siding	–			To/from Gresty Bridge (DRS) TIPLOC: CREWGB1
Gresty Bridge (DRS)		–	S	TIPLOC: CREWWSC
Gresty Road Western Sidings 1-3		–	S	To/from Gresty Bridge No.1 Siding TIPLOC: CREWGW1
Gresty Lane Jn	–	–		To/from Nantwich – NW1007

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

TIMING POINT	DOWN	UP	CODE	NOTES
Salop Goods Jn SB		IL		To Crewe SSN SB – NW1009
Crewe North Jn				To/from Crewe Steelworks – NW3001
Note: Line is signalled in Up direction only				

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

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
Acton Grange Jn	OL	FL –		To/from Weaver Jn – NW1001 To/from Runcorn East – NW3003
Walton Old Jn Sidings	–		S	TIPLOC: WRGTWOY
M.S.C. Sidings	–		S	TIPLOC: WRGTWOM
Walton Old Jn	OL	OL		
Warrington Sig. WN214	OL		S	TIPLOC: WRGT214
Warrington Sig. WN216	UOL		S	TIPLOC: WRGT216
Arpley Sidings	OL	–	S	
Warrington South Jn				To/from Warrington Bank Quay – NW1001

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

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

NW1023 HAYDOCK BRANCH JN TO KELBIT P. S.

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

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

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

NW1027 PRESTON SOUTH JN TO STRAND ROAD

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

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

TIMING POINT	DOWN	UP	CODE	NOTES
Weaver Jn	–	FL		To/from Acton Bridge – NW1001
Halton Jn		–		To/from Frodsham Jn – NW3021
<i>Runcorn Jn</i>				
Runcorn	–	–		To/from Folly Lane Sidings – NW2003
Ditton East Jn	FL SL	–		Note: between 0001 and 0545 Tuesdays to Fridays, all trains between Ditton Jn and Allerton Jn <u>must</u> be timed via "SL". To/from Ditton Reception Sidings

NW2001 WEAVER JN TO LIVERPOOL LIME STREET				
TIMING POINT	DOWN	UP	CODE	NOTES
Widnes Transport Technology Centre		–	S	TIPLOC WIDNTTF To/from Ditton Reception Sidings
Ditton Reception Sidings	–	–	S	
Ditton West Jn	SL	–	F	To/from Ditton Reception Sidings
Halewood East Jn				To/from Halewood (Jaguar Cars)
Halewood (Jaguar Cars)	SL	SL	FS	
Halewood West Jn				To/from Halewood (Jaguar Cars)
Speke East Jn				For planning purposes this location is shown as Speke Jn
Speke Jn	FL SL	FL SL	X	
Speke West Jn				For planning purposes this location is shown as Speke Jn
Allerton East Jn				To/from Garston Jn – NW2007
Allerton Jn				To/from Hunts Cross West Jn – NW6003
Liverpool South Parkway	FL SL	FL SL		Platform details must be shown
				Note: between 0001 and 0545 Mondays to Fridays, all trains between Allerton Jn and Wavertree Jn <u>must</u> be timed via "SL"
Allerton West Jn				
Liverpool South Parkway Signal WE1872	SL	SL	S	Shunting moves only
West Allerton	FL SL	FL SL	S	
Mossley Hill	FL SL	FL SL	S	
Wavertree Jn	FL –	FL SL		
Edge Hill Depot	–	–	S	Timing point for ECS moves to/from Edge Hill Depot
Edge Hill Gullet Sidings	–	–	S	To/from Edge Hill Depot To/from Edge Hill Wapping Sidings
Former Edge Hill SB	FL SL	FL –		To/from Bootle Branch Jn – NW2015 To/from Edge Hill "Depot Complex", Down Wapping and Gullet Sidings
Edge Hill Wapping Sidings	–	–	S	To/from Edge Hill Depot To/from Edge Hill Gullet Sidings
Edge Hill	FL SL	FL SL		Platform detail must be shown
Edge Hill West Jn				
Crown Street Jn	FL DSL USL	FL SL		TIPLOC LVRPLCS The only route to platform 1 at Liverpool Lime Street is via the USL
Liverpool Lime Street		FL USL DSL		Platform detail must be shown

NW2003 RUNCORN TO I.C.I. SALT WORKS (RUNCORN DOCK BRANCH)				
TIMING POINT	DOWN	UP	CODE	NOTES
Runcorn	–	–		Single Line from Runcorn to/from Network Rail Boundary To/from Weaver Jn – NW2001
Network Rail/Ineos Chlor Boundary				0 miles 69 chains
Folly Lane I.C.I. Sidings		–		

NW2005 SPEKE JN TO GARSTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Speke Compound Siding</u>	–			To/from Speke Car Terminal
Speke Car Terminal		–	S	
Speke East Jn				For planning purposes this location is shown as Speke Jn
<u>Speke Jn</u>	–	FL SL		To/from Ditton Jn – NW2001
<u>Speke West Jn</u>	–	–		To/from Speke Compound Siding
Garston Goods Lines	–	–	F	Line detail DGG or UGG or GTS must be shown
Speke Up Sidings	–	–	F	
<u>Garston Jn</u>	–	–		Line detail GAL or GDL must be shown To/from Liverpool South Parkway – NW2007
<u>Garston Church Road</u>	–	–		To/from Garston Freightliner Terminal
Garston Freightliner Terminal		–	S	

NW2007 ALLERTON EAST JN TO GARSTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Allerton East Jn				To/from Wavertree Jn – NW2001
Garston Jn	–	–		To/from Freightliner Depot – NW2005

NW2009 ARPLEY JN TO DITTON EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Football Field Sidings	–		S	TIPLOC: LTFDMSC
<u>Latchford Sidings</u>	–			
<u>Arpley Jn</u>	–	–		To/from Walton Old Jn – NW2011
<u>Monk's Siding SB</u>	–	–		
<u>Fiddlers Ferry Power Station SB</u>	–	–		To/from Fiddlers Ferry Power Station
<u>Ditton East Jn</u>	– SL	–		To/from Speke Jn – NW2001

NW2011 WALTON OLD JN TO ARPLEY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Walton Old Jn</u>	–	OL –		To/from Acton Grange Jn – NW1019
Arpley Sidings	–	–	S	
Arpley Down Sidings		–	S	
<u>Arpley Jn</u>	–	–		To/from Latchford Sidings – NW2009

NW2015 ORDSALL LANE JN TO EDGE HILL				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ordsall Lane Jn</u>	–	–		To/from Deansgate – NW6001 To/from Deal Street Jn – NW6007
Eccles Station Jn				
<u>Eccles</u>	–	–		Goods Loop in Up direction only To/from Weaste – NW2017

NW2015 ORDSALL LANE JN TO EDGE HILL

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

NW2017 ECCLES TO WEASTE

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

NW2019 PARKSIDE JN TO LOWTON JN (EAST CURVE LINES)

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

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

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

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

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

NW2025 ST. HELENS STATION JN TO RAVENHEAD JN

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

NW2027 EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS

TIMING POINT	DOWN	UP	CODE	NOTES
Bootle Branch Jn	–	–		<i>To/from Former Edge Hill SB – NW2015</i> <i>To/from Olive Mount Jn – NW2015</i> <i>To/from Down and Up Waterloo Sidings (Tuebrook)</i>
Edge Lane Jn	–	–		<i>To/from Olive Mount Jn – NW2029</i>
Bootle Jn	–	–		<i>To/from Waterloo – NW8001</i> <i>To/from Bootle Down & Up Goods – NW8007</i>
Stop Board 1	–			All Down trains to show OP stop of 2 minutes for permission to proceed to Port of Liverpool

NW2027 EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Network Rail/Mersey Docks & Harbour Company Boundary</i>				<i>5 miles 53 chains</i>
<u>Strand Road Level Crossing</u>	–	–		
Liverpool Euro Metal		–	S	
Liverpool Bulk Handling Terminal		–	S	
Liverpool Gladstone Dock		–	S	
Seaforth Container Terminal		–	S	

NW2029 OLIVE MOUNT JN TO EDGE LANE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Olive Mount Jn</u>	–	–		<i>To/from Roby – NW2015</i>
<u>Edge Lane Jn</u>	–	–		<i>To/from Bootle Jn – NW2027</i>

NW3001 CREWE NORTH JN TO HOLYHEAD				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Crewe North Jn</i>				<i>To/from Crewe – NW1001 To Salop Goods Jn SB – NW1015</i>
Crewe Heritage Centre Ground Frame	–	–	S	Trains to/from Crewe Heritage Centre only
Crewe Signal CE142		– IL		<i>To Salop Goods Jn SB – NW1015</i> Timing point for train shunting between platforms at Crewe
<u>Crewe Steel Works SB</u>	–	–		
<u>Beeston Castle & Tarporley SB</u>	–	–		
Chester Signal CR527	–		S	For shunt moves only
<i>Chester East Jn</i>				<i>To/from Mickle Trafford – NW3003 To/from Chester Middle Yard</i>
<u>Chester</u>	DML UFL USL	–		Platform detail must be shown For Down trains only, the following applies: All movements from Platforms 2, 3 or DUM to Chester South Jn <u>must</u> show running line DML or UFL. All movements from Platform 4 to Chester South Jn <u>must</u> show running line UFL. All movements from Platform 7 or DTL, DUG to Chester South Jn <u>must</u> show running line USL
Chester Signal CR97	–		S	For reversals on the Down and Up Goods
Chester Middle Yard		–	S	Middle Yard comprises Reception and sidings 2, 3 and 4.
Chester Signal CR106		–	S	For shunt movements exiting Chester DMU depot
Chester DMU Depot		BKR –	S	BKR to be used for moves via the back road of Chester Middle Yard
<i>Chester West Jn</i>				<i>To/from Chester North Jn – NW3011 To/from Chester Middle Yard</i>

NW3001 CREWE NORTH JN TO HOLYHEAD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Chester South Jn</u>	– SL	UFL USL		For Up trains only, the following applies: All movements from Chester South Jn to Chester Platforms 2, 3, 4 or DUM <u>must</u> show running line UFL. All movements from Chester South Jn to Chester Platform 7 or DTL, DUG or Chester Middle Yard <u>must</u> show running line USL <i>To/from Chester North Jn via Up & Down Fork – NW3009</i>
Roodee Jn	–	– SL	X	To/from Down Slow/Up Slow
<u>Saltney Jn</u>	–	–		<i>To/from Wrexham North Jn – NW3005</i>
<u>Shotton (Low Level)</u>	– UH	– DH		UH and DH for wrong direction movements only
<i>NW&C/Wales Route Boundary</i>				<i>To/from Flint – Western & Wales Timetable Planning Rules - NW3001</i>

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

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

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN

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

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

NW3009 CHESTER NORTH JN TO CHESTER SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Chester North Jn</u>	–	–		Single line to/from Chester South Jn To/from Chester DMU Depot To/from Hooton – NW3011
<u>Chester South Jn</u>	– SL	–		To/from Saltney Jn – NW3001

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Chester West Jn</i>				To/from Chester South Jn – NW3001 To/from Chester Middle Yard – NW3001
<u>Chester North Jn</u>	–	–		To/from Chester DMU Depot To/from Chester South Jn – NW3009
Bache Down Goods Loop	–		S	
Bache	–	–	S	Platform detail must be shown
Capenhurst	–	–	S	Platform detail must be shown
<i>Hooton South Jn</i>				To/from Hooton – NW8013

NW3013 HOOTON SOUTH JN TO HELSBY JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hooton South Jn</i>				To/from Hooton – NW8013
Little Sutton	–	–	S	Platform detail must be shown
Overpool	–	–	S	Platform detail must be shown
Ellesmere Port Freight Terminals		–	F	TIPLOCs: ELSMGBF (GBRf) ELSMWFF/ELMSPFH (Freightliner) ELMSPDB (DB Cargo)
<u>Ellesmere Port</u>	–	–		Platform detail must be shown. Extent of DC electrified line. Also bi-directional Goods Loop adjacent to Down Main

NW3013 HOOTON SOUTH JN TO HELSBY JN

TIMING POINT	DOWN	UP	CODE	NOTES
Stanlow & Thornton	–	–	S	
Ince & Elton	–	–	S	
Ince & Elton Encirc Works	–	–	S	
West Cheshire Jn	–	–	X	To/from Ince & Elton Encirc Works
Helsby	–	–		Platform detail must be shown
<i>Helsby Jn</i>				To/from Frodsham Jn – NW3003

NW3021 FRODSHAM JN TO HALTON JN

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

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD

TIMING POINT	DOWN	UP	CODE	NOTES
Edgeley Jn No.2	–	FL SL		To/from Stockport – NW5001
Edgeley Signal EY1.20		–	S	Regulating point for trains on the Up Liverpool. Refer to Edgeley Jn No.2 Planning Restrictions in section 5.3 for further detail
Cheadle Village Jn	–	–		Single line from Cheadle Village Jn to/from Sharston Jn
Sharston Jn	–	–		
Northenden RTS			F	
Northenden Jn Signal NJ8			S	
Northenden Jn	–	–		To/from Hazel Grove High Level Jn – NW9017
Skelton Jn	–	–		Trains using Down Goods Loop or to/from Partington – NW3025 only
Deansgate Jn	–	–		Single line from Deansgate Jn to/from Navigation Road
Navigation Road	–	–		
Deansgate Jn Signal DJ19	–	–	S	Timing point for trains shunting between platforms at Altrincham
Altrincham	–	–		
Hale	–	–		
Ashley	–	–	S	
Mobberley	–	–		
Knutsford	–	–	S	
Plumley	–	–	S	
Plumley West SB	–	–		
Lostock Gralam	–	–	S	
Lostock Works	–	–	S	
Northwich East Jn	– GL	–		To/from Down & Up Goods line only. Also Goods Loop in Up direction only. Down trains proceeding towards Northwich South Jn <u>must</u> cross to the "GL" at this point

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD

TIMING POINT	DOWN	UP	CODE	NOTES
Northwich T.C.	–	– GL	S	
<u>Northwich</u>	–	– GL		Up trains from Northwich South Jn must run via the "GL" at this point and proceed via Northwich East Jn
<i>Northwich Station Jn</i>				<i>To/from Northwich South Jn – NW3031</i>
Northwich West Jn	–	–		<i>Trains to/from Northwich South Jn only – NW3029</i>
Hartford East Jn	–	–		<i>Trains to/from Oakleigh Sidings only – NW3033</i>
<i>Hartford West Jn</i>				<i>To/from Hartford North Jn – NW3035</i>
Greenbank Signal 9	–	–	S	For reversing moves to/from Greenbank
<u>Greenbank</u>	–	–		
<u>Hartford C.L.C. Jn</u>	–	–		<i>To/from Hartford Jn only – NW3037</i>
Cuddington	–	–	S	
Delamere	–	–	S	
<u>Mouldsworth</u>	–	–		Single line from 31 miles 13 chains to/from Mickle Trafford
<u>Mickle Trafford</u>	–	–		<i>To/from Chester – NW3003</i>

NW3025 SKELTON JN TO PARTINGTON

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

NW3027 TIMPERLEY TO ALTRINCHAM (METROLINK LINES)

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

NW3029 SANDBACH NORTH JN TO NORTHWICH WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Sandbach North Jn</u>	UDM	–		Single lead connection <i>To/from Sandbach – NW5001</i>
<u>Elworth Jn</u>	–	UM UDM		Single line to/from Middlewich Loop East Jn
Middlewich British Salt		–	FS	
<i>Middlewich Loop East Jn</i>				

NW3029 SANDBACH NORTH JN TO NORTHWICH WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Middlewich</u>	–	–		Passing loop (site of former Middlewich station)
<i>Middlewich Loop West Jn</i>				<i>Single line to/from Northwich West Jn</i>
<u>Northwich South Jn</u>	–	–		<i>To/from Northwich Station Jn – NW3031</i>
<u>Northwich West Jn</u>	–	–		<i>To/from Greenbank – NW3023</i>

NW3031 NORTHWICH SOUTH JN TO NORTHWICH STATION JN

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

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

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

NW3035 HARTFORD WEST JN TO OAKLEIGH SIDINGS (WINNINGTON BRANCH)

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

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

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

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Preston Fylde Jn</u>	–	TL UFL DFL USL DSL GL		To/from Lancaster – NW4001 To/from Deepdale – NW4003 To/from Kirkham & Wesham – NW4005
Oxheys		–	S	Up Passenger Loop
Barton & Broughton	–			Timing point for all Down trains Down Passenger Loop
<u>Garstang and Catterall</u>	–	–		
Oubeck	–	–	S	Down Goods Loop and Up Goods Loop
Lancaster South Jn		–	S	Reversing moves and stopping on UPL only
<u>Lancaster</u>	–	–		Platform detail must be shown including DFL, UFL
Lancaster Signal 248		–	S	For reversing moves only
<i>Lancaster North Jn</i>				
<u>Morecambe South Jn</u>	–	–		To/from Bare Lane – NW4011
Hest Bank Jn	–	–	X	To/from Bare Lane – NW4013
Carnforth South Jn	–	–	X S	Timing point for all trains using the Up and Down Goods Loops or Up Passenger Loop Track detail must be shown for Up and Down Goods Loops
Carnforth Down Sidings	–		S	
<u>Carnforth North Jn</u>	–	– UPL		Track detail must be shown for Up and Down Goods Loops To/from Carnforth Station – NW4033
<i>Oxenholme South Jn</i>				
Oxenholme Signal CE41	–		S	For reversing moves only
Oxenholme Up Goods Loop		–	S	
Oxenholme CE Siding	–		S	Access to/from platforms 2 and 3 at Oxenholme Lake District only
Oxenholme Signal CE45	–			Timing point for all trains via the Down Windermere
<i>Oxenholme North Jn</i>				For timing purposes location shown as Oxenholme Lake District
<u>Oxenholme Lake District</u>	–	– UGL		Platform detail must be shown To/from Windermere – NW4019
<u>Grayrigg</u>	–	–		Up Loop is Goods Loop only
<i>Tebay South Jn</i>				For planning purposes location is shown as Tebay
<u>Tebay</u>	–	–		Up & Down Goods Loop
<i>Tebay North Jn</i>				For planning purposes location is shown as Tebay
<u>Shap Summit</u>	–	–		Line detail including SDG or UGL to be shown
Shap Summit Quarry			F	
Shap Hardendale Quarry			F S	
Shap Hardendale Quarry Jn	–	–		Timing point for all trains to and from Hardendale Quarry
Shap Summit Signal CE148	–		X	Timing point for trains propelling from Up Main to Harrison's Sidings

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

TIMING POINT	DOWN	UP	CODE	NOTES
Harrison's Sidings	–			Timing point for all Down trains and trains reversing to Harrison's Sidings Down Goods Loop
Harrison's Quarry		–	FS	
Eden Valley		–		Timing point for all Up trains
Penrith South Jn	SL		X	Timing point for Down trains to SL
<i>Penrith Middle Jn</i>				
Penrith Signal 202	–		S	
Penrith North Lakes	–	–		
<i>Penrith North Jn</i>				
Plumpton		–	S	Also, Up Goods Loop
<i>Southwaite HABD</i>	–	–		
Upperby Bridge Jn	– GL	–	X	
Upperby Jn	– GL	GL	X	<i>Trains to/from Goods Lines only To/from Bog Jn – NW4021 To/from London Road Jn – NW4023</i>
<i>Carlisle South Jn</i>				<i>To/from Currock Jn – NW4033 To/from London Road Jn – NW9901</i>
Carlisle	DML –	–		Platform detail must be shown including Wapping, Collier Lane, A, B and C sidings
<i>Carlisle North Jn</i>				
<i>Caldew Jn</i> Caldew Jn	GL –	UML DML		<i>Trains to/from Goods Lines or Up trains running via the bi-directional Down Line to Carlisle</i>
Carlisle Signal CE437		GL	S	
Kingmoor TMD	–	GL	S	
Kingmoor Up Passenger Loop		–	S	
Kingmoor Up Through Siding		–	S	
Carlisle CE465 Signal	–		S	TIPLOC: CARL465
Kingmoor Jn Kingmoor Jn	–	GL –		
<i>Brunthill Branch Jn</i>				
Carlisle Network Yard	GL	GL	FS	Also known as Kingmoor Yard
Floriston	–			Down trains from Kingmoor Yard only
Mossband Jn	–	–		Up Trains to Kingmoor Yard or trains to/from Longtown M.o.D. only <i>To/from Bush-on-Esk – NW4029</i>
Gretna Jn	–	–		

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

NW4003 PRESTON FYLDE JN TO DEEPPDALE JN

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

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

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

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH

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

NW4011 MORECAMBE SOUTH JN TO MORECAMBE

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

NW4013 HEST BANK TO BARE LANE

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

NW4017 MORECAMBE JN TO HEYSHAM PORT

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

NW4019 OXENHOLME TO WINDERMERE

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

NW4021 UPPERBY JN TO ROME STREET JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Upperby Jn</u>	– GL	GL		To/from Upperby Bridge Jn (via Goods Lines) – NW4001 To/from Carlisle – NW4001 To/from London Road Jn – NW4023
<u>Bog Jn</u>	– GL	GL		To/from Currock Jn – NW4025 To/from London Road Jn – NW9911
<i>Rome Street Jn</i>				To/from Metal Box Siding (24 chains from Bog Jn)

Note: Bog Jn to Rome Street Jn is not currently used for timing purposes

NW4023 UPPERBY JN TO LONDON ROAD JN

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

NW4025 CURROCK JN TO BOG JN

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

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL

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

NW4029 MOSSBAND JN TO BUSH-ON-ESK

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

NW4031 GREтна JN TO GREтна GREEN (EXCLUSIVE)

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

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

NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)				
TIMING POINT	DOWN	UP	CODE	NOTES
Workington	–	–		See Section 5.3 for specific rules applicable to trains to/from this location
Derwent Jn	–	–	X	Trains to/from Workington Docks only Multiple operator TIPLOCs available: WKNTDKS (Cumbria CC), WKNTDRP (DRS), WKNTFLR (Freightliner)
Flimby	–	–	S	
Maryport	–	–		Single Platform on Down & Up Platform Line only
Aspatria	–	–	S	
Wigton	–	–		
Dalston Oil Depot G.F.				To/from Dalston Oil Sidings – Timing point for trains to/from Dalston Oil Sidings
Dalston (Cumbria)	–	–	S F	Timing point for trains from Dalston Oil Sidings
Currock Jn	–	–		To/from Bog Jn – NW4025
Carlisle South Jn				To/from Carlisle – NW4001

NW4041 DALTON JN TO PARK SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Dalton Jn	–	–		To/from Ulverston – NW4033
Park South Jn	–	–		To/from Foxfield – NW4033

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Crewe North Jn</i>	–			To/from Crewe – NW1001
Crewe Up Manchester Loop		–		Loop in Up direction only (for Up trains timed into Platforms 1 or 5 at Crewe station conflicting with Down train from Platform 1 or 5 on Up Manchester line)
Crewe Signal CE154		–		Timing point for all Up trains
<i>Sandbach South Jn</i>				To/from Salop Goods Jn SB – NW1009
Sandbach	–	FL IL		Platform detail must be shown
Sandbach North Jn		–	X	Only trains to/from Middlewich lines to be timed here To/from Middlewich – NW3029
Holmes Chapel	–	–	S	
<i>Goostrey Jn</i>				
Goostrey	–	–	S	
<i>Chelford South Jn</i>				
Chelford Loop	–	–	S	Up & Down Passenger Loops
<i>Chelford North Jn</i>				
Chelford	–	–		
Alderley Edge Up Siding	–		S	TIPLOC ALDEUPS
Alderley Edge Down Siding	–		S	TIPLOC ALDEDNS
<i>Alderley Edge South Jn</i>				

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Alderley Edge</u>	–	–		Platform detail must be shown
<i>Alderley Edge North Jn</i>				
Wilmslow Down Reversing Siding	–		S	
<i>Wilmslow South Jn</i>				<i>To/from Heald Green South Jn – NW5003</i>
<u>Wilmslow</u>	–	–		Platform detail must be shown
<i>Wilmslow North Jn</i>				
Handforth	–	–	S	
<i>Cheadle Hulme South Jn</i>				
<u>Cheadle Hulme</u>	–	–		Platform detail must be shown <i>To/from Macclesfield – NW5009</i>
<i>Cheadle Hulme North Jn</i>				
<u>Adswold Road Jn</u>	FL SL	–		
<u>Edgeley Jn No.1</u>	FL SL	FL SL		<i>To/from Hazel Grove – NW9001</i>
<u>Edgeley Jn No.2</u>	FL SL	–		<i>To/from Cheadle Village Jn – NW3023</i>
<i>Edgeley Jn</i>				<i>For planning purposes this location is shown as Edgeley Jn No.2</i>
<u>Stockport</u>	FL SL	FL SL		Platform detail must be shown
Stockport Carriage Sidings	FL SL			See Section 5.3 for specific rules applicable to trains to/from this location
Stockport Signal ST2.114		FL SL	S	
Stockport Signal ST2.88/89	SL	FL –		Timing point for trains to/from Stockport Carriage Sidings or shunting between platforms on Down Slow
Stockport Signal ST2.116/118	FL	SL FL –		Timing point for trains to/from Stockport Carriage Sidings or shunting between platforms on Down Fast
<u>Heaton Norris Jn</u>	FL SL	FL SL		Track code UGL to be shown for trains using the Up Goods Loop Down trains stopping at Heaton Chapel and/or Levenshulme must be routed Down Slow Trains for Longsight South must be routed Down Fast <i>To/from Ash Bridge Jn – NW5011</i>
Heaton Chapel	SL	SL	S	Platforms are on Slow Lines only
Levenshulme	SL	SL	S	Platforms are on Slow Lines only
<u>Slade Lane Jn</u>	FL SL	FL SL		<i>To/from Heald Green – NW5003</i>
Longsight (South Jn)	–	FL SL	X	Timing point for trains to/from Longsight TMD
Longsight TMD	–	–	S	
Longsight Excursion Platform	GL	–	S	TIPLOC LNGSEPL
Longsight Down Goods Loop	SL GL	FL SL GL	S	Bi-directional Loop
Manchester International Depot	GL	GL	S	TIPLOC LNGSFLW
Longsight Up & Down Goods Loop	GL	FL	S	Bi-directional Loop
Longsight North Jn	FL SL GL	FL GL	X	Also known as Longsight Depot Jn Timing point for all trains to/from Up & Down Goods and Longsight Carriage Maintenance Depot
<u>Ardwick Jn</u>	FL SL EL	FL SL GL		<i>To/from Ashburys – NW5015</i>
Mayfield Goods Loop	SL	SL	S	Bi-directional Loop (Access only to/from Manchester Piccadilly Platforms 9 – 14)
Engine Siding	–		S	

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Manchester Piccadilly East Junction</i>				<i>To/from Manchester Oxford Road (via Manchester Piccadilly Platforms 13 and 14) – NW6001</i>
<u>Manchester Piccadilly</u>		FL SL EL		Platform detail must be shown including HS for Holding Siding. The Holding Siding is not electrified.

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

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

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN

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

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

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

NW5008 NORTON BRIDGE TO STONE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Norton Bridge</u>	EC	FL		<i>To/from Stafford – NW1001</i>
<u>Searchlight Lane Jn</u>	DNB SL			Timing point for trains on the Down Slow or Down Norton Bridge only <i>To Madeley – NW1001</i>
<u>Yarnfield Jn</u>	–	UNB EC		<i>To/from Little Bridgeford Jn – NW1001</i>

NW5008 NORTON BRIDGE TO STONE JN

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

NW5009 COLWICH JN TO CHEADLE HULME

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Colwich</u>	–			To/from Rugeley North Jn – NW1001
Stone Meaford Sidings	–	–	S	
<u>Stone</u>	–	–		To/from Norton Bridge – NW5008
Signal SOT510	–	–	S	For trains reversing on down main to/from Stone Meaford Sidings
Signal SOT505	–	–	S	For trains reversing on the up main to Stone Meaford Sidings
Barlaston	–	–	S	
Wedgwood	–	–	S	
Sideway Jn	–		S	Recessed trains only
<u>Stoke Jn</u>	–	–		To/from Foley Crossing SB – NW5012
Glebe Street Jn				To/from Caldon Quarry – NW5010 To/from Viaduct Siding
<u>Stoke on Trent</u>	–	–		Platform detail must be shown
Stoke North Jn	GL	–	X	
Newcastle Jn	GL	GL	X	
Cockshute Sidings	GL	GL	S	
Cliffe Vale Jn	GL		X	
Granville Sidings		GL	S	
Grange Jn	–	GL	X	
Longport	–	–	S	
Longport Jn	–	–	X	To/from Longport F.D.
Bradwell Up Sidings		GL	S	To Longport Jn
Longport Signal SOT573	–		S	For trains to Bradwell Up Sidings
Bradwell Jn	–	GL	X	
Kidsgrove Signal SOT587	–		S	
Kidsgrove Jn				For timing purposes this location is shown as Kidsgrove
<u>Kidsgrove</u>	–	–		To/from Alsager – NW1005
<u>Congleton</u>	–	–		
Macclesfield Signal MD4833		–	S	For trains reversing on the Down Stoke
Macclesfield South Jn				
<u>Macclesfield</u>	–	–		Platform detail must be shown
Macclesfield North Jn				
Prestbury	–	–	S	
Adlington (Cheshire)	–	–	S	
Poynton	–	–	S	
Bramhall	–	–	S	
Bramhall Jn				
<u>Cheadle Hulme</u>		–		To/from Adwood Road Jn – NW5001 Platform detail must be shown

NW5010 GLEBE STREET JN TO CALDON QUARRY

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Glebe Street Jn</i>				<i>To/from Stoke-on-Trent – NW5009</i>
<i>Milton Jn, former site of</i>				<i>Change of mileage 3m 51ch/0m 0ch</i>
<i>Endon</i>				
<i>Network Rail/Churnet Valley Railway lease boundary</i>				<i>6m 37ch</i>
<i>Leek Brook Jn</i>	–	–		<i>Change of mileage 6m 65ch/0m 0ch</i>
<i>Ipstones Loop</i>				
<i>Network Rail/Churnet Valley Railway lease boundary</i>				<i>7m 53ch</i>
<i>Caldon Quarry</i>				
<i>End of the Line</i>				<i>7m 79ch</i>

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

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

NW5012 FOLEY CROSSING (EXCLUSIVE) TO STOKE JN

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

NW5013 DENTON JN TO ASHTON MOSS NORTH JN

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

NW5015 HADFIELD TO ARDWICK JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Hadfield	–			Single line from Hadfield to/from Dinting West Jn
<i>Dinting East Jn</i>				<i>To/from Dinting South Jn – NW5017</i>
Dinting	–	–		
<i>Dinting West Jn</i>				<i>To/from Dinting South Jn – NW5019</i>
Broadbottom	–	–	S	
Hattersley	–	–	S	
Godley	–	–	S	
Newton (for Hyde)	–	–	S	Timing point for stopping trains in the Up direction and all trains in the Down direction
Flowery Field	–	–	S	
Hyde Jn	–	–		<i>To/from Woodley – NW9011</i>
Guide Bridge Down and Up Passenger Loop	–	–	S	
<i>Guide Bridge East Jn</i>				<i>To/from Sidings</i>
<i>Guide Bridge West Jn</i>				<i>To/from Stalybridge – NW5021</i>
Guide Bridge	–	–		Platform detail must be shown.
<i>Guide Bridge Station Jn</i>				<i>To/from Denton Jn – NW5011</i>
Fairfield	–	–	S	
Gorton	– GL	–	S X	
<i>Gorton Jn</i>				
Ashburys Stone Terminal	–	–	F S	Includes Through Sidings
<i>Ashburys East Jn</i>				<i>To/from Reddish North – NW9007</i> Timed at Ashburys
Ashburys	–	–		Platform detail must be shown including UA (Up Arrival Siding) and DG (Down Goods)- <i>To/from Ashburys Stone Terminal</i>
<i>Ashburys West Jn</i>				<i>To/from Philips Park South Jn – NW7025</i> <i>To/from Ardwick T.M.D.</i> Timed at Ashburys
Ardwick Arrival/Departure Line	EL	GL –		Timing point for all trains running to/from Ashburys Goods Lines excluding moves to/from Ardwick TMD TIPLOC ASHBADL
Ardwick T.M.D.	–	–	S	
Ardwick	–	EL GL	S X	GL applies to trains running via the Arrival & Departure Line to the Down Goods at Ashburys
Ardwick Jn	FL SL EL	–		<i>To/from Ardwick T.M.D.</i> <i>To/from Manchester Piccadilly – NW5001</i>

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

NW5019 GLOSSOP TO DINTING WEST JN

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

NW5021 GUIDE BRIDGE WEST JN TO STALYBRIDGE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Guide Bridge West Jn</i>				<i>To/from Guide Bridge – NW5015</i>
<i>Stalybridge Jn</i>				<i>To/from Ashton Moss North Jn – NW7021</i>
Stalybridge	–	–		Platform detail must be shown <i>To/from Greenfield – NW7021</i>

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Manchester Piccadilly East Jn</i>	–			<i>To/from Ardwick Jn – NW5001</i>
Manchester Piccadilly (Platforms 13 and 14)	–	FL SL EL		Platform detail must be shown
<i>Manchester Piccadilly West Jn</i>				
<i>Oxford Road East Jn</i>				
Manchester Oxford Road	–	–		Platform detail must be shown
<i>Oxford Road West Jn</i>				
Deansgate	–	–		Platform detail must be shown
<i>Castlefield Jn</i>				<i>To/from Trafford Park East Jn – NW6003</i>
Water Street Jn	–	–		<i>To/from Salford Central – NW6004</i>
Ordsall Lane Jn	–	–		<i>To/from Deal Street Jn – NW6005</i> <i>To/from Eccles – NW2015</i>
<i>Windsor Bridge South Jn</i>				<i>To/from Deal Street Jn – NW6005</i>
Salford Crescent	–	–		Platform detail must be shown including “SDG” and “UB”
Salford Crescent Signal MP510		–	S	Shunt moves only
<i>Windsor Bridge North Jn</i>				<i>To/from Walkden – NW6009</i>
<i>Agecroft South Jn</i>	–		F	<i>To/from Brindle Heath Arrival and Departure Line and Brindle Heath Up Sidings</i>
<i>Brindle Heath Arrival and Departure Line</i>	–	–	F	<i>To/from Brindle Heath Waste Terminal and Brindle Heath Eurofreight Terminal</i>
<i>Brindle Heath Waste Terminal</i>	–		F	
<i>Brindle Heath Up Sidings</i>		–	F	
<i>Agecroft North Jn</i>				<i>To/from Brindle Heath Arrival and Departure Line</i>
<i>Brindle Heath Eurofreight Terminal</i>		–	F	
<i>Clifton</i>	–	–	S	
<i>Kearsley</i>	–	–	S	
<i>Farnworth</i>	–	–	S	
<i>Moses Gate</i>	–	–	S	
Burnden Jn	DB P5	–		

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Bolton East Jn</i>				
<u>Bolton</u>	–	UB DB P5		Platform detail must be shown
<i>Bolton West Jn</i>				<i>To/from Bromley Cross – NW6011</i>
<u>Lostock Jn</u>	–	–		<i>To/from Crow Nest Jn – NW6013</i>
Lostock	–	–	S	
Horwich Parkway	–	–	S	
Blackrod	–	–	S	
<i>Blackrod Jn</i>				
Adlington (Lancashire)	–	–	S	
<u>Chorley</u>	–	–		
<i>Buckshaw Parkway Jn</i>				
Buckshaw Parkway	–	–	S	Turnback facility provided from Down platform
<u>Euxton Jn</u>	FL SL	–		<i>To/from Preston – NW1001</i>

NW6003 CASTLEFIELD JN TO ALLERTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Castlefield Jn</i>	–	–		<i>To/from Deansgate – NW6001</i>
<u>Trafford Park East Jn</u>	–	–		Show REV in platform detail for trains timed into/out of Trafford Park Reversing Siding
Manchester United Football Ground Halt	–	–		Timing point for trains to/from Trafford Park FLT or Euroterminal and for trains stopping at the Football Ground Halt <i>To/from Trafford Park FLT</i> <i>To/from Trafford Park Euroterminal</i>
<i>Trafford Park West Jn</i>				<i>To/from Trafford Park Euroterminal</i>
Trafford Park FLT Gate	–		F	Timing point for trains to Trafford Park FLT
Trafford Park FLT		–	F	
Trafford Park Euroterminal		–	F	
Trafford Park	–	–	S	
Humphrey Park	–	–	S	
Urmston	–	–	S	
Chassen Road	–	–	S	
Flixton	–	–	S	
Irlam	–	–		Timing point for all stopping trains and non-stop services reversing at Glazebrook East Jn
<u>Glazebrook East Jn</u>	–	–		Passenger Loop in Down direction only <i>To/from Glazebrook M.S.C.</i>
Glazebrook	–	–	S	
<u>Birchwood</u>	–	–		
Padgate	–	–	S	
Warrington Central Sidings		–	S	<i>To/from Warrington Central</i>
<u>Warrington Central</u>	–	–		
Warrington West	–	–	S	
Sankey (for Penketh)	–	–	S	
Widnes	–	–	S	
<u>Hough Green</u>	–	–		

NW6003 CASTLEFIELD JN TO ALLERTON JN

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

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

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

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN

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

NW6007 DEAL ST JN TO ORDSALL LANE JN

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

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Windsor Bridge North Jn</i>				<i>To/from Salford Crescent – NW6001</i>
Swinton	–	–	S	
Moorside	–	–	S	
Walkden	–	–		
Atherton	–	–	S	
Hag Fold	–	–	S	
Daisy Hill	–	–	S	
Crow Nest Jn	–	–		<i>To/from Lostock Jn – NW6013</i>
Hindley	–	–	S	
Ince	–	–	S	
Wigan Station Jn	–	–	X	Trains to/from WCML only – NW1001
Wigan Wallgate	–	–		Platform detail must be shown
<i>Wigan Wallgate Jn</i>				<i>To/from Rainford – NW6015</i>
Wigan Wallgate Down Carriage Siding	–	–	S	
Gathurst	–	–	S	
Appley Bridge	–	–	S	
Parbold	–	–		
Hoscar	–	–	S	
Burscough Bridge	–	–		
New Lane	–	–	S	
Bescar Lane	–	–	S	
Meols Cop	–	–		
Southport		–		Platform detail must be shown. Non–electric services must <u>not</u> use Platforms 1 and 2 and should normally use Platforms 4, 5 and 6 only

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Bolton East Jn</i>				<i>To/from Salford Crescent – NW6001</i>
Bolton	–	–		Platform detail must be shown. No access to/from Platforms 2, 4 or 5
<i>Bolton West Jn</i>				Single line from Bolton West Jn to/from Astley Bridge Jn
<i>Astley Bridge Jn</i>				
Hall i' th' Wood	–	–	S	
Bromley Cross	–	–		Single line from 13 miles 75 chains to/from Darwen South Jn
Entwistle	–	–	S	
<i>Darwen South Jn</i>				
Darwen	–	–		Passing Loop
<i>Darwen North Jn</i>				Single line from Darwen North Jn to/from Blackburn Bolton Jn
<i>Blackburn Bolton Branch Jn</i>				
<i>Blackburn Bolton Jn</i>				<i>To/from Blackburn – NW7009</i>

NW6013 LOSTOCK JN TO CROW NEST JN

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

NW6015 WIGAN WALLGATE TO HEADBOLT LANE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wigan Wallgate Jn</i>				To/from Wigan Wallgate – NW6009
Pemberton	–	–	S	
Orrell	–	–	S	
Upholland	–	–	S	
Rainford	–	–		Token exchange point for trains to/from Knowsley Freight Terminal or Headbolt Lane
<i>Rainford Jn</i>				Single line from 24 miles 39 chains to/from Headbolt Lane
<i>Dale Lane Jn</i>				For timing purposes this location shown as Dale Lane Ground Frame
Dale Lane Ground Frame	–	–	S	For trains to/from Knowsley Freight Terminal only
Knowsley Freight Terminal		–	FS	
Headbolt Lane		–		Platform detail must be shown

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

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

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE				
TIMING POINT	DOWN	UP	CODE	NOTES
Castleton R.W.D.				See Section 5.3 for specific rules applicable to trains to/from this location
Castleton	–	–	S	Timing point for Down trains from GL only
<i>Rochdale West Jn</i>				
Rochdale	–	–		Platform detail must be shown
Rochdale East Jn	–	–		
Rochdale Turnback Siding / Signal TH7304	–	–	S	For E.C.S. workings from/to Rochdale only
Smithy Bridge	–	–	S	
Littleborough	–	–		
Walsden	–	–	S	
Todmorden	–	–		
<i>Todmorden Viaduct Jn</i>				<i>To/from Stansfield Hall Jn – NW7006</i>
Hall Royd Jn	–	–		<i>To/from Copy Pit – NW7009</i>
<i>Region Boundary: NW&C/Eastern</i>				<i>22 miles 62 chains</i>
Hebden Bridge	–	–		<i>To/from Milner Royd Jn – LN854. Refer to LNE Timetable Planning Rules</i>

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.				
TIMING POINT	DOWN	UP	CODE	NOTES
Castleton East Jn	–			Single line from Castleton East Jn to/from Hopwood Ground Frame <i>To/from Rochdale – NW7001</i>
Castleton North Jn	–	–		<i>To Castleton South Jn – NW7001</i>
<i>Network Rail/East Lancashire Railway Boundary</i>				9 miles 4 chains
Hopwood Ground Frame		–		See Section 5.3 for specific rules applicable to trains to/from this location
Note: beyond Hopwood Ground Frame the line is under the control of the East Lancashire Railway				

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Todmorden	–	–		<i>To/from Littleborough – NW7001</i>
<i>Todmorden Viaduct Jn</i>				
Stansfield Hall Jn	–	–		<i>To/from Copy Pit – NW7009</i>

NW7007 FARINGTON CURVE JN TO ORMSKIRK

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

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

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

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

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

NW7013 DAISYFIELD JN TO HELLIFIELD

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

NW7015 PADIHAM POWER STATION SIDINGS TO ROSE GROVE WEST JN

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

NW7017 GANNOW JN TO COLNE

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

NW7019 THORPES BRIDGE JN TO GMC SIDING (INCLUSIVE)

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

NW7021 MILES PLATTING JN TO MARSDEN

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

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

NW7021 MILES PLATTING JN TO GREENFIELD (INCLUSIVE)

(To be used from September 2025 – subject to confirmation) (TRU EIS G)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Miles Platting Jn</u>	–	FL SL		To/from Manchester Victoria – NW7001
<u>Philips Park West Jn</u>	–	–		To/from Brewery Jn – NW7001 To/from Philips Park South Jn – NW7025
<u>Baguley Fold Jn</u>	–	–		To/from Philips Park South Jn – NW7027
<u>Ashton Moss North Jn</u>	–	–		To/from Denton Jn – NW5013
Ashton-under-Lyne	–	–	S	
<i>Stalybridge Jn</i>				To/from Guide Bridge West Jn – NW5021
<u>Stalybridge</u>	–	–		Platform detail must be shown
<i>Stalybridge Tunnel Jn</i>				
Mossley	–	–	S	
<u>Greenfield</u>	–	–		
<i>Region Boundary: NW&C/Eastern</i>				Route boundary 12m 76ch. To/from Huddersfield – LN860. Refer to LNE Timetable Planning Rules

NW7023 PHILIPS PARK WEST JN TO BREWERY JN

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

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
Philips Park West Jn	–	–		To/from Miles Platting Jn – NW7021
Philips Park South Jn	–	–		To/from Baguley Fold Jn – NW7027
Ashburys Signal 998	–		S	Located on Up Ashburys TIPLOC ASHB998
<i>Ashburys West Jn</i>				To/from Ashburys – NW5015 Timed at Ashburys

NW7027 BAGULEY FOLD JN TO PHILLIPS PARK SOUTH JN

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

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT

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

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT

TIMING POINT	DOWN	UP	CODE	NOTES
Formby	–	–		Platform detail must be shown
Freshfield	–	–	S	Platform detail must be shown
Ainsdale	–	–	S	Platform detail must be shown
Hillside	–	–	S	Platform detail must be shown
Birkdale	–	–		Platform detail must be shown
Southport Sig. 112	–		S	
Southport C.H.S.	–	–	S	
Southport Wallside Sdg		–	S	
Southport		–		Platform detail must be shown. DC Electric services <u>must</u> use Platforms 1, 2 and 3

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

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

NW8005 SANDHILLS JN TO ORMSKIRK

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

NW8007 BOOTLE JN TO AINTREE EMERGENCY G. F.

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

NW8009 WALTON JN TO HEADBOLT LANE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Walton Jn</u>	–	–		<i>To/from Kirkdale – NW8005</i>
Rice Lane	–	–	S	Platform detail must be shown
<u>Fazakerley</u>	–	–		Platform detail must be shown
<i>Fazakerley Jn</i>				Single line from 30 miles 72 chains to/from Kirkby East Jn For timing purposes this location shown as Fazakerley
<u>Kirkby (Merseyside)</u>	–	–		
<i>Kirkby East Jn</i>				For timing purposes this location shown as Kirkby
<u>Headbolt Lane</u>		–		Platform detail must be shown

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Mann Island Jn</i>				Single line from Mann Island Jn to James Street via Liverpool Central One way loop from James Street Platform 1 <i>To/from Canning Street Jn – NW8011</i>
<u>James Street</u>	–			Platform detail must be shown as follows: 1 for trains from Hamilton Square continuing around the Loop or for terminating trains from Hamilton Square if the Loop line is not available 2 for terminating trains from Hamilton Square or for trains continuing via Stock Interchange Line (see NW8003)
<u>Moorfields (Deep Level)</u>	–			Must be timed through Platform 3
<u>Liverpool Lime Street (Deep Level)</u>	–			Must be timed through Platform A
<u>Liverpool Central (Deep Level)</u>	–			Must be timed through Platform 3

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>James Street</u>	–			Platform detail must be shown as follows: 1 for trains starting at James Street towards Hamilton Square after working a previous service from Hamilton Square terminating at James Street when the Loop line is not available 2 for trains from Stock Interchange Line (see NW8003) 3 for trains from Loop
<i>Mann Island Jn</i>				Start/end of Down/Up line separation
<i>Canning Street Jn</i>				<i>To Down Chester Line via Platform 2 at Hamilton Square – NW8013</i>
<u>Hamilton Square</u>	–	–		Platform detail must be shown as follows: 1 for trains towards James Street 2 for trains towards Birkenhead Central 3 for trains towards West Kirby
<i>Hamilton Square Jn</i>				<i>From Up Chester Line – NW8013</i>
Conway Park	–	–	S	Platform detail must be shown
<i>Mersey Tunnel (End/start of Underground Section)</i>				<i>16 chains from Birkenhead Park</i>
Birkenhead Park	–	–	S	Platform detail must be shown
<u>Birkenhead North</u>	–	–		Platform detail must be shown <i>To/from Birkenhead North TMD via Passenger Loop</i>
Birkenhead North TMD	–	–	S	
<u>Bidston East Jn</u>	–	–		<i>To/from Birkenhead North TMD To/from New Brighton – NW8015</i>
<i>Bidston West Jn</i>				<i>To/from Stabling siding</i>
<u>Bidston</u>	–	–		Platform detail must be shown
<i>Bidston Dee Jn</i>				<i>To/from Dee Marsh Jn – Western & Wales Timetable Planning Rules - NW3007</i>
Leasowe	–	–	S	Platform detail must be shown
Moreton (Merseyside)	–	–	S	Platform detail must be shown
Meols	–	–	S	Platform detail must be shown
Manor Road	–	–	S	Platform detail must be shown
Hoylake	–	–	S	Platform detail must be shown
West Kirby Siding No. 1		–	S	
West Kirby Siding No. 2		–	S	
<u>West Kirby</u>		–		Platform detail must be shown

NW8013 CANNING STREET JN TO HOOTON SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Canning Street Jn</i>				<i>To/from Mann Island Jn – NW8011</i>
<u>Hamilton Square</u>	–	–		Platform detail must be shown as follows: 1 for trains towards James Street 2 for trains towards Birkenhead Central 3 for trains towards West Kirby
<i>Mersey Tunnel (End/start of Underground Section)</i>				<i>6 chains from Birkenhead Central</i>
<u>Birkenhead Central</u>	–	–		Platform detail must be shown
Birkenhead Central Signal 717	–		S	

NW8013 CANNING STREET JN TO HOOTON SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Birkenhead Central C.S.	–		S	
Green Lane	–	–	S	
<i>Rock Ferry North Jn</i>				<i>To/from north facing bay platforms at Rock Ferry</i>
Rock Ferry	–	–		Platform detail must be shown
<i>Rock Ferry South Jn</i>				<i>To/from Canning Street – NW8017</i>
Bebington	–	–	S	Platform detail must be shown
Port Sunlight	–	–	S	Platform detail must be shown
Spital	–	–	S	Platform detail must be shown
Bromborough Rake	–	–	S	Platform detail must be shown
Bromborough	–	–	S	Platform detail must be shown
Eastham Rake	–	–	S	Platform detail must be shown
<i>Hooton North Jn</i>				
Hooton	–	–		Platform detail must be shown
Hooton South Jn		–	S	<i>To/from Chester North Jn – NW3011</i> <i>To/from Ellesmere Port – NW3013</i>

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

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

NW8017 CANNING STREET NORTH TO ROCK FERRY SOUTH JN

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

NW9001 EARLES SIDINGS (INCL.) TO EDGELEY JN NO.1				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Region Boundary: NW&C/Eastern</i>				164 miles 66 chains <i>To/from Bamford – Refer to LNE Timetable Planning Rules – LN808</i>
Earles Sidings Signal ES30	–		S	For trains on the Up Main propelling to Earles Sidings
Earles Sidings	–	–		Timing point for all trains routed to the Sidings or Down Loop. Track detail DGL or SDG to be shown All trains to/from Earles Sidings MUST be timed at Earles Sidings SB See 5.3 for further detail
Earles Sidings SB	–	–		
Earles Sidings Signal ES31	–			Timing point for all Down trains (Intermediate Block Signal)
Edale Signal EE16		–		Timing point for all Up trains (Intermediate Block Signal)
Edale	–	–		
Chinley East Jn	–	–		<i>To/from Chinley South Jn – NW9003</i>
Chinley North Jn	–	–		<i>To/from Chinley South Jn – NW9005</i>
Chinley	–	–	S	
New Mills South Jn	–	–		<i>To/from New Mills Central – NW9007</i> Track detail must be shown for Up Services: UR - Up Romiley UGL - Up Goods Loop UM - Up Main
Hazel Grove High Level Jn	–	–		Single line from Hazel Grove High Level Jn to/from Hazel Grove East Jn Down Cheadle Loop for trains to Northenden Jn only DCL track detail to be shown for Down Cheadle Loop
<i>Hazel Grove East Jn</i>				<i>To/from Buxton – NW9021</i>
Hazel Grove	–	–		Platform detail must be shown
<i>Hazel Grove West Jn</i>				
Hazel Grove Down Siding		–	S	
Hazel Grove Up Siding		–	S	
Hazel Grove Signal HG14		–	S	For reversals on the Down Hope Valley to/from Hazel Grove
Woodsmoor	–	–	S	
Davenport	–	–	S	
Edgeley Jn No.1	FL SL	–		<i>To/from Stockport – NW5001</i>

NW9003 CHINLEY EAST JN TO CHINLEY SOUTH JN (CHORD LINE)				
TIMING POINT	DOWN	UP	CODE	NOTES
Chinley East Jn	–	–		Single line from Chinley East Jn to/from Chinley South Jn <i>To/from Edale – NW9001</i>
Chinley South Jn	–	–		<i>To/from Peak Forest South SB – NW9005</i>

NW9005 CHINLEY NORTH JN TO BUXTON				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Chinley North Jn</u>	–	–		Single line from Chinley North Jn to/from Chinley South Jn <i>To/from New Mills South Jn – NW9001</i>
<u>Chinley South Jn</u>	–	–		<i>To/from Chinley East Jn – NW9003</i>
<u>Chinley Signal CY168</u>	–			Timing point for all Down trains
Peak Forest Cemex Sidings	–	–	S	
<u>Peak Forest South SB</u>	–	–		
Peak Forest Up Sidings	–	–	S	
Peak Forest Long Sidings	–	–	S	
Down and Up Through Siding	–	–	S	
<u>Great Rocks Jn</u>	–	–		Single line from Great Rocks Jn to/from Buxton SB <i>To/from Tunstead Sidings</i>
Tunstead Sidings	–	–	S	
<u>Topley Pike</u>	–	–		
<u>Buxton SB</u>	–	–		<i>To/from Brigg's Sidings – NW9019</i> <i>To/from Buxton – NW9021</i>
<u>Buxton Up Relief Sidings</u>		–	S	

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>New Mills South Jn</u>	–	–		<i>To/from Chinley – NW9001</i> Track detail must be shown for Up Services: UR - Up Romiley UGL - Up Goods Loop UM - Up Main
<u>New Mills Central</u>	–	–		Platform detail must be shown
New Mills Central Up Siding	–	–	S	
New Mills Central Signal 30	–	–	S	Timing point used for shunting between platforms at New Mills Central
Strines	–	–	S	
Marple	–	–	S	
<u>Marple Wharf Jn</u>	–	–		<i>To/from Rose Hill – NW9009</i>
<u>Romiley</u>	–	–		Platform detail must be shown
<i>Romiley Jn</i>				<i>To/from Woodley – NW9011</i>
Bredbury	–	–	S	
Brinnington	–	–	S	
<u>Reddish North</u>	–	–		
Ryder Brow	–	–	S	
Belle Vue	–	–	S	
<i>Ashburys East Jn</i>				<i>To/from Ashburys – NW5015</i> Timed at Ashburys

NW9009 MARPLE WHARF JN TO ROSE HILL

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

NW9011 ROMILEY JN TO HYDE JN

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

NW9013 WOODLEY JN TO BREDBURY SIDINGS

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

NW9017 HAZEL GROVE HIGH LEVEL JN TO NORTHENDEN JN

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

NW9019 BUXTON TO BRIGG'S SIDINGS

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

NW9021 BUXTON TO HAZEL GROVE EAST JN

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

NW9901 GARGRAVE TO CARLISLE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Gargrave</u>	–	–		<i>To/from Skipton – LN922 Refer to LNE Timetable Planning Rules</i>
<i>Region Boundary: Eastern/NW&C</i>				<i>230 miles 0 chains</i>
<i>Hellifield SB</i>				<i>To/from Horrocksford Jn – NW7013</i>
<u>Hellifield</u>	–	–		
Long Preston	–	–	S	
<u>Settle Jn</u>	–	–		<i>To/from Carnforth Station Jn. – NW9903</i>
Settle	–	–	S	
Arcow Quarry	–		S	
Arcow Quarry Ground Frame	–		S	Timing point for trains to/from Arcow Quarry in Down direction
<u>Helwith Bridge</u>		–		
Horton-in-Ribblesdale Quarry	–		S	TIPLOC: HTNRQRY

NW9901 GARGRAVE TO CARLISLE SOUTH JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Horton-in-Ribblesdale	–	–		Timing point for stopping trains in the Up direction and all trains in Down direction. Timing point for trains to/from Horton-in-Ribblesdale Quarry
<u>Ribblehead</u>	–	–		Single line from 247 miles 40 chains to 248 miles 28 chains (Ribblehead Viaduct)
Ribblehead Quarry	–		S	
Blea Moor Up Goods Loop	–		S	
<u>Blea Moor</u>	–	–		
Dent	–	–	S	
<u>Garsdale</u>	–	–		
<u>Ais Gill</u>		–		
<u>Mallerstang</u>		–		
<u>Kirkby Stephen</u>	–	–		
<u>Crosby Garrett</u>		–		
<u>Ormside</u>		–		
<u>Appleby</u>	–	–		
New Biggin British Gypsum	–	–	S	
Kirkby Thore Signal KT55	–		S	<i>For trains to New Biggin British Gypsum</i>
<u>Kirkby Thore SB</u>	–	–		
<u>Culgaith SB Level Crossing</u>	–	–		
Langwathby	–	–	S	
<u>Lazonby & Kirkoswald</u>	–	–		
Armathwaite	–	–	S	
<u>Low House Crossing SB Level Crossing</u>	–	–		
<u>Howe & Co's Siding SB</u>	–	–		Also, Goods Loop in Down direction only
<u>Petteril Bridge Jn</u>	–	–		<i>To/from Corby Gates SB – NW9909</i>
<u>London Road Jn</u>	–	–		Single line from London Road Jn to/from Carlisle South Jn <i>To/from Upperby Bridge Jn. – NW4023</i> <i>To/from Bog Jn – NW9911</i>
<i>Carlisle South Jn</i>				<i>To/from Carlisle – NW4001</i>

NW9903 SETTLE JN TO CARNFORTH STATION JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Settle Jn</u>	–	–		<i>To/from Hellifield – NW9901</i> Single lead junction to/from Gargrave line
Giggleswick	–	–	S	
Clapham (North Yorkshire)	–	–	S	
Bentham	–	–	S	
Wennington	–	–	S	
<i>Carnforth Station Jn</i>	–	–		<i>To/from Carnforth – NW4033</i>

NW9909 CORBY GATES TO PETTERIL BRIDGE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Corby Gates SB	–	–		<i>To/from Brampton Fell SB – Refer to LNE Timetable Planning Rules – LN682</i>
Wetheral	–	–	S	
<i>Region Boundary: Eastern/NW&C</i>				<i>58 miles 00 chains</i>
Petteril Bridge Jn	–	–		<i>To/from Carlisle South Jn – NW9901</i>

NW9911 LONDON ROAD JN TO BOG JN (NEWCASTLE GOODS LINES)				
TIMING POINT	DOWN	UP	CODE	NOTES
London Road Jn	GL	–		<i>To/from Petteril Bridge Jn – NW9901</i>
Bog Jn	–	GL		<i>To/from Currock Jn – NW4025 To/from Carlisle Rome Street – NW4021</i>

2.2 Route Opening Hours

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

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

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

PLT denotes passage of last train.

MD136 HARLESDEN JN TO WEMBLEY CENTRAL (WILLESDEN CARRIAGE SHED LINES)			
ROUTE SECTION	SX	SO	SUN
Harlesden Jn to Willesden Carriage Shed North	Open continuously	Open continuously	Open continuously
The following signal box is equipped to be switched-out. Opening hours are:			
	SX	SO	SUN
Willesden Carriage Shed North	Open Continuously	Open 00:01 to 15:00 and from 19:00 to 23:59	Open Continuously

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

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

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

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

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

MD726 AYLESBURY TO CLAYDON WEST JN

ROUTE SECTION	SX	SO	SUN
Aylesbury to Aylesbury Vale Parkway	Open continuously	Open continuously	Open continuously
Aylesbury Vale Parkway to Quainton Road	Open as required for traffic	Open as required for traffic	Open as required for traffic
Quainton Road to Claydon West Jn(via Calvert)	Temporarily out of use	Temporarily out of use	Temporarily out of use

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

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

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

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

MD950 WORCESTER TUNNEL JN TO HENWICK

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

NW2009 ARPLEY JN TO DITTON EAST JN

ROUTE SECTION	SX	SO	SUN
Arpley Jn to Ditton East Jn	Open continuously 0600 – 2200	Open until 0600 – 2200	Open from 2200 Closed

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

	SX	SO	SUN
Litton's Mill Level Crossing	0600 – 1800	0600 – 1800	Closed

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007

ROUTE SECTION	SX	SO	SUN
Neston to Bidston West Jn	Open continuously	Open continuously	Open continuously

NW3013 HOOTON SOUTH JN TO HELSBY JN

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

NW3021 FRODSHAM JN TO HALTON JN

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

NW4019 OXENHOLME TO WINDERMERE

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

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL

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

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

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

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

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

NW4041 DALTON JN TO PARK SOUTH JN

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

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

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

NW6015 WIGAN WALLGATE TO HEADBOLT LANE

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

NW7007 FARINGTON CURVE JN TO ORMSKIRK

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

NW9021 BUXTON TO HAZEL GROVE EAST JN

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

NW9901 GARGRAVE TO CARLISLE SOUTH JN

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

NW9903 SETTLE JN TO CARNFORTH STATION JN

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

NW9909 CORBY GATES TO PETTERIL BRIDGE JN			
ROUTE SECTION	SX	SO	SUN
Corby Gates to Petteril Bridge Jn	Open when Corby Gates L.C. is open – <i>Refer to LNE Timetable Planning Rules</i>	Open when Corby Gates L.C. is open – <i>Refer to LNE Timetable Planning Rules</i>	Open when Corby Gates L.C. is open – <i>Refer to LNE Timetable Planning Rules</i>

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

4.2 Passenger Stock Restrictions

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

4.3 Freight Wagon Restrictions

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

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Engineers' Trains Restrictions

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

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

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

5.1.1 Source of Current SRTs

The definitive catalogue of SRTs is BPlan.

5.1.2 Method of Calculation

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

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

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

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

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Conveying Passengers on Goods Lines

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

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

5.2 Headways

The definition for Headways is listed in Section 1.5 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 cases only one train is allowed in the section at one time; a second train cannot be allowed to enter the section until the first train has left the section.

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

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

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

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Euston to Camden Jn (inclusive)	3	3	
Camden Jn (exclusive) to Hanslope Jn (inclusive)	3 Fast Lines 4 Slow Lines *	3 Fast Lines 4 Slow Lines *	See section 5.3 – for converging/diverging margin exceptions applicable at Denbigh Hall South Jn and Milton Keynes Central * 3 minute headway applies in both directions between Denbigh Hall South Jn and Milton Keynes Central (inclusive)
Hanslope Jn (exclusive) to Rugeley North Jn (inclusive) via Weedon and Rugby	3	3	

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

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

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES

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

MD130 WATFORD JUNCTION TO ST ALBANS ABBEY

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

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

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

MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)

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

MD140 BLETCHLEY TO BEDFORD ST JOHN'S (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Following freight or non-stop passenger:			
Bletchley	4	n/a	
Fenny Stratford	5	4	
Woburn Sands	4	4	
Ridgmont	4	4	

MD140 BLETCHLEY TO BEDFORD ST JOHN'S (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Millbrook	4	4	
Forder's Sidings	‡	‡	
Bedford St John's	4	4	
Bedford (Midland)	n/a	4½ (3)*	

Following all-stations passenger:

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

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

‡ Down direction depart 8 minutes after previous train passes Millbrook

‡ Up direction depart 1 minute after previous train passes Millbrook

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

† Up direction depart 1 minute after previous train departs Millbrook

MD145 CAMDEN ROAD WEST JN TO CAMDEN JN

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

MD150 KENSAL GREEN JN TO WILLESDEN SUBURBAN JN

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

MD155 KENSAL GREEN JN TO HARLESDEN JN (CITY LINES)

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

MD160 WILLESDEN HIGH LEVEL JN TO MITRE BRIDGE JN

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

MD160 WILLESDEN HIGH LEVEL JN TO MITRE BRIDGE JN

TIMING POINT	DOWN	UP	NOTES
Bridge Jn			

MD166 NORTH POLE JN TO WEMBLEY

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

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

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

MD170 ACTON CANAL WHARF TO WILLESDEN JN

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

MD175 BRACKMILLS TO NORTHAMPTON SOUTH JN

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

MD180 RUGBY TRENT VALLEY JN TO NEW BILTON

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

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN

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

MD233 NUNEATON MIDLAND YARD JN TO CANAL FARM JN

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

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

TIMING POINT	DOWN	UP	NOTES
Rugby Trent Valley to Birmingham International (inclusive)	3	3	
Birmingham International (exclusive) to Grand Jn	3 Non-stop 4 Stopping	3 Non-stop 4 Stopping	The stopping headway should be applied to a service following a preceding service which stops at either a station or any other location for operational reasons
Grand Jn to Birmingham New Street (WL Lines)	3	3*	* Can be reduced to 2½ minutes where the first train is non-stop to Birmingham International and the following train is stopping at Adderley Park See Section 5.3 for diverging margins at Proof House Jn

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

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

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Birmingham New Street to Five Ways (inclusive)	3* 2+	3	<p>* Where the first train is longer than 6 x 23 metre length overall</p> <p>+ Where the first train is NOT longer than 6 x 23 metre length overall AND does not stop at Five Ways. The second train must stop at Five Ways. The third train must depart/pass Birmingham New Street at 4 minute headway. This revised headway can be applied on two occasions in a clock face hour.</p>

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Five Ways (exclusive) to Kings Norton	4#	4 \$	# Reduced to 3 minutes at Kings Norton if preceding train is a CrossCity service moving to Slow Line \$ See margins in Section 5.3 as reduced headway is possible at University Station in the Up direction'
Kings Norton to Barnt Green	3 Fast Lines 4 Slow Lines * 5 Goods #	3 Fast Lines 4 Slow Lines *	* Applies where Slow Lines exist # Applies on Down Gloucester Goods Longbridge to Cofton Jn
Barnt Green to Ashchurch	3*	3*	* 4 applies following freight

MD310 BARNT GREEN TO REDDITCH

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

MD315 STECHFORD SOUTH JN TO ASTON SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Stechford to Aston	4	4	

MD320 PROOF HOUSE JN to BUSHBURY JN (VIA BESCOT)

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

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

TIMING POINT	DOWN	UP	NOTES
Soho South Jn (exclusive) to Perry Barr North Jn (exclusive)	4*	3*	*5 Applies following Freight

MD330 SOHO EAST JN TO SOHO NORTH JN

TIMING POINT	DOWN	UP	NOTES
Soho East Jn to Soho North Jn	3*	4*	*5 applies following freight

MD335 PERRY BARR WEST JN TO PERRY BARR SOUTH JN

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

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

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

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

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

MD350 ANGLESEA SIDINGS TO LICHFIELD CITY

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

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

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

MD360 WALSALL PLECK JN TO DARLASTON JN

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

MD365 PORTOBELLO JN TO WOLVERHAMPTON CRANE STREET JN

TIMING POINT	DOWN	UP	NOTES
Portobello Jn to Wolverhampton	5	5	

MD401 HEYFORD TO BORDESLEY JN

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

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN

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

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

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

MD415 HATTON STATION TO STRATFORD-UPON-AVON

TIMING POINT	DOWN	UP	NOTES
Hatton Station to Hatton West Jn	AB+2	AB+2	Axle Counter Block but timed as AB
Hatton West Jn to Bearley Jn	*		* Single line - Axle Counter Block but timed as AB+2
Bearley Jn to Stratford upon Avon	AB*	AB*	*Train 1 arrives Stratford Upon Avon; Train 2 passes Bearley Jn simultaneously and vice-versa.

MD420 HATTON NORTH JN TO HATTON WEST JN

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

MD425 TYSELEY SOUTH JN TO BEARLEY JN

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

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

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

MD435 SMALL HEATH SOUTH TO STOURBRIDGE NORTH JN

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

MD440 GALTON JN TO SMETHWICK JN

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

MD445 STOURBRIDGE JUNCTION TO STOURBRIDGE TOWN

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

MD450 STOURBRIDGE NORTH JN TO ROUND OAK

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

MD455 KINGSWINFORD JN SOUTH TO PENSNETT (OUT OF USE)

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

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)

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

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

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

MD545 KINGSBURY JN TO WHITACRE JN

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

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

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

MD560 WATER ORTON WEST JN TO PARK LANE JN

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

MD565 CASTLE BROMWICH JN TO RYECROFT JN

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

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

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

MD575 ST. ANDREW'S JN TO GRAND JN

TIMING POINT	DOWN	UP	NOTES
St. Andrew's Jn to Grand Jn	3	3	

MD580 LIFFORD EAST JN TO LIFFORD WEST JN

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

MD701 MARYLEBONE TO AYNHO JN

TIMING POINT	DOWN	UP	NOTES
Marylebone to Princes Risborough (inclusive)	3	3	
Princes Risborough (exclusive) to Bicester North (inclusive)	4 \$	4	\$ Headway is increased to 5 minutes if first train stops at Haddenham & Thame Parkway
Bicester North (exclusive) to Aynho Jn (exclusive)	5	5	

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL

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

MD712 AMERSHAM TO AYLESBURY

TIMING POINT	DOWN	UP	NOTES
Mantles Wood to Aylesbury	9	9	

MD715 NEASDEN SOUTH JN TO NEASDEN JN

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

MD720 PRINCES RISBOROUGH TO AYLESBURY

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

MD726 AYLESBURY TO CLAYDON WEST JN

TIMING POINT	DOWN	UP	NOTES
Aylesbury to Aylesbury Vale Parkway (inclusive)	*		* Single line - One Train in Section (OTS) unless train is recessed at Aylesbury North Goods Loop or Aylesbury Vale Parkway. Time as AB+1 for successive trains. A Down departure to Aylesbury North Goods Loop can depart Aylesbury 3 minutes after the previous train to Aylesbury Vale Parkway
Aylesbury Vale Parkway (exclusive) to Quainton Road	*		* Single line - One Train in Section (OTS). A train can be locked in at Quainton Railhead, see Section 5.3 for method of working

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

TIMING POINT	DOWN	UP	NOTES
Oxford North Jn to Bicester Gavray Jn (inclusive)	4 \$	4 \$	\$ 5 if following a freight service
Bicester Gavray Jn (exclusive) to Denbigh Hall South Jn	4 \$	4 \$	\$ 5½ if following a freight service See section 5.3 for exceptions applicable at Denbigh Hall South Jn

MD741 FLYOVER SUMMIT JN TO FENNY STRATFORD JN (BLETCHLEY FLYOVER LINES)

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

MD745 BICESTER SOUTH JN TO BICESTER GAVRAY JN

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

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)			
TIMING POINT	DOWN	UP	NOTES
Wolverhampton to Oxley Stafford Road Jn	3	3	
Oxley Stafford Road Jn to Abbey Foregate Jn	6	6	

MD805 OXLEY STAFFORD ROAD JN TO BUSHBURY OXLEY JN (OXLEY CHORD LINES)			
TIMING POINT	DOWN	UP	NOTES
Oxley Stafford Road Jn to Bushbury Jn	5	5	

MD810 MADELEY JN TO IRONBRIDGE			
TIMING POINT	DOWN	UP	NOTES
Madeley Jn to Ironbridge Power Station	*		* Single line only one train between Madeley Jn and Ironbridge PS at any given time.

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER			
TIMING POINT	DOWN	UP	NOTES
Abbotswood Jn to Norton Jn	AB+2	AB+2	
Norton Jn to Worcester Shrub Hill	AB+2*	AB+2	*Block section can be Norton Jn to Worcester Hereford Sidings, Worcester TC or Worcester Signal 58 if diverging at Wylds Lane Jn
Worcester Shrub Hill to Worcester Tunnel Jn	AB+2	AB+2	
Worcester Tunnel Jn to Droitwich Spa	AB+2*		* Based on Droitwich Spa arrival owing to provision of taillamp camera
Droitwich Signal 68 to Worcester Tunnel Jn		AB+1	
Worcester Tunnel Jn to Droitwich Spa to Droitwich Signal 68	AB*	AB+1*	*Droitwich to Signal 68 in the up is TCB but timed as AB *Based on Droitwich Spa arrival owing to provision of taillamp camera TCB timed as AB+1
Droitwich Spa to Stoke Works Jn	*	*	* Single line, TCB planned as AB+0

MD910 PERSHORE (INCLUSIVE) TO NORTON JN			
LOCATION	DOWN	UP	NOTES
Evesham to Norton Jn	AB+2	AB+2	Single Line – TCB timed as AB

MD940 WORCESTER SHRUB HILL TO SHELWICK JN			
TIMING POINT	DOWN	UP	NOTES
Worcester Shrub Hill to Henwick	AB+2	AB+2	Single Line
Henwick to Newlands East	AB+2	AB+2	
Newlands East to Malvern Wells	AB+2	AB+2	
Malvern Wells to Ledbury	AB+2*	AB+2	Single Line * If the first train has more than 4 coaches, headway to be based on departure of first train from Ledbury
Ledbury to Shelwick Jn	AB+2	AB+2	Single Line At Hereford the signaller has to see or be advised by the driver or station staff that a train in classes 0, 4, 6, 7 and 8 coming from the Ledbury direction is complete with a tail lamp before another train can be accepted from the Leominster or Ledbury directions. Also, a train cannot pass Shelwick Jn towards Ledbury until confirmation that the previous Down train in classes 0, 4, 6, 7, 8 arrived complete. At Ledbury the signaller has to be advised by use of the 'train arrived complete button' at the station that any train coming from the Hereford direction is complete with a tail lamp before another train can be accepted from or sent towards the Hereford direction.

MD950 WORCESTER TUNNEL JN TO HENWICK			
TIMING POINT	DOWN	UP	NOTES
Worcester Tunnel Jn to Henwick	AB+2	AB+2	

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN			
TIMING POINT	DOWN	UP	NOTES
Rugeley North Jn to Crewe (inclusive)	3	3	No more than 13 trains per hour on FL between Stafford and Crewe
Crewe (exclusive) to Weaver Jn (inclusive)	3^ 4 5 GL *	3^ 4 5 GL *	^ following non-stop class 1 or 9 * Where Goods Line exist
Crewe (exclusive) Weaver Jn (exclusive) to Balshaw Lane Jn (inclusive)	4 5 GL *	4 5 GL *	* Where Goods Line exist
Balshaw Lane Jn (exclusive) to Preston Fylde Jn (inclusive)	3 5 GL *	3 5 GL *	* Where Goods Line exist

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

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

NW1005 KIDSGROVE JN TO CREWE SOUTH JN

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

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

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

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

TIMING POINT	DOWN	UP	NOTES
Basford Hall Jn to Crewe Signal IL3017/5021	4		See section 5.3 for additional information
Crewe Signal IL3017/5021 to Crewe Sorting Sidings North SB	4		
Crewe Sorting Sidings North SB to Crewe Signal IL3031/5033	4		
Crewe Signal IL3031/5033 to Salop Goods Jn SB	4		
Salop Goods Jn SB to Crewe Signal IL3018/5022		4	
Crewe Signal IL3018/5022 to Crewe Sorting Sidings North SB		4	
Crewe Sorting Sidings North SB to Basford Hall Up Through Siding Stop Board		4	See section 5.3 for additional information
Basford Hall Up Through Sidings Stop Board to Crewe Sorting Sidings South		4	
Crewe Sorting Sidings South to Basford Hall Jn		4	
Crewe Sorting Sidings North SB to Crewe Signal IL3016/9043		4	
Crewe Signal IL3016/9043 to Basford Hall Jn		4	
Salop Goods Jn SB to Sandbach	3	3	

NW1011 GRESTY LANE TO SALOP GOODS JN

TIMING POINT	DOWN	UP	NOTES
Gresty Lane to Salop Goods Jn SB	4	4	

NW1013 CREWE SORTING SIDINGS NORTH TO GRESTY LANE

TIMING POINT	DOWN	UP	NOTES
Crewe SSN to Gresty Lane	4	4	

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

TIMING POINT	DOWN	UP	NOTES
Salop Goods Jn SB to Crewe North Jn		AB+2	<u>Note:</u> Line is signalled in Up direction only

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

TIMING POINT	DOWN	UP	NOTES
Salop Goods Jn SB to Crewe Coal Yard	4	4	

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

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

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

TIMING POINT	DOWN	UP	NOTES
Winwick Jn to Earlestown (exclusive)	4	4	
Earlestown (inclusive) to Newton-le-Willows (inclusive)	3	3	
Newton-le-Willows (exclusive) to Golborne Jn	4	4	

NW1023 HAYDOCK BRANCH JN TO KELBIT P. S.

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

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

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

NW1027 PRESTON SOUTH JN TO STRAND ROAD

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

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

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

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

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

NW2005 SPEKE JN TO GARSTON JN

TIMING POINT	DOWN	UP	NOTES
Speke Jn to Speke West Jn	AB+2	AB+2	Single Line
Speke West Jn to Garston Freightliner Terminal	*	*	* See section 5.3 for margins beyond Speke West Jn

NW2007 ALLERTON EAST JN TO GARSTON JN

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

NW2009 ARPLEY JN TO DITTON EAST JN

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

NW2011 WALTON OLD JN TO ARPLEY JN

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

NW2015 ORDSALL LANE JN TO EDGE HILL

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

NW2017 ECCLES TO WEASTE

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

NW2019 PARKSIDE JN TO LOWTON JN (EAST CURVE LINES)

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

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

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

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

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

NW2025 ST. HELENS STATION JN TO RAVENHEAD JN

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

NW2027 EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS

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

NW2029 OLIVE MOUNT JN TO EDGE LANE JN

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

NW3001 CREWE NORTH JN TO HOLYHEAD

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

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

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

TIMING POINT	DOWN	UP	NOTES
Chester East Jn to Mickle Trafford SB	3	3	
Mickle Trafford SB to Helsby	AB+2	AB+2	
Helsby to Frodsham Jn (inclusive)	AB+2	AB+2	
Frodsham Jn (exclusive) to Acton Grange Jn	4	4	

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN

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

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

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

NW3009 CHESTER NORTH JN TO CHESTER SOUTH JN

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

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN

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

NW3013 HOOTON SOUTH JN TO HELSBY JN

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

NW3021 FRODSHAM JN TO HALTON JN

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

NW3023 EDGELEY JN NO.2 TO MICKLE TRAFFORD

TIMING POINT	DOWN	UP	NOTES
Edgeley Jn No.2 to Cheadle Village Jn	4	4	
Cheadle Village Jn to Sharston Jn	*		* Single line, AB+2
Sharston Jn to Deansgate Jn	4	4	
Deansgate Jn to Navigation Road	*		* Single line, TCB timed as AB+2
Navigation Road to Mobberley	4	4	
Mobberley to Plumley West SB	AB+2	AB+2	
Plumley West SB to Hartford C.L.C Jn	4	4	
Hartford C.L.C Jn to Mouldsworth	AB+2*	AB+2*	* TCB timed as AB+2
Mouldsworth to Mickle Trafford	*		* Single line. Tokenless Block applies throughout. TCB timed as AB+2 Single lead at Mickle Trafford Jn

NW3025 SKELTON JN TO PARTINGTON

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

NW3027 TIMPERLEY TO ALTRINCHAM (METROLINK LINES)

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

NW3029 SANDBACH NORTH JN TO NORTHWICH WEST JN

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

NW3031 NORTHWICH SOUTH JN TO NORTHWICH STATION JN

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

NW3033 HARTFORD EAST JN TO HARTFORD NORTH JN

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

NW3035 HARTFORD WEST JN TO OAKLEIGH SIDINGS (WINNINGTON BRANCH)

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

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

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

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

TIMING POINT	DOWN	UP	NOTES
Preston Fylde Jn to Gretna Jn	4 \$ 5 GL *	4 5 GL *	No more than 12 trains per hour * Where Goods Line exists
\$ Please see section 5.3 Junction Margins and Station Planning Rules for exceptions at Lancaster Please refer to Line of Route SC001 (Scotland Timetable Planning Rules) for Gretna Jn to Cove L.C.			

NW4003 PRESTON FYLDE JN TO DEEPPDALE JN

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

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

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

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH

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

NW4011 MORECAMBE SOUTH JN TO MORECAMBE

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

NW4013 HEST BANK TO BARE LANE

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

NW4017 MORECAMBE JN TO HEYSHAM PORT			
TIMING POINT	DOWN	UP	NOTES
Morecambe Jn to Heysham Port	*		* Single line. OT applies on Heysham Line between Bare Lane and Morecambe. OT applies between Morecambe Jn GF and Heysham. See section 5.3 for planning rules for trains to/from Heysham

NW4019 OXENHOLME TO WINDERMERE			
TIMING POINT	DOWN	UP	NOTES
Oxenholme to Windermere	*		* Single line - One Train in Section (OTS) Single lead at Oxenholme

NW4021 UPPERBY JN TO ROME STREET JN			
TIMING POINT	DOWN	UP	NOTES
Upperby Jn to Rome Street Jn	4	4	

NW4023 UPPERBY JN TO LONDON ROAD JN			
TIMING POINT	DOWN	UP	NOTES
Upperby Jn to London Road Jn	Single Line		TCB Single lead at Upperby Jn. Access only to Down Newcastle line at London Road Jn

NW4025 CURROCK JN TO BOG JN			
TIMING POINT	DOWN	UP	NOTES
Currock Jn to Bog Jn	4	4	

NW4027 CARLISLE YARD RECESS SIDINGS TO BRUNTHILL			
TIMING POINT	DOWN	UP	NOTES
Brunthill Branch Jn and Brunthill	*		* Single line - One Train in Section (OTS)

NW4029 MOSSBAND JN TO BUSH-ON-ESK			
TIMING POINT	DOWN	UP	NOTES
Mossband Jn to Bush-on-Esk	*		* Single line - One Train in Section (OTS) Single lead at Mossband Jn. See Sectional Appendix for Local Instructions.

NW4031 GREтна JN TO GREтна GREEN (EXCLUSIVE)

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

NW4033 CARNFORTH NORTH JN TO CARLISLE (VIA BARROW-IN-FURNESS)

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

NW4041 DALTON JN TO PARK SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Dalton Jn to Park South Jn	AB+2	AB+2	

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

TIMING POINT	DOWN	UP	NOTES
Crewe to Ardwick Jn	3	3	See also section 5.3 – Junction Margins & Station Planning Rules for exceptions applicable at Adswold Road Jn and Slade Lane Jn
Ardwick Jn to Manchester Piccadilly	3 Fast 3 Slow 2 East	3 Fast 3 Slow * 2 East	* The headway can be reduced to 2½ minutes where the first movement departs Platform 13 to Up Slow, followed by a departure from any of Platforms 3 to 12 to Up Slow

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

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

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN

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

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

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

NW5008 NORTON BRIDGE TO STONE JN

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

NW5009 COLWICH JN TO CHEADLE HULME

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

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

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

NW5013 DENTON JN TO ASHTON MOSS NORTH JN

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

NW5015 HADFIELD TO ARDWICK JN

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

NW5017 DINTING SOUTH JN TO DINTING EAST JN

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

NW5019 GLOSSOP TO DINTING WEST JN

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

NW5021 GUIDE BRIDGE WEST JN TO STALYBRIDGE

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

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

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

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

TIMING POINT	DOWN	UP	NOTES
Lostock Jn to Chorley	4	4	
Chorley to Euxton Jn	4	4	

NW6003 CASTLEFIELD JN TO ALLERTON JN

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

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

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

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Manchester Victoria to Windsor Bridge South Jn	3	3	

NW6007 DEAL STREET JN TO ORDSALL LANE JN

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

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

TIMING POINT	DOWN	UP	NOTES
Windsor Bridge North Jn to Walkden	4	4	
Walkden (Inclusive) to Crow Nest Jn (Exclusive)	5 8*		* If following a train that stops at Daisy Hill and Hag Fold
Crow Nest Jn (Inclusive) to Wigan Wallgate	3* 4 6%		*for non-stop trains only, no more than 2 consecutive moves % First train stops at both Hindley and Ince
Walkden (Exclusive) to Crow Nest Jn (Inclusive)		5 8*	* If following a train that stops at Daisy Hill and Hag Fold
Crow Nest Jn (Inclusive) to Wigan Wallgate		3* 4 5%	*for non-stop trains only, no more than 2 consecutive moves % First train stops at both Hindley and Ince
Wigan Wallgate to Parbold	AB+2	AB+2	
Parbold to Burscough Bridge	AB+2	AB+2	
Burscough Bridge to Meols Cop	AB+2	AB+2	
Meols Cop to Southport	5	5	

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

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

NW6013 LOSTOCK JN TO CROW NEST JN

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

NW6015 WIGAN WALLGATE TO HEADBOLT LANE

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

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

TIMING POINT	DOWN	UP	NOTES
Manchester Victoria to Thorpes Bridge Jn	2½	2½	Down trains can be timed to depart Manchester Victoria 2 minutes apart but must be 2½ minutes apart at Miles Platting.
Thorpes Bridge Jn (exclusive) to Hebden Bridge	4	4	Exceptions at Littleborough: Down - 4½ applies when following any train that stops at Smithy Bridge and/or Littleborough. Up - 5½ applies when following any train that stops at Littleborough and/or Smithy Bridge Up - 6½ applies following freight

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.

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

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)

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

NW7007 FARINGTON CURVE JN TO ORMSKIRK

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

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

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

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

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

NW7013 DAISYFIELD JN TO HELLIFIELD

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

NW7017 GANNOW JN TO COLNE

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

NW7019 THORPES BRIDGE JN TO GMC SIDING

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

NW7021 MILES PLATTING JN TO GREENFIELD (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Miles Platting Jn to Stalybridge (exclusive)	2½ 4 following Freight	2½ 4 following Freight	
Stalybridge (inclusive) to Greenfield (Inclusive)	3	3½	

NW7023 PHILIPS PARK WEST JN TO BREWERY JN

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

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN

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

NW7027 BAGULEY FOLD JN TO PHILIPS PARK SOUTH JN

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

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT			
TIMING POINT	DOWN	UP	NOTES
Hunts Cross West Jn to Liverpool Central	5	5	
Liverpool Central to Sandhills Jn	2½*	2½*	* 1½ applies for ECS following a passenger service
Sandhills Jn to Southport	5	5	

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)			
TIMING POINT	DOWN	UP	NOTES
Paradise Jn to James Street	Single Line		Access only to/from Down line at Paradise Jn

NW8005 SANDHILLS JN TO ORMSKIRK			
TIMING POINT	DOWN	UP	NOTES
Sandhills Jn to Walton Jn	3½\$	3\$	\$ 2½ applies for ECS following a passenger service in Down direction and 2 in the Up direction
Walton Jn to Ormskirk	6	6	

NW8007 BOOTLE JN TO AINTREE EMERGENCY G. F.			
TIMING POINT	DOWN	UP	NOTES
Bootle Jn to Aintree Emergency Ground Frame	*		* Single line - One Train in Section (OTS)

NW8009 WALTON JN TO HEADBOLT LANE			
TIMING POINT	DOWN	UP	NOTES
Walton Jn to Kirkby	5	5	
Kirkby to Headbolt Lane	*		* Two bi-directional single lines between Kirkby and Headbolt Lane. See section 5.3 for junction margin rules.
Headbolt Lane to Fazakerley (exclusive)		AB+0	TCB timed as AB
Fazakerley (inclusive) to Walton Jn		5	

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

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

NW8013 CANNING STREET JN TO HOOTON SOUTH JN

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

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

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

NW8017 CANNING STREET NORTH TO ROCK FERRY SOUTH JN

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

NW9001 EARLES SIDINGS (INCL.) TO EDGELEY JN NO.1

TIMING POINT	DOWN	UP	NOTES
Earles Sidings SB to Earles Sidings signal ES31	AB+2		
Earles Sidings signal ES31 to Edale	AB+2		
Edale to Chinley North Jn	AB+2*		* AB+2 between Edale and Chinley East Jn applies when following a train routed towards Chinley South Jn
Edale Signal EE16 to Earles Sidings SB		AB+2	
Edale to Edale Signal EE16		AB+2	
Chinley East Jn to Edale		AB+2^	^ Any train following a freight train can pass Chinley East Jn 1 minute after the preceding freight passes Edale Freight trains can pass Chinley East Jn 4 minutes after an Up Passenger train

NW9001 EARLES SIDINGS (INCL.) TO EDGELEY JN NO.1

TIMING POINT	DOWN	UP	NOTES
Chinley North Jn to Chinley East Jn		AB+2	
Chinley North to Hazel Grove High Level Jn	4	4	
Hazel Grove High Level Jn to Hazel Grove	AB+2	AB+2	Single Line. TCB – planned as AB+2
Hazel Grove to Edgeley Jn No.1	3	3	

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

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

NW9005 CHINLEY NORTH JN TO BUXTON

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

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN

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

NW9009 MARPLE WHARF JN TO ROSE HILL

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

NW9011 ROMILEY JN TO HYDE JN

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

NW9013 WOODLEY JN TO BREDBURY SIDINGS

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

NW9017 HAZEL GROVE HIGH LEVEL JN TO NORTHENDEN JN

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

NW9019 BUXTON TO BRIGG'S SIDINGS

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

NW9021 BUXTON TO HAZEL GROVE EAST JN

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

NW9901 GARGRAVE TO CARLISLE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Gargrave to Hellifield	AB+2	AB+2	
Hellifield to Settle Jn	AB+2	AB+2	
Settle Jn to Horton-in-Ribblesdale	AB+2		See section 5.3 for planning restrictions at Arcow Quarry and Horton-in-Ribblesdale Quarry
Helwith Bridge to Settle Jn		AB+2	
Horton-in-Ribblesdale to Ribbleshead	AB+2		
Ribbleshead to Blea Moor	AB+2		Single line over Ribbleshead Viaduct
Blea Moor to Helwith Bridge		AB+2	Single line over Ribbleshead Viaduct
Blea Moor to Garsdale	AB+2	AB+2	
Garsdale to Kirkby Stephen	AB+2		
Ais Gill to Garsdale		AB+2	
Mallerstang to Ais Gill		AB+2	

NW9901 GARGRAVE TO CARLISLE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Kirkby Stephen to Mallerstang		AB+2	
Kirkby Stephen to Appleby	AB+2		
Crosby Garrett to Kirkby Stephen		AB+2	
Ormside to Crosby Garrett		AB+2	
Appleby to Ormside		AB+2	
Appleby to Kirkby Thore	AB+2	AB+2	
Kirkby Thore to Culgaith	AB+2	AB+2	
Culgaith to Lazonby & Kirkoswald	AB+2	AB+2	
Lazonby & Kirkoswald to Low House Crossing SB	AB+2	AB+2	
Low House Crossing SB to Howe & Co Siding SB	AB+2	AB+2	
Howe & Co Siding SB to London Road Jn	4	4	
London Road Jn to Carlisle	Single Line		

NW9903 SETTLE JN TO CARNFORTH STATION JN

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

NW9909 CORBY GATES TO PETTERIL BRIDGE JN

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

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

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

5.2.2 General Capacity Constraints

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

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

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

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

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

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

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

MD401 HEYFORD TO BORDESLEY JN

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

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

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

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Between Preston Fylde Jn to Gretna Jn, the total number of trains is not to exceed 12 trains per hour.

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

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

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

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

NW5009 COLWICH JN TO CHEADLE HULME

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

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN
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Between Manchester Piccadilly and Manchester Oxford Road, there is a total capacity limit of 13 tph in each direction. Between Manchester Oxford Road and Deansgate this total capacity limit is raised to 15 tph with the additional 2 tph terminating at Manchester Oxford Road. This is to ensure a robust train plan.

5.3 Junction Margins and Station Planning Rules

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

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

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

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

STANDARD VALUES – MINIMUM (APPLIES TO ALL ROUTES EXCEPT THOSE STARTING MD9XX)		
Adjustment to Sectional Running Times		
Movements	Reason	Value
Terminating trains arriving on half minutes in final timing link (except trains terminating at Liverpool Central and London Overground/LUL trains terminating anywhere on MD120, MD137 or MD166)	Station working	½
CrossCountry schedules must depart from origin and terminate at destination on a <u>whole</u> minute. (This is due to limitations with TOC Resourcing IT software called Integrale		
Freight schedules must depart from origin on a <u>whole</u> minute. (This is due to TOPS requirements)		
Connectional Allowance	5	
Attachment of Locomotives/Units		
Class/Type	Allowance	
Chiltern	12	
Class 22x	7	
Class 80x	6 (Great Western Railway) 7 (Avanti West Coast) 8 (Transpennine Express)	
DMU	6, except: GWR Class 15x/165/166 DMU, 5 TfW Class 153/158/197*, 5 (*two drivers present) XC Class 170, 4	
EMU	5	
Locomotive	10	
Brake Testing		
Running brake tests must be carried out at the first opportunity after beginning a journey/crew change. These allowances are not necessarily listed at individual timing points. Additional adjustment time to allow for running brake tests should be agreed between the respective Network Rail and Operator planners.		
Great Western Railway Class 80x services require a {½} minute running brake test allowance to be included in each schedule timed using 802-E or 802-D timing loads, at the first practical opportunity that a running speed of 40mph or higher is achievable, or prior to the first stop (whichever occurs first.) This is a mandatory allowance, to apply at the start of each journey, after any driver change, change to train formation or any reversal en-route. It is not to be applied during local shunt moves or ECS moves on/off depots. Where doubt exists, please request advice from the Train Operator.		

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

Detachment of Locomotives/Units:

Class/Type	Allowance
Chiltern	12
Class 22x	7 (Avanti West Coast/CrossCountry)
Class 80x	7 (Avanti West Coast) 8 (Great Western Railway)
DMU/EMU	5, except: GWR Class 15x/165/166 DMU (West), 4 (3 if a second driver is present) TfW Class 153, 4 TfW Class 158, 6 TFW Class 197, 6 (only if 1 driver present) XC Class 170, 4
Locomotive	10

Dwell Time

Dwell	Allowance
Standard	½
Class 170 and Class 185 DMUs	45 seconds. To be shown as alternative ½ and 1 minute dwells
Class 22x DMU	1½
Class 350	45 seconds. To be shown as alternative ½ and 1 minute dwells
Class 390	2
Class 80x	2 (Avanti West Coast) 1½ (Transpennine Express) 1 (Great Western Railway)
LH	1

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting moves, except as below		3
Arrive/ Pass	Conflicting departure (opposite direction)	1
	Second move is a crossing move	2

Minimum allowance for freight movements

Reversal before/after propelling movement	2
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Minimum Locomotive Change Allowance

12

Minimum Locomotive Run-round Allowance

15 Passenger
20 Freight

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

Minimum Turnround	10, except for the following
LH	15
DMU/EMU	4 But no more than 3 successive 4 minutes turnrounds followed by an additional 10 minutes (10 minutes applies to diagrams and not stations)
Avanti West Coast Services	30 At Manchester Piccadilly, reduced to 27 minutes for a maximum of two turnrounds in each hour. 25 At Liverpool Lime Street 20 At all locations for train entering passenger service after an ECS move or an ECS move following a train leaving passenger service. Class 220/221 – 17 minutes at Blackpool North, Liverpool Lime Street and Manchester Piccadilly.
Chiltern Railways Services*	8 DMU 10 Class 68 and Mk.3 coaches 10 7 cars or less Passenger to ECS 12 8 cars or more Passenger to ECS 4 4 cars or less passenger to ECS same direction, additional 1 for each additional coach after
*Can be reduced on agreement with Chiltern Railways	
LUL (London Underground Ltd)	4
Transpennine Express Services	8 Class 397 9 Class 802
Transport for Wales	10 Class 67 and Mk.4 coaches 5 Class 158 (2 car) 6 Class 158 (4 car) 3 Class 197 (2 car) 4 Class 197 (3 car or more)

CrossCountry Class 170 Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ecs departure to depot

1 x 170	5
2 x 170	10

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

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

CrossCountry 22x & 170 Train Preparation Allowances – minimum platform standing allowance between ecs arrival from depot and passenger train departure

170	5
1 x 22x	15
2 x 22x	20

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

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

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

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

Platform Reoccupation

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

Reoccupation of Single Lines

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

Reversal

DMU / EMU	4, except:
DMU / EMU ECS (Northern)	3
DMU (Chiltern)	8* *Can be reduced with prior agreement with Chiltern
Class 158 (TFW)	5 (2 car), 6 (4 car)
GWR West DMU (15x-16x)	3 (2-3 cars), 4* (4+ cars) *Can be reduced to 3 if second driver is diagrammed
GWR LTV DMU (16x)	3 (2-3 cars), 4* (4-6 cars), 5* (7-9 cars) *Can be reduced to 3 if second driver is diagrammed
Class 170 (XC)	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)
Class 197 (TFW)	3 (2 car)
Class 22x	5 CrossCountry Trains only 6 Avanti West Coast Only
2x Class 22x	6 CrossCountry Trains only 7 Avanti West Coast only
Class 377	5 (for 7-9 car), 6 (10 or 12 car)
Class 378/710	5 (4 car) 6, except 5 when forming an ECS (5 car) 7 (8 car) 8 (9-12 car)
Class 390	15 minutes at all locations. Applies to both 9-car and 11-car units
Class 397	8
Class 80x (GWR)	6 (for 5-car, platform), 7 (for 5-car, no platform), 8 (for 9- or 10-car, platform), 15* (for 9- or 10-car, no platform) *A reduced value can be used if second driver is diagrammed. By prior agreement with GWR only.
Class 80x (Avanti West Coast)	7 (for 5-car), 8 (for 7 and 10-car).
Class 802 (Transpennine Express)	8 (10 if a double set).
Class 67 and Mk.4 coaches (TfW)	10 (Loco or DVT leading)
Class 68 and Mk.3 coaches (Chiltern)	10
New Measurement Train	7

Train Crew Change Allowance

2 minutes, except:

- 1 minute for Merseyrail DC services
- 3 minutes for Avanti West Coast

STANDARD VALUES – MINIMUM (APPLIES TO MD9XX ROUTES ONLY)

Brake Testing

~~Great Western Railway Class 80x services require a (½) minute running brake test allowance to be included in each schedule timed using 802-E or 802-D timing loads, at the first practical opportunity that a running speed of 40mph or higher is achievable, or prior to the first stop (whichever occurs first.) This is a mandatory allowance, to apply at the start of each journey, after any driver change, change to train formation or any reversal en-route. It is not to be applied during local shunt moves or EGS moves on/off depots. Where doubt exists, please request advice from the Train Operator.~~

Dwell Time

~~Class 80x~~ 4

Junction Margin

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

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

Freight

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

Pathing Rule

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

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

Line Speed	Restart allowance in minutes					
	<80 mph	80 mph	90 mph	100 mph	110 mph	125 mph
Pathing time \$						
<2	0	0	0	0	0	0
2	0	0	0	0	0	4
2½	0	0	0	½	4	2
3	0	0	½	½	4½	2
3½	0	½	1½	1½	2½	3
≥4	½	4	2	2	3	3½

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

Platform End Conflicts

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

STANDARD VALUES – MINIMUM (APPLIES TO MD9XX ROUTES ONLY)

Reversal

22X	5
22X formed of 2 sets	6
GWR West DMU (150-166)	3 for up to and including 3 coaches 4 for 4 coaches or above (may be reduced to 3 if a second driver is diagrammed)
DMU (165/166 4 – 6 car formation)	4 – May be reduced to 3 if a second driver is diagrammed
DMU (165/166 7 – 9 car formation)	5 – May be reduced to 3 if a second driver is diagrammed
170 and 175	4
Class 170 (XC)	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)
Cl. 80X (5 Cars)	6\$ (in platform) – 7\$ (not in platform)
Cl. 80X (9/10 cars)	8\$ (in platform) – 15\$ (not in platform)
Freight – Reversal before/after propelling movement	2
Freight only locations	15
New Measurement Train	7
Light locomotive only	3
Loco Hauled passenger/parcel rolling stock	10
Class 67 and Mk.4 coaches TfW	10 (Loco or DVT leading)
\$ – Class 80x minimum reversal time (5, 9 or 10 car) can be reduced to 5 mins if two drivers are provided. This specially-reduced value may <u>only</u> be used with prior agreement from GWR that two drivers are to be diagrammed. An individual agreement is required for each schedule to be timed in this manner. The 5-minute value may <u>not</u> be used under any other circumstances	

Turnround Allowances in General

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

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

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

Euston

Attachment of Units:

Class 350 EMU	9
Class 730 EMU	8

Conflicting Moves

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

Connectional Allowance	15
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Detachment of Units:

Class 350/730 EMU	9
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Minimum Turnround Time – Trains entering or leaving passenger service

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

Minimum Turnround Time – Trains changing direction at end of journey

EMU up to 4 car	5
EMU 6 to 8 car	6
EMU 9 to 12 car	8
Class 90, 7 Mk4s and DVT	25
Avanti West Coast services	20 for services originating at Shrewsbury (via Birmingham New Street), Wolverhampton, Birmingham New Street and stations south thereof 25 for services originating from Liverpool Lime Street, Manchester Piccadilly, North Wales Coast, Chester and Crewe 30 for services originating at Glasgow Central or Edinburgh Waverley via West Midlands 35 for service originating from Glasgow Central or Edinburgh via the Trent Valley

Platform End Conflicts

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

*May be reduced to 3 minutes on agreement between Network Rail Operational Planning, Local Operations Manager, and all affected Train Operators

Camden Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger or ECS from Camden Road West Jn to the Down Slow which has not stopped at Camden Jn	Differential Junction speed	1 (to be applied at next mandatory timing point)
Movement Up	Reason	Value
Passenger or ECS to Camden Road	Differential Junction speed	1
Junction Margins		
First Movement	Second Movement	Margin
Pass on Down Slow from Euston	Pass from Primrose Hill	2
Dwell Time		
Change of electric power mode to/from non-DC platforms at Euston	1	

Kilburn Up and Down Goods Loop		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Slow to Loop approaching Kilburn Up and Down Goods Loop	Approach Control	1

Willesden TMD		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
ECS from the Up Slow	Arrival is possible into either TMD Loop or Arrival Road	4
Margins between arrivals and departures		
Minimum interval between all moves to/from Willesden TMD		12

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

Willesden West London Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Fast and South West Sidings to Up Slow after West London Jn	Differential Junction speed	1
Up Fast or Up Slow to Mitre Bridge Jn approaching West London Jn	Differential Junction speed	1
Train crossing from Relief Lines, South West Sidings or Acton Lane Reception onto the Up Fast towards Camden Jn	Acceleration Allowance	1½ for Passenger, 2 ½ for freight approaching next timing point
Train from Willesden TMD onto the Up Slow	Acceleration after slow crossover	1 approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Train crossing from Relief Lines, South West Sidings or Acton Lane Reception towards Camden Jn	Pass on Down Fast	4 ½
Pass on Up or Down Fast	Train crossing from Relief Lines, South West Sidings or Acton Lane Reception towards Camden Jn	2
Train crossing from Up Fast towards Mitre Bridge Jn	Train from Mitre Bridge Jn to Down Fast	5*
* 4 minutes when preceding fouling move is a 5 car EMU or other train of equivalent length		

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

Sudbury Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Up or Down Relief Lines to Down Slow to be applied at the next timing point after Wembley Central		
Class 4 up to 1000t (inclusive)	Acceleration Allowance	½*
Class 4 1001t and above	Acceleration Allowance	1*
Class 6 up to 1400t (inclusive)	Acceleration Allowance	½*
Class 6 1401t and above	Acceleration Allowance	1*
*Additional ½ for trains from Up and Down Goods to be applied before Wembley Central		

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

Wembley Central		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Wembley Reception and Departure Lines 1-7, Wembley Yard, Carriage Line or Up and Down Relief to Down Slow hauled by Diesel traction *		
Class 6 up to 400t (inclusive)	Acceleration Allowance	½
Class 6 600t	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 6 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 2000t (inclusive) to 2200t (inclusive)	Acceleration Allowance	3
Class 6 over 2400t (inclusive)	Acceleration Allowance	3½
Class 4 up to 400t	Acceleration Allowance	1
Class 4 600t	Acceleration Allowance	1½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 4 over 1500t	Acceleration Allowance	2½
Train from Wembley Reception and Departure Lines 1-7, Wembley Yard, Carriage Line or Up and Down Relief to Down Slow hauled by Electric traction *		
Class 6 up to 800t (inclusive)	Acceleration Allowance	½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	1
Class 6 1600t (inclusive) to 2000t (inclusive)	Acceleration Allowance	1½
Class 6 over 2200t	Acceleration Allowance	2
Class 4 up to 600t (inclusive)	Acceleration Allowance	½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	1
Class 4 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	1½
Class 4 over 1800t	Acceleration Allowance	2
* All values apply approaching next timing point, not applicable if train is crossing at North Wembley Jn		
Movement Up	Reason	Value
Train to Wembley-Reception and Departure Lines 1-7, Carriage Line or Up and Down Relief from Up Slow	Differential Junction speed	1
Dwell Time		
Class 350/730 EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Non-stop Down train passes Wembley Central on the Down Slow	Train from Wembley Yards, Reception and Departure Lines 1-7, Wembley DBC Fan A & B, Carriage Line to Down Slow	2 \$
Down train Departs Wembley Central on the Down Slow	Train from Wembley Yards, Reception and Departure Lines 1-7, Wembley DBC Fan A & B, Carriage Line to Down Slow	3\$
Train from Up and Down Relief to Down Slow	Train passes Wembley Central towards Willesden West London Jn on the Up Slow	4
Train from Up and Down Relief to Down Slow	Train departs Wembley Central towards Willesden West London Jn on the Up Slow	2
Train from Wembley Reception and Departure Lines 1-7, Wembley DBC Fan A & B, Carriage Line to Down Slow	Train departs/passes Wembley Central towards Willesden West London Jn on the Up Slow	4 ½
\$ The normal headway applies at the next mandatory timing point – see section 5.2		

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

Harrow and Wealdstone	
Dwell Time	
Class 350/730 EMU	1

Bushey	
Dwell Time	
Class 350/730 EMU	1

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

Watford Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Platforms 10 or 11	Approach Control	1½
Dwell Time		
Class 390/80x	1½	
All other EMU	1	
LH	1	
Minimum Turnround Time – Trains changing direction at end of journey		
EMU up to 4 car, except:	5	
Class 377 4 or 5 car	4	
EMU 6 to 8 car, except:	6	
Class 377 8 car	5	
EMU 9 to 12 car	9	
Station Working		
Passenger services on the St Albans Abbey branch can start/terminate on ½ minutes.		

Watford Junction

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

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

Watford North Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Timing Loads timed over 75mph pass Up Fast to Up Slow NOT stopping at Watford Junction and/or Bushey	Acceleration from lower speed crossover	{ $\frac{1}{2}$ }*
* Applies at next timing point after Watford Junction		

Kings Langley

Dwell Time

Class 350/730 EMU	1 Peak. Trains timetabled to arrive at London Euston between 07.00 and 09.59 SX or timetabled to depart London Euston between 16.00 and 18.59 SX
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Apsley

Dwell Time

Class 350/730 EMU	1 Peak. Trains timetabled to arrive at London Euston between 07.00 and 09.59 SX or timetabled to depart London Euston between 16.00 and 18.59 SX
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Hemel Hempstead

Connectional Allowance	5 10 if a bus service
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Dwell Time

Class 350/730 EMU	1
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Bourne End Jn (Herts)		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU and Class 4
Down Slow to Down Fast	Differential Junction speed	½ EMU and Class 4 1 All except EMU and Class 4
Movement Up	Reason	Value
Up Fast to Up Slow	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Up Slow to Up Fast	Differential Junction speed	½ EMU and Class 4 1 All except EMU
Down direction and Up direction adjustments do not apply to Class 6 or 7 trains		

Berkhamsted	
Connectional Allowance	5 10 if a bus service
Dwell Time	
Class 350/730 EMU	1

Tring		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains terminating in Platform 4	Approach control signalling	1
Dwell Time		
Class 350/730 EMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
EMU up to 4 car	5	
EMU 6 to 8 car	6	
EMU 9 to 12 car	8	
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
West Midlands Trains entering service	2	
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)	

Tring North Jn

Adjustments to Sectional Running Times

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

Ledburn Jn

Adjustments to Sectional Running Times

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

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

Junction Margins

First Movement	Second Movement	Value
Down Fast to Down Slow passenger	Down Fast to Down Fast passenger (timed at 100mph or above)	2½

Leighton Buzzard

Dwell Time

Class 350/730 EMU	1
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Bletchley		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Bletchley Relief No.1 via Platform 4	Differential Junction speed	2
Down Slow to Platform 5 and/or Bletchley Relief No.2	Differential Junction speed	1
Attachment of Units:		
Class 350 EMU	9	
Class 730 EMU	8	
Detachment of Units:		
Class 350/730 EMU	9	
Dwell Time		
Standard	1 (1½ applies for WMT services if crew change booked)	
Freight train stopping to collect radio from shunter	2	
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU up to 4 car	5	
EMU 6 to 8 car	6	
EMU 9 to 12 car	8	
Simultaneous Moves Not Permitted		
First Movement	Second Movement	Margin
Train arrives in Up direction into platform 5	Train from the Up Slow to platform 6 or Bletchley Hopper Siding	4
Train from the Up Slow to platform 6 or Bletchley Hopper Siding	Train arrives in Up direction into platform 5	4
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
West Midlands Trains entering service	2	
West Midlands Trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)	

Denbigh Hall South Jn				
Adjustments to Sectional Running Times				
Movement Down	Reason	Timing Load	Value approaching Milton Keynes Central	Value approaching Hanslope Jn
Pass from Bletchley High Level, Bletchley Relief Lines or Bletchley Carriage Sidings and pass Milton Keynes Central	Acceleration	Passenger	1	
		Class 4		
		400t	1	½
		600-800t	1½	1
		1000-1600t	1½	1½
		1800t	2	1½
		Class 6		
		Up to 1400t	1	½
		1600-2000t	1	1
		2200t and above	1½	1
Movement Up		Reason		Value
Pass to Bletchley High Level or Bletchley Relief Lines		Slow Speed Crossover		½
Pass to Bletchley Carriage Sidings		Approach Control		1½
Junction Margin				
First Movement		Second Movement		Value
Down Pass from Bletchley		Down Depart TK4133 Signal		2
Down Pass from Bletchley		Down Depart Bletchley Relief Lines		2
Down Passenger Pass from Bletchley High Level, Bletchley Relief Lines or Bletchley Carriage Sidings		Up Pass to Bletchley or Bletchley Relief Lines		3
Down Freight Pass from Bletchley High Level, Bletchley Relief Lines or Bletchley Carriage Sidings		Up Pass to Bletchley or Bletchley Relief Lines		3½*
Down Pass from Bletchley High Level, Bletchley Relief Lines or Bletchley Carriage Sidings		Up Pass to Bletchley Carriage Sidings		2½*
Up Pass to Bletchley		Down Pass from Bletchley High Level, Bletchley Relief Lines or Bletchley Carriage Sidings		3*
Up Pass to Bletchley		Down Depart TK4133 Signal		1
Up Pass to Bletchley Carriage Sidings		Down Pass from Bletchley High Level or Bletchley Relief Lines		4
*increase by ½ if first movement is over 620m				

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

Milton Keynes Central			
Attachment of Units:			
Class 350 EMU	9		
Class 730 EMU	8		
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Train arriving from Down Slow into Platform 1 or 2	Approach Control on TK5233	All	1
Train arriving from Down Slow into Platform 2a	Approach Control on TK5233	All	1½
Train arriving from Down Fast into Platform 5 (Milton Keynes Reversible Fast)	Approach Control	All	½
Pass platform 5 (Milton Keynes Reversible Fast) from Down Fast to Down Fast	Flashing Yellow Aspects and Differential Junction Speeds	Timing Loads timed at 125mph	2 approaching Milton Keynes Central and 1 approaching next timing point
		Timing Loads at 100mph or 110mph	1½ approaching Milton Keynes Central and 1 approaching next timing point
Non-stop train from Down Fast to Down Slow using the Milton Keynes Reversible Fast	Flashing Yellow Aspects on TK3233		1
Movement Up			
Train from Up Fast stopping in Plat 5	Reason	Value	
	Flashing Yellow Aspects on Signal KR3250	½	
Dwell Time			
Class 390/Class 80x	1½ for pick up or set down only		
West Midlands Trains	1 (1½ if crew change booked)		
Detachment of Units:			
Class 350/730 EMU	9		

Milton Keynes Central

Junction Margins

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

[^] The normal headway applies at the next mandatory timing point – see section 5.2

Minimum Turnround Time – Trains changing direction at end of journey

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

Platform Re-occupation

First Movement	Second Movement	Margin
Pass platform 6 towards Hanslope Jn	Arrive platform 6 from Down Fast	2½

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

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

Wolverton

Dwell Time

Class 350/730 EMU	1
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Hanslope Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Northampton	Differential Junction speed	$\frac{1}{2}$ approaching Hanslope Jn and $\frac{1}{2}$ approaching next timing point
Down Slow to Down Fast	Differential Junction speed	$\frac{1}{2}$ approaching Hanslope Jn and $\frac{1}{2}$ approaching next timing point
Movement Up	Reason	Value
Up Northampton to Up Fast	Differential Junction speed	$\frac{1}{2}$ approaching Hanslope Jn and $\frac{1}{2}$ approaching next timing point
Up Fast to Up Slow	Differential Junction speed	$\frac{1}{2}$ approaching Hanslope Jn and $\frac{1}{2}$ approaching next timing point
Down direction and Up direction adjustments do not apply to Class 0,4,6 or 7 trains		

Rugby		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All non-stop Class 22X, 80x and 390 trains from Down Northampton	Differential Line and Junction speeds	$1\frac{1}{2}$
Movement Up	Reason	Value
All non-stop trains crossing Up Fast to Up Northampton	Approach Control	1
All non-stop Up trains using Platform 1 to the Up Northampton	Differential Line and Junction speeds	2 approaching Rugby and 1 approaching Hillmorton Jn
All non-stop Class 22X and 390 trains to Up Northampton	Differential Line and Junction speeds	$1\frac{1}{2}$

Rugby		
Non-stop trains joining Up Fast from Up Coventry (excluding freight trains)	Differential speed	½ approaching Rugby
Depart Signal RN4182	Acceleration, not at line speed passing Rugby	2x90 1* Other 1½*
Depart Signal RN4184	Acceleration, not at line speed passing Rugby	2x90 1* Other 1½*
* To be applied approaching Hillmorton Jn		
Attachment of units	9	
Detachment of units	9	
Dwell Time		
Class 22X DMU	1½	
Class 390/80x	1½ for pick up or set down only	
EMU (except Class 390)	1	
LH	2	
West Midlands Trains	1 (1½ if crew change booked)	
Junction Margins		
First Movement	Second Movement	Margin
Non-stop Down train passes Rugby on Down Fast	Down train departs from platforms 1 or 2 towards Rugby Trent Valley Jn via a conflicting route	2
Non-stop Up train passes platform 4 towards Hillmorton Jn	Up train departs from platform 5 towards Hillmorton Jn	2
Non-stop Up train passes platform 6 towards Hillmorton Jn	Up train departs from Up Goods Loop or Up & Down Through towards Hillmorton Jn	2
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	8 (5 for WMT services)	

Rugby Trent Valley Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Avanti West Coast trains from a stand at Rugby routed towards Coventry	Not passing Trent Valley Jn at line speed	½ *
All Avanti West Coast trains from a stand at Rugby crossing to the Down Fast	Not passing Trent Valley Jn at line speed	½ *
* Applies approaching next timing point after Rugby Trent Valley Jn		
Movement Up	Reason	Value
Up pass to UGL	Approach Control	2x90 1

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

Attleborough South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Trent Valley to Down Trent Valley Slow	Differential Junction speed	½ Timing Loads timed over 75mph to 110mph 1 Timing Loads timed over 110mph

Nuneaton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Platform 1 or 2 (if stopping)	Slow speed crossover at Nuneaton South Jn, Approach Control	1
Down Fast to Platform 1 or 2 (non-stop trains)	Slow speed crossover at Nuneaton South Jn, Approach Control	2
Depart platforms 1 or 2 to Down Fast	Acceleration after passing Nuneaton North Junction	1 approaching Amington Jn
Pass platforms 1 or 2 to Down Fast	Acceleration after passing Nuneaton North Junction	2 approaching Amington Jn
Depart platform 5 to Down Fast or Down Slow	Acceleration after passing Nuneaton North Junction	1 approach Amington Jn
Pass platform 5 to Down Fast or Down Slow	Acceleration after passing Nuneaton North Junction	2 approach Amington Jn
Movement Up	Reason	Value
Up Fast to Platform 5 (if stopping)	Slow speed crossover at Nuneaton North Jn, approach control	1
Up Fast to Platform 5 (non-stop trains)	Slow speed crossover at Nuneaton North Jn, approach control	2
Depart platform 5 to Up Fast	Slow speed crossover at Nuneaton South Jn	1 approach Rugby Trent Valley Jn *
Pass platform 5 to Up Fast	Slow speed crossover at Nuneaton South Jn	2 approach Rugby Trent Valley Jn *
Pass/Depart platform 6, 7 or Up Relief to Up Trent Valley Slow or Up Trent Valley Fast	Slow speed crossover at Nuneaton South Jn	½ approaching next timing point
* - Allowance to be inserted at High Oaks Jn or Newbold Jn if crossing there prior to Rugby Trent Valley Jn		

Nuneaton		
Dwell Time		
Class 22x/390/80x	1½	
All other DMU/EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn via Platform 7	5
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn stopping at Platform 6	Parallel*
Train from Hinckley direction to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	Train from Abbey Jn passing Platform 6	1*
Train to Hinckley passing or departing from platform 7	Train from Hinckley to Canal Farm Jn via Midland Yard Jn (Nuneaton North Chord)	4
Train to Hinckley passing or departing from platform 6	Train from Hinckley to platform 6	4
* These moves are parallel at Midland Yard Jn		
Platform End Conflicts		
Non-stop Down train preceding an arrival from Abbey Jn must have 3 minutes clear Non-stop Down train following an arrival from Abbey Jn must have 3 minutes clear Non-stop Up train preceding an arrival from Coventry/ Abbey Jn must have 2 minutes clear Non-stop Up train following an arrival from Coventry/ Abbey Jn must have 4 minutes clear Stopping Down train preceding an arrival from Coventry must have 3 minutes clear Stopping Down train preceding an arrival from Abbey Jn must have 2 minutes clear Stopping Down train following an arrival from Coventry must have 4 minutes clear Stopping Down train following an arrival from Abbey Jn must have 3 minutes clear Stopping Up train preceding an arrival from Coventry/ Abbey Jn must have 2 minutes clear Stopping Up train following an arrival from Coventry/ Abbey Jn must have 3 minutes clear Conflicting move departures/arrivals to/from same origin/destination must have 5 minutes clear		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

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

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

Tamworth Low Level	
Dwell Time	
Class 350/730 EMU	1
Class 390/80x	1½

Lichfield Trent Valley Low Level	
Dwell Time	
Class 350/730 EMU	1
Class 390/80x	1½

Lichfield North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Down trains crossing Down Slow to Down Fast not stopping at Lichfield Trent Valley Low Level	Acceleration	½ before ½ after*
*Does not apply to Class 0,4, 6 or 7 or passenger traction timed at 75mph or less		
Down train from Lichfield Trent Valley Chord towards Rugeley North Jn (not at Linespeed by Lichfield North Jn. Applies approaching next timing point after Lichfield North Jn)		
Passenger traction timed up to and including 110 mph (includes XC 22x)	Acceleration Allowance	1½
Passenger traction timed over 110mph and Class 4 up to 600t (inclusive)	Acceleration Allowance	2
Class 4 over 800t	Acceleration Allowance	2½
Class 6 up to 600t (inclusive)	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) up to 1300t (inclusive)	Acceleration Allowance	2
Class 6 1300t (exclusive) up to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 over 1800t	Acceleration Allowance	3
Movement Up	Reason	Value
Up trains crossing Up Fast to Up Slow or routed towards the Lichfield Trent Valley Chord	Approach Control	1

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

Hanslope Jn

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

Courteenhall Jn

Movement Down	Reason	Value
Pass to Northampton Gateway	Flashing Yellow Aspects	1
Movement Up	Reason	Value
Trains that have passed from Northampton Gateway (applies approaching next timing point)		
Freight up to 1235t (inclusive)	Acceleration and running brake test	3 #
Freight 1400t to 2000t	Acceleration and running brake test	2½
Freight 2200t or greater	Acceleration and running brake test	1½
All other timing loads	Acceleration and running brake test	½
# Additional {½} to be applied approaching next timing point after Hanslope Jn		
Junction Margins		
First Movement	Second Movement	Margin
Train to Northampton Gateway	Pass to Hanslope Jn	4
Pass to Hanslope Jn	Train to Northampton Gateway	5 \$
\$ Reduced to 3 when the second movement has (1) included		

Collingtree Road Jn

Junction Margins		
First Movement	Second Movement	Margin
Pass Courteenhall Jn to Northampton	Pass from Northampton Gateway to Northampton	5
Pass from Northampton Gateway to Northampton	Pass Courteenhall Jn to Hanslope Jn	5 Passenger/ 6 Freight

Northampton

Adjustments to Sectional Running Times

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

Attachment of units

Class 350 EMU	9
Class 730 EMU	8

Detachment of units

Class 350/730 EMU	9
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Northampton		
Dwell Time		
Standard	1	
Class 22x/390/80x	1½	
West Midlands Trains	1 (1½ if crew change booked)	
Junction Margins and Platform Reoccupation		
First Movement	Second Movement	Margin
Depart platforms 1, 4 or 5 to the Up & Down Slow	Arrive UML, platforms 2, 3 or Riverside Sidings from Up Northampton Fast, Down Goods Loop, Kings Heath Traincare Depot	Parallel
Arrive UML, platform 1, 4 or 5 from Up Northampton Fast, or Up and Down Slow	Arrive platform 2, 3 or Riverside Siding from Down Goods Loop or Kings Heath Traincare Depot	Parallel
Depart platforms 1, 4 or 5 to the Down Northampton Fast, Down Goods Loop or Kings Heath Traincare Depot	Arrive Northampton via Up Northampton Fast	4½
Depart platforms 2, 3 or Riverside Sidings to the Up & Down Slow	Arrive Northampton via Up Northampton Fast	6
Depart platforms 2, 3 or Riverside Sidings towards Long Buckby via Down Northampton Fast	Arrive platform 2, 3 or Riverside Siding via Up Northampton Fast, Up and Down Slow or Up Reception	5
Depart platforms 2, 3 or Riverside Sidings towards Long Buckby via Down Northampton Fast	Arrive platforms 2, 3 or Riverside Sidings from Down Goods Loop or Kings Heath Traincare Depot	6
Down train arrives platforms 2 or 3	Down train departs from Riverside Sidings or platforms 2 or 3	1
Down train arrives into platform 2	Up train arrives into platform 3	3
Down train departs from platforms 2, 3 or Riverside Sidings	Down train arrives in either platforms 2 or 3	4
Down train departs towards Long Buckby via Down Northampton Fast	Conflicting down train departs to Up and Down Slow, Down Goods Loop or Kings Heath Traincare Depot	3
Freight train passes Northampton in the Down direction	Any train passes or departing Northampton to Long Buckby	5
Down freight passes platform 2	Up depart platform 3	3
Up train departs from platforms 2 or 3	Down train arrives platforms 2 or 3	5
Freight train passes or departs Northampton in the Up direction	Any train passes or departing Northampton in the Up direction	5
Up train arrives into platform 2	Up train departs platform 3	1
Minimum Turnround Time – Trains changing direction at end of journey		
EMU	8	
Platform Reoccupation (opposing direction)		
First Movement	Second Movement	Margin
Up train departs or passes platform 1 or UML	Down train arrives platform 1	4
Train departs platform 1 in the Up direction	Train passes or departs Northampton North Jn from Kings Heath Traincare Depot into platform 1	2
Train departs platforms 2 or 3 in the Up direction	Train passes or departs Northampton North Jn from Kings Heath Traincare Depot to platforms 2 or 3	2

Northampton		
Overlap Margins		
First Movement	Second Movement	Margin
Up depart Platform 1	Up arrival UML	3*
Down depart Platform 3	Down arrival Platform 2	3^
* If second train is over 286 metres		
^ If second train is over 275 metres		
Planning Restriction		
<p>The maximum standage at signal RY1022 (UML) to avoid fouling the route from Long Buckby direction into platform 1 is 286 meters/44 SLUs. The maximum standage at RY1022 (UML) to avoid fouling Northampton North Jn is 512 meters/80 SLUs however this will foul the route from the Up Northampton Fast to platform 1 via 1409 points. Any train longer than this to be timed to stand at Northampton North Jn at either RY1036 (Up Northampton Fast) or RY1038 (Up & Down Slow).</p> <p>The UML is inaccessible directly from Kings Heath Traincare Depot, the Down Goods Loop, or the Up Reception.</p> <p>* If an up service is required to stop at Northampton on the UML to allow a service to depart in front, then an A* Dot Stop is to be shown at Northampton, with the dwell time to be shown as pathing time at Northampton</p> <p>^ If a down service is required to stop at Northampton for an A* stop in Platform 2 or 3 to allow a service to depart in front, the dwell must be shown at Northampton South Jn then a A* Dot Stop is to be shown, with the remaining time to be shown as pathing at Northampton</p>		
Trains entering or leaving passenger service and continuing in same direction (inclusive of Dwell Time)		
London Northwestern trains entering service	2	
London Northwestern trains leaving service	3 (4-car EMU), 6 (8 car EMU), 9 (12 car EMU)	

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

Northampton North Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass or depart Northampton towards Long Buckby via Down Northampton Fast	Pass or depart Northampton North Jn towards Northampton via a conflicting route	3
Planning Restriction		
No pathing time or other allowance can be added between Northampton North Jn and Northampton in either direction as there are no intermediate signals.		

Northampton Kings Heath Traincare Depot

Arrival/Departure Margins	Margin
Minimum interval between an arrival and a departure or a departure and an arrival	15
Minimum interval between consecutive departures	7
Minimum interval between consecutive arrivals	17

Northampton Down Goods Loop

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

Long Buckby

Dwell Time	
Class 350/730 EMU	1

Daventry South Jn

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

Daventry North Jn

Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Entering Daventry Freight Terminal from Hillmorton Jn	Slow speed turnout and approach control	2
Movement Down	Reason	Value
Exiting Daventry Freight Terminal towards Hillmorton Jn	Acceleration and not at line speed at Daventry North Jn	2 applies at next timing point
Junction Margins		
First Movement	Second Movement	Margin
Train departing Daventry Freight Terminal passes Daventry North Jn towards Hillmorton Jn	Train from Hillmorton Jn towards Long Buckby	4 %
Up departure from DIRFT passing Daventry South Jn	Any train passing Daventry North Jn in the Up direction	6
Train passing Daventry North Jn towards Long Buckby	Train departing Daventry Freight Terminal towards Hillmorton Jn	2
Train entering Daventry Freight Terminal at Daventry South Jn	Passing Daventry North Jn towards Long Buckby	4
Passenger pass Daventry North Jn in Up direction	Pass Daventry South Jn from Daventry Freight Terminal	3
% Can be reduced to 3 if first train is a passenger service		

Rugby

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

MD120 CAMDEN JN TO WATFORD JUNCTION DC LINES

Queen's Park

Adjustments to Sectional Running Times

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

Queen's Park Jn

Junction Margins

First Movement	Second Movement	Margin
Down LUL train from Queen's Park Platform 3 or LUL North Car Shed	Down DC line trains from Queen's Park Platform 4	3½ \$
Down DC line trains from Queen's Park Platform 4	Down LUL train from Queen's Park Platform 3 or LUL North Car Shed	2½ \$
\$ The normal headway applies at the next timing point – see section 5.2		

Willesden Junction Low Level

Dwell Time	1 Morning Up and evening Down peak (Trains timetabled to arrive London Euston 0700-0959 and trains timetabled to depart London Euston 1600-1859, does not apply to LUL services)
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Junction Margins

First Movement	Second Movement	Margin
Down train from Kensal Green Jn	Up train pass towards Kensal Green	2
Up train depart/pass towards Kensal Green	Down train from Kensal Green Jn	3

Platform Reoccupation	2½ Same direction/Through Lines 4 Platform 2 (Bay Platform)
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Signalling constraint

Due to signalling overlaps, no Up train can depart from Harlesden whilst an Up train is departing the Low Level Bay toward Queen's Park or the New Lines

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

Standard	1, except
LUL services entering service	½

Stonebridge Park

Junction Margins

First movement	Second movement	Margin
Depart Stonebridge Park towards Stonebridge Park Depot Reception Roads (Lines 21 and 22)	Arrive Stonebridge Park from Wembley Central	3
Arrive Stonebridge Park from Wembley Central	Depart Stonebridge Park towards Stonebridge Park Depot Reception Roads (Lines 21 and 22)	½

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

Standard	1½, except
LUL services entering service	½

Wembley Central DC

Dwell Time	1 Morning Up peak (Trains timetabled to arrive London Euston 0700-0959, does not apply to LUL services)
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Harrow and Wealdstone DC

Adjustments to Sectional Running Times

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

Dwell Time	1 Morning Up and evening Down peak (Trains timetabled to arrive London Euston 0700-0959 and trains timetabled to depart London Euston 1600-1859, does not apply to LUL services)
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Platform reoccupation margins

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

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

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

Standard	1, except: ½ applies for LUL trains entering traffic 1½ applies for LUL trains leaving traffic
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Watford Junction DC

Platform end conflicts (platforms 1 – 4)

First movement	Second movement	Margin
Arrive	Depart	1
Depart	Arrive	3

MD130 WATFORD JUNCTION TO ST ALBANS ABBEY

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

Watford North	
Dwell Time	1 (applies in Down direction only)
All Down services must stop to allow the level crossing to be operated.	

St Albans Abbey	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	6
Station Working	
Passenger services on the St Albans Abbey branch can start/terminate on ½ minutes.	

MD137 HARLES DEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)
Railnet Reception
Planning Restriction
Trains to/from HLG or REV line codes must travel via 'track code' numbers 1 or HLG
Trains to/from PRDC must travel via 'track code' numbers 1-4
Trains to/from Willesden OTM Sidings must travel via 'track code' number 4

Wembley Reception & Departure Lines 1-7

Planning Restriction

Reception Line No 1 must not be used for stabling trains. It needs to be kept free for run round movements, attaching and detaching, and for access to the loco sidings from the North. No train should be planned to occupy Reception Line 1 for greater than 60 minutes.

Planning Note

Multi portion freight trains planned to depart Wembley Receptions 1-7 formed of multiple inward workings can, depending on operational requirements, be formed either with multiple locomotives at the front of the train, or with the second locomotive in the middle of the train. Confirmation must be obtained from the operator of which formation the train is planned to run in.

Attachment Allowances

First Movement	Second Movement	Value
Second portion arrive from Wembley Yard South Jn	'Multi portion' train depart to Wembley Yard South Jn (with 2x locos at front)	35#
Second portion arrive from Wembley Yard South Jn	'Multi portion' train depart to Wembley Yard South Jn (with 1x loco mid-train)	25^
Second portion arrive from Wembley Yard South Jn	'Multi portion' train depart to Wembley Central (with 2x locos at front)	40
Second portion arrive from Wembley Yard South Jn	'Multi portion' train depart to Wembley Central (with 1x loco mid-train)	20

May be reduced to 30 if first and second portions both arrive on roads 1-4 or 5-7 and it is not possible to accommodate a 35 minute attachment allowance. This must be agreed by the operator.

^ May be reduced to 20 if first and second portions both arrive on roads 1-4 or 5-7 and it is not possible to accommodate a 25 minute attachment allowance. This must be agreed by the operator.

MD140 BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)

Bletchley

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

Forders Sidings

Run-round Allowance	30 minutes
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Forders Sidings A&D Line

Junction Margins

First Movement	Second Movement	Margin
Down depart Stewartby	Depart to Forders Sidings Signal MV250	3
Down pass Millbrook not stopping at Stewartby	Depart to Forders Sidings Signal MV250	4
Down depart Stewartby	Up depart to Millbrook	2
Down pass Millbrook not stopping at Stewartby	Up depart to Millbrook	3

Planning note

Trains longer than 252m will need to use the Down Main for movements to/from Forders Sidings and margins should be based on the timings at Forders Sidings Signal MV250.

Run-round Allowance	30 minutes
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Forders Sidings Signal MV250

Junction Margins

First Movement	Second Movement	Margin
Depart to Forders Sidings A&D Line	Depart Stewartby	5
Depart to Forders Sidings A&D Line	Pass Millbrook not stopping at Stewartby	8

Bedford St Johns

Planning Note

Pathing time must not be placed between Bedford St Johns and Bedford Run Round Loop or Bedford Midland in either direction due to a lack of intermediate signals.

See entry under Bedford on route LN3201 of East Midlands Timetable Planning Rules for junction margins and adjustments

MD145 CAMDEN ROAD WEST JN TO CAMDEN JN

Camden Jn

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

Primrose Hill Signal WM801

Planning Note

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

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN

Nuneaton

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

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

Rugby Trent Valley Jn

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

Coventry

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Rugby Trent Valley Jn towards Coundon Road not stopping at Coventry	Deceleration to 15 mph and differential junction Speed	1½
Trains from Rugby Trent Valley Jn to Platform 4	Approach Control	1

Passing Trains from Gibbet Hill Jn towards Berkswell. (Applies approaching next timing point after Coventry)

Movement Down	Reason	Value
Passenger/ECS	Acceleration Allowance	1½
Class 6 up to 400t (inclusive)	Acceleration Allowance	½
Class 6 600t	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 6 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 2000t (inclusive) to 2200t (inclusive)	Acceleration Allowance	3
Class 6 over 2200t	Acceleration Allowance	3½
Class 4 up to 400t	Acceleration Allowance	1
Class 4 600t	Acceleration Allowance	1½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 4 over 1500t	Acceleration Allowance	2½

Passing Trains from Berkswell towards Gibbet Hill Jn

Movement Up	Reason	Value
Trains from Berkswell towards Gibbet Hill Jn not stopping at Coventry	Deceleration to 15 mph and differential junction Speed	1 passenger, ECS and light engines 1½ freight

Passing Trains from Coundon Road towards Rugby Trent Valley Jn (Applies approaching next timing point after Coventry)

Movement Up	Reason	Value
Passenger/ECS	Acceleration Allowance	1½
Class 6 up to 400t (inclusive)	Acceleration Allowance	½
Class 6 600t	Acceleration Allowance	1
Class 6 800t	Acceleration Allowance	1½
Class 6 1000t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 6 1600t (inclusive) to 1800t (inclusive)	Acceleration Allowance	2½
Class 6 2000t (inclusive) to 2200t (inclusive)	Acceleration Allowance	3
Class 6 over 2200t	Acceleration Allowance	3½
Class 4 up to 400t	Acceleration Allowance	1
Class 4 600t	Acceleration Allowance	1½
Class 4 800t (inclusive) to 1500t (inclusive)	Acceleration Allowance	2
Class 4 over 1500t	Acceleration Allowance	2½

Coventry

Dwell Time

Class 390/80x	1½ for pick up or set down.
DMU/EMU	1
West Midlands Trains	1 (1½ if crew change booked)

Junction Margins – London End

First Movement	Second Movement	Margin
Up Freight passing towards Gibbet Hill Jn	Down train from Rugby Trent Valley Jn arrives platforms 3 or 4	5
Up passenger departing or passing towards Gibbet Hill Jn	Down train from Rugby Trent Valley Jn arrives platforms 3 or 4	4\$
Up train departs platform 1 to Rugby Trent Valley Jn	Up train arrives platform 2	4*
Up train departs platform 2 to Rugby Trent Valley Jn	Up train not stopping at Canley or Tile Hill arrives platform 1	4\$

*Can be reduced to 3 if there is no Down arrival/pass from Rugby Trent Valley Jn into Platform 3 or 4 within 3 minutes before or after the arrival into platform 2

\$ Where the second movement is a train with a minimum of 1 minute pathing time approaching Coventry, the Junction Margin may be reduced by ½ minute.

Junction Margins – Birmingham End

First Movement	Second Movement	Margin
Up train from Berkswell arrives platform 4	Down train to Berkswell departs platform 3	1
Down Freight departing or passing towards Coundon Road	Up train from Berkswell arrives platforms 1 or 2	4½
Up train from Berkswell arrives platforms 1 or 2	Down Freight passing towards Coundon Road	2
Down passenger departing or passing towards Coundon Road	Up train from Berkswell arrives platforms 1 or 2	3½ £
Up train from Berkswell arrives platforms 1 or 2	Down passenger departing or passing towards Coundon Road	1
Down passenger departing or passing platform 4 towards Coundon Road	Down train from Rugby Trent Valley Jn arrives platforms 3	4
Down freight departing or passing platform 4 towards Coundon Road	Down train from Rugby Trent Valley Jn arrives platforms 3	5
Down passenger departing platform 3 towards Berkswell not calling at Canley or Tile Hill	Down train departing platform 4 towards Berkswell	2½\$
Down train departing platform 4 towards Berkswell not calling at Canley or Tile Hill	Down passenger departing platform 3 towards Berkswell	2½\$
Down train departs/pass Platform 3 towards Berkswell	Down train departs Platform 4 towards Coundon Road	2

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

£ Where the second movement is a train with a minimum of 1 minute pathing time approaching Coventry, the Junction Margin may be reduced by ½ minute.

Minimum Turnround Time – Trains changing direction at end of journey

Standard	10
All West Midlands Trains services	5

Other Platform End Conflicts (except where shown above)

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

Canley	
Dwell Time	
Class 350/730 EMU	½

Tile Hill	
Dwell Time	
Class 350/730 EMU	1

Berkswell	
Dwell Time	
Class 350/730 EMU	½

Hampton-In-Arden	
Dwell Time	
Class 350/730 EMU	1

Birmingham International		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Coventry passing platforms 1, 2, 4 and 5	Differential junction speed	½
Movement Up	Reason	Value
Train from Stechford to platform 3	Approach Control	1*
Non-stop passenger train from Stechford routed via platforms 1, 2 or 5	Flashing yellow aspects/Speed differential	½
* Reduced to ½ for trains that have stopped at Marston Green		
Dwell Time		
Class 22x	1½	
Class 390/80x	1½ for pick up or set down	
EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Up or Down arrival into any platform	Conflicting departure from any platform	1
Down train departs towards Stechford	Up train arrives/passes via a conflicting route	4 ^
Down train departs platform 3	Up train arrives/passes platform 3	3 *
Up train arrives platforms 1 or 2	Down train arrives platforms 1 or 2	Simultaneous
Up train arrives platform 1 or 2	Down train arrives platform 3	Simultaneous
* Approach control allowance (see Adjustments to Sectional Running Times) applies to the second movement		
^ Where the second movement is a train with a minimum of 1 minute pathing time approaching Birmingham International, the Junction Margin may be reduced by ½ minute.		

Birmingham International	
Minimum Turnround Time – Trains changing direction at end of journey	
Standard	10
Trains from Coventry, Birmingham, and Wolverhampton	5
Permissive Working	
Location	Restrictions
Platform 1	Attaching/Detaching ONLY in both directions
Platform 2	Attaching/Detaching ONLY in both directions
Platform 3	Prohibited
Platform 4	Prohibited
Platform 5	Attaching/Detaching ONLY in both directions

Marston Green	
Dwell Time	
Class 350/730 EMU	1

Lea Hall	
Dwell Time	
Class 350/730 EMU	½

Stechford		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains routed towards Aston	Differential Junction Speed	1
Movement Up	Reason	Value
Trains from Aston routed towards Birmingham International	Differential Junction Speed	1 applied approaching the next timing point
Dwell Time		
Class 350/730 EMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Freight train routed towards Aston	Passenger train towards Birmingham International	4
Pass Platform 2 towards Birmingham International (not stopping at Lea Hall or Marston Green)	Depart Platform 3 towards Birmingham International	1½*
* The normal headway applies at the next mandatory timing point – see section 5.2		

Adderley Park

Dwell Time

Class 350/730 EMU	1/2
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Grand Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from the Coventry Lines towards St Andrews Jn or Landor St Jn	Approach Control	1/2

Junction Margins

First Movement	Second Movement	Margin
Pass Down Derby to Down Coventry	Pass on Up Derby	2 1/2
Pass Down Derby to Down Coventry	Pass Up Coventry to Up Derby	1 1/2
Pass from Up & Down Camp Hill to Down Coventry	Pass from Up Coventry to Up & Down Camp Hill	2
Pass from Up & Down Camp Hill to Down Coventry	Pass from Up Coventry to Up Derby	2
Pass from Up & Down Camp Hill to Down Coventry	Pass from Up Derby to Up & Down Camp Hill	2 1/2
Pass from Up Coventry to Up & Down Camp Hill	Pass on Down Coventry from Stechford	3
Pass from Up Coventry to Up Derby	Pass from Up & Down Camp Hill to Down Coventry	2
Pass from Up Coventry to Up Derby	Pass on Down Coventry from Stechford	2 1/2
Pass from Up Coventry to Up Derby	Pass from Down Derby to Down Coventry	3
Pass from Up Derby to Up & Down Camp Hill	Pass from Down Derby to Down Coventry	3
Pass on Up Derby to Landor St Jn	Pass from Down Derby to Down Coventry	3
Pass on Down Coventry from Stechford	Pass from Up Coventry to Up & Down Camp Hill or Up Derby	1 1/2

Proof House Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from the Coventry Lines towards Aston stopping at Duddeston	Approach Control and Slower Line Speed	1/2 approaching next timing point
Trains from the Coventry Lines towards Aston not stopping at Duddeston	Approach Control and Slower Line Speed	1 approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		2 1/2
Pass on Up Coventry to Stechford	Pass to St Andrew's Jn or Aston	2 1/2

Proof House Jn		
Overlap Margins		
First Movement	Second Movement	Margin
Pass on Down Derby	Pass Up Derby to Up Coventry	2½
Pass Up Derby to Up Coventry	Pass on Down Derby	3

Birmingham New Street		
Attachment/Detachment		
Standard value unless requested from train operator and agreed with Capacity Planning.		
Connectional Allowance	12	
Dwell Time		
Standard including 22x/390	3	
Locomotive Hauled Coaching Stock	3	
EMU formations to/from Soho LMD		
Soho EMUD can only accept trains that consist of no more than 2 Class 350, 2 Class 323, 2 Class 730 (3-cars) or 1 Class 730 (5-cars)		
Overlap Margins		
First movement	Second movement	Margin
Down arrive platform 6B (short)	Depart No. 1 siding to Five Ways or Soho South Jn	1
	Arrive No.1 siding from Five Ways or Soho South Jn	3
Down arrive platform 8B (short)	Depart No.2 siding to Five Ways or Soho South Jn	1
	Arrive No.2 siding from Five Ways or Soho South Jn	3
Down arrive platform 9B (short)	Depart No.3 siding to Five Ways or Soho South Jn	1
	Arrive No.3 siding from Five Ways or Soho South Jn	3
Up arriving Platform 11A (short)	Down arrive Platform 12A	4
Up arrive platform 11A (short) or 12A	Up depart platform 11A (short) or 12A	1
Up arrive platform 12A	Down arrive platform 11	4
N.B. Short refers to the platform up to the inner starter signal		
Platforming Maximum Length Trains:		
Two trains of maximum length must not be planned to share the same platform face simultaneously. Maximum length is Class 390, 15 Mk.2/13 Mk.3 vehicles and one locomotive or other type of stock of similar length.		
Platform Reoccupation		
Platform	Margin	
Same direction	3	
Opposite direction	See table for platform end margin	
Platform 4C (Bay)	3	

Birmingham New Street		
Platform End Margin		
Trains may arrive 1 minute before a departure or 3 minutes after a departure. Exceptions, see below table:		
First Movement	Second Movement	Margin
Train arrives at A or B end of platform from any route	Train arrives at the same platform but at opposite end	4
Trains departing from A end of platform towards Five Ways or Soho Road	Any conflicting arrival	4
Trains departing from B end of platform towards Proof House Jn	Any Conflicting arrival	4
Train consist of 7 or more vehicles departing any platform	Any conflicting arrival	4
Train consist of 4 or more vehicles departing via DEL line platforms from 7,8,9 & 10	Train arriving via DEL line platforms 7,8 & 9	4
Train consist of 3 or fewer vehicles departing via DEL line platforms from 7,8,9 & 10	Train arriving via DEL line platforms 7,8 & 9	3
Train consist of 4 or more vehicles departing via DEL line platforms from 11 & 12	Train arriving via DEL line	4
Train consist of 3 or fewer vehicles departing via DEL line platforms from 11 & 12	Train arriving via DEL line	3
Train departs platform 9 towards Proof House Jn via Derby lines	Train arrives in platform 10 via Coventry lines from Proof House Jn	4
Train departs platform 1 towards Soho South Jn	Arrival into any platform from Up Stour	5
Train departs towards Proof House Jn	Train arrives into platforms 1, 2 or 3 from Proof House Jn via A route	5
Train departs platforms 5, 6, 7 or 8 towards Selly Oak direction	Arrival into platforms 5 to 12 from the Selly Oak direction	5
Train departing towards Soho South Jn from all platforms except platform 1	Trains arriving onto platforms 10, 11 & 12 from Soho South Jn	4
Station Working Requirements		
Access to Platforms		
All Platforms	Up and Down Stour to/from Soho South Jn	
Platforms 1 to 10	Up and Down Stour to/from Proof House Jn	
Platforms 5 to 12	Up and Down Main to/from Selly Oak	
Platforms 7 to 12	Up and Down Derby to/from Proof House Jn	

Soho South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains routed towards Soho East Jn	Flashing Yellow Aspects	1 Class 350 and 730 ½ Other
Movement Up	Reason	Value
Trains from Soho East Jn towards Birmingham New Street	Slow speed junction	1 to be applied at next timing point after Soho South Jn

Soho South Jn

Planning Note

Trains standing at signal SP6610 on the Up Soho that are longer than 386 meters/60SLUs (exclusive of stand-back allowance) will foul Soho East Jn. Therefore, junction margins at Soho East Jn must be based on trains' departure time at Soho South Jn if over this length.

Soho LMD

Soho LMD can only accept trains that consist of no more than 2 Class 350, 2 Class 323, 2 Class 730 (3-cars) or 1 Class 730 (5-cars)

Soho Curve North Jn

Junction Margins

First Movement	Second Movement	Margin
Freight from Soho East Jn crossing to Down Stour at Soho North Jn	Any train passing Soho South Jn from Birmingham New Street towards Galton Jn	3½
Freight from Soho East Jn crossing to Down Stour at Soho North Jn	Any conflicting Up train passing Galton Jn	2

Galton Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains towards Smethwick Jn	Junction differential	½
Movement Up	Reason	Value
Trains from Smethwick Jn	Slow speed junction	½ all passenger rolling stock to be applied approaching Soho South Jn
Train departing Smethwick Galton Bridge not calling at Smethwick Rolfe Street	Not at line speed by Galton Jn	½ approaching next timing point (not Class 730)

Junction Margins

Due to the restrictive length of the chord and overlap issues at Galton Jn, trains towards Soho Junctions from Smethwick Jn must not be planned to be held at Galton Jn itself. Use of suitable adjustment values must be used to hold the train at Smethwick Jn on route MD435 before crossing Galton Jn towards the Soho Junctions.

Smethwick Galton Bridge Low Level

Connectional Allowance 7

Dwell Time

Class 158 1

Sandwell & Dudley

Dwell Time

Class 158/197 1

Class 390/80x 1½

Watery Lane (Down/Up Stour Goods)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains to Down Stour Goods	Approach control	{1} ECS and light engine; {1½} freight at Dudley Port

Movement Up	Reason	Value
Trains from the Up Stour Goods Loop	Not at line speed passing Dudley Port	{1} to be applied at next timing point after Dudley Port

Junction Margins

First Movement	Second Movement	Margin
Pass Dudley Port to Watery Lane (Down Stour Goods)	Down Pass/Arrive Dudley Port	4
Down Depart/Pass Dudley Port, not stopping Tipton	Depart Watery Lane (Down Stour Goods)	2½
Down Depart/Pass Dudley Port, stopping Tipton	Depart Watery Lane (Down Stour Goods)	3½
Arrive Watery Lane (Up Stour Goods)	Up Pass Dudley Port	4
Arrive Watery Lane (Up Stour Goods)	Up Arrive Dudley Port	5
Up Pass/Depart Dudley Port	Depart Watery Lane (Up Stour Goods)	2

Monmore Green

Junction Margins

First Movement	Second Movement	Margin
Up train passes or departs Wolverhampton towards Dudley Port	Freight train to/from Wolverhampton Steel Terminal crosses Monmore Green	5
Down freight to Wolverhampton Steel Terminal crosses Monmore Green	Up train passes or departs Wolverhampton towards Dudley Port	1½

Wolverhampton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
From Dudley Port to Platforms 2, 3 and 4 via BW388A/BW388B points	Approach Control	1
Connectional Allowance		7
Dwell Time		
Class 221 (AWC), 390, 805, 807	2 (3 minutes if crew change booked) 8 minutes for terminating services continuing as an ECS in the same direction 5 minutes for services entering service formed from ECS in the same direction	
Class 22X (CrossCountry)	1½	
DMU/EMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
DMU/EMU	10, except:	
Wolverhampton to Walsall services	5	
Class 390	30	
Platform End Conflicts		
First movement	Second movement	Margin
Down train arrives in platform 1	Up train departs from platform 5	1
Down arrival from Portobello Jn direction into platforms 1, 2 or 5	Up train departs from platforms 3 or 4 towards Dudley Port	1
Down train departs from platform 6	Down train arrives in platform 1	3
Up train departs from platform 4 towards Dudley Port	Down arrival from Portobello Jn direction into platforms 1, 2 or 5	4
Up train departs from platform 5	Down train arrives in platform 1	4
Up train departs from platforms 2, 3 or 4	Conflicting Down train arrives in platforms 2, 3 or 4	3
Up train departs from platforms 2, 3 or 4 towards Portobello Jn	Up train departs from platforms 2, 3 or 4 towards Dudley Port	2 ½
Up train departs from platforms 2, 3 or 4 towards Dudley Port	Up train departs from platforms 2, 3 or 4 towards Portobello Jn	2 ½
Down train depart platforms 3 or 4	Up train arrives platform 2, 3 or 4	4
Up train depart platform 2	Down train arrives platform 1	Parallel*
Up train depart platform 2	Up train arrive platform 3	3£
Up train depart platform 3	Up train arrive platform 2	Parallel**
*Must not be a up arrival into platform 3 within 3 minutes before or after an up arrival into platform 2		
£Movement can be simultaneous if there is no down arrival into platform 1 within 1 minute before or 4 minutes after an up train departs platform 2		
**Must not be down arrival into platform 1 within 3 minutes before or after an up arrival into platform 2		

Wolverhampton

Platform Reoccupation

Bay Platforms	4
Through Lines	3 for same direction moves 4 for opposite direction moves

Platform Restriction

Services formed of an 11 car Class 390 will block the route in the Down direction into platform 2. An arrival in the Down direction may be planned into platform 2 provided there is no simultaneous arrival in the Up direction into platform 3

There is no route in the Up direction from platforms 1 or 5 towards Portobello Jn

Platform 6 is not signalled for passenger arrivals

Bushbury Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains that have passed from Portobello Jn on the Down Grand Junction towards Penkridge not via Down Bushbury Goods Loop (applies at next timing point after Bushbury Jn)		
Light engine(s)	Differential Junction Speed	½
Class 6 up to 400t (inclusive)	Differential Junction Speed	½
Class 6 600t (inclusive) to 1200t (inclusive)	Differential Junction Speed	1
Class 6 1400t (inclusive) to 1800t (inclusive)	Differential Junction Speed	1½
Class 6 over 2000t	Differential Junction Speed	2
Class 4 up to 400t	Differential Junction Speed	½
Class 4 600t	Differential Junction Speed	1
Class 4 800t (inclusive) to 1000t (inclusive)	Differential Junction Speed	1½
Class 4 over 1200t	Differential Junction Speed	2
Class 22x (CrossCountry)	Differential Junction Speed	1
All other timing loads	Differential Junction Speed	2

Movement Up	Reason	Value
Trains that are routed towards Portobello Jn on the Up Grand Junction	Differential Junction Speed and Approach Control	1½

Junction Margins

First Movement	Second Movement	Value
Standard junction margins apply except:		
Train pass Bushbury Jn to/from Wolverhampton North Jn	Train depart SB4695 signal on the Down Grand Jn towards Bushbury Jn	1*
Train pass Bushbury Jn to/from Wolverhampton North Jn	Train pass Bushbury Jn from the Down Grand Jn	2*

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

Planning Restrictions

Trains on the Down Grand Jn over 382 metres/60SLU should not be planned to stop at Bushbury Jn because it will stand foul of Fowlers Park Foot Path Crossing. Any train over that length that is required to stop should be timed to do so at SB4695 Signal.

Due to this no pathing allowance should be inserted between SB4695 signal and Bushbury Jn.

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

Birmingham New Street

See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

Five Ways

Dwell Time

1

University

Dwell Time

1

Platform reoccupation margins

First movement	Second movement	Margin
Depart platform 2 towards Selly Oak	Arrive platform 2 from Five Ways	3
Depart platform 1 towards Five Ways	Arrive platform 1 from Selly Oak	2½ *

* The 1 minute station dwell time combined with a 2½ minute platform reoccupation in the Up direction adds up to ½ less than the 4 minute headway. This is acceptable provided the full headway is applied at the next applicable timing point.

Selly Oak

Dwell Time

1

Kings Norton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Non-stop trains routed from Lifford East Jn on the Down Camp Hill	Differential Junction speed	1 1½ (HST) Applies at next timing point after Kings Norton
Movement Up	Reason	Value
Non-stop trains routed towards Lifford East Jn on the Up Camp Hill	Approach Control and Differential Junction speed	1 (22x) 1½ all other traction

Dwell Time

1

Kings Norton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive or pass Platform 4 from Selly Oak	Pass from Up Fast or Up Slow towards Lifford East Jn	3
Pass towards Lifford East Jn	Arrive or pass Platform 4 from Selly Oak	2½
Pass on Down Fast	Pass from Up Fast or Up Slow towards Lifford East Jn	2
Pass from Up Fast or Up Slow towards Lifford East Jn	Pass on Down Fast	2½ Passenger 3½ Freight
Pass on Down Fast	Pass or depart from Down Slow to Down Fast	2½
Pass or depart from Down Slow to Down Fast	Pass on Down Fast	3½
Pass Platform 1 from Up Fast	Arrive Platform 1 from Up Slow	3
Pass or depart from Up Fast or Up Slow towards Lifford East Jn	Arrive or pass Platform 1 via 615A/615B points towards Bournville	2½
Arrive or pass Platform 1 from Up Fast	Pass or depart from Up Slow towards Lifford East Jn	1½
Planning Note		
If pathing time is required between Lifford East Jn and Kings Norton, this is to be shown approaching Lifford East Jn when the first train is using Platform 4 at Kings Norton. This is because there are no intermediate signals between Lifford East Jn and Kings Norton.		

Kings Norton West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Slow to Down Fast	Pass Kings Norton on Down Fast	2½
Pass Kings Norton on Down Fast	Pass or depart from Kings Norton West Jn	2½

Longbridge		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop trains crossing from the Down Slow to Down Fast	Junction differential	1 Applies at next timing point after Longbridge
Movement Up	Reason	Value
Non-stop trains crossing from the Up Fast to up Slow	Junction differential	1
Dwell Time	1	

Longbridge		
Junction Margins		
First Movement	Second Movement	Margin
Non-stop train passes Longbridge on Down Gloucester Fast	Train departs Longbridge platform 2 to the Down Gloucester Fast	2
Depart platform 2 to reversing siding	Any conflicting movement, except as below:	3
Depart platform 2 to reversing siding	Train from Up Gloucester Fast to arrive platform 1	4
Up train passes or arrives at Longbridge	Depart platform 2 to reversing siding	1
Down train passes Longbridge on Down Gloucester Fast	Depart platform 2 to reversing siding	1
Up train arrives platform 1 from the Up Gloucester Fast	Train passes Longbridge on the Up Gloucester Fast	3
Station working To allow EMU shunt moves to take place robustly, trains must not be given a shunt stop at Longbridge when arriving from Barnt Green on the SL. Services are to be allocated pathing time between the two locations or a timed stop at Longbridge Signal 23. Trains planned from Platform 2 to the Reversing Siding require an OP stop of 2 minutes at Longbridge. This is to allow the interlocking to release the route and reset towards the Reversing Siding.		

Cofton Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass or depart Barnt Green towards Bromsgrove	Depart from Cofton Down Goods	1
Pass or arrive Barnt Green towards Redditch	Depart from Cofton Down Goods	2
Planning Restriction Two trains can be planned to stand at Cofton Jn on the Down Goods provided the second train is less than 458m in length		

Barnt Green											
Adjustments to Sectional Running Times *											
Movement Down	Reason	Value									
All trains routed to Down Redditch (to Alvechurch)	Approach control and junction differential	1									
Movement Up <table> <tr> <th>Movement Up</th><th>Reason</th><th>Value</th></tr> <tr> <td>Non-stop trains from Up Redditch towards Longbridge</td><td>Junction differential</td><td>1 Applies at next timing point after Barnt Green</td></tr> <tr> <td>Depart from Barnt Green platform 3 to Up Slow or Up Fast</td><td>Junction differential</td><td>½ Applies at next timing point after Barnt Green</td></tr> </table>			Movement Up	Reason	Value	Non-stop trains from Up Redditch towards Longbridge	Junction differential	1 Applies at next timing point after Barnt Green	Depart from Barnt Green platform 3 to Up Slow or Up Fast	Junction differential	½ Applies at next timing point after Barnt Green
Movement Up	Reason	Value									
Non-stop trains from Up Redditch towards Longbridge	Junction differential	1 Applies at next timing point after Barnt Green									
Depart from Barnt Green platform 3 to Up Slow or Up Fast	Junction differential	½ Applies at next timing point after Barnt Green									
* Adjustments apply only to trains formed of Class 730 EMU											

Barnt Green		
Junction Margins		
First Movement	Second Movement	Margin
Down Main passing towards Bromsgrove	Depart Barnt Green to the Up Main from Redditch branch	2
Non-stop train passes Barnt Green platform 1 on Up Gloucester Fast	Train departs Barnt Green platform 3 (Redditch branch) to the Up Gloucester Fast	2
Depart Barnt Green to the Up Main from Redditch branch	Down Main passing towards Bromsgrove	3
Dwell Time		
DMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Bromsgrove			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Non-stop train to the Down Bromsgrove Loop via Platform 4	Flashing Yellows	All Timing Loads	½
Non-stop train to the Down Bromsgrove Loop via Platform 3	Slow speed junction	All Timing Loads	½
Movement Up	Reason	Timing Load	Value
Non-stop train via Platform 1	Approach control, speed differential	All Timing Loads	1½
Non-stop train from Droitwich Spa to Barnt Green			
Allowance to be shown approaching Bromsgrove	Slow speed junction at Stoke Works Jn	22x/HST	1
		170/172	½
Allowance to be shown approaching Barnt Green	Slow speed junction at Stoke Works Jn	170/22x/HST	½
Train from Droitwich Spa stopping at Bromsgrove			
Allowance to be shown approaching Bromsgrove	Slow speed junction at Stoke Works Jn	170/172	1
Train from Abbotswood Jn to Bromsgrove (via Up Gloucester), stopping or non-stopping at Bromsgrove			
Allowance to be shown approaching Bromsgrove	Minus allowance as the SRTs are for the slower route	15x	-1
Allowance to be shown approaching Barnt Green for trains not stopping ONLY	Minus allowance as the SRTs are for the slower route	15x	-½

Bromsgrove

Assisting Locomotive in Rear, Working between Bromsgrove and Blackwell – Lickey Incline

- The Lickey Incline is a 1 in 37 gradient over a two mile section of line between Bromsgrove and Blackwell on the Birmingham to Gloucester Line
- An assisting locomotive in rear is required over this section of line for certain freight trains (see below)
- Assistance in Rear is authorised from BA7612 Signal Up Bromsgrove Loop or BA3614 Signal Up Gloucester
- An allowance of 7 minutes should be included for attachment of the assisting locomotive at signals BA7612 or BA3614
- The assisting locomotive is normally detached at Blackwell. The locomotive will then either return to Bromsgrove to continue banking operations or will run to another location as required by the Operator.
- All assisting engine movements associated with the assistance of trains up the Lickey Incline run with headcode 0B00
- Freight trains towards Barnt Green on the Lickey Incline need assisting above the following trailing weights:

Class 37 – 420 tonnes; Class 47 – 360 tonnes; Class 56 – 725 tonnes; Class 57 – 380 tonnes; Class 60 – 1065 tonnes; Class 66 – 775 tonnes; Class 66/6 – 1020 tonnes; Class 67 – 215 tonnes

Planning Restriction

The Tamper Siding cannot be accessed when the Up Bromsgrove Loop (Platform 1) is occupied by a train longer than 289 metres/45 SLU

Dwell Time

DMU	1
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Junction Margins

First Movement	Second Movement	Value
Down train arrives Platform 3	Down train passes Platform 4 on the Down Gloucester	3½
Down train passes Platform 4 on the Down Gloucester	Down train departs from Platform 3 to the Down Gloucester	2
Up train passes Platform 2 to the Up Gloucester	Up train departs Platforms 1 or 3 to the Up Gloucester	2
Freight which has had an assisting locomotive in rear between Bromsgrove and Blackwell, arrives or passes Barnt Green	Train departs or passes Bromsgrove on Up Gloucester	Simultaneous

Minimum Turnround Time – Trains changing direction at end of journey

West Midlands Trains	5
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Permissive Working

Attaching is authorised as shown below:

Location	Direction	Restrictions
Platform 1	Permitted in Up direction only	For attaching banking locomotive ONLY
Platform 2	Permitted in Up direction only	For attaching banking locomotive ONLY

Platform Reoccupation

First Movement	Second Movement	Value
Train departs Platform 3 to Up Gloucester	Train arrives Platform 3 from the Down Gloucester	4
Train departs Platform 2 to Up Gloucester	Train arrives Platform 2 from the Down Gloucester	4½

Bromsgrove
Station Working
Only the lines serving Platforms 1, 2 and 3 are electrified. Electric traction cannot access Platform 4.

Stoke Works Jn			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Non-stop train from Bromsgrove to Droitwich Spa	Approach control and slow speed junction	170/172/22x/HST	½
Stopping train from Bromsgrove to Droitwich Spa	Approach control and slow speed junction	170	1

Worcestershire Parkway	
Dwell Time	
All	1

Abbotswood Jn			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
From the Down Gloucester to Down Abbotswood Goods Loop	Approach Control	All traffic	½
From Up Abbotswood Curve (from Norton Jn) towards Ashchurch *	Accelerating from 30mph crossover	22x/HST	1
		170	1½
		LH	2
		Freight	3
From a stop at Worcestershire Parkway towards Ashchurch *	Not passing Abbotswood Jn at line speed	170	1
		22x/HST	½
From Stoke Works Jn towards Ashchurch via Down Gloucester * (not from Norton Jn)	Minus allowance as the SRTs are for the slower route from Norton Jn	150 to 158	-1
* Allowance applies approaching the next timing point			
Adjustments to Sectional Running Times			
Movement Up	Reason	Timing Load	Value
Up Gloucester to Down Abbotswood Curve (towards Norton Jn)	Flashing Yellows for 30mph junction	170/22x/HST	1
		LH	2
		Freight	1
Junction Margins			
First Movement	Second Movement		Value
Train from the Up Abbotswood Curve (from Norton Jn) to the Down Gloucester	Train passing on the Up Gloucester		3

MD310 BARNT GREEN TO REDDITCH
Barnt Green
See entry under route MD306 Birmingham New Street to Ashchurch (exclusive)

Redditch

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

Proof House Jn

See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

Aston

Junction Margins

First Movement	Second Movement	Margin
Train passes or departs Aston towards Four Oaks	Train passes Aston from Stechford towards Perry Barr North Jn	3
Train passes Aston from Stechford towards Perry Barr North Jn	Train departs Aston towards Proof House Jn	2
Train passes Aston from Stechford towards Perry Barr North Jn	Train passes Aston towards Proof House Jn	3
Train passes Aston from Stechford towards Perry Barr North Jn	Train arrives or passes Aston from Proof House Jn towards Four Oaks	3
Train departs or passes Aston towards Proof House Jn	Train arrives or passes Aston from Stechford towards Perry Barr North Jn	3½
Train passes Aston from Perry Barr North Jn towards Stechford	Train departs Aston towards Four Oaks	2
Train passes or arrives Aston from Perry Barr North Jn towards Proof House Jn	Train departs Aston towards Four Oaks	1

Perry Barr

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Perry Barr towards Perry Barr West Jn	Junction differential	1

Movement Up	Reason	Value
Pass Perry Barr from Perry Barr West Jn	Junction differential	1 Applies at next timing point after Perry Barr

Dwell Time	1 Peak (Up trains to Birmingham New Street 0700 – 0830 SX and Down trains from Birmingham New Street 1600 – 1800 SX)
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Junction Margins

First Movement	Second Movement	Margin
Depart/Pass towards Bescot Stadium	Arrive/Pass from Perry Barr West Jn towards Aston	4

Perry Barr North Jn			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value*
Pass from Perry Barr West Jn	Junction differential	730 and freight	½
		All other timing loads	1
* Applies at next timing point after Perry Barr North Jn			
Movement Up	Reason	Value	
Trains routed towards Perry Barr West Jn	Junction differential	1	
Restriction			
There is limited standage between Perry Barr North Jn and Perry Barr West Jn on the Up Soho line. Consequently, it is not possible to stand a train in excess of 34 SLUs/218 metres in length at NS279 signal, Perry Barr West Jn. This means that before a train in excess of 34 SLUs in length can depart Perry Barr North Jn towards Soho, the route must be available through to Soho East Jn. If the route is not available, a train from the Bescot direction in excess of 34 SLUs will stand at NS272 at Perry Barr North Jn on the Up Grand line. Therefore, when timing a train in excess of 34 SLUs in length from Bescot or beyond through Perry Barr North and West Junctions towards Soho you must be aware of movements through Perry West Jn and plan accordingly so as to avoid problems at Perry Barr North Jn.			

Bescot Down Yard		
Junction Margins		
First Movement	Second Movement	Margin
A train departing towards Perry Barr North Jn	An arrival from Perry Barr North Jn	8
A train departing towards Darlaston Jn	An arrival from Pleck Jn	10
A train departing towards Pleck Jn	An arrival from Darlaston Jn	8
A train departing towards Darlaston Jn	An arrival from Darlaston Jn	14
A train departing towards Pleck Jn	An arrival from Pleck Jn	16

Bescot Stadium		
Junction Margins		
First Movement	Second Movement	Margin
Train depart/pass Bescot Stadium in Down direction	Train depart Bescot Up Goods Loop via Bescot Middle Jn towards Bescot Stadium	2½

Portobello Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains routed towards Wolverhampton	Differential Junction speed	½ passenger or ECS 1 all other timing loads
Movement Up	Reason	Value
Trains that have passed from Wolverhampton on Up Heath Town towards Darlaston Jn (applies approaching next timing point)		
Class 6 up to 800t (inclusive)	Acceleration from lower speed route	½
Class 6 1000t (inclusive) to 1200t (inclusive)	Acceleration from lower speed route	1
Class 6 above 1400t (inclusive)	Acceleration from lower speed route	1½
Class 4 up to 800t	Acceleration from lower speed route	½
Class 4 1000t (inclusive) to 1200t (inclusive)	Acceleration from lower speed route	1
Class 4 above 1400t (inclusive)	Acceleration from lower speed route	1½
All other timing loads	Acceleration from lower speed route	½

MD325 SOHO SOUTH JN TO PERRY BARR NORTH JN (SOHO LINES)
Soho South Jn
See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

Soho East Jn		
Junction Margins		
First Movement	Second Movement	Margin
Up Trains to Soho North Jn	Down Trains from Soho South Jn	3

Perry Barr West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down Soho to Perry Barr South Jn	Up Soho from Perry Barr North Jn	4
Restriction		
<p>There is limited standage between Perry Barr North and Perry Barr West Junctions on the Up Soho line. Consequently, it is not possible to stand a train in excess of 34 SLUs/218 metres in length at NS279 signal, Perry Barr West Jn. This means that before a train in excess of 34 SLUs in length can depart Perry Barr North Jn towards Soho, the route must be available through to Soho East Jn.</p>		
<p>If the route is not available, a train from the Bescot direction in excess of 34 SLUs will stand at NS272 at Perry Barr North Jn on the Up Grand line. Therefore, when timing a train in excess of 34 SLUs in length from Bescot or beyond through Perry Barr North and West Junctions towards Soho you must be aware of movements through Perry West Jn and plan accordingly so as to avoid problems at Perry Barr North Jn</p>		

Perry Barr North Jn

See entry under route MD320 Proof House Jn to Bushbury Jn (via Bescot)

MD330 SOHO EAST JN TO SOHO NORTH JN**Soho East Jn**

See entry under route MD325 Soho South Jn to Perry Barr North Jn (Soho Lines)

Soho North Jn

See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)**Erdington**

Dwell Time

1

Sutton Coldfield

Dwell Time

1

Four Oaks**Adjustments to Sectional Running Times**

Movement Down	Reason	Value
Train terminating in platforms 2 or 3	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Down train arrives Platform 2 or 3	Down train arrive/pass Platform 1	3
Up train depart or pass	Down train arrives Platforms 2 or 3	3
Up train pass non-stop to Aston	Up service depart Platform 3	3*

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

Minimum Turnround Time – Trains changing direction at end of journey

Standard 5

Butlers Lane

Dwell Time

1

Blake Street		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train terminating in Up platform	Approach control	½
Junction Margins		
First Movement	Second Movement	Margin
Down train arrives Platform 1	Down train arrive/pass Platform 2	3
Up train depart or pass	Down train arrives Platform 1	3
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Lichfield City		
Dwell Time		
Standard	1, except:	
CrossCountry services (22x)	1½	
Junction Margins		
First Movement	Second Movement	Margin
Down train arrives Platform 2	Down train arrives/pass Platform 1	4
Up train pass/depart	Down train arrive Platform 2	3½
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Lichfield Trent Valley High Level		
Detachment Allowance		
2 EMU inclusive of turnround time and no shunt involved.		
Junction Margins		
First Movement	Second Movement	Margin
Up train depart from Platform 3	Down train pass Platform 3	3
Up train pass not stopping at Lichfield City	Up service depart Platform 3	3*
* The normal headway applies at the next mandatory timing point – see section 5.2		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

Pleck Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Pass from Bescot to Down Slow	Approach Control	730	½
		All other timing loads	1
Movement Up	Reason		Value
Pass from Up Slow at Pleck Jn	Junction differential		½ applies approaching next timing point
Slow or Fast line to Dudley Run Round Line	Signalled to very slow speed at Pleck Jn		2
Train to Bescot Down Sidings via Bescot Jn	Approach Control		1

Walsall

Dwell Time	1	
Junction Margins		
First Movement	Second Movement	Margin
Down train towards Ryecroft Jn from Fast line/Platform 3	Up train using Slow line/Platform 2	3½
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Planning Restriction		
Class 390 are prohibited from using the Down Walsall Fast through Platform 3		

Mid Cannock Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train from Bloxwich towards Cannock FLT	Approach control approaching Mid Cannock Jn	1
Movement Up	Reason	Value
Train from Cannock FLT towards Bloxwich	15mph departure speed and Running Brake Test	3 Approaching Bloxwich
Junction Margins		
First Movement	Second Movement	Value
Train to Cannock FLT from Bloxwich	Pass from Hednesford/Cannock	8
Planning Rules		
All trains to/from Cannock FLT must have a minimum 1 minute stop at Mid Cannock Junction for operational and terminal acceptance reasons.		
No allowances to be shown between Cannock FLT and Mid Cannock Junction		

Cannock		
Dwell Time	1 Peak (Up trains to Birmingham New Street 0700 – 0830 SX and Down trains from Birmingham New Street 1600 – 1800 SX)	

Hednesford		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train terminating in Up platform	Approach control and slow speed crossover	1
Dwell Time	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	


Rugeley Town		
Dwell Time	1	

Rugeley Trent Valley		
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn		

MD370 UP DUDLEY SIDINGS TO WALSALL PLECK JN		
Up Dudley Sidings		
The Up Dudley Siding is signed with a 75SLU / 1575ft / 480m marker board. However, there is a further 180m between the marker board and the Check Hand Points board.		

MD401 HEYFORD TO BORDESLEY JN		
Aynho Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train running bi-directionally on Up Bicester	Differential Junction speed and approach control	1
Movement Up	Reason	Value
Train running bi-directionally on Down Bicester	Differential Junction speed and approach control	1
Train to Up Goods Loop	Differential junction speed and approach control	1½

Banbury Depot Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All movements to Platform 1	Slow speed crossover	½
All movements to Platform 3	Approach control/slow speed crossovers	1
All movements to Platform 4	Approach control/slow speed crossovers	½
Junction Margins		
First Movement	Second Movement	Margin
Depart/Pass Banbury Depot Reception Road to Up Cherwell Valley	Pass on Down Cherwell Valley	4
Pass on Down Cherwell Valley	Depart/Pass Banbury Depot Reception Road to Up Cherwell Valley	2
Planning Restriction		
No pathing time to be added between Banbury Depot Jn and Banbury in the Down Direction or between Banbury and Banbury Depot Jn in the Up Direction as there are no intermediate signals between these locations.		

Banbury			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Depart  platforms 1, 3 or 4 to Down Cherwell Valley	Speed differential	22x	½ approaching Reservoir Jn, and ½ after Reservoir Jn
		All other Passenger Timing Loads	½ approaching Reservoir Jn
Down arrival platform 1 or 4	Flashing Aspect	All	1
Down arrival platform 3	Approach Control	All	1½
All movements to any platform where the platform is already occupied	Permissive working allowance		½
Movement Up			
Movement Up	Reason		Value
Up Cherwell Valley to Platform 4	Junction differential and approach control		1
Down Cherwell Valley to platform 1	Speed differential and approach control		½ *
Down Cherwell Valley to platforms 3 or 4	Junction differential and approach control		½
Pass platform 1 to Depot Reception	Junction differential and approach control		½
All movements to any platform where the platform is already occupied	Permissive working allowance		½
* If approaching an occupied platform, the adjustment is increased to 1½. The separate permissive working allowance should not be added.			
Dwell Time			
All DMU (except Class 22x)	1 increased to 2 if booked traincrew relief		
LH	1		

Banbury		
Junction Margins		
First Movement	Second Movement	Margin
Depart P platform 1 or 2 to the Up Cherwell Valley	Arrive Platform 1 or 2 from the Down Cherwell Valley Arrive platform 1 from the Down Cherwell Valley	3½ 6½
Depart platform 1 or 2 to the Up Cherwell Valley	Arrive platform 2 from the Down Cherwell Valley	5½
Depart P platform 3 or 4 to the Up Cherwell Valley	Arrive P platform 3 from the Down Cherwell Valley	3½ 4½
Depart P platform 1 or 2 to the Up Cherwell Valley	Arrive P platform 3 or 4 from the Down Cherwell Valley	4 6½
Depart P platform 3 or 4 to the Up Cherwell Valley	Arrive P platform 4 from the Down Cherwell Valley	4 4½
Depart P platform 1 in the Up direction	Arrive Platform 1 from the Depart Banbury Depot Reception Road to platform 1	3 1
Depart P platform 1 to the Banbury Depot Reception Road	Arrive P platform 1 from the Down Cherwell Valley	4 6
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 1	Attaching/Detaching and Platform Sharing in both directions*	
Platform 2	Prohibited except in contingency	
Platform 3	Prohibited except in contingency	
Platform 4	Prohibited except in contingency	
Up Banbury Loop	Permitted for freight only (see Planning Restriction – Up Banbury Loop below)	
* Platform 1 comprises two axle counter sections, OLGG at the north end and OLGF at the south end.		
Permissive working requires one of the two axle counter sections to be clear. The useable platform length of section OLGG is 133 meters and the useable platform length of section OLGF is 138 meters.		
A margin of 4 minutes should be planned between the arrival of the first movement and the second movement. Similarly, a 4 minute margin applies between all subsequent movements.		
Platform Reoccupation		
Down direction	3	
Up direction	2	
Planning Restriction – Up Banbury Loop		
Two trains can use the Up Banbury Loop simultaneously - the first train to arrive must draw forward to signal OL7120. For planning purposes this is shown as Banbury Platform 4. The maximum standage at this signal is 815 meters or 127 SLUs to the overlap of signal OL7134 (this excludes locomotive(s) and stand-back allowance). The maximum standage at signal OL7134 (clear of Reservoir Jn) is 823 meters or 128 SLUs (this excludes locomotive(s) and stand-back allowance).		
Minimum Turnround Time – Trains changing direction at end of journey		
DMU	5	

Down Banbury Loop/Down Banbury Goods Loop

Permissive Working

Permitted in the Down Banbury Loop

Permitted for freight only in both directions in the Down Banbury Goods Loop (see Planning Restriction below)

Planning Restriction

The maximum standage at signal OL7129 on the Down Banbury Loop (clear of Banbury South Jn) is 815 meters/127 SLUs or (clear of signal OL9128) 582 meters/91 SLUs (this excludes locomotive(s) and stand-back allowance). For planning purposes this is shown as Banbury Platform 1. If a train is required to stop at the Down Banbury Loop for crew change purposes this must be done in Platform 1 and consideration must be given to whether the rear of the train fouls Banbury Depot Jn. Once a crew stop has been completed, the train can pull forward to OL7129 to be clear of Banbury Depot Jn.

Run-round Maneuvers

After a freight train has arrived in the Down Banbury Goods loop from the Fenny Compton direction, its locomotive(s) will run round its train via Signal OL7129. This can happen even if platform 1 at Banbury is occupied but note that once a movement has been signalled towards OL7129 from the south or towards OL9128 from the north, a time-out of 2 minutes will be necessary before another movement can take place once either axle counter section between the two signals has been occupied.

For Trains to/from Banbury Aggregate Sidings

Please refer to rules shown under Reservoir Neck and Banbury Aggregate Sidings

Reservoir Neck

Planning Note

All trains to show 2 minute OP stop in the neck for moves to/from Reservoir Engineers or Banbury Aggregate Sidings

Trains to Banbury Aggregate Sidings less than 320m/50SLU can propel into the Sidings from the Banbury Reservoir Neck without fouling the route to/from the Down Banbury Goods Loop. Trains over 320m/50SLU will be split on the Down Banbury Goods Loop. Please see rules for Banbury Aggregate Sidings for timings regarding splitting trains on the Down Banbury Goods Loop.

Banbury Aggregate Sidings

Planning Note

Only one freight service can be accommodated at Banbury Aggregate Sidings at any one time.

Arriving Trains:

Arriving from Fenny Compton Direction:

Trains over 320m/1050ft/50SLU splitting on the Down Banbury Goods Loop require a 60 minute OP stop from arriving on the Down Banbury Goods Loop to departing towards Reservoir Neck/Aggregate Sidings. This includes the time taken for the loco to run-round the train and the train to be split. All locomotive run rounds at this location must be timetabled.

Arriving from Banbury Direction:

Trains over 320m/1050ft/50SLU splitting on the Down Banbury Goods Loop require a 30 minute OP stop from arriving on the Down Banbury Goods Loop to departing towards Reservoir Neck/Aggregate Sidings. This time is required for the train to be split.

Banbury Aggregate Sidings

Departing Trains

Departing towards Fenny Compton Direction:

Trains in excess of 320m/50SLU on departure from Banbury Aggregate Sidings require a 35 minute OP stop on the Down Banbury Goods Loop to couple the train together and brake test before departure

Departing to Banbury Direction:

Trains in excess of 320m/50SLU on departure from Banbury Aggregate Sidings require 65 minute OP stop on the Down Banbury Goods Loop. This includes the time taken for the loco to run-round the train, the train to be coupled together and brake test before departure.

Reservoir Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from a stand at Banbury Down Goods Loop	Speed differential/acceleration allowance	1 approaching next timing point

Movement Up	Reason	Value
Up Cherwell Valley to Up Banbury Loop or Down Banbury Goods Loop	Junction differential (flashing yellows)	½
Up Cherwell Valley to Down Cherwell Valley	Junction differential and approach control	1

Planning Note

All trains using the Banbury Down Goods Loop at Reservoir Jn must show their stop at planning location Banbury Down Goods Loop and not Reservoir Jn. This is for planning purposes so trains in both directions can all be shown at the same location.

Fenny Compton

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Non-stop towards Fenny Compton Exchange Sidings	Approach control and deceleration	2

Junction Margins

First Movement	Second Movement	Margin
Down Main to Down Main	Down Goods Loop to Up Main	2
Down Goods Loop to Up Main	Down Main to Down Main	5
Up freight to UGL	Up main	5

Restriction

Up trains from Kineton Sidings to stop OP “dot stop” at Fenny Compton due to approach control on Signal OL7150

Leamington Spa		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
All trains from platform 2 or the Down Main	Slow speed crossover	½ applies at next timing point
Arrival into platform 4 from either Milverton Jn or Hatton	Approach control	1
Non-stop trains from Milverton Jn towards Fenny Compton	Acceleration from slow speed crossover	1 for freight; ½ for passenger including light engines applies at next timing point
Movement Down	Reason	Value
Train departing towards Hatton from platforms 1,3 or 4	Slow speed crossover	½ applies at next timing point
Train departing towards Milverton Jn from platform 1	Slow speed crossover	½ applies at next timing point
Non-stop trains on Down Cherwell Valley towards Milverton Jn	Approach control on signal LN37	1 for freight; ½ for passenger including light engines
Connectional Allowance		
	5	
Detachment Allowance		
	5	
Dwell Time		
Class 22x	1½	
DMU	1	
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves (see below for exceptions)		3
Freight pass Leamington Spa towards Milverton Jn	Arrive/Pass Leamington Spa form Hatton	4
Train passes from Milverton Jn towards Fenny Compton	Train departs platform 4 towards Hatton	1
Train arrives or passes Platform 3 or Up Main from Hatton	Train departs from any platform, depot siding or Down Main towards Milverton Jn	1
Train arrives or passes Platform 3 or Up Main from Hatton	Train pass from Down Main towards Milverton Jn	2

Leamington Spa		
Overlap Restrictions		
First Movement	Second Movement	Margin
Train departs platform 1 towards Hatton or Milverton Jn	Train arrives platform 2 or Down Cherwell Valley from Fenny Compton	4
Train arrives platform 1 from Leamington Spa signal 126	Train arrives platform 2 or Down Cherwell Valley from Fenny Compton	3
Train arrives platform 2 or Down Cherwell Valley from Fenny Compton	Train arrives platform 1 from Leamington Spa signal 126	3
Planning Restriction		
Platform 1 is used for departures only. It is not signalled for loaded passenger train arrivals		
Platform Reoccupation		
Platform 1		
First Movement	Second Movement	Margin
Train departs towards Milverton Jn	ECS arrives from either LN126 or LN128 signals	4
Platform 4		
Reoccupation Margin	4, except as below	
Train departs towards Milverton Jn	Train arrives from Milverton Jn	6
Turnround Allowance	5 DMU without shunt 12 DMU with shunt (reduced to 8 if shunting via signal LN113)	

Warwick		
Dwell Time		
LH	1	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train departing platform 2 towards Hatton	Slow speed crossover and running brake test	½

Hatton		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Pass Platform 3 from Down Main	Approach control and slow speed crossover	2
Arrive Platform 3 from Down Main	Approach control and slow speed crossover	1½
Pass from Down Goods Loop	Not at line speed passing Hatton	½* Passenger ½* Freight 600t and under 1* Freight 800t to 1475t 1½* Freight 1600t-2000t 2* Freight 2200t and over
Depart Platform 3 to Down Main	Slow speed crossover	½* Passenger ½* Freight
Pass Platform 3 to Up Main	Slow speed crossover	2*%
Depart Platform 3 to Up Main	Slow speed crossover	1½*%
* Applied approaching next timing point.		
% Can be reduced by ½ if stopping at Warwick Parkway		
Junction Margins		
First Movement	Second Movement	Margin
Arrive platform 3	Pass on Down Main	2
Pass/depart Platform 2	Depart Down Goods Loop to Down Main	1
Pass/depart Platform 2	Depart Platform 3 to Down Main	2
Pass Platform 1	Up Pass/depart Platform 3	2
Depart Platform 1	Up Pass/depart Platform 3	2½
Pass Platform 2	Depart Platform 3 to Up Main	1
Arrive Platform 2	Depart Platform 3 to Up Main	2
Arrive/Pass Platform 2	Pass Platform 3 to Up Main	3

Hatton North Jn		
Junction Margins		
First Movement	Second Movement	Value
Departing/passing Hatton (excluding from Hatton Down Goods Loop) towards Dorridge	Passing Hatton North Jn from Hatton West Jn towards Dorridge	3
Passing Hatton towards Dorridge	Passing Hatton North Jn towards Hatton West Jn	3
Stopping train departs Hatton towards Dorridge	Passing Hatton North Jn towards Hatton West Jn	3½
Passing Hatton North Jn from Hatton West Jn towards Dorridge	Passing Hatton North Jn towards Hatton West Jn	Standard single line reoccupation value applies
Passing Hatton North Jn towards Hatton West Jn	Passing Hatton towards Dorridge	3

Hatton North Jn		
Junction Margins		
First Movement	Second Movement	Value
Passing Hatton North Jn towards Hatton West Jn	Stopping train departs Hatton towards Dorridge	2
Passing Hatton North Jn towards Hatton West Jn	Passing Hatton from direction of Dorridge	3
Passing Hatton North Jn towards Hatton West Jn	Stopping train arrives Hatton from direction of Dorridge	3½

Dorridge		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Arrive/Pass Platform 3 or Up and Down Goods	Flashing Yellow Aspects	½
Platform 3 or Up and Down Goods to Down Main	Acceleration	1 approaching Bentley Heath Crossing and ½ after
Class 168 or Chiltern Class 68 Depart Dorridge Platform 2	Acceleration	1 After Bentley Heath Crossing
Movement Up	Reason	Value
Pass from Up Passenger Loop	Not at line speed by Dorridge	All 2 except: DMU, 22x 1 Approaching next timing point
Depart Platform 3	Slow speed crossover	½ Approaching next timing point
Depart Up and Down Goods	Slow speed crossover	½ Approaching next timing point
Arrive/Pass Platform 3	Speed differential	1
Up Arrive/Pass to Platform 3 or Up and Down Goods Loop or Up Dorridge Passenger Loop having stopped at Widney Manor	Approach Control	½ Approaching Bentley Heath Crossing
Up Arrive/Pass to Platform 3 or Up and Down Goods or Up Dorridge Passenger Loop (not stopped at Widney Manor)	Approach Control	1 Approaching Bentley Heath Crossing
Junction Margins		
First Movement	Second Movement	Margin
Up non-stop	Train departing Dorridge UPL	2
Up Arrival Dorridge Up & Down Goods	Down Depart Dorridge	1
Up Arrival Dorridge Up & Down Goods	Down Pass Dorridge	1½
Station working		
Up services shown to shunt at Dorridge must be shown to do so in the Up Passenger Loop.		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunting to a different platform	10	

Solihull	
Dwell Time	
Class 22x	1½
DMU	1

Tyseley		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger train moving to slow line prior to Tyseley station	Approach control	1
Movement Up	Reason	Value
Passenger train moving from slow line after Tyseley station	Slow speed crossover	1 After
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3 Before/ 1 After
The interlocking prevents the setting of a route on the US into Tyseley station with routes set for a train from the DM to DS.		

Tyseley Up and Down Through Sidings	
Planning Note	
It is preferable for trains arriving in the Up Direction to perform a Run Round to arrive on the Tyseley Up Through Siding and Run Round via the Tyseley Down Through Siding. It is possible for a train on the Tyseley Down Through Siding to Run Round via LJ1295 signal (Up Dorridge) at Tyseley South Jn and Small Heath station. The Run Round should be planned with careful consideration of the opportunities between other services on the Up and Down Bordesley and Up and Down Snow Hill.	
Run Round via Tyseley Down Through Siding	25 minutes
Run Round via Main Line	35 minutes

Tyseley LMD
Operating Restriction for Departures
ECS following each other in the same direction must be planned to depart a minimum of 5 minutes apart. However, trains can be planned to pass Small Heath South Junction or Tyseley South Junction a minimum of 3 minutes (headway) apart. Pathing time may therefore be used approaching Small Heath South Junction or Tyseley South Junction if required.
There is <u>no</u> restriction for ECS departing Tyseley Depot in opposite directions.

Small Heath South Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Up Bordesley to Up Slow/Tyseley depot	Junction differential	1

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3 Before/ 1 After

Bordesley Jn

See entry under route MD570 Saltley Landor Street Jn to Kings Norton Jn (Camp Hill Lines)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
From Tyseley towards St Andrew's Jn	Junction differential	½*

* applies approaching next timing point

Movement Up	Reason	Value
From St Andrew's Jn towards Tyseley	Junction differential	½

Junction Margins

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

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN

Milverton Jn

Junction Margins

First Movement	Second Movement	Value
Up train passes from Kenilworth Loop	Down train passes towards Kenilworth Loop	3*
Up train passes from Kenilworth Loop	Down train departs towards Kenilworth Loop	1*

* Margin is increased by 1 minute where first movement is freight

Planning Note

The maximum standage at signal LN52 on the Up Kenilworth (clear of 236 points at Milverton Jn) is 624 metres/97 SLU to avoid fouling the single line to/from Kenilworth. This standage excludes stand-back allowance.

The maximum standage at signal LN51 on the Down Kenilworth (clear of Leamington Spa North Jn) is 731 metres/114 SLUs to avoid fouling Leamington Spa North Jn. This standage excludes stand-back allowance.

Kenilworth Loop		
Junction Margins		
First Movement	Second Movement	Value
Train from Gibbet Hill Jn arrives in the Up and Down Loop	Passenger train passes from Milverton Jn	2½
Train from Gibbet Hill Jn arrives in the Up and Down Loop	Freight train passes from Milverton Jn	3½
Train passes from Milverton Jn	Train departs from the Up & Down Loop towards Milverton Jn	1
Train from Milverton Jn arrives in the Up and Down Loop	Passenger train passes from Gibbet Hill Jn	2½
Train from Milverton Jn arrives in the Up and Down Loop	Freight train passes from Gibbet Hill Jn	3½
Train passes from Gibbet Hill Jn	Train departs from Up & Down Loop towards Gibbet Hill Jn	1

Gibbet Hill Jn		
Junction Margins		
First Movement	Second Movement	Value
Down train passes from Kenilworth Loop	Up train passes towards Kenilworth Loop	4
Down train passes from Kenilworth Loop	Up train departs towards Kenilworth Loop	2

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN		
Three Spires Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Coventry or North Yard to Prologis Sidings	Slow speed turnout onto Branch	1 Before
Movement Up	Reason	Value
Prologis Sidings to Coventry or Coventry North Yard	Slow speed turnout from the Branch	1 After

Hawkesbury Lane Sidings
Planning restriction
No signalled route towards Coventry, any move towards Coventry require the ground frame to be unlocked by ground staff. This does not affect runround movements.

Bedworth (Calor Gas Sidings) Ground Frame

Planning Note

Arriving Trains

All trains to Bedworth Terminal must arrive in the Up direction from the Chilvers Coton Jn direction and have a 12 minute operational stop at Bedworth (Calor Gas Sidings) Ground Frame for terminal acceptance purposes and Ground Frame operation.

Departing Trains

All trains from Bedworth Terminal must depart in the Down direction towards Hawkesbury Lane and have a 12 minute operational stop at Bedworth (Calor Gas Sidings) GF to reform, brake test and Ground Frame operation. During this time there can be no movements past Bedworth (Calor Gas Sidings) GF in either direction.

Coventry Arena

Planning Restriction – Down direction

No pathing time is to be shown between Three Spires Jn and Coventry Arena as there are no intermediate signals
Any pathing time is to be shown approaching Three Spires Jn

MD415 HATTON STATION TO STRATFORD UPON AVON

Hatton West Jn

Junction Margins

First Movement	Second Movement	Margin
Passing Hatton West Jn towards Hatton or Bearley Jn	Passing Hatton North Jn towards Hatton West Jn	2

Bearley Jn

Junction Margins

First Movement	Second Movement	Margin
From Whitlocks End direction to Stratford	From Stratford to Hatton direction	3 a)*
		4 b)*
From Stratford to Hatton	From Whitlocks End to Stratford	3
From Hatton direction to Stratford	From Stratford to Hatton direction	3 a)*
		4 b)*

a) Stopping at Wilmcote

b) Not stopping at Wilmcote

* A train towards Hatton can wait at Bearley Jn at signal HS3488 for the single line from Hatton to clear if required. A stop must be shown at Bearley Jn in the schedule and the single line cannot be re-occupied until 2 minutes after the preceding train from the single line has passed Bearley Jn.

Stratford Upon Avon

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
LH	25*
LH shunting to a different platform	40

* Does not apply to Chiltern Railways fixed formation loco hauled sets with DVT, use Standard Turnround

MD425 TYSELEY SOUTH JN TO BEARLEY JN

Yardley Wood

Dwell time	1
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Whitlocks End

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Depart Platform 2 towards Tyseley	Slow crossover	½

Dwell Time	1
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Platform End Conflicts

The margin between a train leaving Platform 2 at Whitlocks End towards Shirley and the next train towards Stratford must be 4 minutes

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Henley In Arden

Dwell Time	1
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MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

Droitwich Spa

See entry under route MD900 Abbotswood Jn to Stoke Works Jn via Worcester

Kidderminster

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Kidderminster Turnback not stopping at Kidderminster	Differential Speed	1 After Kidderminster

Kidderminster		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains timed to arrive on Platform 2 at Kidderminster whilst a train is departing or moving from the turnback siding to Platform 1	Arriving at Kidderminster on a red aspect	2 before Kidderminster
Trains timed to arrive on Platform 2 at Kidderminster whilst a train is departing Platform 1 towards Hartlebury	Arriving at Kidderminster on a red aspect	2 before Kidderminster
Dwell Time		
DMU	1	
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunting to a different platform	10	
Junction Margins		
First Movement	Second Movement	Margin
Train to the Down Goods Loop or Severn Valley Railway	Train from Hartlebury	5
Train to the Down Goods Loop or Severn Valley Railway	Train from Turnback siding	3
Train from the Down Goods Loop or Severn Valley Railway passing Kidderminster	Train from Hartlebury	5
Train departing Platform 1 towards Hartlebury	Train from Hartlebury	5
Train departing/moving from Turnback Siding	Train arriving into Platform 2	Parallel*
Train departing/moving from Turnback Siding	Train passing Platform 2	5
Train arrived Platform 1 from Turnback Siding	Departure from Platform 2	2
Train departing Platform 1 towards Hartlebury	Train arriving into Platform 2	Parallel*
* See adjustments to sectional running times		

Stourbridge Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Stourbridge Down Goods Loop	Approach Control	1
Movement Up	Reason	Value
Train terminating in Platform 2	Approach Control	½
Assisting Locomotive in Rear, Working of Old Hill bank		
Freight trains towards Rowley Regis up Old Hill Bank need assisting above the following trailing weights.		
Class 37 – 585 tonnes		
Class 47 – 505 tonnes		
Class 56 – 835 tonnes		
Class 57 – 530 tonnes		
Class 60 – 1425 tonnes		
Class 66 – 1045 tonnes		
Class 66/6 – 1370 tonnes		
Class 67 – 420 tonnes / 12 vehicles		
Attachment of Banking Locomotive. 7 minutes. The Tiploc sequence for banking of trains is BLAKEDN – STRBDGJ P/P – STRBJGL S/S (7min OP) and STRBJGL – ROWLEYR S/S (5 min OP)		

Stourbridge Junction		
Connectional Allowance	2	
Dwell Time		
DMU	1	
Platform End Margins		
First Movement	Second Movement	Margin
Train towards Rowley Regis, Down Goods Loop or Down Sidings from Platform 3	Arrival into Platform 2 from Kidderminster	4
Train towards Rowley Regis from Platform 3	Arrival into Platform 3 from Rowley Regis	4
Arrival into Platform 2 from Kidderminster	Departure from Platform 3 towards Rowley Regis	2
Departure from Platform 3 towards Rowley Regis	Departure from Platform 2 towards Rowley Regis	4
Train towards Rowley Regis from Platform 2	Arrival into Platform 2 from Rowley Regis	3
Junction Margins		
First Movement	Second Movement	Margin
Passenger train passing or departing Stourbridge Junction towards Kidderminster	Freight train from Round Oak/Brierley Hill	3
Freight train passing Stourbridge Junction towards Kidderminster	Freight train from Round Oak/Brierley Hill	4
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunting to a different platform	10	

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN
Small Heath South Jn
See entry under route MD401 Heyford to Bordesley Jn

Caledonia Yard

Planning Notes

Arrivals

A train arriving at Caledonia Yard over 260m/853ft/40SLU for Small Heath Aggregate Siding shall require a 2 minute OP stop within Caledonia Yard to split the train. This should take place on Line 7.

A train arriving at Caledonia Yard over 220m/722ft/34SLU for Bordesley Aggregate Siding shall require a 2 minute OP stop within Caledonia Yard to split the train.

Departures –Small Heath Aggregate Siding

A train departing Small Heath Aggregate Siding over 260m/853ft/40SLU shall require a 30 minute OP stop within Caledonia Yard to reform the train. This includes the time taken for the loco to run-round the train.

A train departing Small Heath Aggregate Siding under 260m/853ft/40SLU shall require a 25 minute OP stop within Caledonia Yard to perform a run-round.

Departures – Bordesley Aggregate Siding

A train departing Bordesley Aggregate Siding over 220m/722ft/34SLU shall require a 30 minute OP stop within Caledonia Yard to reform the train. This includes the time taken for the loco to run-round the train.

A train departing Bordesley Aggregate Siding under 220m/722ft/34SLU shall require a 25 minute OP stop within Caledonia Yard to perform a run-round.

Small Heath Aggregate Siding

Planning Note

Only one freight service can be accommodated at Small Heath Aggregate Siding at any one time. Trains to Small Heath Aggregate Siding over 260m/853ft/40SLU will be split on Line 7 within Caledonia Yard and the line will remain occupied for the duration of the trains terminal time at Small Heath Aggregate Siding.

Bordesley Aggregate Siding

Planning Note

Only one freight service can be accommodated at Bordesley Aggregate Siding at any one time. Trains to Bordesley Aggregate Siding over 220m/722ft/34SLU will be split within Caledonia Yard and the line will remain occupied for the duration of the trains terminal time at Bordesley Aggregate Siding.

Birmingham Moor Street

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains to platforms 3 and 4	Approach control and slower speed in platforms	½
All movements to any platform where the platform is already occupied (allowance to be applied in addition to other adjustment values)	Permissive working allowance	½

Dwell Time

DMU/LH	1
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Birmingham Moor Street		
Platform End Margins		
First Movement	Second Movement	Margin
Departure from Platform 1 towards Small Heath South Jn on the Up Snow Hill	Arrival from Small Heath South Jn into Platform 1	4
Departure from Platform 1 towards Small Heath South Jn on the Up and Down Small Heath Goods	Arrival from Small Heath South Jn into Platform 1	5
Departure from Platform 1 towards Small Heath South Jn on the Up and Down Small Heath Goods	Arrival from Small Heath South Jn on the Down Snow Hill into Platform 2	4
Departure from Platform 3 or 4	Arrival into Platform 2 from Small Heath South Jn	3 ½
Departure from Platform 3 or 4	Arrival into Platform 1 from Small Heath South Jn	4
Arrival into Platform 1 or 2 from Small Heath South Jn	Departure from Plat 3 or 4	1
Train Departs Platform 3 or 4 to the Up Snow Hill	Train Departs Birmingham Snow Hill to Platform 2 at Birmingham Moor Street	1
Planning Note		
Margins for trains to/from Snow Hill need to be applied in conjunction with rules at Birmingham Snow Hill. A train cannot depart Birmingham Moor Street if there is not a platform available at Birmingham Snow Hill or vice versa		
There are no signals between Birmingham Moor Street and Birmingham Snow Hill therefore no pathing time to be used between these locations		

Birmingham Snow Hill		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
WMT services departing towards Jewellery Quarter	Running brake test – to be applied following a crew change	½
Dwell Time		
DMU	1	
LH	2	
West Midlands Trains	1 (1½ if crew change booked)	
Platform End Margins		
First Movement	Second Movement	Margin
Departure from Platform 1 towards Birmingham Moor Street	Arrival from Birmingham Moor Street into Platform 1, Platform 2 or Platform 3	5
Departure from Platform 2 towards Birmingham Moor Street	Arrival from Birmingham Moor Street into Platform 2 or Platform 3	5
Departure from Platform 2 towards Jewellery Quarter	Arrival into Platform 2 from Jewellery Quarter	5
Departure from Platform 3 towards Jewellery Quarter	Arrival into Platforms 2 or 3 from Jewellery Quarter	5
Arrival into Platform 3 from Birmingham Moor Street	Departure from Platform 1 or Platform 2 towards Birmingham Moor Street	2
Departure from Platform 1 towards Jewellery Quarter	Arrive Platform 1 from Turnback Sidings	4
Departure from Platform 1 towards Birmingham Moor Street	Departure from Platform 1 towards Jewellery Quarter	2
Departure from Platform 1 towards Jewellery Quarter	Departure from Platform 1 towards Birmingham Moor Street	2
Departure from Platform 2 towards Birmingham Moor Street	Arrival from Jewellery Quarter into Platform 3	4 #
Train Departs Platform 3 or 4 to the Up Snow Hill at Birmingham Moor Street	Train Departs Birmingham Snow Hill to Platform 2 at Birmingham Moor Street	1
# Only applies if there is a train from Moor Street Platform 2 on the Down towards Snow Hill Platform 1		
Planning Note		
<p>Margins for trains to/from Moor Street need to be applied in conjunction with rules at Birmingham Moor Street. A train cannot depart Birmingham Snow Hill if there is not a platform available at Birmingham Moor Street or vice versa.</p> <p>There are no signals between Birmingham Snow Hill and Birmingham Moor Street therefore no pathing time to be used between these locations</p>		
Turnround Allowance		5 Platform 1 if first train is to reversing siding 10 Platform 1

Smethwick Galton Bridge High Level

Adjustments to Sectional Running Times

Movement	Reason	Value
Arrive at Smethwick Galton Bridge High Level on Down Snow Hill (not stopping at The Hawthorns), less than 4 minutes before a train from Galton Jn passes Smethwick Jn	Reduced overlap at Smethwick Galton Bridge High Level, with approach release from red at The Hawthorns	1

Connectional Allowance 7

Dwell Time

DMU 1

Planning Restrictions

No pathing time or other allowance can be added between Smethwick Galton Bridge High Level and Smethwick Jn in either direction as there are no intermediate signals.

Smethwick Galton Bridge High Level

Connectional Allowance 7

Dwell Time

DMU 1

Smethwick Jn

Junction Margins

The following should be read in conjunction with the rules at Galton Jn

First Movement	Second Movement	Margin
Up train routed towards Galton Jn	Down train towards Rowley Regis having passed Smethwick Galton Bridge High Level	4
Up train routed towards Galton Jn	Down train departs Smethwick Galton Bridge High Level towards Rowley Regis	2
Down train from Smethwick Galton Bridge High Level towards Rowley Regis	Up train routed towards Galton Jn	2

Overlap Margins

First Movement	Second Movement	Margin
Arrive Smethwick Jn from Galton Jn	Down depart Smethwick Galton Bridge High Level	1½
Arrive Smethwick Jn from Galton Jn	Down arrive Smethwick Galton Bridge High Level	3
Arrive Smethwick Jn from Galton Jn	Down pass from Jewellery Quarter	4
Pass Smethwick Jn from Galton Bridge High Level	Arrive Smethwick Jn from Galton Jn	1½

Smethwick Jn

Planning Restrictions

No pathing time or other allowance can be added between Smethwick Jn and Smethwick Galton Bridge High Level in either direction as there are no intermediate signals.

Down Trains from Galton Jn

There is limited standage between Galton Jn and Smethwick Jn. Therefore, do not plan trains that are longer than 25 SLUs/160 metres to stop at Smethwick Jn.

Do not use any pathing time or other allowances between Galton Jn and Smethwick Jn because of the risk that the train will come to a stand at Smethwick Jn and still be foul of Galton Jn.

Rowley Regis

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Rowley Regis Goods Loop to Rowley Regis station (start to pass)	Not at line speed passing Rowley Regis station	½

Cradley Heath

Dwell Time

DMU	1 WMT 1 Chiltern Railways – only applicable on trains towards Birmingham between 0630 and 0830
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MD440 GALTON JN TO SMETHWICK JN

Galton Jn

See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

Smethwick Jn

See entry under route MD435 Small Heath South Jn to Stourbridge North Jn

MD460 FENNY COMPTON TO BURTON DASSETT (KINETON MOD)

Fenny Compton Exchange Sidings (Kineton Sidings 1 and 2)

Dwell Time

Towards Kineton MOD	5 OP stop for signaller's actions, and driver to withdraw the token
From Kineton MOD	10 OP stop for driver to confirm to signaller that the train is complete with tail lamp, and that the token has been replaced

Junction Margins

First Movement	Second Movement	Margin
Down arrive Fenny Compton Exchange Sidings	Up depart Fenny Compton Exchange Sidings	1
Up arrive Fenny Compton Exchange Sidings	Down depart Fenny Compton Exchange Sidings	15

Length restriction

72 SLU/461m between OL5157/5159 stop boards and OL1184/1186 signals on Kineton Sidings 1 and 2
93 SLU/600m at OL5157/5159 stop boards clear of 155 points

Successive trains to and from Kineton MOD

30 minutes to be allowed between arrival at Kineton MOD and departure from Fenny Compton Exchange Sidings, similarly between arrival at Fenny Compton Exchange Sidings and departure from Kineton MOD, to allow for the token to be taken by road transport from one location to the other and signaller's actions

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

Tamworth High Level

Dwell Time

Class 22x	1½
DMU	1

Wilnecote

Dwell Time

Class 170	1
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Kingsbury Reception Sidings

Planning Rules

Only one train is permitted in the section between Kingsbury Reception Sidings and the terminals at any one time.

Incoming Intermodal trains for Birch Coppice Terminal to show 3 minute OP stop for acceptance purposes.

Departing Intermodal trains from Birch Coppice Terminal to show 2 minute OP stop.

Incoming trains for Kingsbury Oil Terminal to show 30 minute OP stop for acceptance purposes.

Departing trains from Kingsbury Oil Terminal to show 60 minute OP stop to prepare the train and conduct a locomotive run round.

Incoming trains for Kingsbury E.M.R Sidings to show a 5 minute OP stop.

Departing trains from Kingsbury E.M.R Sidings to show 20 minute OP stop to prepare the train and conduct a locomotive run round.

Kingsbury Shunt Frame

Planning Rules

Only one train can pass Kingsbury Shunt Frame at any one time.

Kingsbury Branch Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Train from Kingsbury Oil terminal that has propelled at Kingsbury Reception Sidings towards Tamworth	Reduced speed	3

Planning Rules

Incoming trains from Tamworth direction to show 2 minute OP stop to pick up radio and prepare to propel towards Kingsbury Reception Sidings

Departing trains from Kingsbury Reception Sidings towards Tamworth to show 1 minute OP stop to prepare to change direction.

Kingsbury Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Tamworth towards Whitacre Jn	Junction speed differential and flashing yellow signals	½ except: 1 22x 1½ HST%
% Reduce to ½ if stopping at Tamworth		
Movement Up	Reason	Value*
Pass to Tamworth having stopped at Water Orton (via Up Derby)	Not at line speed by Kingsbury Jn	½ 170
Pass to Tamworth having crossed from Up Derby Slow or Park Lane Jn at Water Orton West Jn (via Up Derby)	Not at line speed by Kingsbury Jn	½ 75mph freight 800t and above ½ 60 mph freight 2000t/TR115 and above
Pass from Whitacre Jn to Tamworth (stopping at Wilnecote)	Junction speed differential and acceleration	1½ 170
Pass from Whitacre Jn to Tamworth (stopping at Tamworth)	Junction speed differential and acceleration	1 170 1½ 22x 2 HST
Pass from Whitacre Jn to Tamworth not stopped at Kingsbury Signal WW6950 (not stopping at Wilnecote or Tamworth)	Junction speed differential and acceleration	1 170 1½ 22x and HST Class 4 1½ to 400t 2 600t/TR40 and above Class 6 ½ to 600t/TR40 1 800t/1000t/T R55 1½ 1200t/1400t/T R70 2 1600t/TR85 2½ 1800t-2200t/TR100-115 3 2400t/TR130 and above

Kingsbury Jn		
Pass from Whitacre Jn to Tamworth having stopped at Kingsbury Signal WW6950	Junction speed differential and acceleration	1 170 1½ 22x and HST Class 4 1 400t 1½ 600t 2 800t and above Class 6 ½ 600t – 800t 1 1000t 1½ 1200t – 1400t 2 1600t 2½ 1800t 3 2000t 3½ 2200t and above
* Approaching next timing point. Not required if schedule is diverging at Kingsbury Branch Jn.		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Tamworth	Train depart Kingsbury Reception Sidings towards Kingsbury Jn or Tamworth	1
Passenger from Water Orton or Whitacre Jn	Train depart Kingsbury Reception Sidings towards Tamworth	2
Freight from Water Orton or Whitacre Jn	Train depart Kingsbury Reception Sidings towards Tamworth	3
Train from Tamworth that has propelled at Kingsbury Branch Jn and arrived at Kingsbury Reception Sidings	Pass from Tamworth	3%#
Train towards Tamworth that has propelled from Kingsbury Reception Sidings and arrived at Kingsbury Branch Jn	Pass from Tamworth	3%#
Train towards Tamworth that has propelled from Kingsbury Reception Sidings and arrived at Kingsbury Branch Jn	Pass from Water Orton or Whitacre Jn direction	4
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Passenger pass from Tamworth	2%
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Freight pass from Tamworth	4#
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Passenger pass from Water Orton or Whitacre Jn direction	2
Train from Kingsbury Jn arrive Kingsbury Reception Sidings	Freight pass from Water Orton or Whitacre Jn	4
Pass from Whitacre Jn	All trains except Class 6 pass from Tamworth towards Water Orton	3
Pass from Whitacre Jn	Class 6 pass from Tamworth towards Water Orton	4
Pass from Water Orton	Pass from Whitacre Jn direction	2*
Pass from Water Orton	Depart Kingsbury Signal WW6950	1½*
Freight pass from Water Orton towards Tamworth	Departs Kingsbury Signal WW6950 to Kingsbury Branch Jn	1½

Kingsbury Jn		
Passenger pass from Water Orton towards Tamworth	Depart Kingsbury Signal WW6950 to Kingsbury Branch Jn	1
Pass from Tamworth towards Water Orton	Pass from Whitacre Jn direction	2
Passenger pass from Tamworth towards Water Orton (Direct)	Depart Kingsbury Signal WW6950	1
Freight pass from Tamworth towards Water Orton (Direct)	Depart Kingsbury Signal WW6950	1½
Pass from Tamworth	Train pass-Kingsbury Branch Jn crossing to Kingsbury Reception Sidings	2\$
Pass from Tamworth	Train depart-Kingsbury Branch Jn crossing to Kingsbury Reception Sidings	1\$
Pass from Tamworth towards Whitacre Jn	Pass from Tamworth towards Water Orton	3
<p>* Increase margin by 1 if first train is class 6, 7 or 8 % Can be reduced to 1 should the second train be a passenger and have (1½) or greater pathing approaching Kingsbury Jn # Can be reduced to 2 should the second train be a class 4,6 or 7 and have (2.5) or greater pathing approaching Kingsbury Jn \$ If second train has come from Whitacre Jn, junction margins at Kingsbury Jn must be maintained</p>		

Water Orton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All non-stop Down trains from Kingsbury Jn (via Down Derby) crossing to Park Lane Jn or UDS at Water Orton West Jn	Junction differential	1
All non-stop Down trains from Coleshill Parkway towards Castle Bromwich Jn on the ML	Junction differential	1 approaching next timing point*
*1½ when Class 170 is using the Down Whitacre		
Movement Up	Reason	Value
All non-stop trains from Castle Bromwich Jn on the ML towards Coleshill Parkway	Junction differential	1 for passenger and ECS ½ for freight
All stopping trains towards Coleshill Parkway	Junction differential	½
All non-stop trains from Park Lane Jn or UDS towards Kingsbury Jn (via Up Derby)	Acceleration Allowance from lower speed route	1 approaching next timing point
Dwell time		
Class 170	½	

Water Orton		
Junction Margins		
First Movement	Second Movement	Margin
Pass/depart Platform 1 from Coleshill Parkway	Pass/arrive Platform 1 towards Coleshill Parkway	4*
Passenger pass direct from Kingsbury Jn	Pass/arrive Platform 1 towards Coleshill Parkway	3*
Freight pass direct from Kingsbury Jn	Pass/arrive Platform 1 towards Coleshill Parkway	4
Passenger pass Platform 1 direct from Kingsbury Jn	Pass/arrive Platform 1 from Coleshill Parkway	2½
Freight pass Platform 1 direct from Kingsbury Jn	Pass Platform 1 from Coleshill Parkway	3½
Freight pass Platform 1 direct from Kingsbury Jn	Arrive Platform 1 from Coleshill Parkway	2½ %
Pass/depart Platform 1 or Down Whitacre towards Park Lane Jn at Water Orton West	Pass/arrive from Up Derby Fast at Water Orton West	4
Pass/depart Platform 1 or Down Whitacre towards Park Lane Jn at Water Orton West	Pass/arrive from Up Derby Slow at Water Orton West	5
Pass/depart Platform 1 or Down Whitacre towards Up Derby Slow at Water Orton West	Pass/arrive from Up Derby Fast at Water Orton West	4
Pass/depart Platform 1 or Down Whitacre towards Up Derby Slow at Water Orton West	Pass/arrive from Park Lane Jn	5
Passenger pass/depart Platform 1 towards Coleshill Parkway	Pass/arrive Platform 1 from Coleshill Parkway	3½ *
Freight pass/depart Platform 1 towards Coleshill Parkway	Pass/arrive Platform 1 from Coleshill Parkway	4 *
Pass/depart Platform 1 towards Coleshill Parkway	Pass/arrive from Kingsbury Jn	3
Passenger arrive/pass Platform 1 towards Coleshill Parkway	Pass platform 2 towards Kingsbury Jn	2½
Pass/depart Platform 1 towards Castle Bromwich Jn on Down Derby Fast	Depart Down Whitacre towards Castle Bromwich Jn or Park Lane Jn	2
Pass/arrive towards Kingsbury Jn or Coleshill Parkway	Pass Platform 1 or Down Whitacre towards Up Derby Slow or Park Lane Jn at Water Orton West	3
Pass/arrive towards Kingsbury Jn or Coleshill Parkway	Depart Platform 1 or Down Whitacre towards Up Derby Slow or Park Lane Jn at Water Orton West	1
Pass towards Kingsbury Jn or Coleshill Parkway	Train from Park Lane Jn or Up Derby Slow depart Water Orton West Jn for Kingsbury Jn or Coleshill Parkway	2
*Where the second movement is a train with a minimum of 1 minute pathing time approaching Water Orton, the Junction Margin may be reduced by ½ minute. % Can depart on a 3 minute headway		
Planning Restriction		
No allowance should be inserted between Water Orton West Jn and Water Orton into any trains because there are no intermediate signals in either direction.		

Water Orton West Jn

Planning Note

Junction margins at Water Orton West Jn are calculated at Water Orton, see Water Orton for details.

Planning Restriction

No allowance should be inserted between Water Orton West Jn and Water Orton into any trains because there are no intermediate signals in either direction.

Castle Bromwich Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Park Lane Jn or Up Derby Slow to Down Derby Fast	Acceleration	1 approaching next timing point
Pass from Down Derby to Down Derby Goods	Flashing Yellow Aspects	½

Movement Up	Reason	Value
Pass from Up Derby Fast towards Park Lane Jn or Up Derby Slow	Approach Control	1½

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3*
*Plus half minute if first move is freight		

Bromford Bridge

Reoccupation of Single Lines	5 From/to Jaguar Sidings
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Washwood Heath Up Sidings

Time between-arrivals and departures	30
Incoming trains from Washwood Heath East Jn to show 1 minute OP stop to collect a radio for acceptance purposes	

Washwood Heath West Jn

Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		5 before/ 3 after

Duddeston Jn

Planning Note

Trains from Castle Bromwich Jn to Lawley Street FLT must be planned via the Up Washwood Heath Goods Loop. This does not apply to light locos.

Lawley Street FLT

Planning Notes

Departures

Departing trains in excess of 100SLU/640M must be planned with a minimum 20 minute OP stop in the Up Washwood Heath Goods Loop. This is due to the train being assembled and brake test carried out in advance of WP8902 signal.

Departing trains towards Landor Street Jn must be planned with a minimum 40 minute run round in the Up Washwood Heath Goods Loop. This includes the time taken to assemble the train and to run round.

Arrivals

Arriving trains from Castle Bromwich Jn must be planned with a minimum 20 minute run round in the Up Washwood Heath Goods Loop. The train is then propelled into the terminal.

Landor Street Jn

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves (see exception below)		4 before/ 3 after
Up pass	Conflicting Up depart	2

Planning Note

Trains standing at signal LL4772 signal on the Up St. Andrew's that are longer than 454 meters/71SLUs (exclusive of stand-back allowance) will foul St. Andrew's Jn. Therefore, junction margins at St. Andrew's Jn must be based on trains' departure time at Landor Street Jn if over length.

Proof House Jn

See entry under route MD301 Rugby Trent Valley Jn to Penkridge (via Birmingham)

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

Abbey Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Train from Whitacre Jn to Nuneaton stopping at platform 6 whilst a parallel move is taking place at Nuneaton onto the Nuneaton North Chord	Encountering adverse aspects approaching Abbey Jn and Nuneaton platform 6	1

Planning Rule/Junction Margin

A train routed on the Up Arley from Nuneaton Platform 7 to Abbey Jn and crossing to the Down Arley must have a margin of 4 minutes before the next train from the direction of Water Orton/Whitacre Jn.

Whitacre Jn

Junction Margins

First Movement	Second Movement	Margin
Train arriving at Daw Mill Colliery	Train passing Whitacre Jn towards Nuneaton	2
Passenger train passing Whitacre Jn towards Nuneaton	Train departing Daw Mill Colliery towards Nuneaton	5
Freight train passing Whitacre Jn towards Nuneaton	Train departing Daw Mill Colliery towards Nuneaton	6
Freight train that has departed Hams Hall passing Whitacre Jn towards Nuneaton	Train departing Daw Mill Colliery towards Nuneaton	8
Train passing Whitacre Jn towards Water Orton	Train departing Daw Mill Colliery towards Whitacre Jn	1

Coleshill Parkway

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Exit from Hams Hall reception lines towards Water Orton	Acceleration after slow speed crossover at Coleshill Parkway (20mph)	Freight 2 approaching next timing point

Movement Up	Reason	Value
Entry to Hams Hall reception lines from Water Orton direction	Approach control	Freight 2

Dwell Time	
Class 170	1

Overlap Margins

First Move	Second Move	Margin
Train departs signal WW1972 to Up Whitacre	Arrive platform 1	4*
Down train passes platform 2 from Hams Hall	Arrive platform 1	5 ½*

*Can be reduced by 2 if at least (2) added to second movement approaching Coleshill Parkway

Water Orton

See entry under route MD501 Tamworth (inclusive) to Birmingham Proof House Junction

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

Landor Street Jn

See entry under route MD501 Tamworth (inclusive) to Birmingham Proof House Jn

St. Andrew's Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Class 22x from Proof House Jn on the Stour Lines crossing at Grand Jn to the Up and Down Camp Hill	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3 before/ 3 after
Up Freight between 454m and 600m departs Landor Street Jn	Up pass Bordesley Jn from Lifford East Jn and diverges towards Grand Jn	2½*
Up Freight over 601m departs Landor Street Jn	Up pass Bordesley Jn from Lifford East Jn and diverges towards Grand Jn	3*
Up Freight between 454m and 600m departs Landor Street Jn	Up pass Bordesley Jn from Small Heath South Jn and diverges towards Grand Jn	2
Up Freight over 601m departs Landor Street Jn	Up pass Bordesley Jn from Small Heath South Jn and diverges towards Grand Jn	3
Up Freight between 454m and 600m departs Landor Street Jn	Up depart Bordesley Jn and diverges towards Grand Jn	1
Up Freight over 601m departs Landor Street Jn	Up depart Bordesley Jn and diverges towards Grand Jn	2
Up Freight over 454m departs Landor Street Jn	Up pass/depart Bordesley Jn towards Landor Street Jn	3
Up Freight between 454m and 600m departs Landor Street Jn	Pass from Grand Jn	2½^
Up Freight over 601m departs Landor Street Jn	Pass from Grand Jn	3^
*Can be reduced by ½ if second train has (2) or greater approaching St Andrew's Jn		
^Can be reduced by 1 if second train has (1) or greater approaching St Andrew's Jn		
Planning Notes		
A train cannot pass Landor Street Jn (and stand at SY88 signal) when headed toward St. Andrew's Jn, if a train is occupying the Up Camp Hill Curve — due to St. Andrew's Jn being in the overlap of SY88 signal.		
Trains standing at signal LL4772 signal (Landor Street Jn) on the Up St. Andrew's that are longer than 454 meters/71SLUs (exclusive of stand-back allowance) will foul St. Andrew's Jn. Therefore, junction margins at St. Andrew's Jn must be based on trains' departure time at Landor Street Jn if over length.		

Bordesley Jn

~~See entry under route MD401 Heyford to Bordesley Jn~~

Adjustments to Sectional Running Times

Movement Down	Reason	Value
From Tyseley towards St Andrew's Jn	Junction differential	1/2*
* applies approaching next timing point		

Movement Up	Reason	Value
From St Andrew's Jn towards Tyseley	Junction differential	1/2

Junction Margins

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

Lifford East Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Classes 15x/170/22x and HST from Down Camp Hill to Down Lifford Curve (pass to pass)	Junction differential	1 Before

Movement Up	Reason	Value
Classes 15x/170/22x and HST from Up Lifford Curve to Up Camp Hill (pass to pass)	Junction differential	1 After

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4 before/ 3 after

Planning Constraint when routed to Lifford West Jn via Lifford Curve MD580

Due to the signalling constraints, a train routed along the Down Lifford Curve cannot be brought to a stand at Lifford West Jn SY45 signal and must therefore be held on the Down Camp Hill at Lifford East Jn.

Kings Norton

See entry under route MD306 Birmingham New Street to Ashchurch (exclusive)

MD701 MARYLEBONE TO AYNHO JN

London Marylebone

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Into an occupied platform	Approach Control	1*
Train having reversed at Neasden South Jn	Not at line speed at Neasden South Jn	½

* Not to be applied if train has stopped at Marylebone Signal 10 as built into the SRT

Attachment/ Detachment	8 Inclusive of turnround time and no shunt involved 15 Inclusive of turnround time and shunt involved
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Connectional Allowance	10
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Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching/Detaching and Platform Sharing
Platform 4	Detaching only
Platform 5	Attaching/Detaching and Platform Sharing
Platform 6	Attaching/Detaching and Platform Sharing

In all cases here must be no more than 7 carriages at the buffer stops if another train is to platform share or attach to another train already in the same platform

Planning Restriction

Planning note – ARS Constraint

No pathing to be shown between Marylebone Signal ME10 and Marylebone.

If () is required for compliant Depart/Arrive margin, then a dot stop or dwell must be shown at Marylebone Signal ME10.

Platform Reoccupation

3 minutes between a departing train and an arrival

Neasden South Jn

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Train routed towards Neasden Jn via Neasden Curve	Approach control	1 except Freight

Junction Margins

First Movement	Second Movement	Margin
A Down Metropolitan Line train	An Up Wycombe Line train	2
An Up Wycombe Line train	A Down Metropolitan Line train	2½
An Up Wycombe Line train	An Up Metropolitan Line train	3
An Up Metropolitan Line train	An Up Wycombe Line train	3
A Down or Up Wycombe Line train	A train from Neasden Jn arriving at Neasden T.C.	3
A Down or Up Wycombe Line train	The departure from Neasden T.C. of a train for Neasden Jn	1
A train departing from Neasden T.C. towards Neasden Jn	A Down or Up Wycombe Line train.	3

Great Central Way Jn

Reoccupation of Single Line
5 minutes to/from Wembley LMD

Wembley Stadium

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Neasden Jn (Neasden Curve) towards Wembley Stadium	Not at line speed at Neasden South Jn	1 except freight
Passing Wembley Stadium and using Wembley Turnback siding	Approach control	1

Movement Up	Reason	Value
Trains from Wembley Turnback siding not stopping at Wembley Stadium	Not at line speed at Wembley Stadium	1 After

Dwell Time

LH	1
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Minimum Turnround Time – Trains changing direction at end of journey

Standard	10
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Northolt Park Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to SL (Down Northolt Loop)	Differential Junction speed and approach control	½*
* Not applicable to trains that have stopped at Northolt Park		
Class 168 having stopped at Northolt Park and using FL between Northolt Park Jn and South Ruislip	Not at line speed at Northolt Park Jn	½ approaching next timing point
Trains departing Wembley LMD that have not stopped before Northolt Park Jn	Not passing Wembley Stadium at line speed	1
Junction Margins		
First Movement	Second Movement	Margin
Down Pass to SL (Down Northolt Loop)	Down Pass on FL	2

South Ruislip		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Passenger, ECS or light engine pass from Greenford branch or SL (Down Northolt Loop) from Northolt Park Jn	Not at line speed passing South Ruislip	½ approaching next timing point
Freight pass from SL (Down Northolt Loop)	Not at line speed passing South Ruislip	1 approaching next timing point
Movement Up		
Movement Up	Reason	Value
Passenger trains towards Greenford Branch (NOT required from West Ruislip platform 4)	Not at line speed at South Ruislip	1
Pass South Ruislip from LUL reversing siding	Not at line speed at South Ruislip	Class 165/8 1 approaching next timing point
Pass towards Northolt Waste Terminal	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Pass on Down Main	Depart Platform 3 to Down Main	2
Pass towards Northolt/Greenford via platform 3	Pass on Down Main	3
Pass towards Northolt/Greenford via platform 3	Arrive South Ruislip from SL (Down Northolt Loop)	3
Pass from Northolt Refuse siding	Pass on Down Main	4

West Ruislip	
Connectional Allowance	3

West Ruislip		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train crossing to platform 4 at West Ruislip	Approach control	1
Pass West Ruislip to LUL reversing siding	Approach control	1
Departing platform 4 towards Gerrards Cross	Slow speed crossover	1 approaching next timing point
Movement Up	Reason	Value
Pass towards Greenford branch or Northolt Waste Sidings (NOT required from West Ruislip platform 4)	Approach control	½ Passenger 1 Freight
Pass from HS2 terminal via Platform 4 towards South Ruislip	Not at line speed passing West Ruislip	½ Freight approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass on the Up Main	Depart platform 4 to the up Main	2
Down train arrives/pass platform 4	Pass on the Up Main	3
Pass on the Up Main	Down train arrives platform 4	3*
* 2½ if second train has stopped at South Ruislip		
Down arrive/pass from South Ruislip	Pass on the Up Main, crossing to Down Main at Ruislip Gardens Jn	2½
Down arrive/pass from South Ruislip	Up train departs and crosses to Down Main at Ruislip Gardens Jn	1
Up train departs platform 4/pass platform 4 from West Ruislip HS2 Terminal	Pass on the Up Main	4

Gerrards Cross		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train to turnback siding not stopping at Gerrards Cross	Approach control	1
Movement Up	Reason	Value
Pass Platform 1 in the Up direction	Approach control	1 approaching Gerrards Cross
	Not at line speed passing Gerrards Cross	1½ Class 168 / 1 Class 165 approaching next timing point
Connectional Allowance		
	1	
Dwell Time		
A minimum dwell of 1 minute is required for a train terminating and departing ECS to the turnback siding		

Gerrards Cross		
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to turnback siding	Up arrival/pass Platform 2	2½
Platform Reoccupation		
For movements in same or opposite direction	3	
Minimum Turnround Time – Trains changing direction at end of journey		
Down platform	5	
Shunting via Turnback Siding	11	

High Wycombe		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Trains to platform 1 at High Wycombe	Slow turnout and approach to buffer stops	1
Movement Up		
Movement Up	Reason	Value
Depart platform 1	Slow speed crossover	½ approaching next timing point
Depart or Pass platform 2	Approach control	1 approaching High Wycombe
	Acceleration from slow speed crossover	½ approaching next timing point
Connectional Allowance		
	3	
Dwell Time		
DMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Up train out of Bay platform 1	Down train	3
Up train departing platform 2	Down train	3
Down train departing platform 2	Up train arriving/passing platform 2	3
Down train arriving platform 1	Down train passing platform 2	2
Down train arriving platform 1	Down train arriving platform 2	2½
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Platform Reoccupation		
Through Lines: –	3	
Bay	3	

Princes Risborough		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Platform 2 (Up Princes Risborough Loop)	Differential Junction speed	2 Freight 1 DMU
Pass Princes Risborough to Thame Branch Siding	Approach control	1
Movement Up	Reason	Value
Pass Platform 2 (Up Princes Risborough Loop) to Up Main	Differential Junction speed	2* Freight 1* DMU
Pass from Down Main to Up Main	Differential Junction speed	½
Arrive Platform 2 (Up Princes Risborough Loop) from Haddenham & Thame Parkway direction to be overtaken on Up Main or reverse to Aylesbury branch	Approaching a red signal at Princes Risborough	1 Passenger
Train terminating in platform 1 (bay platform)	Slow turnout speed and approach to buffer stop	½
* Applies approaching next timing point after Princes Risborough		
Connectional Allowance	2	
Junction Margins		
First Movement	Second Movement	Margin
Down train to Aylesbury branch	Up non-stop	3½
Up train from Aylesbury branch	Up non-stop	3½
Up train depart/pass Platform 2	Down train arrive/pass Platform 2	4
Up train arrive Platform 1	Down train pass Platform 2 to Aylesbury branch	4
Up freight train pass Platform 2 from Aylesbury Branch	Down depart platform 1	4
Up non-stop	Down train to Platform 2 or Aylesbury branch	3½
Up non-stop	Up train from Platform 2 or Aylesbury branch	2
Reoccupation of single line		
A 1 minute margin can be applied between an up train arriving/passing from Aylesbury and a down departure towards Aylesbury unless specified above.		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	3	
Platform Reoccupation	4 Opposite	
Planning Note		
For a train to be routed reversibly onto the Up Main the line must be clear to signal ME2029 at Bicester South Jn. A subsequent train cannot be routed from Bicester South Jn onto the Up Main until the line is clear throughout to Princes Risborough.		
A train is unable to leave Aylesbury towards Princes Risborough if a train is shunting between the bay platform and platform 2 and vice versa.		

Haddenham and Thame Parkway		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Departing platform 2 at Princes Risborough	Slow speed crossover north of Princes Risborough	½
Movement Up	Reason	Value
Departing Bicester Turnback siding and not stopping at Bicester North	Not passing Bicester North at line speed	1
Depart from Bicester North	Not passing Bicester South Jn at line speed	½ Class 168
Train that has come from Bicester Village direction and passed Bicester South Jn	Not passing Bicester South Jn at line speed	1
Train that has come from Bicester Village direction and stopped or been pathed approaching Bicester South Jn	Departing Bicester South Jn from standing start	2

Bicester South Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train heading towards Bicester Village	Reducing speed for Bicester Chord	1
Junction Margins		
First Movement	Second Movement	Margin
Train passing Bicester South Jn towards Bicester North	Train passing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	3
Train passing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	Train passing Bicester South Jn towards Bicester North	2½
Train passing Bicester South Jn towards Bicester North	Train departing Bicester South Jn from Bicester Gavray Jn (Bicester Chord)	1½ \$
\$ - Note required adjustment to sectional running time of two minutes at Haddenham and Thame Parkway (coming from standing start at Bicester South Jn)		
Planning Note		
For a train to be routed reversibly onto the Down Main the line must be clear to signal ME176 at Princes Risborough. A subsequent train cannot be routed from Princes Risborough onto the Down Main until the line is clear throughout to Bicester South Jn.		

Bicester North		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down train to Up platform	Junction differential and approach control	1
Movement Up	Reason	Value
Train running bi-directionally on Down Bicester	Differential Junction speed at Aynho Jn	1
Connectional Allowance	3	
Dwell Time		
DMU/LH	1	

Bicester North		
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	
Shunt from Down to Up platform	10	
Junction Margins		
First Movement	Second Movement	Margin
Up train non-stop	Train from Turnback siding	1
Up train non-stop	Down train into Up platform	3½
Up train departing Bicester North	Down train into Up platform	4
Down train into Up platform	Down train	3
Down train into Turnback sidings	Up fast	4

MD710 NEASDEN SOUTH JN TO HARROW ON THE HILL
Neasden South Jn
See entry under route MD701 Marylebone to Aynho Jn

Harrow on the Hill	
Connectional Allowance	3
Planning note Services that run between Harrow on the Hill and Amersham share the same infrastructure as London Underground's Metropolitan line, any amendment to non-LUL services between these locations must have prior agreement from LUL.	

Amersham		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train using platform 2 at Amersham	Slow speed crossovers	1 before ½ after
Minimum Turnround Time – Trains changing direction at end of journey		
Trains from Marylebone	5	
Trains from Aylesbury	9	
Platform Reoccupation		
Through Lines: –	3 Same 3 Opposite	
Planning note Services that run between Harrow on the Hill and Amersham share the same infrastructure as London Underground’s Metropolitan line, any amendment to non-LUL services between these locations must have prior agreement from LUL.		

MD712 AMERSHAM TO AYLESBURY

Great Missenden

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Train terminating at Great Missenden	Cautionary aspects on approach	1
Movement Up		
Train departing P2	Slow speed crossover and running brake test	1 After

Aylesbury

Dwell Time

All	1
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Adjustment to Sectional Running Times

Movement Down	Reason	Value
Approaching an occupied platform	Slower speed approach	½

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Junction Margins

First Movement	Second Movement	Margin
Down train arrive Platform 3	Up train from Aylesbury Vale Parkway arrive/pass Platform 2	3*
Down train arrive Platform 3	Down train towards Aylesbury Vale Parkway arrive/pass Platform 2	3*

*Doesn't apply if first movement is arriving permissively into platform 3

Reoccupation of Single Lines

To/from Princes Risborough

A minimum of 1 minute to be allowed between a Down train arriving off the single line from Princes Risborough and an Up train departing onto the single line towards Princes Risborough

To/from Aylesbury Vale Parkway or Claydon LNE Jn

A minimum of 1 minute to be allowed between an Up train arriving off the single line from Claydon LNE Jn and a Down train departing onto the single line towards Claydon LNE Jn.

MD715 NEASDEN SOUTH JN TO NEASDEN JN

Neasden South Jn

See entry under route MD701 Marylebone to Aynho Jn

Neasden Jn

Reoccupation of Single Lines

A minimum of 3 minutes to be allowed between a train arriving or passing off the single line from Neasden South and another train departing or passing onto the single line towards Neasden South

MD720 PRINCES RISBOROUGH TO AYLESBURY

Princes Risborough

See entry under MD701 Marylebone to Aynho Junction

Aylesbury

See entry under route MD712 Amersham to Aylesbury

MD726 AYLESBURY TO CLAYDON WEST JN

Aylesbury

See entry under route MD712 Amersham to Aylesbury

Aylesbury North Loop

Permissive working is allowed in the Loop
Passenger trains must not be planned into Aylesbury North Loop.
A Freight train is not dependant on being in the Loop to release or replace a token. It is permissible to stop on the passenger line to undertake token duties

Aylesbury North Loop & Calvert Token Working Activities	Minutes
From stop at Aylesbury North Loop for departing train (to Calvert or Aylesbury) to release or replace token to token machine	3
From stop at Calvert South or North Ground Frame to inside terminal and Ground Frame closed	5
From closure of Calvert South Ground Frame to replacement of token in terminal token machine or from release of token to opening Calvert South Ground Frame.	10
From closure of Calvert North Ground Frame to replacement of token in terminal token machine or from release of token to opening Calvert North Ground Frame	5
From setting of Calvert South or North GF for departing train to return of token to driver of train	6

Aylesbury Vale Parkway

Minimum Turnround Time – Trains changing direction at end of journey

Standard	5
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Station Working

It is permissible for a train to split in the platform, however there is no facility for a train to join in the platform.
Trains can pass Aylesbury Vale Parkway to or from Calvert/Claydon LNE Jn whilst a train is in the platform.

Blackgrove Road

Token Working Requirements

All trains are required to stop at Blackgrove Road for token working, shown as TW activity code. A minimum of 2 minutes to be shown for this activity.

Quainton Railhead

Planning Note

Where two trains are required to enter Quainton Railhead, the following to be noted:

- The first train **must** have arrived at Quainton Railhead before the second train departs Aylesbury or Aylesbury North Goods Loop.
- A minimum margin of 5 minutes to be allowed between the arrival of the first train at Quainton Railhead and the departure of the second train from Aylesbury or Aylesbury North Goods Loop. This is to provide time for the token to be replaced and reissued.
- There is no run round facility or passing loop at Quainton Railhead, therefore the second arrival **must** depart first when returning to Aylesbury North Goods Loop or Aylesbury.

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

Woodstock Road Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
For services crossing from Up Bletchley to Down Bletchley	Approach control and reduced speed crossover	1 approaching Woodstock Road Jn & 1 approaching next timing point
Movement Up	Reason	Value
For services crossing from Down Bletchley to Up Bletchley	Approach control and reduced speed crossover	1 approaching Woodstock Road Jn & 1 approaching next timing point
From Oxford Banbury Road Sidings	Not at line speed passing Woodstock Road Jn	½ approaching Woodstock Road Jn and ½ approaching next timing point

Oxford Parkway

Adjustments to Sectional Running Times

Movement Up	Reason	Value
For services stopping or terminating in platform 2	Approach control	½

Dwell Time

Class 196	1
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Planning Note

Freight train to Banbury Road Sidings to show 2 minute OP stop to collect radio from shunter

Banbury Road Sidings

Planning Note

Only one service can be accommodated at Oxford Banbury Road Sidings at any one time.

Bicester Depot West Jn

Junction Margins

First Movement	Second Movement	Margin
Down train towards Bicester Depot Reception Lines	Up train departs or passes Bicester Village towards Oxford Parkway	2

Bicester Village

Junction Margins

First Movement	Second Movement	Margin
Down train arrives or passes from Claydon West Jn	Up train routed towards Bicester Gavray Jn	1

Dwell Time

Class 196	1
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Bicester Gavray Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Princes Risborough	Passenger Pass from Claydon West Junction	2
Pass to Princes Risborough	Freight Pass from Claydon West Junction	2½

Claydon West Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass from Claydon Loop towards Bicester Gavray Jn	Acceleration	2 applied at Bicester Gavray Junction

Winslow

Dwell Time

Class 196	1
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Bletchley West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass/Depart Bletchley High Level Platform 8 towards Winslow	Pass to Bletchley High Level Platform 8 from Winslow	4*
Pass/Arrive from Bletchley High Level Platform 7	Pass to Bletchley High Level Platform 8	3
Pass/Arrive from Bletchley High Level Platform 7	Down Arrive/Pass Bletchley High Level Platform 7	5*
Pass to Bletchley High Level Platform 8 from Winslow	Depart from Up Bletchley to Bletchley High Level Platform 7	1
Depart from Up Bletchley to Bletchley High Level Platform 7	Pass Bletchley High Level Platform 8	3
Depart from Up Bletchley to Bletchley High Level Platform 7	Depart Bletchley High Level Platform 8	1
* Can be reduced by 1 if 2 nd train has at least (2) approaching Bletchley High Level		

Bletchley High Level		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Down Bletchley routed towards Fenny Stratford	Approach control	½
Dwell Time		
Class 196	1	

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

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)

Codsall

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Approaching Cosford when using Bushbury to Oxley Stafford Road Jn chord	Slow speed junction	Class 6 S04 ½ S06, S08 and TR-40 1 S10, S12, TR-55 and TR-70 1½ S14 and TR-85 2 S16, S18 and TR-100 2½ S20 and TR-115 and above 3 Class 4 S04 1½ S06, S08, S10, S12, S14 and TR-40 2 S16, TR-55 and above 2½

Dwell Time

DMU	1
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Shifnal

Dwell Time

DMU	1
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Madeley Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Cosford to Madeley to Wellington pass to pass	SRTs are based on trains to Ironbridge Branch	-2 Freight Before
Movement Up	Reason	Value
Wellington to Madeley to Cosford pass to pass	SRTs are based on trains off Ironbridge Branch	-2 Freight After

Telford Central

Dwell Time

Class 80x	1½
DMU	1

Wellington		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
To Donnington Freight Terminal	Slow speed turnout at Donnington Jn	1 Freight
Movement Up	Reason	Value
From Donnington Freight Terminal	Slow speed turn out at Donnington Jn	1 Freight
Dwell Time		
Class 80x	1½	
DMU	1 peak (Trains timetabled to arrive Birmingham New Street 0700-0959 and trains timetabled to depart Birmingham New Street 1600-1830) except: ½ Off-peak all station services to Shrewsbury	
Junction Margins		
First Movement	Second Movement	Margin
Pass or arrive from Donnington Freight Terminal	Pass or arrive from Abbey Foregate Jn	4
Depart or pass towards Madeley Jn (Salop)	Pass Donnington Jn from Donnington Freight Terminal	2
Planning Note		
SRTs for passenger timing loads stopping at Wellington in either direction are based on stopping in the platform loops and include built in approach control allowances		
Platform end conflicts		
A minimum of 6 minutes to be allowed between a train departing the Bay and an arrival on the Down.		

MD900 ABBOTSWOOD JN TO STOKE WORKS JN VIA WORCESTER
Abbotswood Jn
See entry under route MD306 Birmingham New Street to Ashchurch (exclusive)

Norton Jn			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Pass from the Up/Down Cotswolds	SRT based on faster route	All exc. 165	½ approaching Wylds Lane Jn
Movement Up	Reason	Timing Load	Value
Pass to Abbotswood Jn	Junction differential	DMU, 22x, 80x	½
		Other	1
Train starting journey at Worcester	Running brake test	-80x	½
Junction Margins			
First Movement	Second Movement	Margin	
Up pass to Abbotswood Jn	Down depart Worcestershire Parkway (High Level)	2	

Wylids Lane Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Pass from Norton Jn to Hereford Sidings or Worcester T.C	Junction differential	170/22x/80x	2
Movement Up	Reason	Timing Load	Value
Pass from Hereford Sidings or Worcester T.C. to Norton Jn	Acceleration	170/22x	½ approaching Norton Jn
		Other	1 approaching Norton Jn

Signal Overlap Margins

First Movement	Second Movement	Margin
Train up to and including 130m crossing to Worcester Through Sidings or Worcester Hereford Sidings	Depart Worcester Shrub Hill towards Norton Jn	3½
Train between 131m and 512m crossing to Worcester Through Sidings	Depart Worcester Shrub Hill towards Norton Jn	5
Freight 513m and over crossing to Worcester Through Sidings	Depart Worcester Shrub Hill towards Norton Jn	6

Planning notes

9 or 10 car Class 80x's are not permitted to reverse on the Down Main due to signalling limitations.

There is no signalled route from Worcester Shrub Hill, Worcester Shrub Hill Middle Sidings or Worcester Back Road to the Down Main at Wylids Lane Jn.

Worcester Back Road

Standage notes

A 9 car 80x can be stabled at Worcester Back Road, however due to signal positioning this will obstruct platform 3.

Shrub Hill Signal 54

Planning note

A 4 car DMU unit can fit between Shrub Hill Signal 54 and Signal 12 (Wylids Lane Jn). Anything greater than 4 cars requires Wylids Lane Jn to be clear.

Shrub Hill Middle Siding

Planning note

6 cars can be stabled

A departure from Middle Siding to platform 1B at Worcester Shrub Hill can accommodate 3 cars for passenger service.

Shrub Hill Middle Siding Headshunt

Planning note

3 car unit can be stabled

Worcester Shrub Hill

Adjustment to Sectional Running Time

Movement	Reason	Timing Load	Value
Arrive into occupied platform, except below unless specified:	Approach control	All	1

Movement Down

Movement	Reason	Timing Load	Value
Up to 4 car arrive platform 1A from Wylds Lane Jn Down Main with conflicting route set at Shrub Hill Jn	Approach control	All	1

Movement Up

Movement	Reason	Timing Load	Value
Arrive from Droitwich Spa direction at Platform 2B with Platform 2A occupied	SPAD mitigation	Passenger	1 approaching Tunnel Jn and 1 approaching Shrub Hill
Arrive from Worcester Foregate Street at Platform 2B with Platform 2A occupied.	SPAD mitigation	Passenger	1 approaching Shrub Hill
Worcester Shrub Hill Platform 1 to Wylds Lane Jn	Slow speed crossover at Worcester Station	80x	½ approaching Wylds Lane Jn

Connectional Allowance

7

Dwell Time

DMU	1
Class 80X	1½

Junction Margins

First Movement	Second Movement	Margin
Up arrive from Worcester Foregate Street	Down depart towards Worcester Foregate Street	3
Arrive platform 2 from Worcester Foregate Street or Worcester Tunnel Jn	Depart platform 1 towards Norton Jn	2
Arrive/pass platform 2 from Worcester Foregate Street	Down pass platform 1	3½

Worcester Shrub Hill

Overlap Restrictions

First Movement	Second Movement	Margin
Arrive/depart platform 3 or Worcester Back Road	An Up arrival at Platform 2	3
Down arrive Platform 1 entirely or platform 1B only	Arrive/pass platform 2 from Worcester Foregate Street	4
Arrive/pass platform 2 from Worcester Foregate Street	Down arrive Platform 1 entirely or Platform 1B	3*
Depart/pass to Worcester Tunnel Jn or Worcester LMD	Depart/pass Worcester Foregate Street towards Worcester Shrub Hill	2^
Up arrive/pass platform 1 from Worcester Tunnel Jn or Worcester LMD	Depart/pass Worcester Foregate Street towards Worcester Shrub Hill	2

*Can be reduced to 2½ if (2) applied at Worcester Shrub Hill

^Does not apply if first movement is from platform 2 and second movement is to platform 1

Planning Note

Platform 1A cannot accommodate a 5-car Class 80x

Platform Reoccupation

3*

* Where trains are using the same platform in the OPPOSITE direction, the minimum platform re-occupation time is 4 minutes.

Turnround allowances

From	L/H	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
London Paddington	35	45	15	20
Birmingham/Hereford/Bristol/Gloucester/Oxford		10	10	
Cardiff/Swindon		42		

Worcester Through Sidings Ground Frame

A 3 minute OP stop is required for all services to/from Worcester Hereford Sidings 5-7. During this OP stop and moves to/from the Hereford Sidings 5-7, there is no route available between Worcester Hereford Sidings 1-3 and Tunnel Jn. (Does not affect moves to/from Wylds Lane Jn)

Worcester Yard

No more than 2 minute C stop to be shown at this location. Once C stop has taken place, the train will proceed to Shrub Hill Signal 58 in the down or Shrub Hill Signal 59 in the up.

Runrounds undertaken on the Through Sidings are to be shown at this location. Once runround has taken place the train will proceed to Shrub Hill Signal 58 in the down or Shrub Hill Signal 59 in the Up.

Worcester ~~Carriage Service Depot~~ LMD

Empty Stock moves from Worcester Foregate Street that require access to Worcester ~~C.S.D.~~ LMD and are formed with more than 1 unit without through corridor connections must be routed via Worcester Shrub Hill.
ECS moves from the Droitwich Spa direction that require access to Worcester ~~C.S.D.~~ LMD AND formed with more than one unit etc. are required to run via Worcester Shrub Hill reverse at the east end and run back via Platform 1 into the ~~C.S.D.~~ LMD.

Moves to Worcester C.S.D. from Worcester Shrub Hill can only be accessed from Platform 1.

Consecutive arrivals from Worcester Shrub Hill direction	12
Consecutive departures towards Worcester Shrub Hill direction	6

Worcester Tunnel Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Pass from Worcester Through Sidings	Acceleration from slower speed junction	Passenger	½*
		Freight	2*

*to be applied approaching Droitwich Spa

Movement Up	Reason	Timing Load	Value
Pass to Worcester Through Sidings	Approach Control	All	2

Junction Margins

First Movement	Second Movement	Margin
Train up to and including 130m from Worcester Through Sidings	Up Pass	3 TBC*
Train between 131m and 512m (inclusive) crossing from Worcester Through Sidings	Up pass	4 TBC*
Train 513m and over crossing from Worcester Through Sidings	Up pass	5 TBC*
Down freight from Worcester Shrub Hill	Up pass to Worcester Foregate Street	4 TBC
Up passenger pass to Worcester Foregate Street	Down pass from Worcester Shrub Hill	2 TBC
Up freight pass to Worcester Foregate Street	Down pass from Worcester Shrub Hill	5 TBC
Up passenger pass to Worcester Foregate Street	Down depart/pass Tunnel Jn Signal 58	2 TBC
Up freight pass to Worcester Shrub Hill	Down depart/pass Tunnel Jn Signal 58	3 TBC

*Value can be reduced to x if (1) or more is applied approaching Worcester Tunnel Jn

Planning notes

Up to 7 cars can reverse on the Down Main

Routes available form Signal 34 to LMD and Shrub Hill Platform 2 only.

Droitwich Spa

Dwell Time

DMU	1
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Junction Margins

First Movement	Second Movement	Margin
Departure of train from Droitwich Spa towards Stoke Works Junction	Arrival of train at Droitwich Spa from Hartlebury	4
Arrive/pass platform 1 from Stoke Works Jn	Depart/pass Droitwich Signal 12 towards Stoke Works Jn	½

Stoke Works Jn

See entry under route MD306 Birmingham New Street to Ashchurch (exclusive)

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

Norton Jn

See entry under route MD900 Abbotswood Jn to Stoke Works Jn via Worcester

Worcestershire Parkway

Dwell Time

Class 80X	1½
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Junction Margins

First Movement	Second Movement	Margin
Train passes Norton Jn towards Abbotswood Jn	Down train departs Worcestershire Parkway	2
Train passes Norton Jn towards Worcester Shrub Hill	Down train departs Worcestershire Parkway	AB+2 based on previous train arriving at Worcester Shrub Hill

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

Worcester Shrub Hill

See entry under route MD900 Abbotswood Junction to Stoke Works Junction via Worcester

Worcester Foregate Street

Connectional Allowance	7
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Worcester Foregate Street

Dwell Time

DMU	1
Class 80X	1½

Junction Margins

First Movement	Second Movement	Margin
Depart platform 2 towards Tunnel Jn	Arrive platform 2 from Tunnel Jn	6

Planning Note

West Midlands Trains services terminating at Worcester Foregate Street may reverse in the platform provided that there is no requirement to clear the single line.

No pathing to be applied to schedules between Worcester Foregate Street and Worcester Shrub Hill in the Up direction due to signal overlap at Worcester Shrub Hill requiring the route to be set to a platform.

Turnround allowances

From	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
Oxford into Platform 1	10		
London Paddington into Platform 1	12	15#	20#
Birmingham	5		

may be reduced to a minimum of 10 minutes subject to extended dwell at Worcester Shrub Hill

Henwick

Junction Margins

First Movement	Second Movement	Margin
Passing of a down train from Worcester Shrub Hill towards Malvern	Crossing of a up train from Malvern towards Worcester Shrub Hill	3

A train reversing to return to Shrub Hill or Rainbow Hill Curve, can perform this move via the Down Main Line or Henwick Turnback.

Newlands East

Adjustments to Sectional Running Times

Movement	Reason	Value
From Worcester Foregate Street Platform 2 only	Slow speed crossover at Henwick	1

Malvern Link

Dwell Time

Standard	1
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Great Malvern

Connectional Allowance

7

Dwell Time

80x	1½
Terminating 80x	4 – 9 Car, 3 – 5 Car
150 to 172	1

Turnround allowances

From	16x	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
Worcester Direction (Via Malvern Wells)	15	14		
London Paddington			16*	25\$

* Can be reduced to 15 if two drivers are provided

\$ Can be reduced to 20 if two drivers are provided

Malvern Wells

Capacity Constraints

- i) If there is an Up train in the section between Ledbury and Malvern Wells a Down train cannot arrive at/or pass Malvern Wells until 2 minutes after the Up train has passed Malvern Wells;
- ii) ECS movements from the direction of Great Malvern, that are to reverse at Malvern Wells, should arrive no later than 2 minutes before the arrival of an Up train at Ledbury;
- iii) An ECS movement reversing at Malvern Wells can depart from Malvern Wells towards Newlands East L.C. Signal Box with an Up train in the section between Ledbury and Malvern Wells;
- iv) ECS movements towards Great Malvern, that have reversed at Malvern Wells must not arrive Great Malvern until 3 mins after the previous train has passed Newlands East Signal Box. It is permitted to place pathing time between Malvern Wells and Great Malvern; MW5 signal protects the AB section. This principle can also be applied to an Up train from Ledbury following a preceding train towards Newlands East, provided the second train has {1} inserted approaching Malvern Wells for Restrictive signalling aspects.
- v) A 9/10 car class 80x formation booked to reverse at Malvern Wells MUST do so via the single line section and therefore requires the section to Ledbury to be CLEAR and is subject to note ii).

Colwall

Dwell Time

DMU	1
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Ledbury		
Capacity Constraints		
When it is necessary for two trains to cross at Ledbury they should arrive a minimum of 3 minutes apart. If this is not possible then see below for 'Adjustments'		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down Direction – applies only when there is a train in the section between Shelwick Jn and Ledbury at the time the Down train is scheduled to arrive in Ledbury	Warning Acceptance	1
Up Direction – applies only when there is: i) a train in the section between Malvern Wells and Ledbury; or ii) an ECS movement required to reverse at Malvern Wells that is timed to be between Newlands East and Malvern Wells when the Up train is approaching Ledbury.	Warning Acceptance	1
Dwell Time		
80X	1½	
DMU	1	

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN		
Rugeley Trent Valley		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from the Up Slow and Up Fast crossing to the Up & Down Cannock	Approach Control	1
Up trains from Stone joining the Up Slow or Up Fast at Colwich Jn	Differential Junction speed	½ Class 390 1 All except Class 390
Minimum Turnround Time – Trains changing direction at end of journey		
Standard	5	

Rugeley North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Down trains crossing Down Slow to Down Fast	Approach Control for 30mph Crossover and acceleration allowance	½

Colwich Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down train towards Stone	Approach Control	½ Class 390 & 2x90 1 All except Class 390 & 2x90

Stafford Trent Valley Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow or Down Penkridge to Platform 6	Approach Control	1 approach Stafford TVJ
Movement Up	Reason	Value
Stafford Goods Loop or platform 6 to Up Slow or Up Penkridge	Acceleration	½ approach Stafford TVJ

Stafford South Jn		
Junction Margins		
First movement	Second movement	Value
Train crosses Down Slow to Down Fast at Stafford South Jn	Train crosses Up Fast to Up Slow at Stafford South Jn	2½
Train crosses Down Slow to Down Fast at Stafford South Jn	Pass / depart Stafford platform 4 towards Colwich or Penkridge	1
Pass Stafford Trent Valley Jn from platform 4	Train crosses Down Slow to Down Fast at Stafford South Jn	2

Stafford		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Up Slow to Platform 5 or 6 (approaching Stafford)	Approach Control	1½
Up Slow to Stafford Goods Loop (approaching Stafford)	Approach Control	1
Pass on Up Fast and cross to Up Slow at Stafford South Jn.	Differential Junction speed	1
Pass platform 4 and cross to Up Fast at Stafford South Jn	Differential Junction speed	1
Detachment Allowance	5	
Dwell Time		
Class 22x	1½	
Class 390/80x	1½	
DMU/EMU	1	

Stafford		
Platform End Margins and Junction Margins (south end)		
First movement	Second movement	Value
Depart platform 1 or 3 towards Up Slow or Up Penkridge	Pass Stafford on Down Fast	3
Pass on Up Fast towards Colwich	Depart platform 1 to any conflicting route	2
Depart platform 3 to Up Fast	Pass Stafford on Down Fast	3½
Pass platform 4 towards Penkridge	Depart platform 1 towards Penkridge	2½
Pass Stafford platform 4 towards Whitehouse Jn via the Up Slow	Pass Stafford platform 4 towards Penkridge	2½
Pass or depart from Stafford platform 4 towards Penkridge	Pass Stafford platform 4 towards Whitehouse Jn via the Up Slow	2½
Pass on Down Fast	Depart platform 1 to Up Slow or Up Penkridge	2
Pass on Down Fast	Depart platform 3 in either the Down or Up direction	2
Up arrive platform 6 from the Up Slow	Down arrive platform 5	2½
Up arrive platform 6 from Up Slow	Down pass platform 5	3
Up arrive platform 5 or 6	Up Depart platform 5 or 6	1½
Platform End Margins and Junction Margins (north end)		
First movement	Second movement	Value
Depart/pass platform 5 and crossing to Down Fast at Doxey Jn	Arrive/pass platform 5 but not crossing at Doxey Jn	2½
Depart/pass platform 5 but not crossing at Doxey Jn	Arrive/pass platform 5 and crossing to Down Fast at Doxey Jn	2
Arrive Stafford Goods Loop from Up Slow	Depart platform 5 or 6	1
Depart platform 5 or 6	Arrive Stafford Goods Loop from Up Slow	3
Arrive / pass platform 4	Depart platform 5 or 6 or Stafford Goods Loop if crossing Down Fast at Doxey Jn	2
Pass on Down Fast or Pass on Up Fast	Down depart platform 1	2
Down depart platform 1	Pass on Up Fast	3½
Down arrive at platform 5	Up arrive platform 6 or Stafford Goods Loop from Up Slow	3
Down pass platform 5 to Down Slow	Up arrive platform 6 from Up Slow	3
Down train from platform 5 to Down Fast	Up arrive Platform 6 from Up Slow	3½
Up arrive platform 6 from Up Slow	Up arrive/pass platform 4 from Up Slow	3½
Down arrive platform 5 or 6	Down depart platform 5 or 6	1½
Down depart platform 5 or 6	Down arrive platform 5 or 6	1½
Platform Reoccupation		
Same Direction	2	
Opposite Direction	4	

Stafford Doxey Jn

Junction Margins

First movement	Second movement	Value
Down Slow to Down Fast at Stafford Doxey Jn	Arrive / pass platform 4 at Stafford	4½
Up Fast to Up Slow at Stafford Doxey Jn	Down depart platform 1 or 3 at Stafford	2
Up Fast to Up Slow at Stafford Doxey Jn	Pass Stafford on Down Fast	3
Pass Stafford on Down Fast	Up Fast to Up Slow at Stafford Doxey Jn	1
Down depart platform 1 or 3 at Stafford	Up Fast to Up Slow at Stafford Doxey Jn	2

Norton Bridge

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Fast at Stafford towards Yarnfield Jn via East Chord	Slower speed junction and approach control	2 Class 390 2 Class 22x 1½ Class 350 3 for Freight trains
Down Fast from Doxey Jn towards Yarnfield Jn via East Chord	Slower speed junction and approach control	1½ Class 390 1½ Class 22x 1 Class 350 3 for Freight trains

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from Stone via East Chord at Norton Bridge Jn	Acceleration	1 approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Train towards Yarnfield Jn via East Chord	Train towards Stafford on Up Fast	3
Train towards Stafford from Yarnfield Jn via East Chord	Train towards Yarnfield Jn via East Chord	3

Basford Hall Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down trains to Crewe Independent Lines or Basford Hall Yards	Approach control	2
Down trains crossing "FL" to "SL"	Approach control	2

Basford Hall Jn		
Movement Up	Reason	Value
Up diesel freight pass from Crewe Independent Lines or Basford Hall Yards to SL	Acceleration	Class 4*: 400t 1½ 600t 2 800t 2½ 1000t 3 1200-1475t 3½ 1600t & above 4 Class 6*: 400t 1 401 – 600t 2 601 – 1000 2½ 1001 – 1200t 3 1201 – 2400t 3½ 2401t & above 4 *Applied approaching next timing point
Up diesel freight pass from Crewe Independent Lines/Basford Hall Yards to FL, or crossing SL to FL	Acceleration	Class 4: 400t 2½ 600t 3 800t 3½ 1000t 3 1200 – 1475t 3½ 1600t & above 4 Class 6: 400t 1 401 - 600t 2 601 - 800t 2½ 801 - 1000t 3 1001- 1200t 3½ 1201 & above 4 Approaching next timing point
Up electric freight pass from Crewe Independent Lines/Basford Hall Yards to SL or FL, or crossing SL to FL	Acceleration	2x86* 2 Class 90* Up to and including 900t 2 901 – 1000t 2½ 1001t & above 3 Class 88, 2x90 and 92* Up to and including 1200t 1½ 1201 & above 2 *Applied approaching next timing point
Trains starting from Basford Hall Yard (Freightliner) or from the Up Independent Line/Up Through Siding where a crew change has occurred	Running Brake Test	1 approaching next timing point (required with other adjustments)
Up trains crossing "SL" to "FL"	Approach control	1

Basford Hall Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down train under 500m (78 SLU) pass to Crewe Basford Hall Yard (Freightliner)	Down train pass to the Down Slow Independent Lines	4
Down train 549m (85 SLU) or less pass to Crewe Basford Hall Yard (Freightliner)	Down train pass to the Down Fast Independent Lines	4
Down train between 501m (78 SLU) and 549m (85 SLU) pass to Crewe Basford Hall Yard (Freightliner)	Down train pass to the Down Slow Independent Line	5½
Down train 550m (86 SLU) or more pass to Crewe Basford Hall Yard (Freightliner)	Down train pass to the Down Fast Independent Line	6½
Down train 550m (86 SLU) or more pass to Crewe Basford Hall Yard (Freightliner)	Down train pass to the Down Slow Independent Line	7
Down pass to Crewe via SL	Up depart to SL from Independent lines	1
Down pass to Crewe via SL	Up Pass from Independent Lines	2
Up freight up to and including 641m (100 SLU) depart to SL from Independent Lines	Down pass to Crewe via SL	5
Up freight 642m (101 SLU) and over depart to SL from Independent Lines	Down pass to Crewe via SL	5½
Up freight up to and including 641m (100 SLU) pass to SL from Independent Lines	Down pass to Crewe via SL	4½
Up freight over 642m (101 SLU) and over pass to SL from Independent Lines	Down Pass to Crewe via SL	5

Crewe Signal CE105		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down depart that passes Crewe towards Crewe Coal Yard	Acceleration	½ approaching Crewe Coal Yard

Crewe Carriage Sheds Sig.535/537		
Planning Note		
A Dot-Stop must be shown on all departures towards Crewe as times are based on departing this signal.		

Crewe		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to arrive Platform 6 (towards Sandbach)	Approach control	½
Down Fast to arrive any platform, except Platform 6	Approach control and slow speed crossovers	1
FL departure to Crewe Coal Yard (timed 80-92700 only)	Slow speed crossovers and OHNS	{1} after Crewe Coal Yard
All <u>non-stop</u> trains via Fast Line or Slow Line running between Basford Hall Jn and Sandbach or Crewe Steel Works	Reduced speed required for trains to Manchester and Chester lines	1½
All non-stop trains Fast Line to Fast Line at Crewe (via Platforms 6, 11, 12 and UDL)	Slow speed through station area	1 and 1 approaching next timing point
All non-stop trains from Down Fast Line to Slow Line at Crewe	Approach control	1
All non-stop trains Fast Line to Slow Line at Crewe (via any platform or UDL)	Slow speed through station area	2
All non-stop trains crossing Slow Line to Slow Line at Crewe (via Platforms 11, 12 or UDL)	Slow speed through station area	2
All non-stop trains crossing Slow Line to Fast Line at Crewe (via any route)	Slow speed through station area	1 approaching next timing point
All non-stop trains from Gresty Lane to Fast Line (via any route)	Slow speed through station area	1 approaching next timing point
All non-stop trains from Crewe CS towards Crewe Coal Yard via Down Fast or Down Slow	Accelerating through station when clear of Carriage Sidings	1½ approaching next timing point
Movement Up	Reason	Value
All <u>non-stop</u> trains via Fast Line or Slow Line running between Sandbach or Crewe Steel Works and Basford Hall Jn	Reduced speed required for trains from Manchester and Chester lines	1½ approaching Basford Hall Jn
All non-stop trains Fast Line to Fast Line at Crewe (via Platforms 1 and 5)	Slow speed through station area	1 and 1½ approaching next timing point
All non-stop trains via Up or Down Fast Line to Slow Line at Crewe	Approach control	1
All non-stop trains crossing Fast Line to Slow Line at Crewe (via any platform or UDL)	Slow speed through station area	2
All non-stop trains crossing Slow Line to Slow Line at Crewe (via any route except Platforms 11, 12 or UDL)	Slow speed through station area	2

Crewe		
All non-stop trains 'crossing Slow Line to Slow Line at Crewe (via Platforms 11, 12 or UDL)	Slow speed through station area	3
All non-stop trains from Fast Line or Slow Line towards Gresty Lane (via Platforms 6, 11, 12 or UDL)	Approach control and slow speed through station area	2
All non-stop trains from Up or Down Fast Line towards Gresty Lane	Approach control	1
All non-stop trains from Up Slow, Up or Down Fast towards Gresty Lane	Approach control	1
All non-stop trains via any route except Up Slow, Up or Down Fast towards Gresty Lane	Approach control and slow speed through station area	2
All non-stop trains on Up Fast or Up Slow towards Alsager	Approach control and slow speed through station area	1
All non-stop trains routed from the Up Fast or Up Slow via Platform 1 towards Alsager	Approach control and slow speed through station area	2
All stopping trains arriving from the Up Fast to platforms 6, 10, 11 and 12 or UDL	Approach control	1
All trains arriving into Platform 1 from Crewe Coal Yard	Approach control	1
Connectional Allowance	10	
Dwell Time		
Avanti	2 (3 minutes if crew change booked)	
Class 22x (CrossCountry)	2	
DMU/EMU	2	
LH	2	
Junction Margins		
First Movement	Second Movement	Margin
Train departure from Platform 1 or 5 towards Sandbach	Train arrival from Sandbach into Platform 6 or passing on "UFL" or "DFL"	6
Train departure from Platform 1 or 5 towards Sandbach	Train arrival from Sandbach into Platform 1 or 5	6 ^{\$}
Train departure from Platform 6 towards Sandbach	Train arrival from Sandbach into Platform 6	6
Non-stop train passing on Down Fast	Depart towards Crewe Coal Yard	2*
Non-stop train passing on Up Fast	Depart towards Basford Hall Jn	2*
Any train movement crossing "UFL" or "DFL"	Any train passing on "UFL" or "DFL"	4
Train departure to Nantwich/Crewe South Yard	Train arrival from Nantwich/Crewe South Yard for conflicting moves	5
Depart platform 6 to Up Fast	Pass non-stop on Down Fast	4
Train departure to Crewe Steelworks	Train arrival from Crewe Steelworks for conflicting moves	5
Up departure/pass to FL or SL	Conflicting Down departure from Crewe Carriage Sheds Sig. 535/537	1
Up depart platform 1 towards Basford Hall Jn	Up depart platform 2/3/4 to Alsager lines	2½
Up depart platform 2/3/4 to Alsager Lines	Up depart platform 1 towards Basford Hall Jn	2½
\$ Can be reduced to 3 minutes if train is routed via Up Manchester Loop.		
*Headway to be applied at next timing point		

Crewe	
Planning Note	
All Class 805 services with the timing load 805-D require a minimum 2-minute stop in the station for power changeover purposes in either direction. Where a station dwell already exists, there is sufficient timing within to undertake the power changeover. All non-stop and ECS services are required to show a 2-minute OP stop at Crewe.	
Platform Reoccupation	
Standard (including TfW Loco Hauled services)	3, except:
Locomotive hauled (excepting TfW Loco Hauled services) or HST following Multiple Unit or Light locomotive	3½
Multiple Unit or Light locomotive following Locomotive hauled (excepting TfW Loco Hauled services) or HST	3½
Locomotive hauled (excepting TfW Loco Hauled services) or HST following locomotive hauled (excepting TfW Loco Hauled services) or HST	4
Splitting and Coupling of Units: Permitted in all platforms	
Train Watering Points	
Platforms 10, 11 and 12.	

Crewe D.H.S.					
Moves applicable to Electric and Diesel Traction					
For departures or arrivals via Platforms 11 and 12 or via the Up & Down Loop:					
	ARR	DEP		ARR	DEP
Crewe D.H.S. dep.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe ^{\$}	XXRM02	XXRM06	Crewe Signal 551	XXRM02	XXRM06
		"_"			"_"
Crewe Signal 551	XXRM08	XXRM12	Crewe ^{\$}	XXRM08	XXRM12
Crewe*		XX/14	Crewe D.H.S. arr	XX.14	
* A platform or running line must be specified in the platform column. \$ "MT" must be specified in the platform column.					
For all other northbound departures and arrivals:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe ^{\$}	XXRM02	XXRM06	Crewe Signal 533 or PLP	XXRM02	XXRM06
		"_"			"_"
Crewe Signal 533 or PLP	XXRM08	XXRM12	Crewe ^{\$}	XXRM08	XXRM12
		"_"			"_"
Crewe*		XX/14	Crewe D.H.S.	XX.14	
* A platform or running line must be specified in the platform column. \$ "MT" must be specified in the platform column.					

Crewe D.H.S.					
For southbound departures and arrivals via Basford Hall Jn:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe Basford Hall Jn		XX/XX
		"_"			"FL" "SL"
Crewe*	XXRM02	XXRM06	Crewe*	XXRMXX	XXRMXX
		"FL" "SL"			"_"
Crewe Basford Hall Jn		XX/XX	Crewe D.H.S.		XX.XX
* "MT" must be specified in the platform column.					
For southbound departures and arrivals via Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe Gresty Lane		XX/XX
		"_"			"_"
Crewe*	XXRM02	XXRM06	Crewe*	XXRMXX	XXRMXX
		"_"			"_"
Crewe Gresty Lane		XX/XX	Crewe D.H.S.	XX.XX	
* "MT" must be specified in the platform column.					
Moves applicable to Diesel Traction only					
For departures or arrivals via Nantwich and Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Nantwich		XX/XX
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane		XX/XX
		"GL"			"_"
Crewe Gresty Lane		XX/05	Crewe D.H.S.	XX.XX	
		"_"			
Nantwich		XX/XX			
For departures and arrivals from Sorting Sidings North/Middle via Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Sorting Sidings North/ Middle		XX.00
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane	XXRM08	XXRM12
		"GL"			"_"
Crewe Gresty Lane	XXRM05	XXRM09	Crewe D.H.S.	XX.16	
		"_"			
Sorting Sidings North/ Middle	XX.17				
For northbound departures and arrivals via Gresty Lane:					
	ARR	DEP		ARR	DEP
Crewe D.H.S.		XX.00	Crewe*		XX/XX
		"_"			"_"
Crewe Sig. CE9042	XXOP01	XXOP02	Crewe Gresty Lane	XXRMXX	XXRMXX
		"GL"			"_"
Crewe Gresty Lane	XXRM05	XXRM09	Crewe D.H.S.		XX.XX
		"_"			
Crewe*		XX/XX			
* A platform or running line must be specified in the platform column.					

Crewe Coal Yard		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Down trains from Crewe crossing "SL" to "FL"	Acceleration	1½ Passenger** 3 Freight**
All Down trains from the Independent Lines to "FL"	Acceleration	1 Passenger ** 3 Freight**
All Down trains from the Independent Lines to "SL" timed to 75 mph and above	Acceleration	1 Passenger ** 4 2x90** 4½ Freight**
All Down trains from the Independent Lines to "SL" timed below 75mph	Acceleration	1 Passenger ** 2 Freight**
** Apply approaching next timing point		
Movement Up	Reason	Value
Pass FL-to SL	Approach Control	2
Pass to the Independent Lines	Approach Control	2
Junction Margins		
First Movement	Second Movement	Margin
Down train pass on Down Slow	Down train from the Down Independent Line	2
Down pass on Down Fast Line	Down from the Down Independent Line to the Down Fast	1½
Down from the Down Independent Line to the Down Fast	Down pass on Down Slow	4

Winsford Signal WD12		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down departure	Acceleration	½ applied after Winsford
Junction Margins		
First Movement	Second Movement	Margin
Down train pass/depart Winsford	Down depart	1½
Planning note		
No pathing to be applied between Winsford Signal 12 and Winsford as there are no intermediate signals.		

Winsford		
Junction Margins		
First Movement	Second Movement	Margin
Down train pass from Fast Line	Down train pass from Slow Line not stopping at Winsford Signal WD12	2½
Down train pass from Fast Line	Down train arrive from Slow Line not stopping at Winsford Signal WD12	3
Platform Reoccupation Time	3	

Hartford		
Platform Reoccupation Time		3

Hartford Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down trains passing from CLC line to Down Slow	Acceleration	1 After Hartford Jn and ½ after Acton Bridge if passing the latter
Movement Up	Reason	Value
Up trains crossing Up Fast to CLC line	Approach control	2 Before Hartford Jn.
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Fast to Up Main	Depart from Up Slow to Up Main	2

Acton Bridge		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains timed over 60mph passing from Down Slow	Acceleration	½ after Acton Bridge
Movement Up	Reason	Value
All trains timed over 110mph from Runcorn joining the Up Main at Weaver Jn	Differential Junction Speed	½
All trains crossing FL to SL and not stopping at Acton Bridge	Reduced speed required	1
Junction Margins		
First Movement	Second Movement	Margin
Pass Down Fast to Down Main	Depart Down Slow to Down Main	2
Arrive/Pass Up Slow	Pass Up Fast	3
Platform Reoccupation Time		3

Weaver Jn		
Junction Margins		
First Movement	Second Movement	Margin
Up train from Acton Grange Jn passes Weaver Jn	Up train from Runcorn passes Weaver Junction	3*

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

Acton Grange Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass Down Main to Down Helsby	Approach control Acceleration	3 ½ Passenger Approaching next timing point
Pass Down Helsby to Down Main	Acceleration away from junction	1 Approaching next timing point
Movement Up	Reason	Value
Pass Up Helsby to Up Main	Approach control Acceleration	1 2 Approaching next timing point

Warrington Bank Quay		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Passenger Loop (Platform 4)	Approach Control	½ *
Down Fast to Down Slow	Approach Control	1*
*not required if crossing from Down Helsby to Down Main at Acton Grange Jn		
Movement Up	Reason	Value
Non-stop trains via Up Slow or Up Goods to Up Main direct to Acton Grange Jn	Acceleration	1 approaching next timing point
All trains crossing Up Fast to Platform 1	Approach control	1
Up Slow to Up Goods Loop	Approach Control	1
Pass Up Fast to Up Helsby	Approach Control	1
Dwell Time		
EMU/DMU	1	

Warrington Bank Quay		
Junction Margins		
First Movement	Second Movement	Margin
Down Freight train pass from Arpley	Pass Up Fast or Down Fast	5
Up pass platform 2 to Acton Grange Jn (direct)	Up depart Platform 1 or Up Goods to Acton Grange Jn (Direct)	2*
Up depart platform 2 to Acton Grange Jn (direct)	Up depart Platform 1 or Up Goods to Acton Grange Jn (Direct)	3*
Pass Platform 3 from Acton Grange Jn (direct)	Depart Down Passenger Loop (Platform 4) to Down Fast	2½*
*Add 1 minute if first move is freight		
Platform Reoccupation Time 3		
Permissive working for all platforms is for Contingency use only		

Warrington R.M.T.					
For northbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Warrington R.M.T.		XX.00	Winwick Jn		XX/00 ^{\$}
		"USL"			"SL"
Winwick Jn		XX/05*	Warrington R.M.T.	XX.05	
If via Golborne Jn/Springs Branch Jn.		"FL"\$			
If via Earlestown		"_"			
* for Class 325 and trains up to E315 only. Trains E385 and over to be XX/06.					
\$ for W.C.M.L. trains only, add ½ between Winwick Jn and Golborne Jn/Springs Branch Jn as appropriate.					
For southbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Warrington R.M.T.		XX.00	Warrington Bank Quay*		XX/00 or XX.00
		"_"			"FL" "USL"
Dallam Jn		XX/02	Dallam Jn		XX/02
		"FL" "SL"			"_"
Warrington Bank Quay		XX/04*	Warrington R.M.T.	XX.05	
* Add {1} between Acton Grange Jn and Warrington Bank Quay.					
Junction Margins					
First Movement		Second Movement		Margin	
Train on Down Fast Line crossing at Dallam Jn to Up Slow Line and then running into the R.M.T.		Train on Up Slow Line		3	
Restriction					
WTT services using the bay platforms at Warrington R.M.T. should not be planned to use diesel traction.					

Winwick Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains on Down Fast from Dallam Bridge joining Down Earlestown	Approach control	½ Before Winwick Jn.
All trains on Down Slow from Warrington Bank Quay joining Down Main	Approach control	½ Before Winwick Jn.
Movement Up	Reason	Value
All trains joining Up Fast from Up Earlestown	Acceleration from slower speed junction	½ After Winwick Jn.

Golborne Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains formed of Classes 185, 220, 221, 390, 80x, HST joining Down Slow from Down Lowton	Acceleration from Slow Speed Junction	½ After Golborne Jn
Trains from Winwick Jn. joining Down Slow from Down Main (multiple units and HST)	Approach Control	½
Trains from Winwick Jn. joining Down Slow from Down Main (LH coaching stock)	Approach Control	1
Trains from Winwick Jn. joining Down Slow from Down Main (freight timed at 75mph)	Approach Control	½
All MU and HST trains joining Down Main from Down Lowton	Acceleration from Slow Speed Junction	1 after Golborne Jn.
All LH trains joining Down Main from Down Lowton	Acceleration from Slow Speed Junction	1½ after Golborne Jn.
All freight trains joining Down Main from Down Lowton with trailing load of less than 1200t	Acceleration from Slow Speed Junction	2 after Golborne Jn.
All freight trains joining Down Main from Down Lowton with trailing load of 1200t or greater	Acceleration from Slow Speed Junction	3 after Golborne Jn
Movement Up	Reason	Value
All trains to Winwick Jn joining Up Main from Up Slow	Acceleration from Slower Speed Junction	1 after Golborne Jn.
All trains timed as Class 15x joining Up Lowton from Up Main	Approach Control	½
All trains (except Class15x) joining Up Lowton from Up Main	Approach Control	1½

Springs Branch		
Trains for either Springs Branch Stabling Sidings or Wigan Diesel Depot T.C. will arrive/depart via the two headshunts at Springs Branch. The following rules describe the margins between successive arrivals or departures to/from the Stabling Sidings or Diesel Depot and should be read in conjunction with the timing information shown below for these locations.		
Margins between successive arrivals		
First Movement	Second Movement	Margin
Arrive Springs Branch for either Springs Branch Stabling sidings or Wigan Diesel Depot	Following movement arrives Springs Branch for either Springs Branch Stabling sidings or Wigan Diesel Depot	5*
* A margin of 10 minutes is required after the second of a pair of trains have arrived before the next arrival can be accepted at Springs Branch		
A train can depart Springs Branch towards either Springs Branch Stabling Sidings or Wigan Diesel Depot a minimum of 2 minutes after a second arrival.		
Margins between successive departures		
First Movement	Second Movement	Margin
Depart from Springs Branch having arrived from either Springs Branch Stabling sidings or Wigan Diesel Depot	Following movement departs Springs Branch having arrived from either Springs Branch Stabling sidings or Wigan Diesel Depot	5*
* A margin of 10 minutes is required after the second of a pair of trains have departed before the next departure can be timed at Springs Branch		

Wigan Springs Branch Stabling Sidings					
For southbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Springs Branch Stabling Sidings		XX.00	Bamfurlong Jn.		XX/00
		"_"			"GL"
Springs Branch		XX/05	Springs Branch	XXOP03*	XXOP13*
		"GL"			"_"
Bamfurlong Jn		XX/07	Springs Branch Stabling Sidings		XX.18
		"SL" "FL"			
For northbound departures/arrivals:					
	ARR	DEP		ARR	DEP
Springs Branch Stabling Sidings		XX.00	Wigan South Jn		XX/00
		"_"			"GL"
Springs Branch	XXRM05	XXRM09	Springs Branch Jn		XX/02
		"GL"			"GL"
Springs Branch Jn		XX/11	Springs Branch	XXRM03	XXRM07
		"GL"			"_"
Wigan South Jn		XX/13	Springs Branch Stabling Sidings	XX.12	
* Shunt from Down Goods Line to Up Goods Line.					

Wigan Diesel Depot T.C.

For southbound departures/arrivals:

	ARR	DEP		ARR	DEP
Wigan Diesel Depot		XX.00	Bamfurlong Jn.		XX/00
		"_"			"GL"
Springs Branch		XX/05	Springs Branch	XXOP03*	XXOP13*
		"GL"			"_"
Bamfurlong Jn		XX/07	Wigan Diesel Depot		XX.18
		"SL " "FL"			

For northbound departures/arrivals:

	ARR	DEP		ARR	DEP
Wigan Diesel Depot		XX.00	Wigan South Jn		XX/00
		"_"			"GL"
Springs Branch	XXRM05	XXRM09	Springs Branch Jn		XX/02
		"GL"			"GL"
Springs Branch Jn		XX/11	Springs Branch	XXRM03	XXRM07
		"GL"			"_"
Wigan South Jn		XX/13	Wigan Diesel Depot	XX.12	

* Shunt from Down Goods Line to Up Goods Line.

Springs Branch Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Up and Down Slow	Pass Down Slow from St. Helens	5
Pass from Up and Down Slow	Pass Down Slow from Golborne direction - Passenger	3
Pass from Up and Down Slow	Pass Down Slow from Golborne direction – Freight	4
Pass from Down Slow to Down Main	Pass from Up and Down Slow	3

Wigan North Western

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains (except Classes 221 and 390) booked to stop at Wigan North Western	Due to the close proximity of the timing points when trains are reducing speed between Springs Branch Jn and Wigan South Jn the pass to pass time is extended.	½ at Wigan South Jn
Trains not longer than 5 x 23 meters length overall departing or passing Platforms 1 or 6 towards Balshaw Lane Jn	Acceleration to line speed from 10mph crossover	1
Trains longer than 5 x 23 meters length overall departing or passing Platforms 1 or 6 towards Balshaw Lane Jn	Acceleration to line speed from 10mph crossover	2
Movement Up	Reason	Value
All Up trains passing Platforms 1 or 6	Approach control and slow speed crossover	3
All Up trains stopping at Platforms 1 or 6	Approach control and slow speed crossover	2

Wigan North Western		
Dwell Time		
EMU/DMU	1	
LH	2	
Junction Margins		
First Movement	Second Movement	Margin
Stopping train departing from Wigan Wallgate towards Crow Nest Jn	Train departing from Wigan North Western towards Crow Nest Jn (NW6009)	4
Train departure from Platform 1 towards Balshaw Lane	Train passing on Up Main Line	5 *
Train passing on Up Main Line	Train departure from Platform 1 towards Balshaw Lane Jn	2
Train arrival into Platform 1 from Balshaw Lane Jn	Train passing on Up Main Line	5 *
Train arrival into Platform 6 from Balshaw Lane Jn	Train passing on Up Main Line	5 *
* 4 minutes if stopping		
Platform Reoccupation Time		
	3½	

Balshaw Lane Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
All trains timed with a maximum speed above 75mph joining Up Main from Up Slow. Adjustment to be shown after Balshaw Lane Jn. Any of the adjustments shown for Wigan North Western to be added to this where appropriate.	Acceleration to Up Main line speed	½

Euxton Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains joining the Down Slow from the Down Bolton	Approach control and 30mph crossovers	½ applies approaching Euxton Jn
	Acceleration from 30mph crossovers to line speed	1 applies after Euxton Jn ½ applies after Euxton Jn if stopping at Leyland
All trains joining the Down Fast from the Down Bolton	Acceleration from 50mph crossovers to line speed	½ applies after Euxton Jn
All trains crossing from the Down Fast to the Down Slow	Approach control and 30mph crossovers	1 applies approaching Euxton Jn
	Acceleration from 30mph crossovers to line speed	1 applies after Euxton Jn

Euxton Jn		
Movement Up	Reason	Value
All trains crossing from the Up Fast to Up Bolton that have not stopped at Leyland	Deceleration from line speed for 60mph crossovers	½ applies approaching Euxton Jn
All trains crossing from the Up Slow to Up Bolton or crossing to the Up Fast	Flashing yellow aspects and 30mph crossovers	½ applies approaching Euxton Jn *
* Assumes no conflicting move on the Down Fast. If there is a conflicting move on the Down Fast, refer to junction margins below.		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3

Farington Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train from Euxton Jn that has propelled at Farington Jn to Leyland Sidings	Reduced speed	2 applied approaching Leyland Sidings
Junction Margins		
First Movement	Second Movement	Margin
Train arrives Leyland Sidings having propelled from Farington Jn	Train departs Leyland on the Down Slow	½
Train arrives Leyland Sidings having propelled from Farington Jn	Train passes Farington Curve Jn having passed Leyland	3
Train arrives Leyland Sidings having crossed from Up Slow	Train departs Leyland on Down Slow	½
Train arrives Leyland Sidings having crossed from Up Fast	Train departs Leyland	½
Train arrives Leyland Sidings having crossed from Up Slow	Train passes Farington Curve Jn having passed Leyland	3
Train arrives Leyland Sidings having crossed from Up Fast	Train passes Preston Ribble Jn on Down Fast having passed Leyland	3
Planning Rules – trains to Leyland Sidings		
<p>Trains to Leyland Sidings will stop on the Down Slow at Farington Jn. A 4 minute OP stop to be shown for the driver to collect radio and prepare to propel towards Leyland Sidings.</p> <p>Trains cannot access Leyland Sidings from Lostock Hall via the Up/Down Lostock Hall, due to there being no signalled route.</p>		

Farington Curve Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains from the Up East Lancs or the Down and Up Ormskirk joining the Down Slow	Acceleration after slow speed crossovers	½ after Farington Curve Jn *
Trains to the Down Goods Loop at Skew Bridge Jn	Approach control	1
* This adjustment does not apply if the train is routed to the Down Goods Loop at Preston Ribble Jn; however, check this location for other adjustments that apply.		
Movement Up	Reason	Value
All trains that have travelled on Up Slow <u>from Preston</u> and are joining Down East Lancs or Down and Up Ormskirk	Approach control	½ approaching Farington Curve Jn
All trains that have <u>crossed at Preston Ribble Jn</u> except those joining Down East Lancs or Down and Up Ormskirk	Approach control	½ approaching Farington Curve Jn

Preston Ribble Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains on the Down Fast crossing to any through platform other than platforms 3 or 4 at Preston or routed to the Down Goods or Up & Down Goods	Approach control	1
Trains crossing from the Down Slow to Down Fast, Up Fast, Up Slow or Down Goods	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives in platform 3 at Preston	Train from Down Fast routed to platforms 2, 3C, 4, 4C or 5 at Preston	4*
* Does not apply if second movement is crossed to Up Slow at Ribble Jn but note {1} then applies for approach control (see Adjustments to Sectional Running Times)		

Preston		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains terminating in Bay Platforms 3c/4c	Approach control	½ approaching Preston
Trains routed to the Up and Down Goods Loop	Slow crossover	½ approaching Preston
Connectional Allowance		
	8	
Dwell Time		
All	2, except:	
Avanti West Coast Services	3	
Junction Margins		
First Movement	Second Movement	Margin
Train departure towards Lancaster	Conflicting train arrival from Lancaster into any Platform or Goods line	4
Train departure from Platforms 1 and 2 to Up Slow Line	Subsequent train departure from Platforms 1 and 2 to Up Slow Line	4
Overlap Margins		
First movement	Second movement	Margin
Arrive Platform 4 from Down Fast or Down Slow	Arrive Platform 5 in Up direction	3
	Pass Platform 5 in Up direction	4
Arrive Platform 5 from Down Fast or Down Slow	Arrive Platform 4 in Up direction	3
Arrive Platform 6 from Down Fast or Down Slow	Arrive Platforms 4 or 5 in Up Direction	Parallel *
Depart Platforms 4 or 5 to Up Fast or Up Slow	Arrive Platforms 4 or 5 in Up Direction	3 passenger 4 freight
Arrive Platform 4 in Up direction	Arrive Platform 5	4
Arrive Platform 5 in Up direction	Arrive Platform 4	4
Arrive Platform 4 or Platform 5 in Up Direction from Up Fylde	Arrive Platform 6 in Up Direction from Up Through (from Garstang)	Parallel *
Arrive Platform 4 or Platform 5 in Up Direction	Arrive Platform 6 in Up Direction	Headway ^
	Arrive Platform 6 from Down Fast or Down Slow	Parallel *
Depart Platforms 4 or 5 via DFL in Up Direction	Arrive Platform 6 in Up Direction	Parallel %
Depart Platforms 4 or 5 to Up Fast	Arrive Platform 6 in Up Direction	3
Depart Platform 6 to Up Fast	Arrive Platforms 4 or 5 in Up direction	Parallel *
Depart Platform 3C or Platform 4C to Up Slow	Depart from Platforms 4 or 5 to Up Fast	Parallel **
	Depart from Platforms 4 or 5 to Up Slow	Headway
Arrive Goods Loop in Up direction	Arrive Platform 6 in Down direction	3
Arrive Goods Loop in Up direction	Depart Platform 6 in Down direction	1
<p>* Must be no conflicting movement to/from Platforms 3C or 4C. If there is a conflicting movement margin of 3 applies</p> <p>^ Must be no conflicting movement to/from Platforms 3C or 4C. If there is a conflicting movement margin of 3 applies</p> <p>** Must be no conflicting arrival in Up direction to Platform 6. If there is a conflicting movement margin of 3 applies</p> <p>% Must be no <u>conflicting</u> movement to/from Platforms 2, 3, 3C or 4C. If there is a conflicting movement, margin of 3 applies</p>		

Preston	
Planning Restrictions	
Trains consisting of 13 or more Mk3 vehicles* must use Platform 4 in the Down direction and Platform 3 in the Up direction. * Or the equivalent length of train consisting of Mk1 and 2 vehicles.	
A train in the Up direction cannot arrive in Platform 6 at the same time as a train is departing in the Up direction from Platforms 4 or 5. Except when the departing train departs via the Down Fast Line to Ribble Jn.	
Between the hours of 0001 and 0900 Sunday, trains are to be retimed with minimum dwell time at Preston station. E.C.S. trains are to be stabled away from running lines (in line with Engineering Access Statement requirements)	
Platform Reoccupation Time	4 except in the following instances: 3 minutes for same direction movements by multiple units following other multiple units 6 minutes for trains occupying platforms 3 or 4 and approaching from opposite directions
Platform Standage	
A train of up to 470m can be held in Platform 3 clear of fouling other routes. This excludes any allowance for signal stand-back. Note this is longer than the useable length of the platform – see Section 5.4	
Splitting and Coupling of Units Permitted	In all platforms. The second unit may enter the same platform after 3 minutes if both units are using the same approach route, after 2 minutes if using different approach routes (e.g. Fast and Slow).

Preston Fylde Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains on the Up Main crossing to any through platform other than platform 4 at Preston or routed to the Up Goods or Up Through	Approach control on signal PN152	1
Movement Down	Reason	Value
Trains from the Up and Down Goods	Slow crossover/acceleration to line speed	½
Planning Restriction		
No allowance should be inserted between Preston Fylde Junction and Preston into any trains because there are no intermediate signals in the Up direction.		

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)	
Penkridge	
Dwell Time	
Class 350 EMU	1

Stafford Trent Valley Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

Gresty Lane Jn

Planning Rules

There is no direct route between Gresty Lane Jn and Basford Hall Jn without going through Crewe Basford Hall Yard (Freightliner).

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

Basford Hall Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Standage

Up Independent Line between Signals BH60 and NH43/44 is 1019m (159 SLU)

Crewe Signal IL3017/5021

Planning Rules

Permissive moves are allowed for freight trains on the Independent Lines. A **4 minute headway must be applied at Basford Hall Jn and Crewe Signal IL3017/5021.**

Freight Permissive workings where the rear of the 2nd train is clear in rear.

Down Fast Independent

If the first train is between 671m (104 SLU) and 775m (121 SLU), the second train can be no longer than 612m (95 SLU)

If the first train is 670m (104 SLU) or less, the second train can be no longer than 750m (117 SLU)

Down Slow Independent

If the first train is between 671m (104 SLU) and 775m (121 SLU), the second train can be no longer than 568m (88 SLU)

If the first train is 670m (104 SLU) or less, the second train can be no longer than 580m (90 SLU)

Basford Hall Up Through Siding Stop Board

Planning Rules

A 10 minute OP stop is required for all trains routed through on the Up Through Siding at Basford Hall Up Through Siding Stop Board to allow the driver to contact the Freightliner PIC (Person in Charge) for authority to proceed.

Standage

A Train of 556m (87 SLU) can be held without fouling the junction at Crewe S.S.N SB.

Anything over 556m will block access to Crewe Basford Hall Yard (Freightliner) from both the Up Fast Independent and Up Slow Independent lines and obstruct moves to/from Crewe South Yard Bypass line. Any conflict with a train of 556m or greater will have the margin applied based on the departure time of the first train from Basford Hall Up Through Siding Stop Board

Crewe Basford Hall Yard (Freightliner)

Planning Rules

Due to non-electrified infrastructure at the south end of Crewe Basford Hall Yard (Freightliner), all electric traction must arrive via the north end of the yard via Crewe Sorting Sidings North SB on the Down Independent Lines and propel into the yard.

Crewe Sorting Sidings North SB

Planning Rules

There is no direct route between Gresty Lane Jn and Basford Hall Jn without going through Crewe Basford Hall Yard (Freightliner).

No pathing can be applied between any previous timing point and Crewe Sorting Sidings North SB due to no intermediate signals.

Junction Margins

All conflicting moves, except:	4
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First Move is passenger	3
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Crewe Signal IL3018/5022

Standage

Standage on Up Fast Independent (Signal NH10) 558m (87 SLU) if coming from Up Chester Line or 784m (122 SLU) if coming from Up Manchester Independent

Standage on Up Slow Independent (Signal NH12) 677m (105 SLU) Anything greater than 677m will block Salop Goods Jn SB, thus margin will be applied upon the first train departing.

Salop Goods Jn SB

Standage

A train of length 548m (85 SLU) can be held between Gresty Lane Jn and Salop Goods Jn SB. A train over 548m will block Gresty Lane Jn and margins will be applied upon the first train departing.

Junction Margins

All conflicting moves, except:	4
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First Move is passenger	3
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NW1019 ACTON GRANGE JN TO WARRINGTON SOUTH JN (HELSEBY LINES)

Acton Grange Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

M.S.C. Sidings

Junction Margins

First Movement	Second Movement	Margin
Departure	Departure	5
Arrival	Arrival	5
Departure	Arrival	10
Arrival	Departure	10

Operating Restriction

A maximum of 3 trains at once can be accommodated and successively run-round within the MSC Sidings.

Run-round Allowance

20 minutes for MGR trains to/from Fiddlers Ferry which arrive/depart with the same locomotive.

Walton Old Jn

Junction Margins

First Movement	Second Movement	Margin
Departure	Departure	5
Arrival	Arrival	5
Departure	Arrival	10
Arrival	Departure	10

Arpley Sidings

Junction Margins

First Movement	Second Movement	Margin
Arrive from the North	Arrive from the North	20 *
Arrive from the South	Arrive from the South	20 *
Arrive from the North	Arrive from the South	20 *
Arrive from the South	Arrive from the North	20 *
Depart to the North via the Bank	Depart to the North via the Bank	10 *

* Certain services may require a longer interval before a following arrival/departure due to their length. DB Cargo will maintain a list of these services, ensuring that the bids are compliant and advise NWR accordingly.

Depart to the North via the Bank	Arrive from the North via the Bank	10
Arrive from the North via the Bank	Depart to the North via the Bank	5
Arrive from the South	Depart to the South	5
Depart to the South	Arrive from the South	10
Arrive from Arpley Jn.	Depart to Arpley Jn.	5
Depart to Arpley Jn.	Arrive from Arpley Jn.	10
Depart to Arpley Jn.	Depart to Arpley Jn.	25 #
Arrive from Arpley Jn.	Arrive from Arpley Jn.	25 #

Reduced 10 minutes if one move is LD.

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

Winwick Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Earlestown		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Passenger trains joining Up Earlestown from Down & Up Liverpool Curve (Platform 3).	Slow speed crossover	½* after Earlestown
* This adjustment becomes 1 for passenger trains formed of 6 cars or more and all freight trains.		
Passenger trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3). Start to Pass and Pass to Pass only.	Slow speed junction	1 after Earlestown
Passenger trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3). Pass to Stop and Start to Stop only.	Slow speed junction	½ after Earlestown
Freight trains joining Down Chat Moss from Down & Up Liverpool Curve (Platform 3).	Slow speed junction	1½ after Earlestown
Passenger trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss. Pass to Pass and Pass to Stop only.	Approach control and slow speed crossover	2 on approach to Earlestown
Passenger trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss. Start to Pass and Start to Stop only.	Approach control and slow speed crossover	1# on approach to Earlestown
Freight trains joining Down & Up Liverpool Curve (Platform 3) from Up Chat Moss.	Approach control and slow speed crossover	1½ on approach to Earlestown
# This adjustment becomes 1½ for trains formed of 6 cars or more.		
Trains from Newton-le-Willows routed to Winwick Jn.	Approach control	½ on approach to Earlestown
Trains from Winwick Jn routed to Newton-le-Willows that do not stop at Earlestown.	Acceleration from slow speed junction	½ after Earlestown
Connectional Allowance	8	
Dwell Time		
Platform 4	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 3 from St Helens Junction	Arrive Platform 2 from Newton-le-Willows	2½
Depart Platform 2 towards St Helens Junction	Arrive Platform 3 from St Helens Junction	4
Arrive Platform 4 from Winwick Jn	Depart Platform 3 towards Winwick Jn	2
Arrive Platform 4 from Winwick Jn	Arrive or Pass Platform 2 having stopped at Newton-le-Willows	3½
Arrive Platform 4 from Winwick Jn for a dwell of 2 minutes or more	Arrive or Pass Platform 2 having passed Newton-le-Willows	5
Arrive Platform 4 from Winwick Jn	Depart Platform 1 towards Newton-le-Willows	3
Arrive Platform 4 from Winwick Jn for a dwell of 2 minutes or more	Pass Platform 1 towards Newton-le-Willows	5
Depart Platform 4 towards Newton-le-Willows	Arrive or Pass Platform 2 from Newton-le-Willows	3
Arrive or Pass platform 2 towards St. Helens Junction	Arrive or Pass platform 4 towards Newton-le-Willows	2½
Depart or Pass platform 1 towards Newton-le-Willows	Arrive or Pass platform 4 towards Newton-le-Willows	2½

Newton-le-Willows

Dwell Time

All	1*
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* Only applies to stopping trains to/from Liverpool

Golborne Jn

Refer to route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

Halton Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
All trains towards Frodsham Jn that have not stopped at Runcorn	Differential Junction Speed/Flashing Yellow Aspects	½

Runcorn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains from Frodsham Jn that are not stopping at Runcorn	Differential Junction Speed	½ 1 applies to all trains timed at 75mph and above
Down trains to Folly Lane	Approach control	2 Approaching Runcorn

Dwell Time

LH	1
Class 350	1
Class 390/80x	1½

Ditton East Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All timing loads at 100mph or above crossing from Down Ditton to Down Ditton Slow	Approach control and slow speed junction	1 approaching Ditton East Jn
Classes 150/158/170 crossing from Down Ditton to Down Ditton Slow	Approach control and slow speed junction	½ approaching Ditton East Jn.

Ditton East Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Passenger trains crossing from Up Ditton Slow to UP Ditton	Approach control Acceleration to line speed from slow speed junction	1 approaching Ditton East Jn 1 after Ditton East Jn
Freight trains crossing from Up Ditton Slow to UP Ditton	Approach control Acceleration to line speed from slow speed junction	1 approaching Ditton East Jn 2 after Ditton. East Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger train from Up Slow to Up Fast line	Passenger train passes on Down Fast	3½
Freight train from Up Slow to Up Fast line	Passenger train passes on Down Fast	3
Passenger train passes on Down Fast	Passenger train from Up Slow to Up Fast line	4 *
* Margin can be reduced to 2 mins if Second train incurs 2 mins Pathing or additional 2 mins Adjustment to SRT		
Passenger train passes on Down Fast	Freight train from Up Slow to Up Fast line	3 *
* Margin can be reduced to 2 mins if Second train incurs 2 mins Pathing or additional 2 mins Adjustment to SRT		

Ditton Reception Sidings

Adjustments to Sectional Running Times

Movement Up	Reason	Value
All freights propelling from Ditton Reception Sidings to Ditton Intermodal Terminal	Slower speed	14 approaching next timing point

Planning note

Standage lengths

Reception 1 and Headshunt = 563m (88 SLU)

Reception 2 and Headshunt = 454m (71 SLU)

Reception 3 and Headshunt = 428m (67 SLU)

Departing Services

Due to the lengths of the reception sidings, any services starting at Ditton Foundry or Ditton Intermodal Terminal over 300m (47 SLU) have to travel to Garston Goods Loop to runround.

Speke Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Class 4 Freight trains joining Up Slow from Up and Down Goods line.	Slow speed crossover	2 after Speke Jn
Class 6 & 7 Freight trains joining Up Slow from Up and Down Goods line.	Slow speed crossover	1 after Speke Jn
Junction Margins		
First Movement	Second Movement	Margin
Up service crossing US to UF at Speke Jn.	Down Fast service passes Ditton towards Speke Jn	1

Liverpool South Parkway		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All non-stop trains from Hunts Cross crossing to the Down Fast	Slow speed junction at Liverpool South Parkway	½
All non-stop trains from Ditton East Jn crossing Down Fast to Down Slow	Approach control and slow speed junction	½ 1 (after)
Movement Up	Reason	Value
All non-stop trains from the Up Fast crossing towards Hunts Cross.	Approach control and slow speed junction	½
All non-stop trains towards Ditton East Jn crossing from Up Slow to Up Fast	Approach control and slow speed junction	½ 1 (after)
All non-stop trains towards Garston Jn crossing to the Up Slow via platform 4	Approach control and slow speed junction	1½
Connectional Allowance		
	7	
Dwell Time		
	1 Class 350 1½ Class 80x for pick up or set down only	
Signal Overlap Margins		
First Movement	Second Movement	Margin
Down depart platform 2 formed of 6 or more carriages having arrived from Hunts Cross West Jn	Up depart platform 1 towards Ditton East Jn	1

Former Edge Hill SB		
Junction Margins		
First Movement	Second Movement	Margin
Passenger train passes from Down Chat Moss to Down Fast	Passenger train passes from Liverpool Lime Street on Up Main	5
Passenger train passes from Lime Street on Up Main	Passenger train passes from Down Chat Moss to Down Fast	3
Passenger train passes on Up/Down	Freight passes from Wapping Sidings	3

Former Edge Hill SB		
Junction Margins		
First Movement	Second Movement	Margin
Passenger train passes on Up/Down	Freight passes to Wapping Sidings	3
Freight passes from Wapping Sidings	Passenger train passes on Up/Down	5*
Freight passes to Wapping Sidings	Passenger train passes on Up/Down	5*
Freight passes from Wapping Sidings	Freight passes to Wapping Sidings	5
* Where the second movement is a Down passenger train with a minimum of 1 minute pathing time approaching Former Edge Hill SB., the Junction Margin may be reduced to 4 minutes.		

Edge Hill		
Junction Margins		
First Movement	Second Movement	Margin
Pass on Up Fast	Pass on Down Slow from Edge Hill Depot	4
Arrive Edge Hill on Down Fast	Pass on Down Slow from Edge Hill Depot	4
Depart/pass Edge Hill on Down Slow	Pass on Down Slow from Edge Hill Depot	5
Depart/pass Edge Hill on Down Fast	Pass on Down Fast from Edge Hill Depot	5

Edge Hill Wapping Sidings		
Junction Margins		
First Movement	Second Movement	Margin
First train arrives in sidings	Second train arrives in sidings	15 *
First train departs from sidings	Second train departs from sidings	20 *
* To allow sufficient time for locomotive to perform run-round movement.		
Run-round Allowance (DOO)		
	30 minutes for DB Cargo trains	

Crown Street Junction		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains departing from platforms 1 to 5 at Liverpool Lime Street that are routed to the Fast Line	Speed Differential	½
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements		3

Liverpool Lime Street		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains arriving at a platform already occupied by another train	Approach control	½
Connectional Allowance	10	
Permissive Working		
Permissive working for platform sharing, attaching and detaching is permitted in all platforms. The following lengths (meters) are for the axle counters at the buffer end of the platform. These exclude any standback allowance and are the maximum that can be accommodated without fouling the axle counter in rear. Total platform lengths are shown in section 5.4.		
Platform 1	100	
Platform 2	99	
Platform 3	34	
Platform 4	34	
Platform 5	59	
Platform 6	144	
Platform 9	147	
Platform 10	135	
Platforms 7 & 8 are permissively worked but do not have Lime Street Controls.		
Planning Note		
All departures form Platform 1 must be planned via the Up Chat Moss Slow (USL) Departures from Platforms 2 to 5 must be planned via the Up Chat Moss Slow (USL) or Down Chat Moss Slow (DSL).		
Planning Restriction		
No pathing time to be added between Crown Street Jn and Liverpool Lime Street in the Down direction for trains that are planned to cross Down Fast to Up Slow to platform 1 as there is insufficient standage at signal LL5063 to avoid fouling the Up Fast.		
Platform End Margins (where a conflicting move occurs within the station throat)		
First Movement	Second Movement	Margin
Arrival	Departure	1, except:
Train arrives platform 2 from Down Slow	Train departs platform 1 to Up Slow	Simultaneous
Departure	Arrival	4, except:
Train departs platform 1 to Up Slow or Up Fast	Train arrives platform 1 from Down Slow or Down Fast	6

NW2005 SPEKE JN TO GARSTON JN

Speke Compound Siding

Planning Note

Arriving Trains:

Trains shall arrive on the Up & Down Garston Goods at Speke West Jn behind Signal WE7830.

Trains to Speke Car Terminal over 730m/2395ft/114SLU shall require a 75 minute OP stop at Speke West Jn to split the train into portions before arriving at Speke Compound Siding. This can be reduced to 45 minutes if the train is less than 730m/2395ft/114SLU. During this OP stop no movements can take place between Speke Jn and Speke West Jn.

Departing Trains:

Trains from Speke Compound Siding are required to reform on the Up & Down Garston Goods so require a minimum 30 minute OP stop at Speke West Jn. During this OP stop no movements can take between Speke Jn and Speke West Jn. The train will then depart forward to the Garston Goods Lines to run round.

Garston Goods Lines

Planning Note

Trains from Speke Jn may arrive on either the Down Garston Goods, Up Garston Goods or Garston Through Siding to conduct a Run-round movement.

Run-round Allowance	30 minutes for trains in excess of 700m
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Garston Church Road

Planning Note

Arriving Trains:

Arriving trains for Garston Freightliner Terminal (excludes light locomotives) must be planned with 20 minute OP stop at Garston Church Road before the train is split into portions and propelled into Garston Freightliner Terminal. This allowance can be removed with agreement from Freightliner.

Departing Trains:

Departing trains from Garston Freightliner Terminal (excludes light locomotives) must be planned with a minimum of 25 minutes OP stop at Garston Church Road. This is due to the train being assembled and brake test carried out.

NW2009 ARPLEY JN TO DITTON EAST JN

Latchford Sidings

Operating Restriction

A maximum of two trains can be accommodated simultaneously.

Run-round Allowance

30 minutes for DB Cargo /FLHH trains. Any other services require the attendance of ground staff and 20 minutes should be allowed except when a second non-D.O.O. service successively occupies the second loop, when 35 minutes should be allowed.

NW2015 ORDSALL LANE JN TO EDGE HILL

Ordsall Lane Jn

See entry under route NW6001 – Manchester Piccadilly East Jn to Euxton Jn

Eccles

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Ordsall Lane Jn stopping in Eccles Up Goods Loop	Approach Control and Slow Speed Crossover	1
Movement Up	Reason	Value
Depart Eccles Up Goods Loop towards Ordsall Lane Jn	Speed Differential	1 applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Up pass	Depart from Up Goods Loop	2*

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

Trains to or from the Weaste Branch

For trains arriving from Ordsall Lane Jn direction

Ordsall Lane Jn pass	XX/XX "-"	Weaste dep	XX.XX "-"
Eccles (Up Goods Loop) arr	XXOP*XX	Eccles (Up Goods Loop) arr	XXOP*XX
Eccles (Up Goods Loop) dep	XXOPXX	Eccles (Up Goods Loop) dep	XXOPXX
	"-"		"-"
Weaste arr	XX.XX	Ordsall Lane Jn pass	XX/XX

* Locomotive runs round via Up Main

For trains arriving from Astley direction:

Astley pass	XX/XX "-"		
Eccles (Up Goods Loop) pass	XX/XX "-"		
Weaste arr	XX.XX		

Parkside Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains to Golborne Jn from Parkside Jn	Approach control for slow speed junction	1½ (applies approaching Parkside Jn)
Movement Up	Reason	Value
Trains from Golborne Jn routed to Parkside Jn	Acceleration from slow speed junction	1 (applies at next timing point after Parkside Jn)
Junction Margins		
First Movement	Second Movement	Margin
Up train from Newton-le-Willows	Down train towards Golborne Jn	2½
Down train towards Golborne Jn	Up train from Newton-le-Willows	3
Up train to Astley from Newton-le-Willows	Up train from Golborne Jn	2
Planning restrictions		
No pathing time is to be inserted in the Up Direction between Newton-le-Willows and Parkside Jn as there is no signal between these locations.		

Newton-le-Willows
See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

Earlestown
See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)

Huyton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Chat Moss to Down Chat Moss Slow not stopping at Huyton	Slower speed junction	½ Passenger and light engines 1 Freight
Junction Margins		
First Movement	Second Movement	Margin
Train from the Up Chat Moss Fast towards Rainhill	Train from St Helens Central to the Down Chat Moss Slow	2½
Train from the Up Chat Moss Slow towards Rainhill	Train from St Helens Central to the Down Chat Moss Slow	3
Train from St Helens Central to the Down Chat Moss Slow arrives at or passes Huyton	Train from Up Chat Moss Fast or Up Chat Moss Slow departs towards Rainhill	1
Train passes Platform 3 on the Up Chat Moss Fast to the Up Chat Moss	Train departs Platform 4 on the Up Chat Moss Slow to the Up Chat Moss	2

Huyton

Planning restrictions

No pathing time is to be added between Huyton and Roby on either the Down Chat Moss Fast or Down Chat Moss Slow unless the route into Roby is clear as there are no intermediate signals between these locations.

No pathing time is to be added between Roby and Huyton on either the Up Chat Moss Fast or Up Chat Moss Slow unless the route into Huyton is clear as there are no intermediate signals between these locations

Roby

Adjustments to Sectional Running Times

Movement Down	Reason	Timing Load	Value
Down Chat Moss Slow to Down Chat Moss not stopping at Roby (applies at next timing point after Roby) No adjustment applies to any traffic timed at 45mph or less	Acceleration from slower speed junction	All Passenger and light engines	½
		Freight Timing Loads to 1000t	½
		Freight Timing Loads 1200-1400T	1
		Freight Timing Loads above 1600T	1½

Junction Margins

First Movement	Second Movement	Margin
Down Chat Moss Fast towards Edge Hill	Down Chat Moss Slow towards Edge Hill	2

Olive Mount Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Freight train passing to Olive Mount Chord	Approach control	1 approaching Olive Mount Jn

Movement Up	Reason	Value
Up Freight train passing from Olive Mount Chord	Acceleration to line speed	1 after Olive Mount Jn
Up Passenger train stopping at Wavertree Technology Park, then non-stop to Huyton	Acceleration to line speed	½ after Olive Mount Jn

Junction Margins

First Movement	Second Movement	Margin
Down Freight train pass to Olive Mount Chord	Up train pass non-stop towards Huyton	4
Down Freight train pass to Olive Mount Chord	Up stopping train pass from Wavertree Technology Park	2
Up train pass	Down Freight train pass to Olive Mount Chord	4
Up Freight train pass from Olive Mount Chord	Down Freight train pass to Olive Mount Chord	5
Up train pass towards Huyton	Up Freight train pass from Olive Mount Chord	3

Bootle Branch Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Freight train passing to Down and Up Waterloo Sidings	Approach control	1

Down/Up Waterloo Sidings (Tuebrook)	
Run-round Allowance	25 minutes
Run-round Allowance (DOO)	35 minutes for DB Cargo trains

NW2021 EARLESTOWN SOUTH JN TO EARLESTOWN WEST JN (LIVERPOOL CURVE)	
Earlestown	
See entry under route NW1021 Winwick Jn to Golborne Jn (via Earlestown)	

NW2023 SPRINGS BRANCH JN TO HUYTON JN (ST HELENS LINES)	
Springs Branch Jn	
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn	

St. Helens Central	
Dwell Time	
DMU (All)	1
Minimum Turnround Time – Trains changing direction at end of journey	
DMU/EMU – shunting to a different platform	7

NW2027 EDGE HILL BOOTLE BRANCH JN TO LIVERPOOL DOCKS		
Edge Lane Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

Strand Road Level Crossing

Junction Margins

First Movement	Second Movement	Margin
Train from Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock	Train depart Stop Board 1 to any Port of Liverpool terminal	10
Train to Seaforth Container Terminal	Train from Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock departs from Strand Road Level Crossing	10
Train to Seaforth Container Terminal	Train from Seaforth Container Terminal departs from Strand Road Level Crossing	7
Train to Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock	Train from Liverpool Euro Metal, Bulk Handling Terminal or Gladstone Dock departs Strand Road Level Crossing	7

NW3001 CREWE NORTH JN TO HOLYHEAD

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

Chester

Adjustments to Sectional Running Times

Movement	Reason	Value
Down trains arriving at Platform 3B via Down & Up Main.	Approach control	2
Up trains arriving at Platform 2	Approach control	1
Arrival at Platform 7 from either direction when already occupied	Approach Control	½

Dwell Time

All	2 (including TfW Loco Hauled services which are not reversing), except:
LH (Slam door stock)	3

Junction Margins

First Movement	Second Movement	Margin
Arrival at Platform 7	Arrival at Platform 7 from opposite direction	3
Depart Platform 7	Depart Platform 7 in opposite direction	simultaneous
Depart Platform 7B towards Hooton / Chester South Jn	Arrival at Platform 7A from opposite direction	2
Depart Platform 7A towards Beeston Castle & Tarporley/Mickle Trafford	Arrival at Platform 7B from opposite direction	2
Arrival at Platform 7A from Beeston Castle & Tarporley/Mickle Trafford	Depart Platform 7B towards Hooton / Chester South Jn	1

Other Restrictions

Only Platform 7 is DC electrified. Electric services should normally plan to use Platform 7B.
The maximum permitted station dwell time of 5 minutes for Merseyrail DC services does not apply.
Steam Hauled services must not use Platform 7.
TfW Loco Hauled services to Manchester, calling at Helsby, must only use platforms 1 or 4

Chester	
Permissive Working	
Attaching/Detaching and Platform Sharing is authorised as shown below:	
Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching and Detaching only
Platform 4	Attaching and Detaching only
Platform 5	Attaching/Detaching and Platform Sharing
Platform 6	Attaching/Detaching and Platform Sharing
Platform 7	Attaching/Detaching and Platform Sharing+
Down and Up Main	Permissive for freight including light engines in Down direction only
+ Maximum train length for permissive working in Platform 7 is as follows: Platform 7a – 163m from top of ramp to block joint Platform 7b – 146m from signal CR93 to block joint	
Train Watering Points	
On Platform 1	

Chester DMU Depot
Under normal circumstances trains arrive at DMU Depot at the station end of the depot, and depart from the Birkenhead end of the depot

NW3003 CHESTER EAST JN TO ACTON GRANGE JN		
Frodsham Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains to Halton Jn via the Frodsham Single	Approach Control for lower speed diverging route	1
Junction Margins		
First Movement	Second Movement	Margin
Up train from Halton Jn to Frodsham	Down train from Frodsham towards Runcorn East	3
Down train from Frodsham towards Runcorn East	Up train from Halton Jn to Frodsham	3

NW3007 WREXHAM CENTRAL TO BIDSTON WEST JN

For planning purposes Wrexham Central to Neston (exclusive) are shown in Western & Wales Timetable Planning Rules – NW3007

Bidston

Junction Margins

First Movement	Second Movement	Margin
Train movement over Down West Kirby line	Conflicting train movement from Down Wrexham line	2½

Minimum Turnround Time – Trains changing direction at end of journey

Class 150/153 /197 (2-car)	3
Class 197 (3-car)/Class 230	4
DMU/EMU – shunting to a different platform (services to/from West Kirby only)	7

NW3013 HOOTON SOUTH JN TO HELSBY JN

Ellesmere Port

Junction Margins

First Movement	Second Movement	Margin
Depart Up Platform towards Helsby.	Arrive Down platform from Hooton	5
Arrive Down platform from Hooton	Depart Up Platform towards Helsby.	5
Depart Down Platform towards Hooton	Arrive Up platform from Helsby	5
Arrive Up platform from Helsby	Depart Down Platform towards Hooton	5

Other Restrictions

The maximum permitted station dwell time of 5 minutes for Merseyrail DC services does not apply.

NW3021 FRODSHAM JN TO HALTON JN

Frodsham Jn

See entry under route NW3003 Chester East Jn to Acton Grange Jn

Halton Jn

See entry under route NW2001 Weaver Jn to Liverpool Lime Street

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD

Edgeley Jn No.2

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Deansgate Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All Down trains running towards Navigation Road	Approach Control	1 approaching Deansgate Jn

Altrincham	
Dwell Time	
All	1

Northwich	
Dwell Time	
All	1

Hartford C.L.C Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Hartford Jn	Slow speed crossing	½ Passenger 1 Freight
Movement Up	Reason	Value
Freight pass from Hartford Jn	Acceleration	½ approaching Greenbank and ½ after Greenbank
Junction Margins		
First Movement	Second Movement	Margin
Pass to Hartford Jn	Pass from Mouldsworth	3
Freight Pass to Hartford Jn	Pass from Mouldsworth	4
Pass from Mouldsworth	Pass to Hartford Jn	1½
Freight pass from Mouldsworth	Pass to Hartford Jn	2

Mickle Trafford Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains to the 'Northwich' line	Approach Control	1½ except for Class 150 ½ for Class 150

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

For all loops between Preston Fylde Jn (exclusive) and Carlisle (inclusive), the SRTs will be calculated to include all relevant adjustment allowances for approach control and slow speed turnouts entering the loops. No additional adjustment allowance is specified or required for these locations.

Oxheys

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Passenger Loop	Up train passes Preston Fylde Jn	4
Up train passes Preston Fylde Jn	Depart Up Passenger Loop	1

Barton & Broughton

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Passenger Loop	Down train pass to Garstang & Catterall	4
Down train pass to Garstang & Catterall	Depart Down Passenger Loop	2

Oubeck

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train depart or passes Lancaster	Simultaneous
Up train pass Lancaster	Depart Up Goods Loop	4
Up train departs Lancaster	Depart Up Goods Loop	5½
Arrive Down Goods Loop	Down train pass Lancaster	6½
Arrive Down Goods Loop	Down train arrive Lancaster	7½
Down train arrives or passes Lancaster	Depart Down Goods Loop	Simultaneous

Lancaster South Jn

Junction Margins

First Movement	Second Movement	Margin
Depart or pass Lancaster to Up Main	Depart Lancaster South Jn to Up Main	3

Planning Restrictions

The maximum length train that can be held at signal PN223 at Lancaster South Jn to avoid fouling the Up Main to platform 4 at Lancaster is 775m.

The maximum length train that can be held at signal PN223 at Lancaster South Jn to be clear of platform 5 is 467m

The overlap from signal PN223 continues to the Up Main – see Junction Margins for Lancaster for further detail.

Lancaster		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to platforms 4 and 5	Approach control and slow speed turnout	1½
Movement Up	Reason	Value
Up Main to platforms 1, 2, 3 and 5 from Carnforth North Jn	Approach control and slow speed turnout	1
Up Main to platforms 1, 2, 3 and 5 from Bare Lane	Slow speed crossover at Morecambe South Jn and approach control at Lancaster	1½
Up Main to platform 4 from Bare Lane	Slow speed crossover at Morecambe South Jn	1
Pass Lancaster on Up Main from Bare Lane	Slow speed crossover at Morecambe South Jn	½
Connectional Allowance	6	
Dwell Time		
Standard (excluding Class 22x/390/80x)	1	
Avanti West Coast services entering service formed off ECS in the same direction	5 (does not apply to Driver Only Operation)	
Junction Margins		
First Movement	Second Movement	Margin
All conflicting movements, except:		4
Train arriving from Down Main into platform 3	Train arriving into platforms 1 or 2	4
Train arriving from Down Main into platform 3	Train departing from platforms 1 or 2	3
Train arriving into or departing from platforms 1 or 2	Train arriving into platform 3	3
Down passenger/light engine departs/passes, or freight passes Lancaster towards Carnforth North Jn	Down train departs Lancaster towards Bare Lane	2
Up train arrive/pass platform 4/Up Main	Depart platform 5 towards Morecambe South Jn	1
Up train arrives Lancaster South Jn	Depart platforms 3, 4, 5 or Up Main to Up Main	3
Up train arrives Lancaster South Jn	Pass Lancaster on Up Main	4½
Up train depart or pass	Following Down direction movement into platforms 4 or 5	4½
Permissive Working		
Attaching/detaching and platform sharing is authorised as shown below:		
Location	Direction	Restrictions
Platforms 1 and 2	Bay platforms	Attaching/detaching and platform sharing
Platform 3	Down direction	Attaching and detaching only
Platform 4	Up direction	Attaching and detaching only
Platform 5	Both directions	Attaching and detaching only
Platform Reoccupation	3½	

Morecambe South Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains routed towards Bare Lane	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Up train from Bare Lane	Pass on Down	4
Pass on Down	Up train from Bare Lane	3
Up train pass from Carnforth North Jn	Up train from Bare Lane	3*
* Normal headway applies at next timing point		

Carnforth South Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Up & Down Goods No.1 or No.2	Pass Morecambe South Jn towards Carnforth North Jn	Simultaneous
Pass Carnforth North Jn on Up Main	Depart Carnforth South Jn to Up Main	3
Depart Carnforth South Jn from Up & Down Goods No.1 or Up & Down Goods No.2 to Up Main	Pass Carnforth North Jn on Down Main	Simultaneous
Pass Carnforth North Jn on Down Main	Depart Carnforth South Jn from Up & Down Goods No.1 or Up & Down Goods No.2 to Up Main	Simultaneous

Carnforth North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All Down trains to Carnforth platform 2 or Down Furness Goods Down Main to Carnforth platform 2 or Down Furness Goods	Conditional red signals and slow speed turnout	2
Movement Up	Reason	Value
Up train from Carnforth platform 1 or platform 2 Carnforth platform 1 or 2 to Up Main	Low speed junction at Carnforth North Jn	1 except for Class 185 and 195 1½ for Class 185 and Class 195 approaching next timing point
All trains routed Up Main to Carnforth Up Passenger Loop, Up & Down Goods No.1 or Up & Down Goods No.2	Approach control	2

Oxenholme Lake District

Adjustments to Sectional Running Times

Movement	Reason	Value
Down train routed via the Down Main towards Oxenholme Platform 3	Approach control	1
Up train routed to the Up Goods Loop	Approach control	1
Departing Platform 3 to Up Main	Acceleration to main line speed	½ *

* Applies approaching next timing point after Oxenholme Lake District

Dwell Time

Standard (excluding Class 22x/390/80x)	1%
% - 2 minutes if from Windermere branch	

Junction Margins

First Movement	Second Movement	Margin
Train departs Oxenholme in Down direction	Train departs from signal CE45 on Down Windermere to Down Main	2½
Train passes Oxenholme in Down direction	Train departs from signal CE45 on Down Windermere to Down Main	1½
Train departs CE45 on Down Windermere to Down Main	Train passes Oxenholme in Down direction	4
Train passes CE45 on Down Windermere to Down Main	Train passes Oxenholme in Down direction	4
Up train pass platform 1	Up train depart platform 3	2 \$
Up train depart platform 1	Up train depart platform 3	3 \$
Train from platform 3 to Up Main Line	Train movement over Down or Up Main Lines	5
Train departs from platforms 1 or 3 to the Up Main	Train departs from the Up Goods Loop to the Up Main	3
Train departs from platform 3 to the Up Main	Train departs from signal CE45 on the Down Windermere to the Down Main	2
Up train arrives Up Goods Loop	Up train departs or passes Oxenholme	4

\$ A 4 minute headway applies at the next mandatory timing point

Platform Reoccupation Margin 3½, except as below:

First Movement	Second Movement	Margin
Train departs or passes platform 3 to the Up Main	Train departs from signal CE45 on the Down Windermere to platform 3	2

Grayrigg

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Oxenholme	4
Up train pass to Oxenholme	Depart Up Goods Loop	2
Arrive Down Goods Loop	Down train pass to Tebay	4
Down train pass to Tebay	Depart Down Goods Loop	2

Tebay

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting movements, except:		4
Train pass to Shap or Grayrigg	Depart Goods Loop	2

Shap Summit

Adjustments to Sectional Running Times

Movement	Reason	Value
Up train to Up Goods Loop	Approach control and slow speed crossover	2

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Tebay	4
Up train pass to Tebay	Depart Up Goods Loop	2
Arrive Down Sidings	Down train pass to Harrison's Sidings	4
Down train pass to Harrison's Sidings	Depart Down Sidings	2
Down departure of over 283 meters/44 SLU from Shap Summit Quarry departs Shap Summit	Pass on Up or Down Mains	4
Pass on Up or Down Mains	Down departure of over 283 meters/44 SLU from Shap Summit Quarry arrives Shap Summit	2

Shap Summit Quarry

Arriving Trains

Down arrivals will be signalled towards CE133 signal on the Down Sidings and draws forward into the neck. Once the rear of the train is clear of the hand points leading to the loading siding, the locomotive will propel into the loading siding. A dot stop to be shown at Shap Summit for arrivals.

Up arrivals are required to run forward to Tebay where the locomotive can run-round the train and proceed in the Down direction to Shap Summit Quarry, as described above.

Departing Trains

Down departures up to and including 283 meters/44 SLU depart from CE133 signal to the Down Main and require a minimum stop of 2 minutes for reversal at Shap Summit.

Down departures in excess of 283 meters/44 SLU depart from CE133 signal to the Down Main and require a minimum stop of 4 minutes for reversal at Shap Summit and will block the Up and Down Mains for the duration of this movement.

See Shap Summit for junction margins.

Up departures up to a maximum of 25 SLU can depart from CE129 to the Up Main. A minimum stop of 20 minutes for run-round at Shap Summit is required.

Shap Hardendale Quarry Jn

Arriving Trains

Down arrivals will come to a stand clear of CE142 signal on the Down Main. A 2-minute stop to be planned before the train commences the propelling move to Hardendale Quarry.

There are no special requirements applicable for Up arrivals.

Departing Trains

For northbound departures these will be signalled from CE141 signal to the Down Main. Southbound departures propel from CE141 signal across the Up Main to stand clear behind CE142 signal. A minimum stop of 2 minutes to be planned before the train departs from the signal. Once the route is cleared, the train will proceed across to the Up Main towards Shap Summit

Junction Margins

First Movement	Second Movement	Margin
Arrive Shap Hardendale Quarry from Eden Valley	Up train pass Shap Summit	5½
Arrive Shap Hardendale Quarry from Eden Valley	Up train arrive Shap Summit	6½
Down train pass Harrison's Sidings	Depart/Pass Shap Hardendale Quarry Jn from Hardendale Quarry	1
Depart Shap Hardendale Quarry Jn towards Harrison's Sidings	Down train pass Shap Summit	4
Up train from Shap Hardendale Quarry passes Shap Summit	Down train passes Shap Summit	Simultaneous
Down train arrives at Shap Hardendale Quarry	Up train pass Shap Summit	4
Down train arrives at Shap Hardendale Quarry	Down train pass Shap Summit	4

Shap Hardendale Quarry

Operating Restriction

A minimum interval of 1 hour 15 minutes is required between consecutive arrivals at Shap Hardendale Quarry.

Harrison's Sidings

Arriving Trains

Trains arriving in the Up direction will stop behind signal CE148 on the Up Main. A 2-minute stop to be planned before the train commences the propelling move into the Down Goods Loop.

Trains arriving in the Down direction will arrive into the Down Goods Loop. The locomotive is required to run-round the train. An allowance of 20 minutes for the run-round moves should be planned.

Departing Trains

Trains departing in the Down direction require the locomotive to run-round before departure. An allowance of 20 minutes for the run-round moves should be planned.

Trains departing in the Up direction do not require the locomotive to run-round.

Harrison's Sidings

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Goods Loop	Down train pass to Penrith	4
Up train arrive Down Goods Loop	Up train pass Eden Valley	Simultaneous
Down train pass to Penrith	Depart Down Goods Loop	2
Depart Down Goods Loop to Shap Summit	Up train pass Shap Summit	4
Depart Down Goods Loop to Shap Summit	Down train pass to Penrith	5

Eden Valley

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Pass on Up Main	4
Pass on Up Main	Depart Up Goods Loop	2

Penrith

Dwell Time

Standard	1, except:
LH	2
Class 390/80x	1½
Platform Reoccupation Time	3½

Plumpton

Junction Margins

First Movement	Second Movement	Margin
Arrive Up Goods Loop	Up train pass to Shap	4
Up train pass to Penrith	Depart Up Goods Loop	2

Carlisle

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Arrive platform 7 or 8	Approach control	½

Connectional Allowance	8
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Dwell Time

All	2
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Carlisle

Junction Margins

First Movement	Second Movement	Margin
Class 1 or 9 down depart	Down depart from platform 7 or 8	3*
Train departure from Platforms 7 or 8	Conflicting Up train arrival into any Platform	4
Southbound train departure from Platform 1 towards Penrith	Conflicting Down train from Penrith arrival into any Platform	5
Train departure towards Petteril Bridge Jn London Road Jn from any platform	Train arrival from Petteril Bridge Jn London Road Jn into any platform	5
*to be headway compliant at Floriston		

Other Restrictions

Trains must not be stabled on through platform lines during certain times overnight Saturday/Sunday - refer to Engineering Access Statement for more details.

Wherever possible, up direction trains conveying FFA, FGA, FSA, FTA and KFA type wagons must be planned through platform 4 at Carlisle station. However, if it is necessary for such trains to be planned through platform 3, or over 'B' or 'C' 'up and down' goods lines at Carlisle Station, the trains must be planned over the down main line from Caldew Jn.

Locomotive changes and run round moves for freight trains should not be planned in Carlisle Station

Pathing time must not be inserted between Carlisle and London Road Jn and vice versa for capacity and signalling reasons.

Platform Reoccupation Time	3½
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Splitting and Coupling of Units: Permitted in all platforms. 20 minutes is required for attaching or detaching LH vehicles

Caldew Jn

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Pass to Down Goods	Approach control or slow speed crossover	1
Movement Up	Reason	Value
Pass from Up Goods	Slow speed crossover	2

Junction Margins

First Movement	Second Movement	Margin
Down pass on down main	Up depart Carlisle Signal CE437	1
Down pass on down main	Up pass from Goods Lines	2
Down pass on Down Main	Up Pass Up Main to Down Main	2
Down train pass to Down Goods	Up Pass from Up Goods or depart Carlisle Signal CE437	6
Up Pass from Up Goods	Down train pass to Down Goods	4
Up Pass from Up Goods	Down train pass to Down Main	4 (TBC)

Kingmoor Up Passenger Loop/ Kingmoor Up Through Siding

Junction Margins

First Movement	Second Movement	Margin
Pass from Kingmoor Jn on Up Main	Depart Kingmoor Up Passenger Loop or Kingmoor Up Through Siding	2 (TBC)

Kingmoor Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Goods, Kingmoor TMD, Kingmoor Up Passenger Loop or Kingmoor Up Through Siding to Down Main	Acceleration	TBC Approaching next timing point
Movement Up	Reason	Value
Up main to Kingmoor Up Passenger Loop	Approach control	2
Up Main to Kingmoor Up Through Siding	Approach control	3

Junction Margins

First Movement	Second Movement	Margin
Up pass to Kingmoor Up Passenger Loop or Kingmoor Up Through Siding	Up pass on Up Main	6 TBC
Down pass on Down Main	Down pass/depart from Down Goods or Kingmoor TMD	1

Floriston

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Departure Line	Acceleration	Passenger ½ Class 4 1½ Class 6 1 To be applied approaching Gretna Jn

Junction Margins

First Movement	Second Movement	Margin
Down pass on Down Main	Down pass/depart from Down Departure Line	2

Mossband Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains to Up Goods that have travelled from Cove Signal MC862 (excluding Class 66 timing loads)	Approach control on CE509	2
Pass to Up Avoiding Line	Approach control	1 TBC approaching Gretna Jn*
*not to be applied if stopped at Gretna Jn Signal CE.525		
Junction Margins		
First Movement	Second Movement	Margin
Up pass to Up Avoiding Line	Up pass Gretna Jn from Quintinshill	4 TBC
Up pass to Up Avoiding Line	Up pass Gretna Jn from Annan	3½ TBC
Pass from Down Main to Longtown	Up pass Gretna Jn	4 TBC
Up pass Gretna Jn	Down pass to Longtown	2½ TBC
Up pass Gretna Jn	Up pass/depart from Longtown	2½ TBC

Gretna Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger trains routed towards Annan	Flashing yellow aspects	1
Freight trains routed towards Annan *	Flashing yellow aspects	1 Class 4 ½ Class 6
* Does not apply to Class 7 or 8 trains		
Movement Up	Reason	Value
Applies to the following Timing Loads for trains that have travelled from Annan which are not routed to the Up Goods.		
Class 6 up to 800t (inclusive)	Acceleration	½ after Gretna Jn
Class 6 800t (exclusive) to 1200t (inclusive)	Acceleration	1 after Gretna Jn
Class 6 1200t (exclusive) to 1800t (inclusive)	Acceleration	1½ after Gretna Jn
Class 6 over 2000t	Acceleration	2 after Gretna Jn
Class 4 up to 400t	Acceleration	½ after Gretna Jn
Class 4 600t	Acceleration	1 after Gretna Jn
Class 4 800t (inclusive) to 1200t (inclusive)	Acceleration	1½ after Gretna Jn
Class 4 over 1400t	Acceleration	2 after Gretna Jn
All diesel passenger timing loads	Acceleration	1 after Gretna Jn

Gretna Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4
Up pass from Quintinshill	Up pass from Annan	3
Down pass towards Quintinshill	Up depart from CE525	1
Down pass towards Quintinshill	Up pass from Annan	3
Up pass from Annan	Down pass towards Quintinshill	3 TBC
Up pass from Annan	Down pass towards Annan	3*
*reduce by 1 if second train has (2) approaching Gretna Jn for Double Red approach		

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH
Preston Fylde Jn
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Kirkham & Wesham		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Non-stop train routed via platform 1	Flashing Yellows/Speed Differential	½
Dwell Time		
LH	1	
DMU/EMU	1, except:	
All trains to/from Blackpool South	½	
Class 390/80x	1½	
Junction Margins		
First Movement	Second Movement	Margin
Up train from Blackpool South passes or arrives platform 3	Down train departs platform 2	1
Up train from Blackpool South passes or arrives platform 3	Down train passes platform 2	3
Down train departs or passes platform 2	Up train from Blackpool South passes or arrives platform 3	4

Poulton-Le-Fylde	
Dwell Time	
Class 158	1
Class 390/80x	1½

Devonshire Road Jn		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting movements		2½

Blackpool North		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Approaching any occupied platform	Approach control	½
Minimum Turnaround Time – Trains changing direction at end of journey		
Class 90, 7 Mk.4s and DVT	25	
Platform End Margins (see also Devonshire Road Jn)		
First Movement	Second Movement	Margin
Train arrives any platform	Train departs from any platform	1
Depart platform 3 or 4 via Down Main	Arrive platforms 3 or 4	3
Depart platforms 3 to 6	Arrive platform 5 or 6	4
Permissive Working		
Attaching/detaching and Platform Sharing is authorised as shown below:		
Platforms 1 to 6	Attaching/detaching and platform sharing	

NW4007 KIRKHAM NORTH JN TO BLACKPOOL SOUTH		
Moss Side		
Dwell Time		
All – Up direction only	1	
All up trains must stop for 1 minute to activate the TRTS plunger to operate the level crossing.		

St. Annes-on-the-Sea		
Dwell Time		
All – Down direction only	1	

NW4011 MORECAMBE SOUTH JN TO MORECAMBE

Bare Lane

The route from Bare Lane Jn to Morecambe is operated as two independent single lines – the Down and Up Morecambe (Platform 1) and the Down and Up Heysham (Platform 2). Trains to/from Heysham MUST use the Down and Up Heysham.

In order to access the Down and Up Heysham line towards Heysham Port, all trains must stop at Morecambe Jn Ground Frame and obtain release of the key to operate the Ground Frame from the signaller at Preston PSB. A minimum of 4 minutes should be allowed for the operation of the Ground Frame in both directions. Once the Ground Frame has been released, no other train can be allowed to proceed towards Morecambe on the Down and Up Heysham from Bare Lane until Ground Frame operated points have been returned to normal and the train that has proceeded to Heysham Port has returned to Bare Lane and cleared the single line.

NW4017 MORECAMBE JN TO HEYSHAM PORT

Morecambe Jn Ground Frame

A minimum of 4 minutes should be allowed for the operation of the Ground Frame in both directions. Locomotive hauled trains that run-round at Morecambe operate the Ground Frame during the run-round.

NW4019 OXENHOLME TO WINDERMERE

Oxenholme

See entry under route NW4001 – Preston Ribble Jn to Cove L.C.

Kendal

Dwell Time

DMU	1
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NW4033 CARNFORTH NORTH JN TO CARLISLE SOUTH JN (VIA BARROW)

Carnforth

Dwell Time

LH	1
Class 158/Class 185	1

Junction Margins

First Movement	Second Movement	Margin
Train from 'Barrow' Direction	Train towards 'Skipton' or 'Bottom Yard'	1
Train crossing towards 'Skipton' or 'Bottom Yard'	Train from 'Barrow' Direction	4

Grange-over-Sands

Dwell Time

LH	1
Class 158/Class 185	1

Ulverston

Dwell Time

LH	1
Class 158/Class 185	1

Salthouse Jn

N.B. Barrow-in-Furness SB releases Salthouse Jn Ground Frame. However, it cannot be released if Dalton Jn SB is closed.

When the Ground Frame is released the Up and/or Down lines (as detailed below) are considered blocked between Barrow-in-Furness and Dalton Jn inclusive.

For arrivals from Barrow-in-Furness:

Barrow dep	XX.00 #	# Cannot depart until 2 minutes after preceding train on the Up Main has passed Dalton Jn * Up and Down lines must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Barrow-in-Furness or Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.
	"_"	
Salthouse Jn Ground Frame arr	XX OP RM PR 05	
Salthouse Jn Ground Frame dep	XX OP RM PR 15 *	
	"_"	
Barrow Ramsden Dock/Barrow Docks (ABP) arr	XX PR 25	

For departures to Barrow-in-Furness:

Barrow Ramsden Dock/Barrow Docks (ABP) dep	XX PR 00	* Down line only must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.
	"_"	
Salthouse Jn Ground Frame arr	XX PR OP RM 10 #	
Salthouse Jn Ground Frame dep	XX PR OP RM 20 *	
	"_"	
Barrow arr	XX.24	

For arrivals from Dalton Jn:

Dalton Jn pass	XX/XX #		
	"_"		
Salthouse Jn Ground Frame arr	XX OP 06 *		
Salthouse Jn Ground Frame dep	XX OP 16 *		
	"_"		
Barrow Ramsden Dock/Barrow Docks (ABP) arr	XX.26		

Cannot depart until 2 minutes after preceding train on the Down Main has passed Barrow-in-Furness

* Down line only must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Dalton Jn cannot enter the section until 2 minutes after the above departure from Salthouse Jn Ground Frame.

Salthouse Jn			
For departures to Dalton Jn:			
Barrow Ramsden Dock/Barrow Docks (ABP) dep	XX.00		
	"-"		
Salthouse Jn Ground Frame arr	XX OP 10 *		
Salthouse Jn Ground Frame dep	XX OP 20 *		
	"-"		
Dalton Jn pass	XX/27		
Up and Down lines must be considered blocked while train is at Salthouse Jn Ground Frame. Trains from Barrow-in-Furness or Dalton Jn cannot enter the section until 2 minutes after departure from Salthouse Jn Ground Frame.			

Barrow-in-Furness		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains departing from Platform 1 towards Roose/Dalton Jn	Slow speed crossover East of station	½ departing Barrow
Dwell Time		
LH	2	
DMU	2	
Splitting and Coupling of Units: Permitted in all platforms		

Millom	
Platform Reoccupation Time (After terminating service on Down Main)	The next Down train cannot depart Foxfield until the terminating train has shunted to the Up Main and is then clear of the Down Main. The minimum allowance for this is 8 minutes after the terminating train's arrival. However, the terminating train cannot reoccupy the Up Main until 3 minutes after the departure of any proceeding Up train from Millom.

Sellafield		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains terminating at Sellafield	Approach control for crossing into Down & Up Loop	½ Approaching Sellafield

Braystones	
Dwell Time	
LH	1
DMU	0 for request stop or otherwise standard value applies

Nethertown	
Dwell Time	
LH	1
DMU	0 for request stop or otherwise standard value applies

St. Bees		
Junction Margins		
First Movement	Second Movement	Margin
First train arrives	Second train arrives	2
Either train can then depart		4
The remaining train can then depart		4
Where first train arrives in the Down direction (times inclusive of dwell and allowance for token working):		
Down train arrives St Bees	XX:00	
Up train arrives St Bees	XX:02	
Down train departs St. Bees	XX:04	
Up train departs St. Bees	XX:04	
Where first train arrives in the Up direction (times inclusive of dwell and allowance for token working):		
Up train arrives St Bees	XX:00	
Down train arrives St Bees	XX:02	
Up train departs St. Bees	XX:05	
Down train departs St. Bees	XX:05	
Where one train is 218m or longer		
First train arrives St Bees	XX:00	
Second train arrives St Bees	XX:02	
Train 218m or longer departs	XX:04	
Train departs St. Bees	XX:05*	
*increase by 1 if train is 218m or longer and travelling in Up direction		

Mirehouse Jn		
Junction Margins		
First Movement	Second Movement	Value
Train arrive Powbeck Railhead	Up train departs Whitehaven or Down train departs St. Bees	4*
Up train arrive St. Bees or Down train arrive Whitehaven	Train depart Powbeck Railhead	4*
*Only one train can be in section between St. Bees and Whitehaven. Values include 2 minute mandated stop at Whitehaven and St. Bees for token working purposes and 2 minutes for signallers actions in conjunction with the train at Powbeck Railhead.		
Planning Restriction		
All freight trains to Powbeck Railhead must have a 5 minute operational stop at Mirehouse Jn for terminal acceptance purposes and Ground Frame operation. All trains from Powbeck Railhead must have a 2 minute operational stop at Mirehouse Jn for Ground Frame operation.		

Whitehaven		
Dwell Time		
LH	2	
DMU	2	
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives platform 1	Down train departs platform 2	1
Up train arrives platform 2	Down train departs platform 1	1
Down train departs	Up train arrives	5
Operating Stop: All trains must stop for Token Working purposes.		
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 1	Attaching/Detaching and Platform Sharing	
Platform 2	Prohibited	

Parton		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrives at Parton	Down train departs Parton	1

Workington			
Adjustments to Sectional Running Times			
Movement		Reason	Value
All trains from Maryport routed to Workington Yard		Approach Control and Slow speed crossover	5 between Maryport and Workington
Dwell Time			
LH	2		
DMU	2 if changing train crew		
Junction Margins			
First Movement		Second Movement	Margin
Arrive Workington Docks		Depart/pass Workington on Down Main	10
For northbound departures/arrivals			
Workington *	XX.00	As required to	
	“_“	Workington	XX/00
Workington Main No. 2 SB arr.	XXRM02		“_“
dep.	XXRM06	Workington Main No. 2 SB arr.	XXRM01
	“_“	dep.	XXRM05
Workington	XX/07	Workington *	XX.07
then forward as required			

Workington			
For southbound departures/arrivals			
For all trains		When Maryport SB is open	
Workington * dep.	XX.00	As required to:	
	"_"	Parton North Jn	XX/00
Parton North Jn	XX/08		"_"
then forward as required		Workington Main No. 2 SB arr.	XXRM07 \$
		dep.	XXRM16 \$
		Workington * arr.	XX.19
		When Maryport SB is closed	
		Parton North Jn	XX/00
			"_"
		Workington ? arr.	XXRM07
		dep.	XXRM11
			"_"
		Workington Main No. 2 SB arr.	XXRM13 \$
		dep.	XXRM22 \$
			"_"
		Workington * arr.	XX.24
2- The actual location must be specified in the platform column by using one of the following codes: CS – Carriage Siding SD1 – No. 1 Middle Siding SD2 – No. 2 Middle Siding 2- No. 1 Platform 2- No. 2 Platform \$ - allowance of 9 minutes includes 2 reversals. ? - Show 'REC' in platform column.			
Train Watering Points	Fixed watering point available.		

Maryport		
Junction Margins		
First Movement	Second Movement	Margin
Train departs from platform in either Up or Down direction	Conflicting arrival/pass in the opposite direction	4

Dalston Oil Terminal			
For arrivals from Carlisle		For departures towards Carlisle	
Currock Jn pass	XX.00	Dalston Oil Terminal dep	XX.00
	"_"	Dalston Oil Terminal G.F. arr	XXOP02 [#]
Dalston Oil Terminal G.F. arr	XXOPXX*	Dalston Oil Terminal G.F. dep.	XXOP02
Dalston Oil Terminal G.F. dep.	XXOP04	Dalston arr (Locomotive RR via No. 1 GF) ‡	XXOP05 [‡]
Dalston Oil Terminal arr	XX.07	Dalston dep.	XXRM20
* Stops and sets back in to terminal			"_"
# Stops and sets back to Up Main		Currock Jn pass	

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY		
Crewe Signal CE154		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Pass to Up Manchester Loop	Approach Control and Slow speed junction	1

Sandbach		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Non-stop from Down Wilmslow passing platform 3	Approach Control and Slow speed junction	2 **
From Down Wilmslow stopping in platform 3	Approach Control and Slow speed junction	1 **
Down Manchester Independent to platform 2	Approach Control and Slow speed junction	1 ** & 1 # ½ # 2x90
Pass platform 3 towards Wilmslow	Acceleration from Slower speed junction	1 #
Freight Depart Sandbach Signal MS3723 passing platform 2	Acceleration	2 #
Freight Depart Sandbach Signal MS3723 passing platform 3	Acceleration	1½ #
Movement Up	Reason	Value
Up Wilmslow to Up Manchester Independent, passing platform 1 or platform 2	Approach Control Slow speed junction	2 ** 1 #
Up Wilmslow to Up Manchester Independent, passing platform 3	Flashing Yellow Aspects	1 **
Up Wilmslow to platform 2	Approach Control	1 **
Pass platform 2 to Up Wilmslow	Slow speed junction	2 #
** Approaching Sandbach # After Sandbach		

Sandbach

Junction Margins

First Movement	Second Movement	Margin
Platform 3 to/from Wilmslow	Arrive Platform 2 to/from Crewe	2½
Arrive or pass Platform 3 from Crewe	Depart Down Manchester Independent and passes Sandbach via platform 2	1½
Pass/Depart Platform 2 to Wilmslow	Depart Down Manchester Independent Line and passes Sandbach	1½
Depart Platform 3 to Crewe	Depart Down Manchester Independent Line and passes Sandbach	1½
Depart platform 3 to Wilmslow	Depart Down Manchester Independent Line and passes Sandbach	1½

Chelford Loop

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down depart from Down Loop passing Chelford	Acceleration	Passenger ½* Class 4 1* Class 6 Up to 1400t 1* 1400t and over 1½* *After Chelford

Movement Up	Reason	Value
Up arrive in Up Loop having passed Chelford	Flashing Yellow Aspects	½ Approaching Chelford

Junction Margins		
First Movement	Second Movement	Margin
Down depart/ pass Chelford	Down depart	1½*
Up passenger pass Chelford	Up depart	1½
Up freight pass Chelford	Up depart	2½
Up depart Chelford not calling Goostrey	Up depart	2
Up depart Chelford calling at Goostrey	Up depart	2½

*services must be headway compliant at Alderley Edge

Alderley Edge

Adjustments to Sectional Running Times

Movement	Reason	Value
All Up trains terminating	Approach Control for terminating services	1

Dwell time

Up Trains terminating and ECS to Up or Down Sidings	2
ECS from Up or Down Sidings to form a Down passenger service	1

Wilmslow			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Down Wilmslow to Down Styal, not stopping at Wilmslow	Flashing Yellow Aspects	All Timing Loads at 75mph or above	½
Down Wilmslow to Up Styal (platform 2)	Approach control	Passenger and light engines	½
		Freight	1
Movement Up	Reason	Timing Load	Value
Up Styal to Up Wilmslow, not stopping at Wilmslow	Acceleration to main line speed from slow speed junction	All Timing Loads at 100mph or above	1*
		Freight	1 approaching Alderley Edge ½ after Alderley Edge \$
		2x90	½ approaching Alderley Edge
Up freight departing Wilmslow	Not at line speed at Alderley Edge		½ after Alderley Edge \$
Up Wilmslow to Down Wilmslow, not stopping at Wilmslow	Approach control at Wilmslow North Jn		3
Up Wilmslow to Down Wilmslow, stopping at Wilmslow	Approach control at Wilmslow North Jn		2
* Applies approaching next timing point			
\$ Value in addition to allowance shown at Sandbach			
Dwell Time			
Avanti West Coast Services	1½		
TfW Loco Hauled services	1½		

Wilmslow		
Junction Margins		
First Movement	Second Movement	Margin
Pass/Depart Platform 2 to Up Wilmslow	Pass Platform 3 (passenger)	4 *
Pass/Depart Platform 2 to Up Wilmslow	Arrive platform 3 (stopping Alderley Edge)	3½
Pass/Depart Platform 2 to Up Wilmslow	Arrive Platform 3 (non-stop Alderley Edge)	4½ *
Pass/Depart Platform 2 to Up Wilmslow	Pass Platform 3 (freight)	5½ *
Pass/Depart Platform 2 to Up Wilmslow	Depart Platform 4, terminating at Alderley Edge	2
Pass/Depart Platform 4 to Up Wilmslow	Depart Platform 2, terminating at Alderley Edge	2
Arrive/Pass platform 3 from Down Wilmslow	Depart Platform 2 to Up Wilmslow	1
Arrive/Pass platform 3 from Down Wilmslow	Pass Platform 2 to Up Wilmslow	2½ \$
Depart platform 2 or 3 to reversing siding	Arrive platform 1 from Down Wilmslow	4½ *
Depart platform 2 or 3 to reversing siding	Pass platform 1 from Down Wilmslow	5½ *
Depart platform 2 or 3 to reversing siding	Pass Platform 1 from Down Wilmslow (Freight)	6½ #
Arrive/Pass platform 1 from Down Wilmslow	Depart platform 2 or 3 to reversing siding	1
Pass/Depart platform 3 to reversing siding	Pass/Depart Platform 2 to Up Wilmslow	3
*Margins can be reduced to 3½ minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow for non-stop trains.		
# Margin can be reduced to 4½ minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow for non-stop trains.		
\$ Margin can be reduced to 2 minutes if the second train has a minimum of 1½ minutes pathing time approaching Wilmslow and ½ adjustment allowance after Wilmslow.		
Platform Reoccupation Time	2½	
Planning Restriction		
A bi-directional movement cannot arrive into the Down Wilmslow (platform 3) at the same time as a movement is signalled to depart the Up Styal (Platform 2) to the Up Wilmslow, due to the signalling overlap		

Cheadle Hulme		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All non-stop Up trains towards Macclesfield	Slow speed junction and flashing yellow aspects	½
Arrive in Platform 1 at same time as arrival in Platform 3 routed to the Down Main	Approach Control	½
All trains passing Cheadle Hulme from Down Stoke	Acceleration to main line speed from slower speed junction	½ approaching next timing point

Cheadle Hulme

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting moves, except:		3
Down Stoke to Down Main	Up Main to Up Wilmslow	3½ passenger, ECS and light engines \$ 4 freight \$
Down Wilmslow to Down Fast at Adswood Road Jn	Down Stoke to Down Slow at Adswood Road Jn	2½ *
Down Stoke to Down Fast at Adswood Road Jn	Down Wilmslow to Down Slow at Adswood Road Jn	2½ *

* Value applies at both Cheadle Hulme and Adswood Road Jn

\$ Where first movement is an arrival into platform 3 (Down Stoke) the overlap from signal MS391 is set to the Up Wilmslow. The next arrive/pass on the Up Main to Up Wilmslow must be 4 minutes after the first movement departs platform 3.

Planning Note

A train can be routed from the Down Stoke into Platform 3 at Cheadle Hulme at the same time as a train from the Down Wilmslow is routed through Platform 1 to the Down Main. In these circumstances no Up trains can pass Adswood Road Jn to the Up Main until the train from the Down Wilmslow has passed Adswood Road Jn

Platform Reoccupation Time Down Macclesfield arrival into Platform 3 only	2½ After train on Up Wilmslow passes clear of the junction. This only applies to trains which stop at Cheadle Hulme
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Adswood Road Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains passing Cheadle Hulme from Down Wilmslow routed to the Down Slow	Approach control	½ Passenger/ ECS 1 Freight (Class 4 only)

Junction Margins

First Movement	Second Movement	Margin
Passenger/ECS Down Main to Down Slow	Down Main to Down Fast	2½
Up Slow to Up Wilmslow at Cheadle Hulme	Up Fast to Up Stoke at Cheadle Hulme	2½ *
Up Slow to Up Stoke at Cheadle Hulme	Up Fast to Up Wilmslow at Cheadle Hulme	2½ *
Up Fast to Up Wilmslow at Cheadle Hulme	Up Slow to Up Stoke at Cheadle Hulme	2½ *
Up Fast to Up Stoke at Cheadle Hulme	Up Slow to Up Wilmslow at Cheadle Hulme	2½ *

* Value applies at both Adswood Road Jn and Cheadle Hulme

Edgeley Jn No.1

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Fast to Down Slow	Approach Control	1
Up Fast to Up Hope Valley or Up Slow	Approach Control	1

Edgeley Jn No.1

Junction Margins

First Movement	Second Movement	Margin
Pass from Hope Valley	Pass Up fast or Up Slow stopping at Stockport	2 *
Pass from Hope Valley	Pass Up fast or Up Slow non-stop at Stockport	2½ *
Pass from Hope Valley to Down Slow	Pass Down Fast from Cheadle Hulme	3 *
Pass Up Fast or Up Slow	Pass from Hope Valley	2½ *
Pass Down Fast from Cheadle Hulme	Pass from Hope Valley to Down Slow	2½ *

* Add ½ minute to all margins where the first movement is a freight

Edgeley Jn No.2

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Slow to Down Fast	Approach Control	1½
Up Fast to Down Liverpool	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass Down Slow	Pass from Up Liverpool to Down Fast	2
Pass from Up Liverpool to Down Slow	Pass Edgeley Jn No.1 on Down Slow	3
Pass from Up Liverpool to Down Fast	Pass Edgeley Jn No.1 on Down Slow	2½ \$
Pass from Up Liverpool to Down Fast	Pass from Edgeley Jn No.1 on Down Fast	3
Pass to Cheadle Village Jn	Pass Edgeley Jn No.1 in Down direction	2½ \$
Down train pass	Pass to Cheadle Village Jn	2½ *
Shunt move depart Up Fast Line towards Stockport	Up train depart Stockport to Up Fast Line	2

* Reduced to 1½ if the second train has at least (1) approaching Edgeley Jn No. 2

\$ Add ½ minute to all margins where the first movement is a freight

Planning Restrictions

Trains on the Up Liverpool over 373ft/17SLU will stand foul of the only access to Edgeley Jn No.1 Signal Box. Any train over this length planned to stand at Edgeley Jn No.2 for longer than 5 minutes should be timed to do so at EY1.20. Normal junction margins apply at Edgeley Jn No.2.

A Down train cannot pass Edgeley Jn No.1 routed to the Down Slow whilst a train is routed from the Up Liverpool to the Down Fast or Down Slow at Edgeley Jn No.2.

A Down train cannot pass Edgeley Jn No.1 whilst a train is routed from the Up Fast to the Down Liverpool at Edgeley Jn No.2.

Stockport		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down Fast to Down Slow (Platform 4), Down Main or Down Goods	Approach Control	1
Down Goods to Up Fast	Slow speed turnout	1 approaching next timing point
Trains arriving into Platform 3A from Heaton Norris Jn	Approach Control	1½
Trains departing from Platform 3A	Slow exit from platform	½ approaching next timing point
Up Fast to Up Slow (Platform 1)	Approach Control	1
Non-stop train from Up Fast via Platform 2 to Up Slow	Approach control and slow speed turnout	½
Dwell Time		
DMU/EMU	1	
22x, 390, 80x, loco hauled passenger services	1½	
Passenger train terminating to form an ECS continuing in the same direction	2	
Junction Margins		
First Movement	Second Movement	Margin
Down Fast to Down Slow	Down Slow, Down Main or Down Goods to Down Fast	2
Down Slow, Down Main or Down Goods to Down Fast	Down Fast to Down Slow	2
Arrive/Depart Platform 3A	Down arrival into Platform 3	3
Down arrival or departure from Platform 3	Arrive Platform 3A	3
Down arrival into Platform 3	Depart Platform 3A	1
Depart Platform 4 to Down Slow	Down train arriving Down Main	2
Down train arriving Down Main	Depart Platform 4 to Down Slow	2
Depart Down Goods to Up Fast	Down train arriving	4
Up arrival in the Down Goods	Down train arriving Platform 4	3
Depart Down Goods or Down Main to Down Slow	Arrive or Pass Platform 4 to the Down Slow	3
Depart Platform 2 to Up Slow	Non-stop via Platform 1 in the Up direction	4
Depart Platform 1 to Up Fast	Non-stop via Platform 2 in the Up direction	4
Up Slow to Up Fast	Up Fast to Up Slow	2
Up Fast to Up Slow	Up Slow to Up Fast	2
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 0	Prohibited	
Platform 1	Attaching and Detaching only	
Platform 2	Attaching and Detaching only	
Platform 3	Attaching and Detaching only	
Platform 3A	Attaching/Detaching and Platform Sharing	
Platform 4	Attaching and Detaching only	

Stockport	
Planning Notes	
An 11-car Pendolino (or train of an equivalent length) which has arrived in Platform 1 via the Up Fast will foul the track circuit in rear preventing a route being set into Platform 2 from the Up Fast. The following service must be held at Heaton Norris Jn until the train in Platform 1 has departed.	
The maximum standage between Stockport and Edgeley Jn No.2 on the Down Slow or Fast is 80 meters/12.5 SLU. This will permit a route to be set from the Up Fast to the Down Liverpool at Edgeley Jn No.2 but blocks the route from the Up Liverpool to the Down Fast.	
Trains in the Up direction must depart Stockport on the FL if routed towards Cheadle Village Jn at Edgeley Jn No.2 SB.	
Whilst a train is being shunted at the north end of Stockport station Up Slow to Down Fast, or Down Fast to Up Slow or Up Fast, a train cannot pass Heaton Norris Jn on the Up Fast.	
Platform Reoccupation Time	2½

Heaton Norris Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down Fast to Down Slow	Approach Control and slow speed crossover	½ \$
Down Slow to Down Fast	Approach Control and slow speed crossover	½ \$
Up Slow to Up Fast	Approach Control and slow speed crossover	½ \$
Passenger pass from Down Fast or Down Slow to Ash Bridge Jn	Approach Control and Slow speed over Junction	½
Freight pass from Down Fast to Ash Bridge Jn	Approach Control	1
Freight pass from Down Slow to Ash Bridge Jn	Approach Control and Slow speed over Junction	2½
Pass from Ash Bridge Jn	Acceleration from slow speed junction	1 Freight ½ Passenger after Heaton Norris Jn
\$ Additional 1 to be applied approaching next timing point for all freight and all passenger trains of 5 cars or longer		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Slow or Up Fast	Pass Down Fast towards Ash Bridge Jn	1½ *
Pass Up Slow or Up Fast	Pass Down Slow towards Ash Bridge Jn	1½
Pass Up Slow or Up Fast	Depart Up Branch or Up Goods Loop to Up Fast	1½
Pass Up Slow	Pass from Ash Bridge Jn to Up Slow or Up Fast	4½
Pass Up Fast	Pass from Ash Bridge Jn to Up Fast	3
Pass from Up Branch to Up Fast	Pass Up Slow (stopping at Heaton Chapel)	3
Pass from Up Branch to Up Fast	Pass Up Slow	4
Pass Down Fast	Freight pass from Down Slow towards Ash Bridge Jn	2
Pass Down Fast towards Ash Bridge Jn	Pass Up Slow (stopping at Heaton Chapel)	2*
Pass Down Fast towards Ash Bridge Jn	Pass Up Slow	3*
Pass Down Fast towards Ash Bridge Jn	Pass Up Fast	2½*
Pass Down Slow towards Ash Bridge Jn	Pass Up Slow (stopping at Heaton Chapel)	3
Pass Down Slow towards Ash Bridge Jn	Pass Up Slow	4
Pass Down Slow towards Ash Bridge Jn	Pass Up Fast	3*
Pass Down Slow towards Ash Bridge Jn	Pass Down Fast	3*
*Additional ½ minute if first move is freight.		

Slade Lane Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Styal to Down Slow or Down Fast	Joining main line at low speed and not reaching line speed before decelerating for Ardwick Jn	½ after Slade Lane Jn
Down Fast to Down Slow	Approach control	½ approaching Slade Lane Jn
Down Fast to Down Slow	Joining slow line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn
Down Slow to Down Fast having passed Levenshulme	Approach control	½ approaching Slade Lane Jn
Down Slow to Down Fast	Joining fast line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn*
Down trains which have stopped at Levenshulme or have a minimum of (1) approaching Slade Lane Jn	Not at line speed	½ after Slade Lane Jn*
Down pass to Longsight Depot	Approach Control	2
* Only one {½} to be used between Slade Lane Jn and Ardwick Jn		
Movement Up	Reason	Value
Up direction TfW services from Manchester Piccadilly to Cardiff	Running brake test	½
Up trains crossing from Up Fast to Up Slow or Up Styal	Approach control	½ approaching Slade Lane Jn
Up trains crossing from Up Slow to Up Fast	Acceleration from slower speed junction	½ after Slade Lane Jn
Down Styal to Down Slow or Down Fast	Joining main line at low speed and not reaching line speed before decelerating for Ardwick Jn	½ after Slade Lane Jn
Down Fast to Down Slow	Approach control	½ approaching Slade Lane Jn
Down Fast to Down Slow	Joining slow line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn
Down Slow to Down Fast	Approach control	½ approaching Slade Lane Jn
Down Slow to Down Fast	Joining fast line at low speed and not reaching line speed before decelerating for Ardwick Junction	½ after Slade Lane Jn*
Down trains which have stopped at Levenshulme or have a minimum of (1) approaching Slade Lane Jn	Not at line speed	½ after Slade Lane Jn*

Slade Lane Jn		
* Only one (1/2) to be used between Slade Lane Jn and Ardwick Jn		
Junction Margins		
Movement		Margin
Conflicting movements, same or opposite direction		2½
Exceptions:		
First Movement	Second Movement	Margin
From Up Fast or Up Slow	Conflicting movement to Down Fast or Down Slow	3 \$
From Down Styal to Down Fast	From Up Fast to Up Styal or from Up Slow to any route	4 3
For all margins where the first movement is freight the margin is increased by ½ minute.		
\$ If the second movement stops at Levenshulme or has a minimum of 1 minute pathing time approaching Slade Lane Jn, the Junction Margin is reduced to 2 minutes.		
Converging/Diverging Margins:		
First Movement	Second Movement	Margin
From Up Fast to Up Slow	From Up Fast to Up Fast or Up Styal	2½
From Up Fast to Up Fast	From Up Slow to Up Fast	2½
For all margins where the first movement is freight the margin is increased by ½ minute.		

Longsight CMD: access from Longsight South Jn
Planning notes and restrictions
<ul style="list-style-type: none"> Trains exiting Longsight CMD at Longsight South Jn must have a dot-stop of zero minutes duration (show 'A' in activities column) Trains entering Longsight CMD at Longsight South Jn must be travelling on either the Down Fast or Down Styal approaching Slade Lane Jn.

Longsight Down Goods		
Junction Margins		
First Movement	Second Movement	Margin
Train arriving in Down Goods from Ardwick Jn	Train on Down Slow Line cannot pass Slade Lane Jn until the first movement has arrived in the Down Goods	As stated under second movement

Longsight North Jn
Planning note
<p>Trains exiting Longsight CMD at Longsight North Jn must have a dot-stop of zero minutes duration (show 'A' in activities column).</p> <p>The Up & Down Goods line is the preferred route between Longsight North Jn and Ardwick Jn for trains to/from Longsight CMD.</p>

Ardwick Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down trains to Manchester Piccadilly platforms 13 and 14 formed of light locomotives, DMU, EMU, 22x, Loco Hauled passenger services and NMT	To compensate for shorter distance between Ardwick Jn and Manchester Piccadilly 13/14 platforms compared to that between Ardwick Jn and Manchester Piccadilly Platforms 1 to 12.	-1 approaching Manchester Piccadilly
Movement Up	Reason	Value
All Up locomotive hauled trains except ECS trains for Longsight	Length of train leaving low speed area	½
All ECS trains for Ardwick T.M.D.	Slow speed approach to Depot	½
All ECS trains for Longsight CMD via Up East or Up Fast	Slow speed approach to Longsight	1
All ECS trains for Longsight CMD via Up Slow	Slow speed approach to Longsight	½
Up trains starting from Manchester Piccadilly Platforms 13 and 14 to the Up Slow line to Slade lane Jn., formed of light locomotives, DMU, EMU, 22x, Loco Hauled passenger services and NMT DOES NOT APPLY TO MOVEMENTS TO LONGSIGHT C.S.	To compensate for shorter distance between Manchester Piccadilly 13/14 platforms and Ardwick Jn compared to that between Manchester Piccadilly Platforms 1 to 12 and Ardwick Jn	-1
Up trains starting from Manchester Piccadilly Platforms 13 and 14 on the Up Slow line crossing to the Up Fast or Up East lines at Ardwick Jn formed of light locomotives, DMU, EMU, 22x, Loco Hauled passenger services and NMT DOES NOT APPLY TO MOVEMENTS TO LONGSIGHT C.S.	To compensate for shorter distance between Manchester Piccadilly 13/14 platforms and Ardwick Junction compared to that between Manchester Piccadilly Platforms 1 to 12 and Ardwick Jn	-½
Freight pass from Manchester Piccadilly Platforms 13 and 14 towards Ashburys	Slow speed crossover	1
Junction Margins		
First Movement	Second Movement	Margin
Passenger	Passenger	3
Except:		
Up Passenger	Down Passenger calling Ardwick	2
Passenger	Down Passenger	2*
	* 2 nd train must have a minimum of (1½) pathing time approaching Ardwick Jn	
Train to Ardwick TMD	Up train pass Ardwick Jn.	4½
Up train pass Ardwick Jn.	Pass from Ardwick TMD	4½
Up Freight pass SL towards Ashburys	Up / Down pass FL/SL	3
Up Freight pass FL/SL towards Ashburys	Down pass to EL	3½ \$
Up / Down pass SL/FL	Up pass to Ashburys from SL	2#
Down Freight pass from Ashburys to SL	Pass Up FL or Down FL	3
Down Freight pass from Ashburys to SL	Pass US	3½
Up / Down pass SL/FL	Down pass from Ashburys	2#
\$ Reduce by ½ if 2 nd movement has (1) approaching Ardwick Jn, or has called at Ashburys		
# Increase margin by 1 if 1 st move is freight		

Mayfield Goods Loop

Junction margins

First Movement	Second Movement	Margin
Depart Manchester Piccadilly platform 14 towards Manchester Oxford Road	Depart Mayfield Goods Loop to Manchester Piccadilly platform 14	1
Arrive into Mayfield Goods Loop from platforms 9 to 14	Pass Ardwick Jn on Down Slow	1

Planning Restrictions:

- The loop is permissive for light engines, ECS and freight

Manchester Piccadilly

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains arriving in Platforms 11 & 12, if already occupied	Approach control	½

Connectional Allowance

10

Dwell Time (applies for services on Platforms 13 and 14 only)

All	2
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Platform end conflicts

First Movement	Second Movement	Margin
Arrive platforms 1 – 12	Conflicting Up departure platform 13 or 14	Same Time
Departure	Conflicting arrival	4
Up train departing from Platforms 8 to 12 to Up Fast or Up East	Arrival from Down Fast	4½
Arrive/pass platform 14 from Down Fast *	Arrive platform 13 from Oxford Road	2
Arrive platform 13 from Oxford Road	Arrive/pass platform 14 from Down Fast	2
Arrive platform 14 from Oxford Road	Arrive platform 13 from Down Fast	Simultaneous

* train must be less than 10-car if stopping

Platform Reoccupation

2 for platforms 13 and 14

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platforms 1 to 12	Attaching/Detaching and platform sharing
Platform 13	Contingency use only
Platform 14	Contingency use only

To allow a second train to permissively enter an occupied platform the train(s) at the buffer stops end must not exceed the following overall lengths:

Platforms 1 to 4: the total number of vehicles at the buffers must be no more than 121m in length

Platforms 5 to 9: the total number of vehicles at the buffers must be no more than 143m in length

Platform 10: the total number of vehicles at the buffers must be no more than 95m in length

Platforms 11 and 12: the second train must be no longer than 41m

Manchester Piccadilly

Planning Restrictions

Avanti West Coast services where possible must only use platforms 5, 6, 7 and 8 in the terminus part of the station

Change of train crew in platforms 13 and 14 is only permitted when Manchester Oxford Road station is not open.

Trains reversing in platform 13 from Manchester Oxford Road must show platform 13B

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

Wilmslow

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Heald Green South Jn

Planning Notes

No allowance should be inserted approaching Heald Green South into Up trains from Heald Green North or Up trains from Heald Green West because there are no intermediate signals.

The standage at MP285 on the Down Styal to avoid fouling Heald Green South Jn is 396 meters/61 SLU. This excludes any standback allowance.

Heald Green

Adjustments to Sectional Running Times

Movement	Reason	Value
Up trains not calling at Heald Green routed towards Manchester Airport	Reduction of speed over junction	½ approach Heald Green
Down trains not calling at Heald Green from Manchester Airport	Acceleration to main line speed from junction	½ After Heald Green

Junction margin

First Movement	Second Movement	Margin
Pass Heald Green from Styal	Depart Heald Green to Manchester Airport	2

Slade Lane Jn

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5005 HEALD GREEN SOUTH JN TO HEALD GREEN WEST JN

Heald Green South Jn

See entry under route NW5003 Wilmslow to Slade Lane Jn (Styal Lines)

Heald Green West Jn

See entry under route NW5007 Manchester Airport to Heald Green North Jn

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

Manchester Airport

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains arriving at Manchester Airport on top of another train	Approach control	½

Other Restrictions

Permissive working in each platform is only possible if:

1. The train occupying the 'A' end is no more than 4 cars
2. The second train arriving into the 'B' end is no more than 4 cars

Platform end Conflicting Moves

First Movement	Second Movement	Margin
Train departing	Train arriving	4
Train passes Heald Green West Jn towards Heald Green	Train departs towards Heald Green South Jn	1*
Train passes Heald Green West Jn towards Heald Green South Jn	Train departs towards Heald Green	1*

*The headway at Heald Green West Jn can be 2½ when these margins are applied

Minimum Turnround Time – Loaded to Loaded trains +

Standard	7
Transpennine Express Services	17\$

+ Does not apply to through services that call at Manchester Airport

\$ Does not apply between 21:30 and 05:30 (inclusive) Mondays to Saturdays and 21:30 Saturday to 13:00 Sunday. The Minimum Turnround as stated at the beginning of section 5.3 applies, subject to the minimum being at least 7 minutes.

Heald Green West Jn

Junction Margins

First Movement	Second Movement	Margin
Train from Heald Green	Train from Down Airport line to Heald Green South Jn	3

NW5008 NORTON BRIDGE TO STONE JN

Norton Bridge

See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Yarnfield Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains to Norton Bridge via East Chord	Differential Junction Speed and approach control	½

Movement Down	Reason	Value
Trains from East Chord at Yarnfield Jn (show after Yarnfield Jn)	Differential Junction Speed	½ Passenger 2 Freight

Junction Margins

First Movement	Second Movement	Margin
Train towards Stone from Norton Bridge via East Chord	Train towards Norton Bridge via East Chord	3

Stone

See entry under route NW5009 Colwich Jn to Cheadle Hulme

NW5009 COLWICH JN TO CHEADLE HULME

Colwich Jn

See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Stone

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down from Norton Bridge (approaching next timing point)	Differential Junction Speed	1 Class 390 & 221T
Down from Colwich (approaching next timing point)	Differential Junction Speed (SRTs based on the slower route from Norton Bridge)	-½ XC 221

Movement Up	Reason	Value
Up to Norton Bridge	Differential Junction Speed	1 Class 390 & 221T
Up to Colwich	Differential Junction Speed (SRTs based on the slower route to Norton Bridge)	-½ XC 221

Dwell time

Class 350	1
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Stoke on Trent

Dwell Time

15x/170/350	1
LH	1½

Junction Margins

First movement	Second movement	Margin
Arrive into platform 3	Depart platform 2 towards Kidsgrove	1
Depart platform 2 towards Kidsgrove	Arrive into platform 3	3
Depart platform 3	Arrive platform 2 from Stoke Jn	2½
Arrive platform 2 from Stoke Jn	Depart platform 3	2
Arrive platform 3	Arrive platform 2 from Stoke Jn	2½
Arrive platform 2 from Stoke Jn	Arrive platform 3	3
Arrive from Kidsgrove direction into platforms 2 or 3	Arrive from Kidsgrove direction into platform 1	2

Minimum Turnround Time – Trains changing direction at end of journey

Any train with power operated doors with an inward journey of less than 30 minutes and no shunt	6
Any train with power operated doors with an inward journey of less than 30 minutes including shunt or inward journey of between 30 and 60 minutes	10
Any train with power operated doors with an inward journey of more than 60 minutes	15

Minimum Turnround Time – Trains changing direction during a journey

Any train with power operated doors not completing any station duties	3
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Platform Reoccupation

Through Lines: –	2½ Same 5 Opposite applies to southbound departures and arrivals from the south
Bays	3

Run-round Allowance

Trains from the 'South' of Stoke on Trent:

Trains up to 24 SLUs/154 metres in length can run-round in the Up & Down Through Siding. Minimum time required 20 minutes

Trains longer than 24 SLUs/154 metres can run-round on the Up Goods with the locomotive having to run-round via Kidsgrove. In planning these run-rounds it will be necessary to take account of other traffic on the route between Stoke and Kidsgrove and return in determining the length of time required for the run-round

Trains from the 'North' of Stoke on Trent:

Trains up to 73 SLUs/467 metres in length can run-round on the Up Goods. The train stands on the Up Goods inside SOT439 signal. The locomotive runs round via the station (reverse) then to the Down Goods behind SOT 540 GPL signal at Cliffe Vale Jn (reverse) then to the train on the Up Goods. Minimum time required 25 minutes.

Kidsgrove			
Adjustments to Sectional Running Times			
Movement Down	Reason	Timing Load	Value
Pass from Down Main to Down Crewe Branch	Differential Junction Speed	All	1
Movement Up	Reason	Timing Load	Value*
Pass from Up Crewe Branch to Up Main	Differential Junction Speed	DMU/EMU/ 22x	1
		390/Freight	2
* applies at next timing point after Kidsgrove			
Dwell Time			
DMU/EMU	1		
Junction Margins			
First Movement	Second Movement		Margin
Between all conflicting movements, except:			3
Pass on Down Main towards Macclesfield	Depart Platform 3 towards Stoke-on-Trent		1
Pass/Depart Platform 1 towards Stoke-on-Trent	Depart Platform 3 towards Stoke-on-Trent		1½*
*Headway applies at next timing point			

Macclesfield		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down train arriving Platform 1 simultaneous or within 2 minutes of a train departing Platform 2 or 3 in the Down direction	Approach control due to restricted signalling overlap	½
Down train to Platforms 2 or 3	Approach control and slow speed crossovers	1
Movement Up	Reason	Value
Up train to Platform 3	Approach control and slow speed crossover	½
Up train from Platform 3	Slow speed crossover on departure	½ approaching next timing point
Dwell Time		
EMU	1	
Class 390/80x/LH	1½	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 2 in the Down direction	Arrive Platform 3 in the Up direction	3
Depart Platform 3 in the Down direction	Arrive Platform 2 in the Up direction	3
Arrive Platform 3 in the Down direction	Arrive Platform 2 in the Up direction	2
Depart/Pass Platform 2 in the Up direction	Depart Platform 3 in the Up direction	2*
Depart Platform 3 in the Up direction	Arrive Platform 2 in the Up direction	2
* The normal headway applies at the next mandatory timing point – see section 5.2		
Platform Reoccupation Time	3	

Cheadle Hulme

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

Ash Bridge Jn

Planning Note

Trains planned to reverse on the Down Branch at signal HN49 should be timed at Ash Bridge Jn. This will block the Down Branch and not the Up Branch or Up Goods Loop

NW5015 HADFIELD TO ARDWICK JN

Hadfield

Minimum Turnround Time – Trains changing direction at end of journey

Class 323 and 331 EMUs	3
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Dinting

Connectional Allowance	3
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Junction Margins

First Movement	Second Movement	Margin
Between all movements.		3

Newton (for Hyde)

Operating Instruction

All down trains must stop for ½ minute to activate plunger.

Hyde Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to or from Hyde North	Pass to or from Hyde North	2½
Pass from Flowery Field	Pass to Hyde North	2½
Pass to Hyde North	Pass from Flowery Field	1½
Pass Up or Down	Freight depart Up and Down Loop	2
Freight Pass to Up and Down Loop	Pass up or Down	3

Planning Note

Trains in the Down direction from Woodley that are required to stop at Hyde Jn must instead show the stop at Hyde North as the junction signal is at the end of Hyde North platform.

Guide Bridge

Junction Margins

First Movement	Second Movement	Margin
Arrive / Pass from Stalybridge	Depart to Hyde Jn	1
Arrive / Pass from Stalybridge	Pass to Hyde Jn (Passenger)	2½
Arrive / Pass from Stalybridge	Pass to Hyde Jn (Freight)	4 *
Pass / Depart to Hyde Jn	Arrive / Pass from Stalybridge	4 *
Depart / Pass to Ashburys	Arrive / Pass from Stockport	4 *
Pass from Stockport	Arrive / Pass from Stalybridge	4 *
Down Train Pass	Depart from Down/Up Loop	1
Up Train Pass	Depart from Down/Up Loop	2
Pass / Depart to Hyde Jn	Arrive / Pass from Stockport	1½

* Margins reduced by 1 minute if the second train has a minimum of 1 minute pathing time approaching Guide Bridge.

Ashburys

Adjustments to Sectional Running Times

Movement Down/Up	Reason	Value
All trains for Ardwick T.M.D./Phillips Park South Jn	Approach control	½

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Guide Bridge	Pass to Reddish	2½
Arrive/Pass from Guide Bridge	Depart to Reddish	1
Pass to Reddish	Arrive/Pass from Guide Bridge	3½ *
Depart to Reddish	Arrive/Pass from Guide Bridge	4 *
Arrive/Pass from Ardwick Jn	Pass Down main to Ardwick Depot	3 #
Arrive/Pass from Ardwick Jn	Depart Down main to Ardwick Depot	1
Arrive/Pass from Ardwick Jn	Arrive Down platform from Ardwick Depot	2 #
Pass Down main to Ardwick Depot	Arrive/Pass from Ardwick Jn	3
Arrive Down platform from Ardwick Depot	Arrive/Pass from Ardwick Jn	2½
Pass to/from Phillips Park South Jn	Arrive/Pass Up/Down Main	3 #
Arrive/Pass Up/Down Main	Pass to/from Phillips Park South Jn	3

* Margins reduced to 3 minutes if the second train has a minimum of 1 minute pathing time approaching Ashburys or has stopped at Gorton.

Margins are increased by 1 minute if the first movement is a freight train

Planning Note – trains reversing at Ashburys

Trains which have arrived via Philips Park South Jn can reverse in Ashburys platforms 1 or 2 and on the Down Goods. The maximum standage available in platforms 1 and 2 is 121 meters and the maximum standage available on the Down Goods is 217 meters. These standages exclude any operator specific signal standback allowances.

Ardwick T.M.D.

Arrival and departure margins. These apply irrespective of which depot entrance (Ardwick or Ashburys) the first and second move use

First Movement	Second Movement	Margin
Depart Ardwick T.M.D.	Depart Ardwick T.M.D.	10
Arrive Ardwick T.M.D.	Arrive Ardwick T.M.D.	15 *
Depart Ardwick T.M.D.	Arrive Ardwick T.M.D.	10

* An arrival at one end of the depot (Ashburys or Ardwick) can be followed by another arrival at the opposite end a minimum of 5 minutes later. However, there must be no more than two arrivals in any 30 minute period.

Ardwick Jn

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

NW5019 GLOSSOP TO DINTING WEST JN

Glossop

Minimum Turnround Time – Trains changing direction at end of journey

Class 323 and 331 EMUs	3
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Dinting

See entry under route NW5015 Hadfield to Ardwick Jn

NW5021 GUIDE BRIDGE WEST JN TO STALYBRIDGE

Stalybridge

See entry under route NW7021 – Miles Platting Jn to Greenfield (Inclusive)

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

Manchester Piccadilly (Platforms 13 and 14)

See entry under route NW5001 Crewe North Jn to Manchester Piccadilly

Manchester Oxford Road		
Dwell Time		
LH/Class 22x/Class 390	2	
All other	1½ Off-Peak (2 applies if booked a crew change) 2 Peak (Trains towards Manchester Piccadilly 0745 to 0900 SX and from Manchester Piccadilly 1620 to 1800 SX)	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Deansgate	Arrive/pass from Deansgate (conflicting move)	3
Freight pass from Deansgate	Depart to Deansgate (conflicting move)	2
Depart any through platform	Depart same through platform in opposite direction	simultaneous
Arrive into any through platform	Arrive into same through platform from opposite direction	3
Arrive into platform 2 from Manchester Piccadilly	Arrive into platform 1 from Deansgate	2
Arrive into platform 1 from Manchester Piccadilly	Arrive into platform 2 from Deansgate	2
Arrive into platform 2 from Deansgate	Arrive into platform 1 from Manchester Piccadilly	3
Arrive into platform 3 or 4 from Manchester Piccadilly	Arrive into platform 3, 4 or 5 from Deansgate	2½
Arrive into any platform 3, 4 or 5 from Deansgate	Arrive into platform 3 or 4 from Manchester Piccadilly	2½
Train over 94 metres but less than 137 metres arrive into platform 3 from Deansgate	Arrive/pass platform 4 from Deansgate	4
Station Planning Restrictions		
<ul style="list-style-type: none">• Avoid using platform 1 for passenger trains if possible because there is no lift access for passengers• Platforms 2, 3 and 4 should not be used to terminate turnback services except by special arrangement.• A train from Deansgate longer than 137 metres cannot turnback in platform 3 due to signal sighting.• A train from Deansgate cannot arrive/depart/pass via platform 4 if a train longer than 137 metres is occupying platform 3• A train from Manchester Piccadilly cannot arrive/pass platform 1 if a service longer than 111 metres is occupying platform 2.• A train from Deansgate cannot arrive/depart/pass platform 1 if a service longer than 111 metres is occupying platform 2• A train from Manchester Piccadilly or Deansgate cannot arrive/depart/pass platform 3 if a service longer than 91 metres is occupying platform 4.		
Platform reoccupation	2 for platforms 1, 2, 3 and 4	
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 1	Attaching/Detaching only	
Platform 2	Attaching/Detaching only	
Platform 3	Attaching/Detaching only	
Platform 4	Attaching/Detaching only	
Platform 5	Attaching/Detaching and Platform Sharing*	
* Permissive working is only possible in platform 5 if the second train less than 41m		

Deansgate		
Dwell Time	1 Peak (Trains towards Manchester Oxford Road 0745 to 0900 SX and from Manchester Oxford Road 1620 to 1800 SX)	
Junction Margins		
First Movement	Second Movement	Margin
Down passenger train passes towards Water Street Jn	Up train arrives at or passes Deansgate from Trafford Park East Jn	3
Down freight train passes Water Street Jn	Up train arrives at or passes Deansgate from Trafford Park East Jn	3
Up passenger train or light engine from Trafford Park East Jn arrives at or passes Deansgate	Down train departs or passes Deansgate towards Water Street Jn	1
Up freight passes Manchester Oxford Road	Down train departs or passes Deansgate towards Water Street Jn	1
Planning Restrictions		
No pathing time or other allowance to be shown between Deansgate and Manchester Oxford Road in the Up direction as there is no intermediate signal between these locations.		
Platform reoccupation	2	

Water Street Jn		
Junction Margins – When first train is NOT longer than 8 x 23 meters length overall		
First Movement	Second Movement	Margin
Between any conflicting move		2
Junction Margins – When first train is longer than 8 x 23 meters length overall		
Down train passes	Following Down train passes Deansgate	2
Down train passes Ordsall Lane Jn	Following Down train passes Water Street Jn	2
Up train passes from Ordsall Chord	Down train passes Salford Central towards Ordsall Lane Jn or Water Street Jn	3
Up train passes Water Street Jn from Ordsall Lane Jn	Next train pass Ordsall Lane Jn in either direction	3*
*Can be reduced to 2 minutes if the second train has a minimum of 1 minute pathing allowance approaching Ordsall Lane Jn or has called at Deansgate or Salford Crescent		
Train Length Restrictions		
Trains with pathing or other allowances approaching Water Street Jn, or those with pathing stops at Water Street Jn, will foul the junction in rear if they are longer than the lengths specified below. Therefore, any subsequent train cannot pass the junction in rear until the first train has passed or departed Water Street Jn.		
Signal	Standage	
MC537 (Down Bolton) approaching Water Street Jn	214 meters (clear of Castlefield Jn)	
MC532 (Up Bolton) approaching Water Street Jn	206 meters (clear of Ordsall Lane Jn)	

Ordsall Lane Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger	Passenger	3 *
Freight	Passenger	3½ *
Passenger	Freight	3½ *
Freight	Freight	4½ *

*Margins can be reduced by 1 minute if the second train has a minimum of 1 minute pathing allowance approaching Ordsall Lane Jn or has called at Deansgate or Salford Crescent.

Salford Crescent

Adjustments to Sectional Running times

Down Direction	Reason	Value
Down arrive platform 1 or Up Bolton Line from Ordsall Lane Jn	Approach Control	½
Up Direction	Reason	Value
Up arrive from Burnden Jn on Up Bolton Line simultaneously as a down arrive from Salford Central or Ordsall Lane Jn	Approach control	½ *
Up arrive from Burnden Jn at platform 1 or Up Bolton Line simultaneously as a depart/pass platform 1 or Up Bolton Line towards Ordsall Lane Jn or Salford Central	Approach control	½ *
Up arrive from Walkden at platform 1 simultaneously as a depart/pass Up Bolton Line towards Ordsall Lane Jn or Salford Central	Approach control	½ *
*applies to arriving train		

Dwell Time

DMU/EMU	1
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Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 2 from Manchester Victoria Salford Central	Depart Platform 1 to Oxford Road Ordsall Lane Jn	½
Depart Platform 1 to Oxford Road Ordsall Lane Jn	Arrive Platform 2 from Manchester Victoria Salford Central	3½ *
Depart Platform 2 to Bolton Burnden Jn	Arrive Platform 1 from Atherton Walkden	4 *
Depart Platform 1 to Bolton Burnden Jn	Arrive Platform 1 from Atherton Walkden	4 *
Arrive Platform 1 from Atherton Walkden	Depart Platform 2 to Bolton Burnden Jn	1
Arrive Platform 1 from Atherton Walkden	Pass towards Bolton Burnden Jn	3
Arrive Platform 2 from Manchester Victoria Salford Central	Pass towards Oxford Road Ordsall Lane	3
Arrive Up Bolton line from Manchester Victoria Ordsall Lane Jn or Manchester Piccadilly Salford Central	Depart Platform 1 to Manchester Victoria Salford Central or Manchester Piccadilly Ordsall Lane Jn	1
Arrive platform 1 from Ordsall Lane Jn or Salford Central	Depart Up Bolton Line to Salford Central or Ordsall Lane Jn	1

* Margins reduced to 3 minutes if the second train has a minimum of 1 minute pathing time approaching Salford Crescent.

Salford Crescent		
Other Restrictions		
Between 0030 and 0800 Sundays, only one platform line is available		
Platform Reoccupation Margin		
Same direction		2½

Brindle Heath Arrival and Departure Line		
Junction Margins		
First Movement	Second Movement	Margin
Down train arrives Brindle Heath Arrival and Departure Line	Down train departs or passes Salford Crescent towards Bolton	Same time
Up train arrives or passes Agecroft South Jn from Brindle Heath Arrival and Departure Line	Down train departs or passes Salford Crescent for Bolton	Same time
Up train arrives or passes Salford Crescent from Bolton	Up trains depart from Brindle Heath Up Sidings/Brindle Heath Arrival and Departure Line	Same time
Up train arrives at Brindle Heath Up Sidings or Brindle Heath Arrival and Departure Line (Propelling/reversal move)	Up train arrives or passes Salford Crescent from Bolton	6
Down passenger service from Salford Crescent towards Bolton	Down freight for Brindle Heath Arrival and Departure Line	3

Brindle Heath Waste Terminal		
Planning Note		
Trains to Brindle Heath Waste Terminal over 315m/1033ft/49SLU will occupy Brindle Heath Arrival and Departure Line until booked departure time. No other movements are permitted on the Brindle Heath Arrival and Departure Line during this time.		

Burnden Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Departures from Bolton Platforms 4 or 5	Slow speed over junction	½ to be added approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Passenger pass to platform 5 at Bolton	Passenger pass to platform 1, 2 or 3 at Bolton	2*
* Second train must have a minimum of (1) approaching Burnden Jn		

Bolton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All trains to platform 1 and 3	Approach control	1
All trains to platform 2	Approach control/entering Bay platform	1½
Dwell Time		
DMU/EMU	1	
Splitting and Coupling of Units: Permitted in all platforms. Coupling of units in through platforms is only permitted by special agreement		

Lostock Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Chorley	Pass from Hindley	3
Pass from Hindley	Pass to Chorley (non-stop at Lostock)	3
Pass from Hindley	Pass to Chorley (stopping at Lostock)	2

Adlington		
Dwell Time		
DMU/EMU	1	

Euxton Jn		
See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn		

NW6003 CASTLEFIELD JN TO ALLERTON JN		
Trafford Park East Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains for the Football Ground Halt	Approach controlled signalling for crossover	½
Down Freight Trains to Trafford Park Reception Lines	Approach controlled signalling for crossover	1
Up Freight Trains from Trafford Park Reception Lines	Slower speed over junction	2 between Trafford Park East Jn and Castlefield Jn

NW6003 CASTLEFIELD JN TO ALLERTON JN

Trafford Park East Jn

Junction Margins

First Movement	Second Movement	Margin
Depart Reversing Siding to Up CLC	Pass Down CLC	4 *
Pass Down CLC	Depart Reversing Siding to Up CLC	1
Down Freight over 53 SLU pass to Trafford Park FLT	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	9 \$ #
Down Freight over 53 SLU pass to Trafford Park FLT	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	8 \$ #
Down Freight pass to Trafford Park Euroterminal	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	7 ##
Down Freight pass to Trafford Park Euroterminal	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	6 ##
Down Freight over 53 SLU pass to Trafford Park Euroterminal or FLT	Depart Reversing Siding to Up CLC	3
Pass up CLC	Down Freight pass to Trafford Park Euroterminal or FLT	2
Down passenger to Football Ground Halt	Train Pass Up CLC not stopped at either Humphrey Park or Trafford Park	3½
Down passenger to Football Ground Halt	Train Pass Up CLC stopped at both/either Humphrey Park or Trafford Park	3

*Margins can be reduced by 1 minute if the second train has a minimum of 1 minute pathing allowance approaching Trafford Park East Jn.

\$ If train is under 53 SLU to Trafford Park FLT the margins can be reduced by 2.

If train is over 100SLU/640M increase margin by 1

If train is over 100SLU/640M increase margin by ½

Manchester United Football Ground Halt

Planning Note

If a train up to 21SLU/135M is occupying the Football Ground Halt, a train to/from the Euroterminal can be routed via Trafford Park West Jn to avoid conflict. A train up to 109SLU/698m can depart only from FLT via Trafford Park West Jn to avoid conflict. The junction margins for Trafford Park East Jn should be applied to these moves.

If an Up train in excess of 109SLU/698m is occupying the Football Ground Halt, a train to the Euroterminal can be routed via Trafford Park West Jn to avoid conflict. The junction margins for Trafford Park East Jn should be applied to these moves.

Trafford Park FLT Gate

Planning Restriction

AC electric locomotive hauled services to the Freightliner Terminal require a 10 minute OP stop for the AC locomotive to be detached and a diesel locomotive attached to haul the train into the terminal. During the OP stop trains over 53 SLU in length will stand foul of Trafford Park East Jn.

Trafford Park FLT

Planning Restriction

A margin of 25 minutes to be allowed between arrival of a class 4 or 6 train at Trafford Park FLT and a subsequent departure. This may be reduced on a train by train basis with agreement from Freightliner

All departing trains over 109SLU/698m must be planned with a minimum 20 minute OP stop at Manchester United Football Ground Halt. This is due to the train being assembled and brake test carried out in advance of MC7622 signal.

Irlam

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains terminating at Irlam	Approach controlled signalling	½

Warrington Central

Adjustments to Sectional Running Times

Movement	Reason	Value
Down train terminating in Platform 1	Approach Control	1
Up train starting from Platform 2	Slow Speed Crossover	½ approaching next timing point

Dwell Time

DMU	1
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Junction Margins

First Movement	Second Movement	Margin
Up depart/pass platform 1 or depart platform 2	Depart Warrington Central Sidings to platform 2	2
Down depart platform 2	Depart Warrington Central Sidings to Platform 2	2
Arrive platform 2 from Warrington Central Sidings	Up arrive/pass platform 1	2

Planning Note

An arrival from Manchester at platform 1 formed of more than 6 coaches will block the line from Liverpool prior to Sankey. If a train has departed Sankey, then a down train formed of more than 6 coaches cannot arrive at platform 1.

Hunts Cross

Other Restrictions

Terminating electric trains must not use Platform 1 and should normally use Platform 3. Permissive working only applies in Platform 3

Hunts Cross West Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
All trains approaching from the Up Southport routed via the UDE (Single)	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass to/from Southport Lines	Pass to/from Hunts Cross Chord	3
Pass to/from Hunts Cross Chord	Pass from Southport Lines	2
Pass to/from Hunts Cross Chord	Pass to Southport Lines	2½
Pass from UDE Single Line	Pass to UDE Single Line	1½

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

Water Street Jn

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Salford Central

See entry under route NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn

NW6005 MANCHESTER VICTORIA EAST JN TO WINDSOR BRIDGE SOUTH JN

Manchester Victoria

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge.

Manchester Victoria Turnback Siding

For eastbound departures:		For westbound arrivals:	
Manchester Victoria Turnback Siding dep.	XX.00	Manchester Victoria * dep.	XX.00
	"_"		"_"
Manchester Victoria * arr.	XX.02	Manchester Victoria Turnback Siding arr.	XX.02

* - Platforms 3 or 4 only.

Salford Central		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Down Salford Fast Line	Depart to Up Salford Slow Line	1
Train arrive/pass from Down Ordsall Chord	Depart towards Ordsall Lane Jn	1
Other Restrictions		
No allowances to be inserted between Salford Central and Deal Street Jn as there is no signal section between these locations.		

Hope Street Peakstone Sidings			
For eastbound departures:		For westbound arrivals:	
Hope Street Peakstone Sidings	XX.00	Deal Street Jn	XX/00
Salford Central	/	Salford Central	/
Deal Street Jn	/	Hope Street Peakstone Sidings	XX.XX

NW6007 DEAL STREET JN TO ORDSALL LANE JN	
Salford Central	
See entry under route NW6005 Manchester Victoria East Jn to Windsor Bridge South Jn	

Ordsall Lane Jn	
See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn	

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT		
Crow Nest Jn		
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession, after the 2nd movement a 3" margin is required)		2

Wigan Wallgate		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down trains routed from the Up Main to the Down Southport	Approach Control	2 after Wigan Wallgate
Dwell Time		
DMU/EMU	2	

Wigan Wallgate			
Junction Margins			
First Movement		Second Movement	Margin
Stopping train departing from Wigan North Western towards Crow Nest Jn		Train departing from Wigan Wallgate towards Crow Nest Jn (NW6009).	4
Minimum Turnround Time – Trains changing direction at end of journey			
DMU/EMU shunting between arrival platform and a different departure platform			11
Platform Reoccupation			
First Movement		Second Movement	Margin
Platform 2			3
Splitting and Coupling of Units: Permitted in all platforms			
Shunting ECS from Wigan Wallgate from Platform 1 or Bay into Up Sidings			
Via Up Liverpool Line		Via Down Carriage Sidings	
Wigan Wallgate Platform 1 or Bay dep	XX.00	Wigan Wallgate Platform 1 or Bay dep	XX.00
Wigan SB (Sig. WW106) arr	XX.01½	Wigan DCS (Sig. WW208) arr	XX.02
Wigan SB (Sig. WW106) dep	XX.04½	Wigan DCS (Sig. WW208) dep	XX.05
Wigan Wallgate Platform 2 arr	XX.06	Wigan Wallgate Platform 2 arr	XX.07
Wigan Wallgate Platform 2 dep	XX.10	Wigan Wallgate Platform 2 dep	XX.11
Wigan Up Sidings arr	XX.14 *	Wigan Up Sidings arr	XX.15 *
* SRT includes Driver Setting Route into Depot			

Southport	
Other Restrictions	
Only Platforms 1, 2 and 3 are DC electrified. Platforms 1 and 2 can only be accessed from the electric network.	
Platform 3 can be accessed from both the electric network and the Wigan lines. Platforms 4, 5 and 6 can only be accessed from the Wigan lines.	
Permissive Working	
Attaching/Detaching and Platform Sharing is authorised as shown below:	
Platform 1	Attaching/Detaching and Platform Sharing
Platform 2	Attaching/Detaching and Platform Sharing
Platform 3	Attaching/Detaching and Platform Sharing*
Platform 4	Attaching/Detaching and Platform Sharing*
Platform 5	Attaching/Detaching and Platform Sharing*
Platform 6	Attaching/Detaching and Platform Sharing*
* Platforms 3, 4, 5 and 6 – if a train of less than 90 metres in length is occupying any platform at buffer stops, a second train may enter the same platform permissively provided it is no longer than 88 metres in length. If the second train is longer than 88 metres in length, this will occupy both track circuits at signal ML149, which will fail to clear and prevent this train from entering any occupied platform.	

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

Bolton

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Darwen

Junction Margins

First Movement	Second Movement	Margin
Up train arrives at Darwen	Down train departs Darwen	Simultaneous
Up train departs from Darwen	Down train arrives at Darwen	-1

NW6013 LOSTOCK JN TO CROW NEST JN

Lostock Jn

See entry under route NW6001 Manchester Piccadilly East Jn to Euxton Jn

Crow Nest Jn

See entry under route NW6009 Windsor Bridge North Jn to Southport

NW6015 WIGAN WALLGATE TO HEADBOLT LANE

Rainford

Dwell Time

Standard 1 (applies for passenger trains towards Headbolt Lane only)

Token Working Requirements

The line between Rainford and Headbolt Lane is single. A token is required for all trains travelling on the single line and this is exchanged at Rainford Jn Signal Box. The passenger SRTs include an allowance for the token exchange. Freight trains to or from Knowsley Freight Terminal are required to show a stop of 2 minutes in either direction at Rainford for token working, shown as a TW activity code (note the actual token exchange takes place at the Signal Box).

Dale Lane Ground Frame

Arrivals

A 10 minute OP stop to be shown at Dale Lane Ground Frame for all trains arriving at Knowsley Freight Terminal.

Departures

A train from Knowsley Freight Terminal cannot arrive at Dale Lane Ground Frame until 2 minutes after a preceding service from Headbolt Lane has departed/passed Rainford (clear of the overlap of RJ3 signal). A 15 minute OP stop to be shown at Dale Lane Ground Frame for operation of the Ground Frame and token activities.

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

Manchester Victoria

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains from Miles Platting Jn to Manchester Victoria on Up Rochdale Slow into platforms 1, 2 and 4	Approach control	½
Trains from Miles Platting Jn to Manchester Victoria on Up Rochdale Slow into platforms 5 and 6	Signal MN806 and MN760 both approach control	1
Trains from Miles Platting Jn to Manchester Victoria on Up Rochdale Fast into platforms 1, 2, 3, 4 and 6	Approach control	½
Trains from Manchester Victoria to Miles Platting Jn on Down Rochdale Fast from platforms 1, 2, 3, 4 and 5	Slower speed crossovers	½ approaching the next timing point
Trains arriving in Platforms 1 & 2, if already occupied *	Approach control	½

* See section on Permissive Working below

Dwell Time

DMU/EMU	2
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Junction Margins

First Movement	Second Movement	Margin
Depart to Miles Platting	Arrive/Pass from Miles Platting	4
Arrive from Miles Platting	Depart to Miles Platting	1
Depart to Miles Platting	Freight Pass from Miles Platting	4½
Freight Pass from Miles Platting	Depart to Miles Platting	1

Minimum Turnround Time – Trains changing direction at end of journey

DMU/EMU shunting between arrival platform and a different departure platform	11
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Permissive Working

Attaching/detaching and platform sharing is authorised as shown below:

Platform 1	Attaching/Detaching and Platform Sharing #
Platform 2	Attaching/Detaching and Platform Sharing \$
Platform 3	Attaching/Detaching and Platform Sharing in both directions
Platform 4	Attaching/Detaching and Platform Sharing in both directions
Platform 5	Attaching/Detaching and Platform Sharing in both directions +
Platform 6	Attaching/Detaching and Platform Sharing in both directions +

Platform 1 – if the train occupying the buffer stops is longer than 48 metres in length, this will occupy both track circuits and prevent a second train from entering the platform; any second train entering the platform must be 48 metres in length or less to allow sufficient stand back from the signal for clear sighting.

\$ Platform 2 - if the train occupying the buffer stops is longer than 40 metres in length, this will occupy both track circuits and prevent a second train from entering the platform; any second train entering the platform must be 48 metres in length or less to allow sufficient stand back from the signal for clear sighting.

+ Does not apply for locomotive hauled trains

Miles Platting Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains joining Down Rochdale from Down Rochdale Slow	Approach Control	$\frac{1}{2}$ Approaching Miles Platting Jn
Trains joining Up Rochdale Slow from Up Rochdale	Approach Control	$\frac{1}{2}$ Approaching Miles Platting Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Down Slow to Ashton/Rochdale	Pass from Rochdale	2
Pass from Rochdale to Up Fast	Pass from Down Slow to Ashton/Rochdale	3
Pass from Rochdale to Up Slow	Pass from Down Slow to Ashton/Rochdale	$3\frac{1}{2}$
Freight Pass from Down Slow to Ashton/Rochdale	Pass from Rochdale	3
Pass from Rochdale to Up Slow	Freight Pass/Depart Manchester Victoria	Same Time
Freight pass from Rochdale	Pass to Ashton/Rochdale	$3\frac{1}{2}$

Thorpes Bridge Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass from Brewery Jn towards Vitriol Works	Acceleration from slower speed junction	$\frac{1}{2}$ After Thorpes Bridge Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Rochdale	Pass to Dean Lane/Newton Heath TMD	3
Pass to Dean Lane/Newton Heath TMD	Pass from Rochdale (stopping)	3
Pass to Dean Lane/Newton Heath TMD	Pass from Rochdale (Non-Stop)	$3\frac{1}{2}$
Pass to Dean Lane/Newton Heath TMD	Pass from Rochdale (Freight)	4
Pass towards Vitriol Works	Depart DPL towards Vitriol Works	$2\frac{1}{2}$

Newton Heath TMD

Junction Margins

First Movement	Second Movement	Margin
Arrive Newton Heath TMD (formed of up to 6 vehicles)	Arrive Newton Heath TMD	5
Depart Newton Heath TMD	Depart Newton Heath TMD	5
Arrive Newton Heath TMD (formed of 7 or 8 vehicles)	Down or Up train pass Thorpes Bridge Jn	10

Newton Heath TMD

Planning Note

Trains arriving onto Newton Heath TMD arrive onto one of two fuel roads, each capable of taking up to six vehicles. A train can follow another onto the same fuel road, but once the road is full the units have to be fuelled and move forward onto the depot before a further arrival onto that road. A train can be arriving onto the second fuel road whilst units are being fuelled on the first road. This means that different permutations of rates of arrival are possible, depending on the number and length of vehicles on each arrival and the spacing between arrivals. It is also possible for an arrival to be formed of eight vehicles, though this requires a longer gap behind the arrival due to the time taken to accept the train onto the depot.

If, for validation reasons, it is necessary to significantly retime an arrival onto Newton Heath from the path which is bid, contact should be made with the Northern Service Planning team to confirm that the revised path will be workable for depot flow. As a minimum, 5 minutes must be allowed between arrivals.

Castleton South Jn

Junction Margins

First Movement	Second Movement	Margin
Train from Castleton North Jn passes Castleton South Jn	Down non-stop train passes Vitriol Works	Same time
Train from Castleton North Jn passes Castleton South Jn	Down stopping train departs Mills Hill	Same time
Down train passes Castleton East Jn	Train from Castleton North Jn departs Castleton South Jn	1

Castleton Down Goods Loop

Planning Note

Trains planned to stand in excess of 382m on the Down Goods Loop will block access to Sidings 2, 3 and 4 and also the route to/from Castleton North Jn via the Up & Down Through Siding.

Castleton East Jn

Junction Margins

First Movement	Second Movement	Margin
Down train arrives at Rochdale # # Applies only to trains which dwell at Rochdale for 4 mins or more. If dwell less than 4 mins., shunt at Castleton can take place 2 mins after train passes Rochdale East Jn.	Shunting move from Castleton East or Castleton DGL to Castleton station on Down Main occupying section beyond Sig.37	3

Rochdale

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains terminating in Platform 2 (Bay Platform) from Up Rochdale	Approach control	2\$ 1 approaching Rochdale East Jn and ½ after\$

\$ Does not apply for movements from Rochdale Turnback

Junction Margins

First Movement	Second Movement	Margin
Arrive or Depart Platform 2	Down Arrive Platform 1	2
Up Pass Platform 3	Depart Platform 4	3
Depart Platform 4	Arrive Platform 4	4

Permissive Working

Attaching/Detaching and Platform Sharing is authorised as shown below:

Platform 1	Prohibited
Platform 2	Attaching and Detaching only £
Platform 3	Prohibited
Platform 4	Attaching and Detaching only

£ Attaching is only permitted where second movement is signalled from the Rochdale Turnback

Todmorden

Adjustments to Sectional Running Times

Movement	Reason	Value
Pass Todmorden from Stansfield Hall Jn	Acceleration from Todmorden West Curve	1 *
Pass Todmorden to Stansfield Hall Jn	Approach Control	1½
Stop at Todmorden, then routed to Stansfield Hall Jn	Approach Control	1

* Insert value at Littleborough.

Junction Margins

First Movement	Second Movement	Margin
Down train passes Todmorden towards Hall Royd Jn	Up train passes or arrives at Todmorden from Stansfield Hall Jn	2½
Up train passes or arrives at Todmorden from Stansfield Hall Jn	Down train towards Hall Royd Jn or Stansfield Hall Jn arrives at Todmorden	3
Up train passes or arrives at Todmorden from Stansfield Hall Jn	Down train passes Todmorden towards Stansfield Hall Jn	3

Hall Royd Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Up trains routed towards Stansfield Hall Jn	Approach Control	½

NW7005 CASTLETON EAST JN TO HOPWOOD G. F.

Castleton "Depot Area"

Adjustments to Sectional Running Times

Movement	Reason	Value
When propelling between Castleton and Castleton North Jn	Reduced speed	6
When propelling between Castleton North Jn and Hopwood GF	Reduced speed	7

NW7006 TODMORDEN TO STANSFIELD HALL JN (TODMORDEN WEST CURVE)

Todmorden Viaduct Jn to Stansfield Hall Jn

Maximum length of train which can stand on the Todmorden West Curve:
Down – 150m, Up – 150m

Stansfield Hall Jn

See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs lines)

NW7007 FARINGTON CURVE JN TO ORMSKIRK

Farington Curve Jn

See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Rufford

Minimum dwell time

Down trains only	1
Minimum dwell time is essential for signaller actions	

Ormskirk

See entry under route NW8005 Sandhills Jn Ormskirk

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

Farington Curve Jn

See entry under route NW1001 Armitage Jn (inclusive) to Preston Fylde Jn

Lostock Hall Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Departing Lostock Hall Jn – All passing trains from Farington Jn	Acceleration to line speed	1
Approaching Lostock Hall Jn – All trains to Farington Jn	Approach control	1

Blackburn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All Down trains routed to Platforms 1 or 3	Approach Control on signal PN451	½
All freight trains from Lostock Hall Jn routed to the Up and Down Goods	Approach Control on signal PN451	2
All passenger trains from Daisyfield Jn routed to Platform 2 or from the Clitheroe line routed to Platform 4	Slow speed junction	½
Dwell Time		
DMU	1	
Permissive Working		
Attaching/Detaching and Platform Sharing is authorised as shown below:		
Platform 1	Attaching/Detaching only	
Platform 2	Prohibited	
Platform 3	Attaching/Detaching and Platform Sharing	
Platform 4	Prohibited	

Daisyfield Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Approaching Daisyfield Jn - All Up trains routed to Platforms 1 and 2 at Blackburn.	Approach Control	½
All freight trains from the Up East Lancs routed to the Blackburn Up and Down Goods	Approach Control	1½ approaching Daisyfield Jn and ½ approaching Blackburn
Junction Margins		
First Movement	Second Movement	Margin
Pass from Up Hellifield line	Pass from Blackburn on Down line	4
Pass on Up or Down East Lancs line	Pass from Up Hellifield line	3

Accrington		
Dwell Time		
Class 158	1	

Gannow Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Approaching Gannow Jn - All Down trains (except those that have called at Rose Grove) joining the Up & Down Colne	Approach Control	½
After Gannow Jn - All Up trains coming off the Up and Down Colne	Acceleration to main line speed from slow speed junction	½

Burnley Manchester Road	
Dwell Time	
DMU	1

Stansfield Hall Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down train passing from Todmorden	Acceleration from Todmorden West Curve	{½} After Stansfield Hall Jn
Up train passing towards Todmorden	Approach Control	{1} Approaching Stansfield Hall Jn
Simultaneous Moves Not permitted		
A Down train from Hall Royd Jn planned to stand or show pathing time approaching Stansfield Hall Jn must have a margin of 3 minutes before or after any conflicting move over the Todmorden West Curve. This is due to the overlap of PN339 signal extending across Stansfield Hall Jn.		

Hall Royd Jn
See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

NW7011 FARINGTON JN TO LOSTOCK HALL JN (LOSTOCK HALL LINES)
Lostock Hall Jn
See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs Line)

NW7013 DAISYFIELD JN TO HELLIFIELD
Daisyfield Jn
See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs Line)

Horrocksford Jn

Junction Margins

First Movement	Second Movement	Margin
Up train depart/pass Clitheroe	Pass Horrocksford Jn from Castle Cement Sidings towards Clitheroe	4*
Up train depart/pass Clitheroe	Shunt move depart Horrocksford Jn towards Clitheroe	2*
Up train pass from Castle Cement Sidings (not stopping at Clitheroe)	Pass from Hellifield	4*

* where the second train timed using this margin is continuing towards Daisyfield Jn, a stop is required at Clitheroe until 2 minutes after the previous train passes Whalley or 1 minute after the previous train departs Whalley

Hellifield

See entry under route NW9901 Gargrave to Carlisle South Jn

NW7017 GANNOW JN TO COLNE

Gannow Jn

See entry under route NW7009 Farington Curve Jn to Hall Royd Jn (East Lancs lines)

Chaffers Crossing

Dwell Time

All traction	Dot stop to be shown for level crossing duties
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NW7019 THORPES BRIDGE JN TO GMC SIDING (INCLUSIVE)

Thorpess Bridge Jn

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

Newton Heath TMD

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

NW7021 MILES PLATTING JN TO GREENFIELD (INCLUSIVE)

Miles Platting Jn

See entry under route NW7001 Manchester Victoria West Jn to Hebden Bridge

Philips Park West Jn

Adjustments to Sectional Running Time

Movement	Reason	Value
Down train pass from Brewery Jn towards Baguley Fold Jn	Acceleration	1 approaching next timing point
Up train towards Brewery Jn	Approach control and deceleration	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Miles Platting towards Baguley Fold Jn	Depart from Up Brewery towards Baguley Fold Jn	1 minute after the first train passes Baguley Fold Jn
Pass to Brewery Jn	Pass from Miles Platting	3 where 1 st train is up to 40 SLUs 3½ >40 SLU up to 60 SLU 4 over 60 SLU

Baguley Fold Jn

Adjustments to Sectional Running Time

Movement Down	Reason	Value
Down train from Philips Park South Jn	Acceleration	Approaching next timing point ½ passenger 1 freight up to 800t/TR40 1½ freight 1000t/TR55 and above

Movement Up	Reason	Value
Up train to Philips Park South Jn	Approach control and deceleration	1 passenger 1½ freight
Up train towards Brewery Jn	Approach control and deceleration	½

Ashton Moss North Jn

Adjustments to Sectional Running Time

Movement	Reason	Value
Any train routed non-stop from Down Ashton to Up Crowthorne	Flashing yellow aspects	½
Pass from Down Crowthorne to Up Ashton	Acceleration	Approaching next timing point ½ passenger ½ freight up to 1800t/TR100 1 freight 2000t/TR115 and above

Junction Margins

First Movement	Second Movement	Margin
Freight passes from Down Ashton to Up Crowthorne	Train from Stalybridge	4
Passenger service passes from Stalybridge	Freight passes from Down Ashton to Up Crowthorne	3½
Train passes from Stalybridge on Up Ashton	Train passes from Down Crowthorne to Up Ashton	2½

Stalybridge

Adjustments to Sectional Running Times

Movement	Reason	Value
Non-stop train from Huddersfield direction towards Ashton Moss North Jn via Platforms 1	Approach control	½
Train from Guide Bridge or Ashton Moss North Jn direction stopping at Platform 2	Approach control	1
Train from Guide Bridge direction passing Stalybridge via UDM or Platform 3	Slower speed through platform and crossover	½
Train from Guide Bridge or Ashton Moss North Jn stopping at Platform 1	Restrictive aspects	½

Dwell Time

All trains	1
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Stalybridge

Junction Margins

First Movement	Second Movement	Margin
Train arrives or passes from Guide Bridge or Ashton Moss North Jn	Conflicting departure towards Guide Bridge or Ashton Moss North Jn	1
Train arrives or passes platform 4 from Guide Bridge	Train passes towards Ashton Moss North Jn via platforms 1 or 3	2
Train arrives or passes platform 4 from Guide Bridge	Train arrives or passes platform 3 from Ashton Moss North Jn	2½
Train arrives or passes platform 3 from Ashton Moss North Jn	Train arrives or passes platform 4 from Guide Bridge	2
Train passes Stalybridge towards Diggle Jn	Train departs Stalybridge towards Diggle Jn	2*
Train departs Stalybridge towards Diggle Jn	Consecutive departure towards Diggle Jn	2½*
Train arrives platform 1 or 3 from Diggle Jn direction	Train passes 1 or 3 from Diggle Jn direction	3
Freight train arrives/passes platforms 1 or 3 from Diggle Jn direction	Train passes 1 or 3 from Diggle Jn direction	3
Train departs Ashton Under Lyne towards Ashton Moss North Jn	Train departs/passes towards Ashton Moss North Jn not calling at Ashton Under Lyne	½ *
Train arrives/passes Stalybridge that has called at Ashton Under Lyne	Train arrives/passes from Ashton Moss North Jn	3½

*Normal headway to be applied at next shared timing point

Platform Reoccupation

Minimum reoccupation margin in platform 4 is 2½ between stopping services or a stopping service after a non-stop train has passed

Station Working

It is possible to recess a freight up to 54 SLU/ 346m on the Up and Down Middle Line (Platform 3) in the Down direction and 58 SLU/ 372m in the Up.

Trains must not be stabled in Platform 2 or Platform 5 under normal working conditions.

NW7025 PHILLIPS PARK WEST JN TO ASHBURYS WEST JN

Operating Restriction

Due to weight restrictions on certain bridges, a light locomotive or locomotive-hauled train must not be planned to pass any other train/vehicle between Philips Park South Jn and Ashburys West Jn.
Multiple Unit trains may, however, be allowed to pass one another without restriction.

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT

Hunts Cross West Jn

See entry under route NW6003 Castlefield Jn to Allerton Jn

Liverpool Central (Low Level)		
Connectional Allowance	10	
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements (limited to six in each direction per hour), except:		2½*
Depart Platform 1 in Down direction	Arrive Platform 2 in Down direction	1½
Platform Reoccupation Time	2½	
Other Restrictions		
Both platforms are bi-directional and services to Headbolt Lane, Ormskirk, Southport and Hunts Cross may depart from either platform. Services from Hunts Cross may only depart towards Sandhills from Platform 2. Permissive working does not apply.		

Paradise Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down train towards James Street pass Paradise Jn	Down train depart/pass Liverpool Central towards Moorfields	2
Down train from Liverpool Central arrive/pass Moorfields	Down train depart/pass Liverpool Central towards James Street	Same time
Down train from Liverpool Central arrive/pass Moorfields	Up train depart/pass Paradise Jn towards Liverpool Central	Same time

Moorfields (Low Level)	
Connectional Allowance	10
Platform Reoccupation Time	2½

Sandhills		
Dwell Time		
Southport to Hunts Cross and Hunts Cross to Southport services (crew change).	1	
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession).		2
Platform End Conflicts		
Down train depart/pass Sandhills towards Kirkdale	Up train arrive/pass Sandhills from Bank Hall	2½
Up train arrive/pass Sandhills from Bank Hall	Down train depart/pass Sandhills towards Kirkdale	2
Platform Reoccupation Time	2½	

Bootle Jn		
Junction Margins		
First Movement	Second Movement	Margin
Up train pass/depart Bootle Oriel Road	Down train ex Bootle Branch pass/depart Bootle Jn	4
Down train ex Bootle Branch pass/depart Bootle Jn	Up train pass/depart Bootle Oriel Road	2½

Bootle New Strand	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	8

Seaforth & Litherland	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport only	8

Hall Road	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport only	7

Formby	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	7

Freshfield	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 via 2093 points (north of Formby) for services from/to Southport only	8

Ainsdale	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	9

Hillside	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Southport only	7

Southport	
See entry under route NW6009 Windsor Bridge North Jn to Southport	

NW8003 PARADISE JN TO JAMES STREET (STOCK INTERCHANGE/HOLDING LINE)	
Paradise Jn	
See entry under route NW8001 Hunts Cross West Jn to Southport	

James Street	
See entry under route NW8011 Mann Island Jn to West Kirby (via Loop)	

NW8005 SANDHILLS JN TO ORMSKIRK		
Kirkdale		
Dwell Time		
EMU	1\$	
\$ includes an allowance for traincrew change		
Junction Margins		
First Movement	Second Movement	Margin
Arrival of train at Kirkdale C.S. from Walton Jn	Depart/pass Kirkdale to Walton Jn	1½
Arrival of train at Kirkdale C.S. from Walton Jn	Arrive/pass Kirkdale from Walton Jn	1½
Departure of train from Kirkdale C.S. to Sandhills	Arrive/pass Kirkdale from Sandhills	4
Departure of train from Kirkdale C.S. to Sandhills	Depart/pass Kirkdale to Sandhills	Same time as first train arrive/pass Sandhills

Walton Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down Ormskirk to Down Headbolt	Up Ormskirk to Up Ormskirk	2½
Up Ormskirk to Up Ormskirk	Down Ormskirk to Down Headbolt	2

Aintree	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 2 and departure platform 1 for services from/to Liverpool Central only	7

Maghull	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Ormskirk only	7

Town Green	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform 1 and departure platform 2 for services from/to Ormskirk only	7

Ormskirk	
Other Restrictions	
Permissive working applies to the platform which can be accessed from Sandhills Jn	
Platform/Single Line reoccupation	4

NW8009 WALTON JN TO HEADBOLT LANE	
Walton Jn	
See entry under route NW8005 – Sandhills Jn to Ormskirk	

Fazakerley		
Junction Margins		
First Movement	Second Movement	Margin
Up train arrive/pass Fazakerley	Down train depart/pass Fazakerley	Same time

Headbolt Lane		
Junction Margins		
First Movement	Second Movement	Margin
Down train arrive	Up train depart	-1
Splitting of Units		
Detaching ONLY is authorised as shown below:		
Location	Restrictions	
Platform 1	Permitted	
Platform 2	Permitted	
Platform 3	Prohibited	

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)	
James Street	
Platform Reoccupation Time	2
Other Restrictions	
Terminating trains from Hamilton Square <u>must</u> use Platform 2. Permissive working does <u>not</u> apply. Platform 1 shall be available for terminating services (meaning services that will not continue around the Loop line) only if the Loop line is not available to trains	

Moorfields (Deep Level)	
Connectional Allowance	10
Platform Reoccupation Time	2

Liverpool Lime Street (Deep Level)	
Connectional Allowance	10
Platform Reoccupation Time	2

Liverpool Central (Deep Level)	
Connectional Allowance	10
Platform Reoccupation Time	2

Hamilton Square		
Platform Reoccupation Time	2	
Other Restrictions		
Platform 1 is for Liverpool bound services only. Platform 2 is normally used for departures towards Birkenhead Central. Platform 3 is normally only used for departures towards Birkenhead North		
Minimum Turnround Time – Trains changing direction at end of journey		
EMU shunting between arrival platform and a different departure platform for services to/from Birkenhead North direction only	7	

Birkenhead North		
Other Restrictions		
The maximum permitted station dwell time of 5 minutes does not apply to services using the Platform loop.		
Splitting and Coupling of Units: In Platform Loop and Up West Kirby platform during periods of severe disruption only. Note: Coupling of units is not permitted in any platform.		
Train Watering Points	Fixed watering point available	
Minimum Turnround Time – Trains changing direction at end of journey		
EMU shunting between arrival platform and a different departure platform for services to/from Liverpool only	9	
EMU shunting between arrival platform and a different departure platform for services to/from West Kirby/New Brighton only	7	

Bidston East Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
All trains approaching on the Down West Kirby routed to New Brighton.	Approach Control	½
Junction Margins		
First Movement	Second Movement	Margin
Between all movements (limited to 2 x 2 minute moves in succession, after the 2nd movement a 3 minute margin is required)		2

Bidston
See entry under route NW3007 Wrexham Central to Bidston West Jn

Bidston Dee Jn
See entry under route NW3007 Wrexham Central to Bidston West Jn

Hoylake	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform and a different departure platform for services to/from West Kirby only	7

West Kirby	
Other Restrictions	
Permissive working applies in both platforms	

NW8013 CANNING STREET JN TO HOOTON SOUTH JN	
Hamilton Square	
See entry under route NW8011 - Mann Island Jn to West Kirby (via Loop)	

Birkenhead Central	
Dwell Time	
All	1\$
\$ includes an allowance for traincrew change	
Train Watering Points	
Fixed watering point available	
Minimum Turnround Time – Trains changing direction at end of journey	
EMU shunting between arrival platform and a different departure platform for services to/from Liverpool Central only	7

Rock Ferry		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Trains from Birkenhead Central terminating in Platforms 3 & 4	Approach Control	2
Trains departing from Platforms 3 & 4	Slower line Speed	1

Hooton	
Other Restrictions	
Both through lines and the bay platform are DC electrified. The through platforms are bi-directional. Permissive working does not apply. The maximum permitted station dwell time of 5 minutes does not apply.	

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

Bidston East Jn

See entry under route NW8011 Mann Island Jn to West Kirby (via Loop)

New Brighton

Other Restrictions

Permissive working applies in both platforms

NW9001 EARLES SIDINGS (INCL.) TO EDGELEY JN NO.1

Earles Sidings

For arrivals from the Edale direction:

Edale Signal EE16	XX/XX
Earles Sidings SB	XX:XX*
Earles Sidings Signal ES30, arr	XX:XX
Earles Sidings Signal ES30, dep	XXPRXX
Earles Siding SB	XX/XX
Earles Sidings, arr	XXPRXX

For arrivals from the Bamford direction:

Bamford	XX/XX
Earles Sidings SB	XX/XX
Earles Sidings, arr	XX:XX

* To be shown as a dot stop with activity code OP

For departures towards Edale

Earles Sidings, dep	XX:XX
Earles Sidings SB	XX/XX
Earles Sidings Signal ES31	XX/XX

For departures towards Bamford

Earles Sidings, dep	XX:XX
Earles Sidings SB	XX/XX
Bamford	XX/XX

Planning Note

The sidings and Down Goods Loop are controlled under local arrangements with Earles Sidings SB.

Earles Sidings SB

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains departing Earles Sidings	Acceleration from slow speed and running brake test	2 after Earles Sidings SB

Junction Margins

First Movement	Second Movement	Margin
Down train arrive Down Goods Loop/Earles Sidings	Down train departs/pass Bamford	2
Freight train from Signal ES30 on Up Main to Down Goods Loop/Earles Sidings passes Earles Sidings SB	Train passes on Down Main or Up Main	5
Light engine from Signal ES30 Up Main to Down Goods Loop/Earles Sidings passes Earles Sidings SB	Train passes on Down Main or Up Main	2½
Freight train departs Down Goods Loop/Earles Sidings towards Bamford	Passenger train passes on Down Main	4½
Freight train departs Down Goods Loop/Earles Sidings towards Bamford	Down Freight Train arrives Down Goods Loop/Earles Sidings.	5
Train passes on Down Main	Freight train/light engine departs from Signal ES30 on Up Main to Down Goods Loop/Earles Sidings	2
Train passes on Down Main	Down train departs from Earles Sidings/Down Loop to Down Main	2

Chinley East Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Chinley South Jn	Approach control	2

Movement Up	Reason	Value
Pass from Chinley South Jn	Acceleration	½*

*Applied approaching next timing point

Junction Margins

First movement	Second Movement	Margin
Depart from Chinley South Jn direction	Pass to Chinley South Jn	3½
Pass from Chinley South Jn direction	Pass to Chinley South Jn	2½
Depart from Chinley South Jn direction	Pass to Chinley North Jn	5*
Pass from Chinley South Jn direction	Pass to Chinley North Jn	4*
Pass Chinley North Jn towards New Mills South Jn	Depart from Chinley South Jn direction	1

*reduce by 1 should second train have at least (2) approaching Chinley East Jn.

Chinley North Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Pass from Chinley South Jn	Acceleration	1* Freight up to 2400T 1½* Freight 2400T or above
*Applied approaching next timing point		

New Mills South Jn		
Adjustments to Sectional Running Times		
Movement (Down)	Reason	Value
Pass <u>to</u> New Mills Central	Approach Control	1% passenger 2 freight
Pass from New Mills Central	Acceleration	1* Passenger 2* Freight up to 1600T 1½* Freight 1600T to 2000T 1* Freight 2200T to 2600T ½* Freight 2800T or greater
Movement (Up)	Reason	Value
Freight arrive New Mills South Jn Up Goods Loop	Stopping location beyond junction	1½
Freight Depart from Up Goods Loop towards Chinley North Jn	SRT based on departing from Up Romiley	1*
% Does not apply to 150 timing loads as the adjustment is included in the SRT		
*Applied approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Freight Pass pass from Hazel Grove High Level Jn Freight	Pass to Romiley New Mills Central	3½
Passenger Pass pass from Hazel Grove High Level Jn Passenger	Pass to Romiley New Mills Central	3
Pass to Romiley New Mills Central Passenger	Pass to Chinley North Jn	2½
Pass to Romiley New Mills Central Freight	Pass to Chinley North Jn	3
Pass to Chinley North Jn	Depart to Chinley North Jn	2

Hazel Grove High Level Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down train to Down Cheadle Loop	Approach control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass to New Mills Passenger	Pass from New Mills	3
Pass to New Mills Freight	Pass from New Mills	4
Pass to Stockport Passenger	Pass from Northenden	3½
Pass to Stockport Freight	Pass from Northenden	4½
Margins can be reduced by ½ minute if the second train has a minimum of 1 minute pathing allowance approaching Hazel Grove High Level Jn		

Hazel Grove		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Up trains routed via Platform 2 or terminating	Approach Control and Slow speed turnout	½ *
Up train arriving Platform 1 simultaneous or within 2 minutes of a train routed from the Up & Down Hope Valley via Platform 2	Approach control due to restricted signalling overlap	½ *
* In circumstances where both allowances are applicable, only one ½ allowance is required to be applied		
All Down trains departing Platform 1	Slow speed turnout	½ approaching next timing point
All Down trains passing Platform 1	Approach Control and Slow speed turnout	½ approaching Hazel Grove and ½ approaching next timing point
Dwell Time		
Standard		1
Up Trains terminating and ECS to Up or Down Sidings		3

Hazel Grove

Junction Margins

First Movement	Second Movement	Margin
Down train passes from Hazel Grove High Level Jn	Up train passes to Hazel Grove High Level Jn	2½
Pass from Hope Valley passenger	Depart towards Buxton	1
Pass from Hope Valley freight	Depart towards Buxton	1½
Pass towards Buxton	Pass from Hope Valley	3
Pass from Hope Valley passenger	Pass towards Buxton	1½
Pass from Hope Valley freight	Pass towards Buxton	2
Depart to Down or Up Sidings	Arrive/Pass from Edgeley Jn No.1 SB/Woodsmoor	3
Depart Platform 1 to signal HG14 on Down Hope Valley	Arrive/Pass Platform 1 from Edgeley Jn No.1 SB/Woodsmoor	3
Depart signal HG14 on Down Hope Valley to Platform 1	Arrive/Pass Platform 2 from Down Buxton/Hope Valley	3
Arrive Platform 1 from Down Siding or signal HG14	Arrive/Pass Platform 2 from Down Buxton/Hope Valley	3
Depart Platform 1 to Down Siding	Arrive/Pass Platform 2 from Down Buxton/Hope Valley	3

NW9005 CHINLEY NORTH JN TO BUXTON

Chinley South Jn

Adjustments to Sectional Running Times

Movement (Up)	Reason	Value
Pass to Chinley East Jn	Approach control	1
Pass to Chinley North Jn	Approach control	1*

*Only to be applied if pathing time is applied between Chinley South Jn and Chinley North Jn, or if a pathing stop is planned at Chinley North Jn

Peak Forest Up Sidings

For Light Engine moves to and from Peak Forest Up Sidings to Great Rocks

For westbound departures:		For eastbound arrivals:	
Peak Forest Up Sidings dep.	XX.00	Great Rocks dep	XX.XX
Peak Forest South SB arr	XXRM03	Peak Forest South SB arr	XXRM00
Peak Forest South SB dep	XXRM06	Peak Forest South SB dep	XXRM03
Great Rocks arr	XX.XX	Peak Forest Up Sidings arr.	XX.06

For trains to Peak Forest Up Sidings from Great Rocks

For eastbound arrivals:		For eastbound departures:	
Great Rocks dep		Peak Forest Up Sidings dep	XX.00
Peak Forest South SB arr	XXRM00 #	Peak Forest South SB pass	XX/02 \$
Peak Forest South SB dep	XXRM02	Chinley South Jn. pass	XX/XX
Peak Forest Up Sidings arr	XX.10		

Includes collection of radio.

Train draws forward beyond Signal 19 and driver communication with shunter prior to reversal.

Reversal commences when departing Peak Forest Ground Signal 45.

\$ - an additional 2 minutes for a C stop should be added to this time if required by the operator

Siding Lengths

Siding	Useable Length	
	Metres	SLU
1	285	44
2	275	42
2A	110	17
3	192	29
4	192	29

Peak Forest South SB

Junction Margins

First Movement	Second Movement	Margin
Freight from Long Sidings depart Peak Forest South SB	Freight passes from Chinley South Jn to Great Rocks.	4

For Light Engine moves to Peak Forest Cemex Sidings

Chinley South Jn pass	XX/XX		
Peak Forest South SB arr	XXOP00		
Peak Forest South SB dep	XX02		
Peak Forest 28 Signal arr	XXRM03		
Peak Forest 28 Signal dep	XX RM PR06		
Clear 34 points pass	XX/07 #		
Peak Forest Cemex Siding arr	XX 09		

Peak Forest South SB

For trains to/from Peak Forest Cemex Sidings

Chinley South Jn.	XX/XX	Peak Forest Cemex Sidings dep	XX.00
Peak Forest South SB arr	XX/OP00	Peak Forest South Long Sidings arr	XXRR10
Peak Forest South SB dep	XX.02 *	Peak Forest South Long Sidings dep	XXRR30
Peak Forest 28 Signal arr	XX.05	Peak Forest South SB pass	XX /35 \$
Peak Forest 28 Signal dep	XX RM PR06 *	Chinley South Jn.	XX/XX
<i>Clear 34 points pass</i>	<i>XX/12 #</i>		
Peak Forest Cemex Sidings arr	XX.PR19		
Time between Cemex arrivals			30

* Includes collection of radio. Train draws forward clear of 28 Signal and communication with shunter prior to reversal. Reversal commences when departing 28 Signal.

When clear of 34 points, and after a further 2 mins for signaller's duties, a train can pass on the Down Goods at Signal CY168.

\$ - an additional 2 minutes for a C stop should be added to this time if required by the operator

For Light Engine moves to and from Great Rocks to Peak Forest Cemex Sidings

For westbound departures:		For eastbound arrivals:	
Peak Forest Cemex Sidings dep	XX 00	Great Rocks dep	
Peak Forest 28 Signal arr	XXRM02	Peak Forest South SB arr	XXRM00
Peak Forest 28 Signal dep	XXRM05	Peak Forest South SB dep	XXRM03
Peak Forest South SB arr	XXRM06	Peak Forest 28 Signal arr	XXRM04
Peak Forest South SB dep	XX.09	Peak Forest 28 Signal dep	XXRM07
Great Rocks arr		<i>Clear 34 points pass</i>	<i>XX/08</i>
		Peak Forest Cemex Sidings arr	XX.09

Great Rocks Jn

Dwell Time

Trains using the single line to/from Buxton SB 1 (TW stop to collect/surrender token)

Junction Margins

First Movement	Second Movement	Margin
Up Train from Great Rocks Jn arrive/pass Peak Forest South SB	Train departs Buxton Up Relief Sidings or Tunstead Sidings towards Great Rocks Jn	1
Train towards Tunstead Sidings depart/pass Great Rocks Jn	Train departs Buxton Up Relief Sidings towards Great Rocks Jn	2
Up train from Buxton SB depart	Down train to Great Rocks Jn pass/depart Peak Forest South SB	2

Great Rocks Jn

Token Working Restrictions

First Movement	Second Movement	Margin
Train from Tunstead Sidings pass Great Rocks Jn	Train on Down Goods depart Great Rocks Jn towards Buxton SB	2
Train on Down Goods depart Great Rocks Jn towards Buxton SB	Train depart from Tunstead Sidings	2

Overlap Restrictions

Once a train has departed Buxton Signal Box towards Great Rocks Jn, no other train can pass Peak Forest South SB towards Great Rocks Jn. This is due to the overlap from signal GR13 at Great Rocks Jn conflicting with the route to or from Tunstead Sidings, and the overlap from signal GR16 conflicting with the route to or from Buxton SB. This is accounted for in the junction margins.

Tunstead Sidings

Operating Restriction

Owing to the adverse gradients between Great Rocks Jn and Peak Forest South SB a train, where possible, should be planned to have a clear road through to Chinley South Jn.

Buxton SB

See entry under route NW9021 Buxton to Hazel Grove East Jn

Buxton Up Relief Sidings

Planning Note – Run Rounds

A second train can enter the Up Relief Sidings 3 minutes after the first train has completed its run round move. The second train cannot commence its run round move until 2 minutes after the first train has departed.

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN

New Mills Central

Junction Margins

First Movement	Second Movement	Margin
Depart platform 2 towards New Mills South Jn	Train departs from New Mills Central Siding or Signal 30 to platform 2	1½
Depart platform 2 towards Marple Wharf Jn/New Mills Central Up Siding	Arrive/Pass Platform 2	3

Overlap Margins

A train from New Mills South Jn cannot arrive at New Mills Central platform 1 if a route has been set for a down train departing New Mills Central platform 2 towards Marple Wharf Jn and vice versa.

Train from New Mills South Jn arrives platform 1	Depart platform 2 towards Marple Wharf Jn	3
Depart platform 2 towards Marple Wharf Jn	Arrive platform 1 from New Mills South Jn	2

Turnaround Time

Up Passenger service forming ECS to New Mills Central Up Siding	3
ECS from New Mills Central Up Siding forming Down passenger service	3

New Mills Central Signal 30

Planning Note

It is not possible to reverse a train here if the driver is unable to change ends by walking through the train. This is because there is no authorised walking route.

New Mills Central Up Siding

Planning note

Length 115m

Strines

Dwell Time

Standard allowances apply but may be a request stop.

Marple

Minimum Turnround Time – Trains changing direction at end of journey

Shunting between arrival platform and a different departure platform	8
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Romiley		
Junction Margins		
First Movement	Second Movement	Margin
Pass / Depart to Hyde	Arrive / Pass from Bredbury	3½ Passenger *
Pass / Depart to Hyde	Arrive / Pass from Bredbury	4½ Freight *
Arrive / Pass from Bredbury	Depart to Hyde	1
Arrive / Pass from Bredbury	Pass to Hyde (Passenger)	3
Arrive / Pass from Bredbury	Pass to Hyde (Freight)	4 *
* Margins can be reduced by 1 minute if the second train has a minimum of 1½ minute pathing time approaching Romiley.		

NW9011 ROMILEY JN TO HYDE JN
Hyde Jn
See entry under route NW5015 Hadfield to Ardwick Jn

NW9019 BUXTON TO BRIGG'S SIDINGS
Buxton SB
See entry under route NW9021 Buxton to Hazel Grove East Jn

Hillhead Ground Frame		
Junction Margins		
First Movement	Second Movement	Margin
Arrives at Hillhead Sidings	Departs from Dowlow / Hindlow Quarry	4
Arrives at Hillhead Sidings	Departs Buxton S.B	2
Arrives Buxton S.B	Departs Hillhead Sidings	2
Arrives at Hillhead Sidings	Departs from Hillhead Sidings	3
Arrives Dowlow / Hindlow Quarry	Departs Hillhead Sidings	2
Arrivals		
A stop must be shown of two minute duration for a shunter to meet the driver, walk and operate Hillhead Ground Frame to arrive a train.		
Departures		
A stop must be shown of four minute duration for a shunter to operate Hillhead Ground Frame and hand the token to the driver to depart a train.		

Brigg's Ground Frame			
Junction Margins			
First Movement		Second Movement	Margin
Arrives at Dowlow / Hindlow Quarry		Departs from Dowlow / Hindlow Quarry	2
Arrives Dowlow / Hindlow Quarry		Departs Hillhead Sidings	2
For departures towards Brigg's Sidings (Dowlow Quarry)/ Hindlow Quarry		For arrivals from Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry	
Buxton Up Relief Sidings dep	XX.XX	Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry dep	XX.00
Buxton SB arr	XX.XX *	Brigg's Ground Frame arr	XX.05 £
Buxton SB dep	XX.XX *	Brigg's Ground Frame dep	XX.09 £
Brigg's Ground Frame arr	XX.00 \$	Buxton SB arr	XX.XX *
Brigg's Ground Frame dep	XX.02 \$	Buxton SB dep	XX.XX *
Brigg's Sidings (Dowlow Quarry) / Hindlow Quarry arr	XX.06	Buxton Up Relief Sidings arr	XX.XX
* - a stop must be shown of one minute duration for a token exchange with the signaller.			
\$ - a stop must be shown of two minute duration for a shunter to meet the driver, walk and operate Briggs Ground Frame to arrive a train. For services to Hindlow Quarry only, if the locomotive is required to run round upon arrival at Briggs GF, the minimum dwell is increased to 25 minutes. No other train may depart from either Dowlow Quarry or Buxton SB until the run round is complete, and the train has arrived at Hindlow Quarry.			
£ - a stop must be shown of four minute duration for a shunter to operate Briggs Ground Frame and hand the token to the driver to depart a train.			

NW9021 BUXTON TO HAZEL GROVE EAST JN

Buxton SB

Dwell Time

Trains to/from Great Rocks Jn SB or to/from Brigg's Ground Frame or Hillhead Ground Frame	1 (TW stop to collect/surrender token)
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Junction Margins

First Movement	Second Movement	Margin
Train from Buxton Up Relief Sidings depart towards Brigg's Ground Frame	Pass from Chapel-en-le-Frith to Buxton	4
Train from Brigg's Ground Frame depart to Buxton Up Relief Sidings	Pass from Chapel-en-le-Frith to Buxton	4
Pass from Chapel-en-le-Frith to Buxton	Arrive from Brigg's Ground Frame towards Buxton Up Relief Sidings	3
Pass from Chapel-en-le-Frith to Buxton	Train Brigg's Ground Frame depart from Buxton Up Relief Sidings	1
Pass/Depart Great Rocks Jn to or from Tunstead Sidings	Depart Buxton SB towards Great Rocks Jn	2

Planning Note

A train can depart Buxton and can pass or have dwell time at Buxton SB on the Down Main at the same time as movements are made to/from Buxton URS. Movements to / from single lines can be planned as parallel moves to a simultaneous movement on the Down Main.

Overlap Restriction – Buxton SB to Great Rocks Jn

A train cannot depart Buxton URS towards Great Rocks Jn if there is a conflicting move at Great Rocks Jn due to the overlap on signal GR13 at Great Rocks Jn. This is accounted for in the junction margins above. Once a train has departed Buxton SB towards Great Rocks Jn, no other conflicting move can occur at Great Rocks Jn. Refer to Great Rocks Jn entry for details.

NW9901 GARGRAVE TO CARLISLE SOUTH JN

Hellifield

Adjustments to Sectional Running Times

Movement	Reason	Value
Non-stop trains approaching Hellifield on Up Main routed via Up Branch	Approach to 15mph crossover	2
Dwell Time		
LH/HST	2	
All other	1	

Long Preston

Dwell Time

LH/HST	2
All other	1 Sundays Only

Settle Jn		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Approaching Settle Jn trains on Down Main having joined from Down Branch at Hellifield. This applies only to trains that are non-stop through Hellifield.	Acceleration away from 15mph junction	1
Trains joining Up Main line from Giggleswick. Adjustment after Settle Jn.	Acceleration away from 15mph junction	1
Trains joining line to Giggleswick from Down Main line. Adjustment approaching Settle Jn	Deceleration to 15mph junction	½
Junction Margins		
Train movement crossing to Up Main line from Giggleswick		
Train cannot depart from Hellifield on Down Main line until 2 minutes after first movement has cleared Settle Jn		
Planning note		
A down train towards Helwith Bridge with a stop shown at Settle Jn will stop at Signal SJ17. A second train can be accepted from Hellifield on AB+2 headway based on the arrival time at Settle Jn.		

Settle	
Dwell Time	
LH/HST	2
All other	1 Except 09.30 - 12.00 towards Horton-in-Ribblesdale and 15.30 - 18.30 towards Settle Jn when 2 applies

Arcow Quarry
Planning Restriction
In the Down direction, Arcow Quarry Ground Frame (GF) does not split up the section Settle Jn to Horton-in-Ribblesdale; therefore: When a train for Arcow Quarry arrives at Arcow Quarry GF, the minimum interval to be allowed before the next Down train passes Settle Jn is 12 minutes. This is to allow sufficient time for the train at the GF to clear the mainline and for the GF to be given back to the signaller at Settle Jn. Once a train has departed/passed Horton-in-Ribblesdale, the next train can depart/pass Arcow Quarry GF 2 minutes later.
Operating Restriction
Movements to and from Arcow Quarry are only permitted between 0730 and 1730 Monday-Friday.

Horton-in-Ribblesdale Quarry		
Junction Margins		
First Movement	Second Movement	Margin
Arrival	Depart/pass Settle Jn	2

Horton-in-Ribblesdale		
Dwell Time		
LH/HST	2	
All other	1 Sundays Only	
Junction Margins		
First Movement	Second Movement	Margin
Down depart/pass	Depart Horton-in-Ribblesdale Quarry	2
Planning note		
A 2 minute OP stop must be shown for services to Horton-in-Ribblesdale Quarry		

Ribblehead		
Dwell Time		
LH/HST	2	
All other	1	
Junction Margins		
First Movement	Second Movement	Margin
Pass from Carlisle	Arrive/Pass Ribblehead to Blea Moor	4

Ribblehead Quarry		
Planning Restriction		
A train entering or leaving the quarry occupies the block section between Ribblehead and Blea Moor. A minimum of two minutes should be allowed after an arrival of a train at the quarry before the next train can pass either Ribblehead or Blea Moor.		

Blea Moor		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Carlisle	Freight/LH train pass from Carlisle	6
Pass to Carlisle	DMU (Cl.15x, 185) pass from Carlisle	5
Pass to Carlisle	Depart UGL	2

Dent		
Dwell Time		
LH/HST	2	
All other	1 Sundays Only	

Garsdale		
Dwell Time		
LH/HST	2	
All other	1	

Kirkby Stephen	
Dwell Time	
LH/HST	2
All other	1 Sundays Only
Minimum Turnround Time – Trains changing direction at end of journey	
Shunting between arrival platform and a different departure platform	10

Appleby	
Dwell Time	
LH/HST	2
All other	1 (2 applies 1030 to 1300 Down direction and 1430 to 1830 Up direction)

Kirkby Thore British Gypsum			
For southbound arrivals		For northbound departures	
Culgaith SB Level Crossing pass		Kirkby Thore British Gypsum dep	XX.00
Kirkby Thore SB arr	XXOP00	Culgaith SB Level Crossing pass	XX/XX
Kirkby Thore SB dep	XXOP01		
Kirkby Thore GPS KT 55 arr	XXOP03		
Kirkby Thore GPS KT 55 dep	XXOP07		
Kirkby Thore British Gypsum arr	XX.15		

Langwathby	
Dwell Time	
LH/HST	2
All other	1

Lazonby & Kirkoswald	
Dwell Time	
LH/HST	2
All other	1 Sundays Only

Armthwaite	
Dwell Time	
LH/HST	2
All other	1

Petteril Bridge Jn

Adjustments to Sectional Running Times

Movement	Reason	Value
Up trains towards Settle	Approach control	½

London Road Jn

Planning Note

Down trains exceeding 400 feet (19SLUs) from the Down Newcastle line, standing at CE404 signal will stand foul of Petteril Bridge Jn and prevent trains accessing the Settle and Carlisle line. Therefore, junction margins must be applied at Petteril Bridge Jn based on the train's departure time from CE404 signal.

NW9903 SETTLE JN TO CARNFORTH STATION JN

Giggleswick

Dwell Time

DMU	45 seconds
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Clapham

Dwell Time

DMU	45 seconds
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Bentham

Dwell Time

DMU	45 seconds
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Wennington

Dwell Time

DMU	45 seconds
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5.4 Platform Lengths

The table below shows the maximum length of train that may use each of the platforms at the following passenger stations. All lengths are in metres. The quoted lengths are the usable lengths from ramp to ramp unless specified. The measurements take no account of the need for signal sighting.

STATION	PLATFORM	LENGTH	NOTES
Accrington	Down	100	
Accrington	Up	100	
Acocks Green	Down	152	
Acocks Green	Up	153	
Acton Bridge	Down	131	
Acton Bridge	Up Fast	145	
Acton Bridge	Up Slow	185	
Adderley Park	Down	96	
Adderley Park	Up	97	
Adlington (Cheshire)	Down	169	
Adlington (Cheshire)	Up	169	
Adlington (Lancashire)	1	143	Up line
Adlington (Lancashire)	2	143	Down line
Aigburth	1	128	Down line
Aigburth	2	128	Up line
Ainsdale	1	124	Up line
Ainsdale	2	123	Down line
Aintree	1	162	Up line
Aintree	2	118	Down line. Additional 45m OOU
Albrighton	1	138	
Albrighton	2	100	
Alderley Edge	Down	172	Bi-directional
Alderley Edge	Up	128	
Alsager	Down	91	
Alsager	Up	91	
Altrincham	3	168	Up line
Altrincham	4	142	Down line
Alvechurch	1	148	
Alvechurch	2	147	
Ansdell & Fairhaven	Single	101	
Appleby	Down	166	
Appleby	Up	165	
Appley Bridge	Down	94	
Appley Bridge	Up	95	
Apsley	1	204	Down Fast
Apsley	2	204	Up Fast
Apsley	3	246	Down Slow
Apsley	4	246	Up Slow
Ardwick	Down	40	Additional 113m OOU
Ardwick	Up	46	Additional 107m OOU
Armathwaite	Down	92	
Armathwaite	Up	94	
Arnside	Down	112	Additional 79m OOU
Arnside	Up	106	Additional 18.5m OOU
Ashburys	Down	120	
Ashburys	Up	106	
Ashley	Down	83	

STATION	PLATFORM	LENGTH	NOTES
Ashley	Up	85	
Ashton-under-Lyne	Down	106	
Ashton-under-Lyne	Up	106	
Askam	Down	52	Additional 52.7m OOU
Askam	Up	61	Additional 52m OOU
Aspatria	Down	35	Additional 137.8m unlined
Aspatria	Up	36	Additional 111.3m unlined
Aspley Guise	Down	51	
Aspley Guise	Up	72	
Aston	1	148	
Aston	2	145	
Atherstone	Down Slow	139	
Atherstone	Up Slow	122	
Atherton (Greater Manchester)	2	117	
Atherton (Greater Manchester)	1	119	
Aughton Park	1	130	Up line
Aughton Park	2	129	Down line
Aylesbury	1	197	
Aylesbury	2 (Up) 2 (Down)	175 192	Ramp to ME395 signal
Aylesbury	3	187	
Aylesbury Vale Parkway	Bay	168	
Bache	1	137	
Bache	2	137	
Bamber Bridge	Down	80	
Bamber Bridge	Up	75	
Banbury	1	270	
Banbury	2	300	
Banbury	3	300	
Banbury	4	133	
Bank Hall	1	151	Down line
Bank Hall	2	151	Bi-directional
Bare Lane	2	83	Down & Up Heysham line
Bare Lane	1	101	Down & Up Morecambe line
Barlaston	Down	98	
Barlaston	Up	127	
Barnt Green	1	184	
Barnt Green	2	186	
Barnt Green	3	151	
Barnt Green	4	187	
Barrow-in-Furness	1	185	Down line. Additional 28.7m beyond
Barrow-in-Furness	2	167	Up line. Additional 31.3m beyond
Barrow-in-Furness	3	154	Bay to Park South Jn
Beaconsfield	1	166	Up
Beaconsfield	2	170	Down
Bearley	Single	61	
Bebington	1	128	Down line
Bebington	2	128	Up line
Bedford St. Johns	Single	58	
Bedworth	Down	77	
Bedworth	Up	77	
Belle Vue	1	99	
Belle Vue	2	99	
Bentham	Down	136	

STATION	PLATFORM	LENGTH	NOTES
Bentham	Up	105	
Berkhamsted	1	246	Down Fast
Berkhamsted	2	246	Up Fast
Berkhamsted	3	246	Down Slow
Berkhamsted	4	246	Up Slow
Berkswell	Down	173	
Berkswell	Up	173	
Bermuda Park	Down	75	
Bermuda Park	Up	75	
Bescar Lane	Down	60	
Bescar Lane	Up	66	
Bescot Stadium	Down	89	
Bescot Stadium	Up	89	
Bicester North	1	193	
Bicester North	2	192	
Bicester Village	1	240	Up
Bicester Village	2	230	Down
Bidston	Down	119	
Bidston	Up	119	
Bilbrook	1	100	
Bilbrook	2	100	
Birchwood	Down	172	
Birchwood	Up	172	
Birkdale	1	141	Up line
Birkdale	2	130	Down line
Birkenhead Central	1	145	Down line
Birkenhead Central	2	128	Up line
Birkenhead Conway Park see Conway Park			
Birkenhead Hamilton Square see Hamilton Square			
Birkenhead North	1	111	Platform Loop
Birkenhead North	2	128	Up Main line
Birkenhead North	3	125	Down line
Birkenhead Park	1	122	Down line
Birkenhead Park	2	130	Up line
Birmingham International	1	281	
Birmingham International	2	283	
Birmingham International	3	304	
Birmingham International	4	303	
Birmingham International	5	303	
Birmingham Moor Street	1	207	
Birmingham Moor Street	2	207	
Birmingham Moor Street	3	269	
Birmingham Moor Street	4	273	
Birmingham New Street	1A	157	BM6201 to BM5501
Birmingham New Street	1B	159	BM5101 to BM6601
Birmingham New Street	1	328	BM6201 to BM5101
Birmingham New Street	2A	159	BM6202 to BM5502
Birmingham New Street	2B	136	BM5102 to BM6602
Birmingham New Street	2	306	BM6202 to BM5102
Birmingham New Street	3A	171	BM6203 to BM5503
Birmingham New Street	3A	117	BM6403 to BM5503
Birmingham New Street	3B	136	BM5103 to BM6603
Birmingham New Street	3B	265	BM5103 to BM6403
Birmingham New Street	3	319	BM6203 to BM5103

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	4A	207	BM6204 to BM5504
Birmingham New Street	4A	140	BM6404 to BM5504
Birmingham New Street	4B	141	BM6604 to North Ramp
Birmingham New Street	4B	293	BM6404 to North Ramp
Birmingham New Street	4C	102	Buffer Stop to North Ramp
Birmingham New Street	4	359	BM6204 to North Ramp
Birmingham New Street	5A	136	BM6205 to BM5505
Birmingham New Street	5A	95	BM6405 to BM5505
Birmingham New Street	5A	219	BM6405 to North Ramp
Birmingham New Street	5A	95	BM5505 to BM6405
Birmingham New Street	5B	113	BM6605 to North Ramp
Birmingham New Street	5	260	BM6205 to North Ramp
Birmingham New Street	6A	139	BM6206 to BM5506
Birmingham New Street	6A	267	BM6206 to BM5306
Birmingham New Street	6B	161	BM5106 to BM6606
Birmingham New Street	6B	116	BM5306 to BM6606
Birmingham New Street	6	267	BM5106 to BM6206
Birmingham New Street	7A	188	BM6207 to BM5507
Birmingham New Street	7A	123	BM6407 to BM5507
Birmingham New Street	7B	120	BM5107 to BM6607
Birmingham New Street	7B	254	BM5107 to BM6407
Birmingham New Street	7	319	BM5107 to BM6207
Birmingham New Street	8A	170	BM6208 to BM5508
Birmingham New Street	8A	110	BM6408 to BM5508
Birmingham New Street	8A	271	BM5108 to BM6408
Birmingham New Street	8B	150	BM5108 to BM6608
Birmingham New Street	8B	81	BM5308 to BM6608
Birmingham New Street	8B	263	BM6208 to BM5308
Birmingham New Street	8	331	BM5108 to BM6208
Birmingham New Street	8	203	BM5308 to BM6408
Birmingham New Street	9A	153	BM6209 to BM5509
Birmingham New Street	9A	119	BM6409 to BM5509
Birmingham New Street	9A	287	BM5109 to BM6409
Birmingham New Street	9B	156	BM5109 to BM6609
Birmingham New Street	9B	92	BM5309 to BM6609
Birmingham New Street	9B	257	BM6209 to BM5309
Birmingham New Street	9	321	BM5109 to BM6209
Birmingham New Street	9	223	BM5309 to BM6409
Birmingham New Street	10A	175	BM6210 to BM5510
Birmingham New Street	10A	126	BM6410 to BM5510
Birmingham New Street	10B	134	BM5110 to BM6610
Birmingham New Street	10B	272	BM5110 to BM6410
Birmingham New Street	10	321	BM5110 to BM6210
Birmingham New Street	11A	162	BM6211 to BM5511
Birmingham New Street	11A	111	BM6411 to BM5511
Birmingham New Street	11B	162	BM5111 to BM6611
Birmingham New Street	11B	285	BM5111 to BM6411
Birmingham New Street	11	335	BM5111 to BM6211
Birmingham New Street	12A	116	BM5512 to South Ramp
Birmingham New Street	12B	121	BM6612 to North Ramp
Birmingham New Street	12	249	Ramp to Ramp
Birmingham New Street	No.1 Siding	228	BM8241 to BM7321
Birmingham New Street	No.2 Siding	160	BM8441 to BM7322
Birmingham New Street	No.3 Siding	156	BM8643 to BM7323

STATION	PLATFORM	LENGTH	NOTES
Birmingham New Street	No.3 Siding	81	BM8843 to BM7323
Birmingham Snow Hill	1	270	Down: 229m to SY198/Up: 236m to SY193
Birmingham Snow Hill	2	272	Down:270m to SY200/Up:237m to SY195
Birmingham Snow Hill	3	273	Down:263m to SY202/Up:240m to SY197
Blackburn	1	217	Bi-directional
Blackburn	2	225	Bi-directional
Blackburn	3	72	Bay to Preston
Blackburn	4	100	Bi-directional
Blackpool North	1	277	
Blackpool North	2	277	
Blackpool North	3	217	
Blackpool North	4	205	
Blackpool North	5	203	
Blackpool North	6	205	
Blackpool Pleasure Beach	Single	98	
Blackpool South	Single	100	
Blackrod	1	144	Down line
Blackrod	2	114	Up line
Blake Street	2	147	
Blake Street	1	146	
Blakedown	Down	122	
Blakedown	Up	119	
Bletchley	1	253	Down Fast
Bletchley	2	253	Up Fast
Bletchley	3	253	Down Slow
Bletchley	4	262	Up Slow
Bletchley	5	262	Bletchley Relief 2
Bletchley	6	129	Up Vale
Bletchley High Level	7	106	East West Rail
Bletchley High Level	8	106	East West Rail
Bloxwich	Down	72	
Bloxwich	Up	72	
Bloxwich North	Down	77	
Bloxwich North	Up	77	
Blundellsands & Crosby	1	127	Up line. Additional 24m OOU
Blundellsands & Crosby	2	135	Down line
Bolton	1	124	In down direction
Bolton	1	187	In Up direction
Bolton	2	113	
Bolton	3	222	In Down direction.
Bolton	3	305	In Up direction
Bolton	4	252	Bi-directional
Bolton	5	271	
Bootle (Cumbria)	Down	47	Additional 71.4m OOU
Bootle (Cumbria)	Up	50	Additional 71.8m OOU
Bootle New Strand (Merseyside)	1	139	Up line
Bootle New Strand (Merseyside)	2	151	Down line
Bootle Oriel Road (Merseyside)	1	127	
Bootle Oriel Road (Merseyside)	2	127	
Bordesley	Down	148	
Bordesley	Up	148	
Bournville	Down	142	
Bournville	Up	142	
Bow Brickhill	1	37	

STATION	PLATFORM	LENGTH	NOTES
Bow Brickhill	2	37	
Bramhall	Down	141	
Bramhall	Up	183	
Braystones	Single	41	Additional 32m unlined
Bredbury	1	99	
Bredbury	2	89	
Bricket Wood	Single	128	
Brierfield	Single	60	Additional 18m OOU
Brinnington	1	99	
Brinnington	2	99	
Broad Green	Down	118	
Broad Green	Up	110	
Broadbottom	Down	108	
Broadbottom	Up	108	
Bromborough	1	130	Down line
Bromborough	2	130	Up line
Bromborough Rake	1	128	Down line
Bromborough Rake	2	128	Up line
Bromley Cross	Down	95	
Bromley Cross	Up	95	
Bromsgrove	1	150	Up Bromsgrove Loop – Down direction
Bromsgrove	1	150	Up Bromsgrove Loop – Up direction
Bromsgrove	2	150	Up Gloucester – Down direction
Bromsgrove	2	150	Up Gloucester – Up direction
Bromsgrove	3	150	Down Bromsgrove Station Loop – Down direction
Bromsgrove	3	150	Down Bromsgrove Station Loop – Up direction
Bromsgrove	4	150	Down Gloucester
Brunswick	1	132	Up line
Brunswick	2	132	Down line
Bryn	Down	80	
Bryn	Up	89	
Buckshaw Parkway	Down	150	
Buckshaw Parkway	Up	150	
Burnage	Down	152	Additional 11m OOU
Burnage	Up	152	Additional 11m OOU
Burneside (Cumbria)	Single	92	
Burnley Barracks	Single	53	Additional 31m OOU
Burnley Central	Single	57	Additional 92m OOU
Burnley Manchester Road	1	99	
Burnley Manchester Road	2	99	
Burscough Bridge	Down	127	
Burscough Bridge	Up	122	
Burscough Jn	Single	81	Additional 140m OOU
Bushey	1	134	Down DC
Bushey	2	146	Up DC
Bushey	3	91	Down Fast
Bushey	4	207	Up Fast
Bushey	5	246	Down Slow
Bushey	6	246	Up Slow
Butlers Lane	Down	151	
Butlers Lane	Up	151	
Buxton	1	165	
Buxton	2	143	

STATION	PLATFORM	LENGTH	NOTES
Canley	Down	168	
Canley	Up	168	
Cannock	Down	72	
Cannock	Up	72	
Capenhurst	1	139	Down line
Capenhurst	2	142	Up line
Cark & Cartmel	Down	93	Additional 45m OOU
Cark & Cartmel	Up	85	Additional 71.5m OOU
Carlisle	1	238	In Down direction. Additional 65.4m 'loco stop' to
Carlisle	1	334	In Up direction. Additional 49.2m foul of sidings
Carlisle	2	105	Bay to Carlisle South Jn
Carlisle	3	300	In Down direction. Additional 26.8m 'loco stop' to
Carlisle	3	268	In Up direction. Additional 40.2m 'loco stop' to
Carlisle	4	409	In Down direction. Additional 21.4m foul of 'C' siding
Carlisle	4	349	In Up direction. Additional 44.5m 'loco stop' to
Carlisle	5	166	Bay to Carlisle South Jn
Carlisle	6	160	Bay to Carlisle South Jn. Additional 11m beyond signal
Carlisle	7	141	Bay to Gretna Jn
Carlisle	8	149	Bay to Gretna Jn. Additional 36m beyond signal
Carnforth	1	182	In Up direction/turnback
Carnforth	2	242	In Down direction
Carnforth	2	200	In Up direction/turnback
Carpenders Park	Down	128	
Carpenders Park	Up	128	
Castleton (Greater Manchester)	Down	138	
Castleton (Greater Manchester)	Up	144	
Chapel-en-le-Frith	Down	92	
Chapel-en-le-Frith	Up	86	
Chassen Road	Down	145	
Chassen Road	Up	145	
Cheadle Hulme	1	167	Down Wilmslow
Cheadle Hulme	2	167	Up Wilmslow
Cheadle Hulme	3	121	Down Stoke
Cheadle Hulme	4	182	Up Stoke
Cheddington	1	246	Down Fast
Cheddington	2	246	Up Fast
Cheddington	3	246	Down Slow
Cheddington	4	246	Up Slow
Chelford	Down	125	
Chelford	Up	167	
Cherry Tree	Down	73	
Cherry Tree	Up	74	
Chester	1	135	
Chester	2	121	
Chester	3	375	Platform 3a 178m, Platform 3b 138m
Chester	4	310	
Chester	5	112	
Chester	6	112	
Chester	7	307	DC electrified line. Platform 7a 163m, Platform 7b 146m
Chester Road	Down	152	

STATION	PLATFORM	LENGTH	NOTES
Chester Road	Up	152	
Chinley	Down	117	
Chinley	Up	117	
Chorley	Down	150	
Chorley	Up	158	
Church & Oswaldtwistle	Down	83	Additional 68.4m OOU
Church & Oswaldtwistle	Up	72	Additional 66.3m OOU
Clapham (North Yorkshire)	Down	85	
Clapham (North Yorkshire)	Up	85	
Claverdon	Single	138	
Clifton	Down	95	
Clifton	Up	95	
Clitheroe	Down	76	
Clitheroe	Up	76	
Codsall	Down	94	
Codsall	Up	97	
Coleshill Parkway	Down	120	
Coleshill Parkway	Up	120	
Colne	Single	65	Additional 40m OOU
Colwall	Down and Up	109	
Congleton	Down	153	Additional 25m OOU
Congleton	Up	178	Additional 30m OOU
Conway Park	1	128	Up line
Conway Park	2	128	Down line
Corkickle	Single	86	Additional 72.5m OOU
Coseley	Down	122	
Coseley	Up	122	
Cosford	Down	122	
Cosford	Up	122	
Coventry	1	321	
Coventry	2	352	
Coventry	3	352	
Coventry	4	242	
Coventry Arena	1 – Down	76	
Coventry Arena	2 – Up	149	
Cradley Heath	Down	137	
Cradley Heath	Up	137	133m to SJ50 signal
Cressington	1	128	Up line
Cressington	2	128	Down line
Crewe	1	335	In Down direction. Additional 21.8m beyond locomotive
Crewe	1	313	In Up direction
Crewe	2	160	Bay to Crewe South Jn
Crewe	3	91	Bay to Crewe South Jn. Signal 73m beyond
Crewe	4	132	Bay to Crewe South Jn. Signal 31.9m beyond
Crewe	5	258	In Down direction. Additional 47.4m beyond locomotive
Crewe	5	275	In Up direction. Additional 30.1m beyond locomotive
Crewe	6	450	Down towards Winsford/Crewe Steelworks
Crewe	6	315	Down towards Sandbach. Additional 5m from locomotive
Crewe	6	390	Up from Winsford/Crewe Steelworks. Additional 59.5m from locomotive
Crewe	6	256	Up from Sandbach. Additional 59.5m from

STATION	PLATFORM	LENGTH	NOTES
			locomotive
Crewe	7	155 163	Bay to Crewe South Jn
Crewe	8	117	Bay to Crewe South Jn
Crewe	9	204	Bay to Chester lines only
Crewe	10	81	Bay to Crewe North Jn
Crewe	11	310	In Down direction. Additional 20m from locomotive
Crewe	11	301	In Up direction. Additional 29.1m from locomotive
Crewe	12	436	In Down direction
Crewe	12	427	In Up direction. Additional 8.5m beyond signal
Croston	Single	76	
Cuddington	Down	79	
Cuddington	Up	87	
Daisy Hill	2	117 112	
Daisy Hill	1	117	
Dalston (Cumbria)	Down	75	Additional 79.3m unlined
Dalston (Cumbria)	Up	80	Additional 67.2m unlined
Dalton	1	88	Up line
Dalton	2	101	Down line
Danzey	Up	153	
Danzey	Down	154	
Darlaston	2	105	
Darlaston	1	105	
Darwen	1	94	
Darwen	2	94	
Davenport	Down	138	
Davenport	Up	142	
Deansgate (Manchester)	1	151	Up line
Deansgate (Manchester)	2	155	Down line
Delamere	Down	78	
Delamere	Up	77	
Denham	1	169	
Denham	2	163	
Denham Golf Club	1	168	
Denham Golf Club	2	165	
Dent	Down	94	
Dent	Up	94	
Denton	Down	59	
Denton	Up	59	
Dinting	1	109	Single Dinting/Hadfield
Dinting	2	104	Single Dinting/Glossop
Disley	Down	137	
Disley	Up	138	
Dorridge	1	189	
Dorridge	2	189	
Dorridge	3	184	
Dove Holes	Down	87	
Dove Holes	Up	82	
Drigg	Down	84	
Drigg	Up	66	Additional 19.6m beyond
Droitwich Spa	Down	144	
Droitwich Spa	Up	143	
Duddeston	Down	152	

STATION	PLATFORM	LENGTH	NOTES
Duddeston	Up	147	
Dudley Port	Down	89	
Dudley Port	Up	89	
Earlestown	1	161	Up St. Helens Jn to Newton-le-Willows
Earlestown	2	115	Down Newton-le-Willows to Huyton
Earlestown	3	98	Single Warrington Bank Quay/St. Helens Junction
Earlestown	4	146	Down Warrington Bank Quay to Newton-le-Willows. Additional 6m beyond signal
Earlestown	5	113	Up Newton-le-Willows to Warrington Bank Quay
Earlwood	Down	115	
Earlwood	Up	115	
East Didsbury	1	150	
East Didsbury	2	146	
Eastham Rake	1	132	Down line
Eastham Rake	2	132	Up line
Eccles	1	124	
Eccles	2	124	
Eccleston Park	Down	94	
Eccleston Park	Up	91	
Edale	Down	99	Additional 21.1m OOU
Edale	Up	100	Additional 21.1m OOU
Edge Hill	1	210	Up Slow line
Edge Hill	2	224	Bi-directional. Down Slow line
Edge Hill	3	226	Up Fast line
Edge Hill	4	259	Down Fast line
Ellesmere Port	1	135	Down line to Helsby
Ellesmere Port	Up	135	To Hooton
Entwistle	Single	99	
Erdington	Down	201	
Erdington	Up	201	
Euxton Balshaw Lane	Down	91	
Euxton Balshaw Lane	Up	91	
Fairfield	Down	136	
Fairfield	Up	136	
Farnworth	Down	100	
Farnworth	Up	100	
Fazakerley	1	128	Up line
Fazakerley	2	128	Down line. Additional 45m OOU and low
Fenny Stratford	Single	76	
Five Ways	Down	192	
Five Ways	Up	197	
Flimby	Down	45	
Flimby	Up	53	
Flixton	Down	137	
Flixton	Up	153	
Flowery Field	1	85	
Flowery Field	2	85	
Formby	1	121	Up line
Formby	2	121	Down line
Four Oaks	Bay	159	
Four Oaks	Down	149	
Four Oaks	Up	148	

STATION	PLATFORM	LENGTH	NOTES
Foxfield	Down	79	Additional 61.5m OOU
Foxfield	Up	80	Additional 61.5m OOU
Freshfield	1	143	Up line
Freshfield	2	128	Down line
Frodsham	2	158	
Frodsham	1	156	
Furness Vale	Down	102	
Furness Vale	Up	100	
Garsdale	Down	121	
Garsdale	Up	121	
Garston	Single	85	
Garswood	Down	76	
Garswood	Up	76	
Gathurst	Down	118	
Gathurst	Up	118	
Gatley	1	149	
Gatley	2	146	
Gerrards Cross	1	167	
Gerrards Cross	2	171	
Giggleswick	Down	81	
Giggleswick	Up	89	
Glazebrook	Down	89	
Glazebrook	Up	90	
Glossop	Single	174	Bay
Godley	1	85	
Godley	2	85	
Goostrey	Down	167	
Goostrey	Up	167	
Gorton	Down	152	
Gorton	Up	152	
Grange-over-Sands	Down	97	Additional 35.3m OOU
Grange-over-Sands	Up	121	Additional 43.1m OOU
Gravelly Hill	Down	169	
Gravelly Hill	Up	154	
Great Malvern	Down	135	
Great Malvern	Up	142	
Great Missenden	1	102	Up DOO
Great Missenden	2	161	Down
Green Lane	1	127	Down line
Green Lane	2	128	Up line
Green Road	Down	75	Additional 46.8m OOU
Green Road	Up	75	Additional 47.6m OOU
Greenbank	Down	82	
Greenbank	Up	77	
Greenfield	Down	115	
Greenfield	Up	157	
Guide Bridge	Down	147	
Guide Bridge	Up	152	
Haddenham & Thame	1 Up	190	
Haddenham & Thame	2 Down	190	
Hadfield	Single	109	Bay
Hag Fold	Down	96	
Hag Fold	Up	96	
Hagley	1 Down	125	

STATION	PLATFORM	LENGTH	NOTES
Hagley	2 Up	122	
Hale (Cheshire)	Down	126	
Hale (Cheshire)	Up	131	
Halewood	Down	107	
Halewood	Up	107	
Hall Green	Down	154	
Hall Green	Up	154	
Hall i' th' Wood	1	92	
Hall i' th' Wood	2	94	
Hall Road	1	127	Up line. Additional 24m OOU
Hall Road	2	151	
Hamilton Square (Birkenhead)	1	124	Up line
Hamilton Square (Birkenhead)	2	119	Down line to Birkenhead Central
Hamilton Square (Birkenhead)	3	128	Down line to Conway Park
Hampton In Arden	Down	184	
Hampton In Arden	Up	187	
Hamstead	Down	105	To Signal SB4641
Hamstead	Up	129	
Handforth	Down	165	
Handforth	Up	165	
Hapton	Down	90	Additional 30.2m OOU
Hapton	Up	91	Additional 29.5m OOU
Harlesden	Down	123	
Harlesden	Up	123	
Harrington	Down	43	Additional 76.2m unlined
Harrington	Up	43	Additional 76.6m unlined
Harrow & Wealdstone	1	121	Down DC
Harrow & Wealdstone	2	182	Up DC
Harrow & Wealdstone	3	246	Down Fast
Harrow & Wealdstone	4	246	Up Fast
Harrow & Wealdstone	5	246	Down Slow
Harrow & Wealdstone	6	270	Up Slow
Hartford (Cheshire)	Down	249	
Hartford (Cheshire)	Up	243	
Hartlebury	1	101	
Hartlebury	2	101	
Hatch End	Down	137	
Hatch End	Up	137	
Hattersley	Down	170	
Hattersley	Up	170	
Hatton	1 Up	130	
Hatton	2 Down	132	
Hatton	3 DPL	134	
Hazel Grove	1	171	Bi-directional
Hazel Grove	2	171	Bi-directional
Headbolt Lane	1	139	
Headbolt Lane	2	139	
Headbolt Lane	3	150	
Headstone Lane	Down	128	
Headstone Lane	Up	128	
Heald Green	Down	143	Additional 40m OOU
Heald Green	Up	143	Additional 40m OOU
Heaton Chapel	Down	165	
Heaton Chapel	Up	170	

STATION	PLATFORM	LENGTH	NOTES
Hednesford	Down	79	
Hednesford	Up	80	
Hellifield	Down	133	
Hellifield	Up	104	
Helsby	1	139	
Helsby	2	84	
Helsby	3	95	
Helsby	4	94	
Hemel Hempstead	1	246	Down Fast
Hemel Hempstead	2	246	Up Fast
Hemel Hempstead	3	246	Down Slow
Hemel Hempstead	4	246	Up Slow
Henley In Arden	Down	153	
Henley In Arden	Up	153	
Heswall	Down	56	
Heswall	Up	56	
Heyford	Down	70	
Heyford	Up	70	
Heysham Port	Single	86	
Hightown	1	127	Up line. Additional 10m OOU
Hightown	2	125	Down line
High Wycombe	1	145	Bay
High Wycombe	2	176	Bi-Directional (Down 176m to ME151 sig.)
High Wycombe	3	169	Up DOO
Hillside	1	138	Up line
Hillside	2	138	Down line
Hindley	2	120	
Hindley	1	117	
Holmes Chapel	Down	167	
Holmes Chapel	Up	167	
Hooton	1	117	Bay to Hooton South Jn
Hooton	2	152	Bi-directional. Down line
Hooton	3	152	Bi-directional. Up line
Horton-in-Ribblesdale	Down	92	
Horton-in-Ribblesdale	Up	92	
Horwich Parkway	Down	141	
Horwich Parkway	Up	141	
Hoscar	Down	160	
Hoscar	Up	117	
Hough Green	Down	129	
Hough Green	Up	129	
How Wood	Single	85	
Hoylake	1	127	Up line
Hoylake	2	128	Down line
Humphrey Park	1	92	
Humphrey Park	2	92	
Huncoat	Down	51	Additional 29m low plus 60m
Huncoat	Up	48	Additional 39m low plus 37.5m
Hunts Cross	1	117	Down line to Liverpool South Parkway
Hunts Cross	2	130	Bi-directional DC line
Hunts Cross	3	130	DC bay to Merseyrail Northern Line
Huyton	1	121	Down Chat Moss Fast
Huyton	2	120	Down Chat Moss Slow
Huyton	3	100	Up Chat Moss Fast

STATION	PLATFORM	LENGTH	NOTES
Huyton	4	100	Up Chat Moss Slow
Hyde Central	1	154	
Hyde Central	2	85	
Hyde North	2	122	
Hyde North	1	85	
Ince (Greater Manchester)	Down	125	Additional 58.3m OOU
Ince (Greater Manchester)	Up	125	Additional 58.3m OOU
Ince & Elton (Cheshire)	Down	94	
Ince & Elton (Cheshire)	Up	95	
Irlam	2	119	
Irlam	1	122 154	
Islip	1	194	Up
Islip	2	194	Down
James Street (Liverpool)	1	129	Down line to Loop
James Street (Liverpool)	2	130	Bi-directional to/from Paradise Jn
James Street (Liverpool)	3	129	Down line to Hamilton Square
Jewellery Quarter	Down	150	
Jewellery Quarter	Up	150	147m to SY217 signal
Kearsley	Down	109	
Kearsley	Up	126	
Kempston Hardwick	Down	45	
Kempston Hardwick	Up	37	
Kendal	Single	92	
Kenilworth	Single	100	
Kensal Green	Down	123	
Kensal Green	Up	123	
Kenton	Down	121	
Kenton	Up	121	
Kents Bank	1	110	Up line
Kents Bank	2	119	Down line
Kidderminster	1	143	
Kidderminster	2	144	
Kidsgrove	1	141	
Kidsgrove	2	176	
Kidsgrove	3	119	
Kidsgrove	4	97	
Kilburn High Road	Down	164	
Kilburn High Road	Up	145	
Kings Heath	2	150	
Kings Heath	1	150	
Kings Langley	1	213	Down Fast
Kings Langley	2	198	Up Fast
Kings Langley	3	246	Down Slow
Kings Langley	4	246	Up Slow
Kings Norton	1	150	
Kings Norton	4	150	
Kings Sutton	Down	118	112m to stop board
Kings Sutton	Up	122	117m to stop board
Kirkby (Merseyside)	Single	135	
Kirkby-in-Furness (Cumbria)	Down	69	Additional 47.6m OOU
Kirkby-in-Furness (Cumbria)	Up	77	Additional 50.8m OOU
Kirkby Stephen	Down	92	
Kirkby Stephen	Up	92	
Kirkdale	1	130	Up line

STATION	PLATFORM	LENGTH	NOTES
Kirkdale	2	128	Down line
Kirkham & Wesham	1	179	Down Lytham
Kirkham & Wesham	2	183	Down Fylde
Kirkham & Wesham	3	198	Up Fylde
Knutsford	Down	146	
Knutsford	Up	133	
Lancaster	1	72	Bay to Morecambe South Jn
Lancaster	2	113	Bay to Morecambe South Jn.
Lancaster	3	258	Down Passenger Loop
Lancaster	4	253	Up Passenger Loop
Lancaster	5	171	Reversible
Landywood	Down	72	
Landywood	Up	72	
Langho	Down	75	
Langho	Up	75	
Langley Green	1	144	
Langley Green	2	144	
Langwathby	Down	96	
Langwathby	Up	96	
Lapworth	2 Down	184	
Lapworth	1 Up	120	
Layton	1	145	Up line
Layton	2	148	Down line
Lazonby & Kirkoswald	Down	94	
Lazonby & Kirkoswald	Up	94	
Lea Green	Down	146	
Lea Green	Up	146	
Lea Hall	Down	185	
Lea Hall	Up	184	
Leamington Spa	1	150	Bay
Leamington Spa	2	308	Down
Leamington Spa	3	222	Up
Leamington Spa	4	113	Bay
Leasowe	1	128	Up line
Leasowe	2	129	Down line
Ledbury	Down	100	
Ledbury	Up	98	
Leighton Buzzard	1	256	Down Fast
Leighton Buzzard	2	256	Up Fast
Leighton Buzzard	3	256	Down Slow
Leighton Buzzard	4	257	Up Slow
Levenshulme	Down	128	Additional 40m OOU
Levenshulme	Up	130	Additional 40m OOU
Leyland	1	151	Down Slow
Leyland	2	140	Up Slow
Leyland	3	142	Down Fast
Leyland	4	143	Up Fast
Lichfield City	Down	149	
Lichfield City	Up	225	
Lichfield City	Up	172	To Signal AN 163
Lichfield Trent Valley High Level	Single	150	
Lichfield Trent Valley Low Level	Down	271	
Lichfield Trent Valley Low Level	Up	255	
Lidlington	Down	66	

STATION	PLATFORM	LENGTH	NOTES
Lidlington	Up	51	
Littleborough	1	121	
Littleborough	2	117	
Little Kimble	Single	90	
Little Sutton	1	135	Down line
Little Sutton	2	135	Up line
Liverpool Central (Deep Level)	3	128	Loop line in one direction only (Wirral Line)
Liverpool Central (Low Level)	1	136	Bi-directional (Northern Line)
Liverpool Central (Low Level)	2	136	Bi-directional (Northern Line)
Liverpool James Street see James Street			
Liverpool Lime Street (Deep Level)	A	128	Loop line in one direction only (Wirral Line)
Liverpool Lime Street (Mainline)	1	220	
Liverpool Lime Street (Mainline)	2	221	
Liverpool Lime Street (Mainline)	3	154	
Liverpool Lime Street (Mainline)	4	154	
Liverpool Lime Street (Mainline)	5	181	
Liverpool Lime Street (Mainline)	6	270	
Liverpool Lime Street (Mainline)	7	156	
Liverpool Lime Street (Mainline)	8	156	
Liverpool Lime Street (Mainline)	9	270	
Liverpool Lime Street (Mainline)	10	267	
Liverpool Moorfields see Moorfields			
Liverpool South Parkway	1	124	Up Fast line
Liverpool South Parkway	2	138	Down Fast line
Liverpool South Parkway	3	138	Up Slow line
Liverpool South Parkway	4	118	Down Slow line
Liverpool South Parkway	5	130	Up Southport
Liverpool South Parkway	6	130	Down Southport
London Euston	1	398	Stopboard to Signal
London Euston	2	376	Stopboard to Ramp
London Euston	3	325	Stopboard to Signal
London Euston	4	321	Stopboard to Signal
London Euston	5	270	Stopboard to Signal
London Euston	6	268	Stopboard to Signal
London Euston	7	292	Stopboard to Signal
London Euston	8	254	Stopboard to Signal
London Euston	9	197	Stopboard to Signal
London Euston	10	194	Stopboard to Signal
London Euston	11	258	Stopboard to Ramp/Signal
London Euston	12	293	Stopboard to Signal
London Euston	13	304	Stopboard to Ramp
London Euston	14	306	Stopboard to Signal
London Euston	15	402	Stopboard to Ramp
London Marylebone	1	227	Buffer stop to signal
London Marylebone	2	242	Buffer stop to signal
London Marylebone	3	242	Buffer stop to signal
London Marylebone	4	128	Buffer stop to ramp
London Marylebone	5	216	
London Marylebone	6	216	
Longbridge	Down	150	
Longbridge	Up	170	
Longport	Down	119	
Longport	Up	160	

STATION	PLATFORM	LENGTH	NOTES
Long Buckby	Down	179	
Long Buckby	Up	181	
Long Preston	Down	92	
Long Preston	Up	72	
Lostock	Down	156	
Lostock	Up	155	
Lostock Gralam (Cheshire)	Down	104	
Lostock Gralam (Cheshire)	Up	101	
Lostock Hall (Lancashire)	Down	84	
Lostock Hall (Lancashire)	Up	84	
Lye	1	119	
Lye	2	120	
Lytham	Single	103	
Macclesfield	1	305	Down Stoke
Macclesfield	2	268	Up Stoke
Macclesfield	3	268	Macclesfield Loop
Maghull	1	154	Up line
Maghull	2	143	Down line. Additional 17.6m beyond
Maghull North	Down	135	
Maghull North	Up	135	
Malvern Link	Down	128	
Malvern Link	Up	186	
Manchester Airport	1	197	
Manchester Airport	2	200	
Manchester Airport	3	200	
Manchester Airport	4	201	
Manchester Deansgate see Deansgate			
Manchester Oxford Road	1	106	Bi-directional
Manchester Oxford Road	2	161	Bi-directional
Manchester Oxford Road	3	138	In Down direction. Additional 23.3m beyond
Manchester Oxford Road	3	161	In Up direction
Manchester Oxford Road	4	163	Bi-directional
Manchester Oxford Road	5	106	Bay to Deansgate
Manchester Piccadilly	1	238	
Manchester Piccadilly	2	238	
Manchester Piccadilly	3	237	
Manchester Piccadilly	4	239	
Manchester Piccadilly	5	340	
Manchester Piccadilly	6	277	
Manchester Piccadilly	7	277	
Manchester Piccadilly	8	340	
Manchester Piccadilly	9	330	217.5m to MP390 signal
Manchester Piccadilly	10	177	
Manchester Piccadilly	11	98	
Manchester Piccadilly	12	98	
Manchester Piccadilly	13	277	In Down direction
Manchester Piccadilly	13	277	In Up direction
Manchester Piccadilly	14	265	In Down direction
Manchester Piccadilly	14	266	In Up direction
Manchester United Football Ground	Single	146	
Manchester Victoria	1	111	Bay to Miles Platting Jn. Additional 5.7m beyond signal
Manchester Victoria	2	96	Bay to Miles Platting Jn. Additional 5.7m beyond signal

STATION	PLATFORM	LENGTH	NOTES
Manchester Victoria	3	255	Bi-directional
Manchester Victoria	4	224	Bi-directional
Manchester Victoria	5	215	Bi-directional
Manchester Victoria	6	215	Bi-directional
Manor Road	1	128	Up line
Manor Road	2	128	Down line
Marple	Down	152	
Marple	Up	136	
Marston Green	Down	169	
Marston Green	Up	169	
Maryport	Single	89	Additional 86.6m OOU
Mauldeth Road	1	140	
Mauldeth Road	2	146	
Meols	1	127	Up line
Meols	2	127	Down line
Meols Cop	Down	112	
Meols Cop	Up	110	
Middlewood	Down	92	
Middlewood	Up	92	
Millbrook	1	73	
Millbrook	2	73	
Mill Hill	Down	92	
Mill Hill	Up	92	
Millom	Down	123	
Millom	Up	121	
Mills Hill	1	117	
Mills Hill	2	117	
Milton Keynes Central	1	251	
Milton Keynes Central	2	308	
Milton Keynes Central	2A	124	
Milton Keynes Central	3	300	
Milton Keynes Central	4	300	
Milton Keynes Central	5	300	
Milton Keynes Central	6	300	
Mobberley	Down	101	
Mobberley	Up	110	
Monks Risborough	Single	94	
Moorfields (Deep Level)	3	128	Loop line in one direction only (Wirral Line)
Moorfields (Low Level)	1	128	Bi-directional (Northern Line)
Moorfields (Low Level)	2	128	Bi-directional (Northern Line)
Moorside	Down	111	Additional 60.2m OOU
Moorside	Up	109	Additional 64.2m OOU
Morecambe	1	114	Bay on Down & Up Morecambe Line
Morecambe	2	144	Bay on Down & Up Heysham Line
Moreton (Merseyside)	1	128	Up line
Moreton (Merseyside)	2	127	Down line
Moseley Village	2	150	
Moseley Village	1	150	
Moses Gate	Down	79	
Moses Gate	Down	79	
Moses Gate	Up	79	
Mossley (Greater Manchester)	Down	89	
Mossley (Greater Manchester)	Up	89	
Mossley Hill	1	115	Up Fast line

STATION	PLATFORM	LENGTH	NOTES
Mossley Hill	2	115	Down Fast line
Mossley Hill	3	137	Up Slow line
Mossley Hill	4	162	Down Slow line
Moss Side	Single	97	
Moston	1	120	
Moston	2	121	
Mouldsworth	Down	52	Additional 26.5m beyond signal
Mouldsworth	Up	77	
Navigation Road (Network Rail line)	Single	122	
Neston	Down	81	
Neston	Up	84	
Nethertown	Single	51	
New Brighton	1	121	Bay
New Brighton	2	127	Bay
New Lane	1	94	
New Lane	2	94	
New Mills Central	1	117	
New Mills Central	2	96	
New Mills Newtown	Down	102	
New Mills Newtown	Up	103	
Newton (for Hyde)	Down	114	
Newton (for Hyde)	Up	115	
Newton-le-Willows	1	131 147	
Newton-le-Willows	2	146 147	
North Wembley	Down	123	
North Wembley	Up	123	
Northampton	1	275	Up & Down Slow
Northampton	2	275	Down Fast
Northampton	3	289	Down Passenger Loop
Northampton	4	256	Bay
Northampton	5	169	Bay
Northfield	Down	190	
Northfield	Up	190	
Northolt Park	1	123	121m to stop board
Northolt Park	2	123	
Northwich	Down	121	
Northwich	Up	122	
Nuneaton	1	171	
Nuneaton	2	341	
Nuneaton	3	304	
Nuneaton	4	337	
Nuneaton	5 Up	245	
Nuneaton	5 Down	190	
Nuneaton	6	145	
Nuneaton	7	145	
Oakengates	1	101	
Oakengates	2	100	
Old Hill	Down	124	
Old Hill	Up	105	
Old Roan	1	128	Up line
Old Roan	2	129	Down line
Olton	Down	211	
Olton	Up	212	

STATION	PLATFORM	LENGTH	NOTES
Ormskirk	1	143 156	DC bay to Aughton Park
Ormskirk	Single	75	Bay to Burscough Jn
Orrell (Greater Manchester)	Down	55	Additional 76m OOU
Orrell (Greater Manchester)	Up	54	Additional 74m OOU
Orrell Park (Merseyside)	1	148	Up line
Orrell Park (Merseyside)	2	148	Down line
Overpool	1	143	Down line
Overpool	2	141	Up line
Oxenholme Lake District	1	279	
Oxenholme Lake District	2	266	
Oxenholme Lake District	3	149	Single line to/from Windermere
Oxford Parkway	1	244	Up
Oxford Parkway	2	225	Down
Oxford Road see Manchester Oxford Road			
Padgate	Down	91	
Padgate	Up	91	
Parbold	Down	119	
Parbold	Up	104	Additional 15m past signal
Park Street	Single	85	
Parton	Down	116	Additional 22.5m unlined
Parton	Up	59	Additional 80.8m unlined
Patricroft	Down	124	
Patricroft	Up	124	
Pemberton	Down	107	
Pemberton	Up	102	
Penkridge	Down	96	
Penkridge	Up	101	
Penrith	1	281	Up line
Penrith	2	281	Down Main line
Penrith	3	103	Down loop
Perry Barr	1	130	
Perry Barr	2	91	
Pershore	Down and Up	187	
Pineapple Road	2	150	
Pineapple Road	1	150	
Pleasington	Down	78	
Pleasington	Up	73	
Plumley	Down	87	
Plumley	Up	105	
Polesworth	1	138	
Polesworth	2	138	Out of Use
Port Sunlight	1	129	Down line
Port Sunlight	2	132	Up line
Poulton-le-Fylde	Down	162	
Poulton-le-Fylde	Up	170	
Poynton	Down	168	
Poynton	Up	169	
Prescot	Down	110	
Prescot	Up	110	
Prestbury	Down	125	
Prestbury	Up	169	
Preston	1	277	
Preston	2	275	
Preston	3	362	

STATION	PLATFORM	LENGTH	NOTES
Preston	3c	74	
Preston	4	285	Stated length is clear of PN112. Additional standage of 115 meters beyond the signal for trains in the Down direction. However, this fouls other routes and prevents access to platforms 3C and 4C and access to platform 6 via PN98
Preston	4c	74	
Preston	5	269	
Preston	6	269	
Princes Risborough	1	61	Bay
Princes Risborough	2	167	Bi-Directional (Down 165m to ME165 signal)
Princes Risborough	3	170	Down DOO
Queen's Park	1	141	Up DC
Queen's Park	4	132	Down DC
Queen's Park	5	194	Up Slow
Queen's Park	6	194	Down Slow
Rainford	Down	72	
Rainford	Up	51	
Rainhill	Down	135	
Rainhill	Up	180	
Ramsgreave & Wilpshire	Down	60	
Ramsgreave & Wilpshire	Up	60	
Ravenglass	Down	94	
Ravenglass	Up	94	Additional 27.9m OOU
Reddish North	Down	95	
Reddish North	Up	130	
Reddish South	Single	72	
Redditch	Single	161	
Ribblehead	Down	102	
Ribblehead	Up	94	
Rice Lane	1	129	Up line. Additional 30m OOU
Rice Lane	2	141	Down line
Ridgmont	1	61	
Ridgmont	2	61	
Rishton	Down	45	Additional 38.4m OOU
Rishton	Up	65	Additional 65m OOU
Roby	1	116	Down Chat Moss Fast
Roby	2	116	Down Chat Moss Slow
Roby	3	100	Up Chat Moss Fast
Roby	4	100	Up Chat Moss Slow
Rochdale	1	198	Down Rochdale
Rochdale	2	132	Bay to Rochdale East Jn
Rochdale	3	184	Up Rochdale
Rochdale	4	105	Bay to Castleton East Jn
Rock Ferry	1	135	Down Main line
Rock Ferry	2	135	Bi-directional
Rock Ferry	3	130	Bay to Green Lane
Rock Ferry	4	130	Bay to Green Lane
Romiley	1	100	
Romiley	2	110	
Roose	Down	86	Additional 32m OOU
Roose	Up	87	Additional 36m OOU
Rose Grove	Down	87	
Rose Grove	Up	94	Additional 84m OOU
Rose Hill	Single	88	Bay

STATION	PLATFORM	LENGTH	NOTES
Rowley Regis	1	184	
Rowley Regis	2	184	
Rufford	Down	76	
Rufford	Up	61	Additional 16m beyond signal
Rugby	1	270	
Rugby	2	348	
Rugby	3	196	
Rugby	4	357	
Rugby	5	300	
Rugby	6	190	
Rugeley Town	1	88	
Rugeley Town	2	88	
Rugeley Trent Valley	Up Slow	145	
Rugeley Trent Valley	Down Fast	132	
Rugeley Trent Valley	Branch	90	
Runcorn	Down	298	
Runcorn	Up	328	
Runcorn East	Down	185	
Runcorn East	Up	185	
Ryder Brow	1	99	
Ryder Brow	2	99	
St. Albans Abbey	Single	109	
St. Annes-on-the-Sea	Single	129	
St. Bees	1	106	
St. Bees	2	101	
St. Helens Central	Down	163	
St. Helens Central	Up	161	
St. Helens Junction	Down	121	
St. Helens Junction	Up	119	
St. Michaels	1	130	Up line
St. Michaels	2	130	Down line
Salford Central	1	136	Bi-directional
Salford Central	2	140	Bi-directional
Salford Crescent	1	130	Bi-directional. Up & Down Bolton line
Salford Crescent	2	130	Bi-directional. Down Bolton line
Salwick	Down	93	Additional 155.5m OOU
Salwick	Up	93	Additional 155.5m OOU
Sandbach	1	165	Up Main line
Sandbach	2	168	Down Main line
Sandbach	3	168	Bi-directional
Sandhills	1	129	Bi-directional
Sandhills	2	130	Down line
Sandwell & Dudley	1	270	
Sandwell & Dudley	2	268	
Sankey (for Penketh)	Down	92	
Sankey (for Penketh)	Up	98	
Saunderton	1	147	
Saunderton	2	147	143m to stop board
Seaforth & Litherland	1	128	Up line
Seaforth & Litherland	2	127	Down line
Seascale	Down	57	Additional 85.2m unlined
Seascale	Up	36	Additional 106.1m unlined
Seer Green	1	167	
Seer Green	2	167	

STATION	PLATFORM	LENGTH	NOTES
Sellafield	Down	50	Additional 41.2m unlined
Sellafield	Up	71	Additional 71.3m unlined
Selly Oak	Down	190	
Selly Oak	Up	190	
Settle	Down	99	
Settle	Up	99	
Shenstone	Down	149	
Shenstone	Up	151	
Shifnal	1	115	
Shifnal	2	96	
Shirley	Down	154	
Shirley	Up	153	
Silecroft	Down	45	Additional 72.6m OOU
Silecroft	Up	46	Additional 70.8m OOU
Silverdale	Down	109	Additional 59.6m OOU
Silverdale	Up	117	Additional 57.8m OOU
Small Heath	3	159	Up Slow
Small Heath	4	144	Down Slow
Smethwick Galton Bridge High Level	1	150	
Smethwick Galton Bridge High Level	2	152	
Smethwick Galton Bridge Low Level	3	151	
Smethwick Galton Bridge Low Level	4	149	
Smethwick Rolfe Street	1	152	
Smethwick Rolfe Street	2	136	
Smithy Bridge	1	121	
Smithy Bridge	2	121	
Solihull	2 Down	190	
Solihull	1 Up	190	
South Hampstead	Down	123	
South Hampstead	Up	123	
South Kenton	Down	121	
South Kenton	Up	121	
South Ruislip	3	123	
South Ruislip	4	141	DOO
South Ruislip	Down	122	LUL
South Ruislip	Up	141	LUL
Southport	1	135	DC platform (Northern Line) Buffer to top of Ramp
Southport	2	142	DC platform (Northern Line) Buffer to signal
Southport	3	131	DC platform (Northern Line) Buffer to signal
Southport	4	170	
Southport	5	243	
Southport	6	241	
Spital	1	154	Down line
Spital	2	152	Up line
Spring Road	1	123	
Spring Road	2	116	
Squires Gate	Single	99	
Stafford	1	308	
Stafford	3	312	
Stafford	4	312	

STATION	PLATFORM	LENGTH	NOTES
Stafford	5	312	
Stafford	6	312	
Stalybridge	1	225	Up Huddersfield
Stalybridge	2	115	Bay
Stalybridge	3	225	Up and Down Middle Line
Stalybridge	4	250	Down Huddersfield
Stalybridge	5	140	Bay
Stanlow & Thornton	Down	161	
Stanlow & Thornton	Up	143	
Staveley (Cumbria)	Single	95	
Stechford	Down	134	
Stechford	Up	172	
Stechford	Up Grand	134	
Stewartby	Down	37	
Stewartby	Up	51	
Stockport	0	143	Up Main Loop
Stockport	1	280	Up Slow
Stockport	2	274	Up Fast
Stockport	3	294	Down Fast
Stockport	3a	101	Bay (126m for ECS)
Stockport	4	262	Down Slow
Stoke Mandeville	1	159	Up
Stoke Mandeville	2	170	Down
Stoke on Trent	1	275	
Stoke on Trent	2	282	
Stoke on Trent	3	88	Bay
Stone	Down	149	
Stone	Up	149	
Stonebridge Park	Down	125	
Stonebridge Park	Up	125	
Stourbridge Junction	3 Up	154	Bi-Directional (Down 153m to SJ85 signal) 154m to SJ87 signal
Stourbridge Junction	2 Down	155	
Stourbridge Junction	1 Bay	89	
Stourbridge Town	Single	27	
Stratford-upon-Avon	1	169	
Stratford-upon-Avon	2	176	
Stratford-upon-Avon	3	177	
Stratford-upon-Avon Parkway	Down	152	
Stratford-upon-Avon Parkway	Up	152	
Strines	Down	127	
Strines	Up	114	
Styal	Down	167	
Styal	Up	167	
Sudbury Harrow Road	1	75	
Sudbury Harrow Road	2	75	
Sudbury Hill Harrow	1	80	
Sudbury Hill Harrow	2	80	
Sutton Coldfield	Down	151	
Sutton Coldfield	Up	150	
Swinton	2	121	
Swinton	1	117	
Tame Bridge Parkway	Down	101	
Tame Bridge Parkway	Up	101	
Tamworth High Level	Down	245	

STATION	PLATFORM	LENGTH	NOTES
Tamworth High Level	Up	245	
Tamworth Low Level	Down	292	
Tamworth Low Level	Up	321	
Telford Central	Down	271	
Telford Central	Up	271	
Thatto Heath	Down	75	
Thatto Heath	Up	81	
The Hawthorns	Down	150	
The Hawthorns	Up	150	
The Lakes	Down	40	
The Lakes	Up	40	
Tile Hill	Down	177	
Tile Hill	Up	177	
Tipton	Down	101	
Tipton	Up	106	
Todmorden	1	121	
Todmorden	2	121	
Town Green	1	128	Up line
Town Green	2	135	Down line
Trafford Park	Down	137	
Trafford Park	Up	137	
Tring	1	275	Down Fast
Tring	2	253	Up Fast
Tring	3	243	Down Slow
Tring	4	240	Up and Down Relief Down Direction
Tring	4	339	Up and Down Relief Up Direction
Tring	5	250	Up Slow
Tyseley	1	152	Up Fast
Tyseley	2	152	Down Fast
Tyseley	3	153	Up Slow
Tyseley	4	153	Down Slow
Ulverston	1	103	
Ulverston	3	101	
University	Down	185	
University	Up	173	
Upholland	Down	49	Additional 87m OOU
Upholland	Up	46	Additional 88m OOU
Upton	Down	78	
Upton	Up	78	
Urmston	Down	147	
Urmston	Up	147	
Walkden	Down	75	Additional 77.9m OOU
Walkden	Up	77	Additional 76.8m OOU
Wallasey Grove Road	1	127	Up line
Wallasey Grove Road	2	127	Down line
Wallasey Village	1	130	Up line
Wallasey Village	2	128	Down line
Walsall	1	111	
Walsall	2	177	
Walsall	3	177	
Walsden	1	121	
Walsden	2	121	
Walton (Merseyside)	1	170	Up line
Walton (Merseyside)	2	141	Down line

STATION	PLATFORM	LENGTH	NOTES
Warrington Bank Quay	1	213	Bi-directional. In Down direction. Additional 39m beyond signal
Warrington Bank Quay	1	252	Bi-directional. In Up direction
Warrington Bank Quay	2	253	Up Main line
Warrington Bank Quay	3	260	Down Main line
Warrington Bank Quay	4	224	Down Passenger Loop. Additional 26.8m beyond signal
Warrington Central	Down	124	
Warrington Central	Up	127	
Warrington West	1	150	
Warrington West	2	150	
Warwick	Down	189	
Warwick	Up	186	
Warwick Parkway	2 Down	216	
Warwick Parkway	1 Up	216	
Water Orton	Down	103	
Water Orton	Up	100	Ramp to Ramp
Water Orton	Up	96	City-end Ramp to SY278 signal
Waterloo (Merseyside)	1	123	Up line
Waterloo (Merseyside)	2	121	Down line. Additional 35m OOU
Watford High St	Down	128	
Watford High St	Up	128	
Watford Junction	1	135	DC Bay
Watford Junction	2	135	DC Bay
Watford Junction	3	135	DC Bay
Watford Junction	4	135	DC Bay
Watford Junction	6	253	Down Fast
Watford Junction	7	253	Up Fast
Watford Junction	8	253	Down Slow
Watford Junction	9	222	Up Slow
Watford Junction	10	249	Bay
Watford Junction	11	88	St Albans Branch platform
Watford North	Single	94	
Wavertree Technology Park	Down	96	
Wavertree Technology Park	Up	96	
Wedgwood	Down	111	
Wedgwood	Up	111	
Wellington	Down	208	
Wellington	Up	141	
Wembley Central	1	127	Down DC
Wembley Central	2	127	Up DC
Wembley Central	3	181	Down Fast
Wembley Central	4	148	Up Fast
Wembley Central	5	146	Down Slow
Wembley Central	6	155	Up Slow
Wembley Stadium	1	189	188m to stop board
Wembley Stadium	2	189	
Wendover	1	109	DOO
Wendover	2	170	
Wennington	Down	73	Additional 10m substandard width
Wennington	Up	86	
West Allerton	1	93	Up Fast Line
West Allerton	2	99	Down Fast Line
West Allerton	3	98	Up Slow Line

STATION	PLATFORM	LENGTH	NOTES
West Allerton	4	101	Down Slow Line
West Kirby	1	129	Bay
West Kirkby	2	126	Bay
West Ruislip	3	140	Down
West Ruislip	4	164	Up Passenger Loop
Westhoughton	Down	99	Additional 35.7m unlined
Westhoughton	Up	97	Additional 37.4m unlined
Whaley Bridge	Down	119	
Whaley Bridge	Up	124	
Whalley	Down	75	
Whalley	Up	75	
Whiston	Down	108	
Whiston	Up	108	
Whitehaven	Bay	102	Bay to Carlisle
Whitehaven	Single	84	Additional 41.5m unlined
Whitlocks End	1	149	
Whitlocks End	2	158	
Widnes	Down	103	
Widnes	Up	103	
Widney Manor	Down	143	
Widney Manor	Up	142	
Wigan North Western	1	194	Down direction
Wigan North Western	1	170	Up direction
Wigan North Western	3	86	
Wigan North Western	4	274	Up
Wigan North Western	5	256	Down
Wigan North Western	6	270	Bi-directional Passenger Loop
Wigan Wallgate	1	187	Through trains
Wigan Wallgate	1	176	Turn back
Wigan Wallgate	2	177	
Wigan Wallgate	3	82	
Wigton	Down	50	Additional 88.4m unlined
Wigton	Up	50	Additional 83.5m unlined
Willenhall	2	105	
Willenhall	1	105	
Willesden Junction Low Level	1	125	
Willesden Junction Low Level	2	111	
Willesden Junction Low Level	3	125	
Wilmcote	Down	123	
Wilmcote	Up	123	
Wilmslow	1	302	Down Alderley Edge to Styal
Wilmslow	2	177	Bi-directional. In Down direction Alderley Edge to Styal
Wilmslow	2	222	Bi-directional. In Up direction Styal to Alderley Edge
Wilmslow	3	320	Down Alderley Edge to Handforth
Wilmslow	4	222	Up Handforth to Alderley Edge
Wilnecote	Down	89	
Wilnecote	Up	89	
Windermere	Single	144	
Winslow	1	106	
Winslow	2	106	
Winsford	Down	86	
Winsford	Up	80	

STATION	PLATFORM	LENGTH	NOTES
Witton	Down	139	
Witton	Up	137	
Woburn Sands	1	68	
Woburn Sands	2	62	
Wolverhampton	1	267	
Wolverhampton	2	278	
Wolverhampton	3	244	
Wolverhampton	4	278	
Wolverhampton	5	86	
Wolverhampton	6	120	
Wolverton	1	261	Down Fast
Wolverton	2	246	Up Fast
Wolverton	3	254	Down Slow
Wolverton	4	264	Up Slow
Wood End	Up	94	
Wood End	Down	122	
Woodley	1	71	
Woodley	2	83	
Woodsmoor	Down	90	
Woodsmoor	Up	90	
Wooton Wawen	Down	122	
Wooton Wawen	Up	122	
Worcester Foregate Street	1 - Down and Up	152	
Worcester Foregate Street	2 - Down and Up	154	
Worcestershire Parkway	1 – Up	265	
Worcestershire Parkway	2 – Down	265	
Worcestershire Parkway	3	265	
Worcester Shrub Hill	1A – Down	104	
Worcester Shrub Hill	1B - Down	147	
Worcester Shrub Hill	2 - Down	259	Platform 2 can be used for two short trains, but no intermediate signal is provided
Worcester Shrub Hill	2 - Up	259	Platform 2 can be used for two short trains, but no intermediate signal is provided.
Worcester Shrub Hill	3	70	Bay Bay will hold 3 Mk I or Mk III/Sprinter vehicles
Workington	Down	80	Additional 105m unlined
Workington	Up	81	Additional 103.5m unlined
Wylde Green	Down	153	
Wylde Green	Up	152	
Wythall	Down	119	
Wythall	Up	119	
Yardley Wood	Down	143	
Yardley Wood	Up	143	

5.4.1 Loop Lengths

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Kilburn Up and Down Goods Loop	Up & Down	96	617	Between signals WM722 and WM723
Up & Down Goods No1	Up & Down	169	1083	Between signals WM781 and WM758
Up & Down Goods No2	Up & Down	169	1083	Between signals WM783 and WM756
Brent Reception & Departure 1	Up & Down	38	243	Between signals WM785 and WM778
Brent Reception & Departure 2	Up & Down	38	243	Between signals WM787 and WM780
Up Kings Langley Loop	Up	124	794	
Rugby Up and Down Through Siding	Up & Down	105 107	672 688	Rear of Signal RN4184 Between signals RN4179 and RN4184
Rugby Up Goods Loop	Up	118	756	Rear of Signal RN4182 Between signals RN4177 and RN4182

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Up Northampton Fast (through line)	Up	50	322	Between signals RY1022 and RY1209
Northampton Down Goods Loop	Down	128	823	Between signals RY1043 and RY1220
Northampton Up & Down Slow	Up/Down	94	602	Between signals RY1038 and RY1041

MD137 HARLESDEN JN TO WEMBLEY CENTRAL (WEMBLEY YARD LINES)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Railnet Reception 1	Up & Down	39	248	Between signals WY32 and 764
Railnet Reception 2	Up & Down	39	248	Between signals WY34 and 766
Railnet Reception 3	Up & Down	39	248	Between signals WY36 and 768
Railnet Reception 4	Up & Down	39	248	Between signals WY38 and 770
Up and Down High Level Goods	Up & Down	39	250	Between signals WM767 and WM772

MD140 BLETCHLEY TO BEDFORD ST JOHNS (INCLUSIVE)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Forders Sidings A&D Line	Arrival & Departure Both	83	536	Between signals MV157 and MV156

Forders Sidings A&D Line	Down		252	Between MV146 and headshunt buffer
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MD166 NORTH POLE JN TO WEMBLEY				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Willesden Relief	Up & Down	69	443	Between signals WM829 and WM827
Up Willesden Relief	Up & Down	69	443	Between signals WM931 and WM929

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Coventry	Up Slow Platform 1	46	294	Between CB6044 and RC9055 signals
Coventry	Up Fast Platform 2	46	294	Between CB4046 and RC9053 signals
Coventry	Up and Down Slow	30	195	Between signal CB6057 and clear of platform 4
Coventry	Platform 3 Down Fast	51	331	Between RC4051 and CB9048 signals
Coventry	Platform 4 Up and Down Slow	38	247	Between RC6049 and CB9050 signals
Birmingham International	Platform 1 (Down)	64	416	Between CB8101 and clear of axle counter section CBRA
Birmingham International	Platform 1 (Up)	64	413	Between CB9108 and clear of axle counter section CBRG
Birmingham International	Platform 2 (Down)	64	416	Between CB8103 and clear of axle counter section CBRA
Birmingham International	Platform 2 (Up)	64	413	Between CB9106 and clear of axle counter section CBRG
Birmingham International	Platform 3 (Down)	90	580	Between CB4105 and clear of axle counter section CBEG
Birmingham International	Platform 3 (Up)	117	753	Between CB9104 and clear of axle counter section CBES
Birmingham International	Platform 4 (Down)	87	559	Between CB9107 and clear of axle counter section CBUV
Birmingham International	Platform 4 (Up)	60	386	Between CB4102 and clear of axle counter section CBUK 91 SLU/585 metres available clear of axle counter section CBUJ but foul of CB175B/A points to platform 3
Birmingham International	Platform 5 (Down)	99	638	Between CB9109 and clear of axle counter section CBUV
Birmingham International	Platform 5 (Up)	99	638	Between CB7100 and clear of axle counter section CBUJ
Monument Lane	Down	86	554	Standage at Signal BW9189
Monument Lane	Up	102	654	Standage at Signal BW7186
Soho North Jn – Down Soho Goods Loop	Down	42	270	Between signals BW8207 and BW7202
Soho North Jn – Down Soho Goods Loop	Up	45	289	
Watery Lane (Down Stour Goods)	Down	108	694	

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Watery Lane (Up Stour Goods)	Up	79	512	
Down Bushbury Goods Loop	Down	153	981	

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Kings Norton Arrival & Departure	Up & Down	82	530	Not suitable for electric traction Between signals SY523 and SY57
Blackwell Down Goods Loop	Down	89	570	
Down Bromsgrove Loop	Down	309	1983	
Up Bromsgrove Loop	Up	111	720	From signal BA7612 to clear of 641 points The Tamper Siding cannot be accessed when the Up Bromsgrove Loop is occupied by a freight service.
Up Spetchley Goods Loop	Up	86	552	From signal BA7648 to clear of 650 points
Down Abbotswood Goods Loop	Down	80	512	From signal to BA7659 to clear of 652 points
Up Eckington Goods Loop	Up	78	500	

MD320 PROOF HOUSE JN TO BUSHBURY JN (VIA BESCOT)

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Bescot Down Goods Loop	Down		473	Standage between signals SB6659 and SB9656
Bescot Down Goods Loop	Down		362	Standage between signals SB6663 and SB9662
Bescot Up Goods Loop	Down		522	Standage between signals SB9657 and SB6654
Bescot Up Goods Loop	Up		712	Standage between signals SB6654 and SB6660
Bescot Up Goods Loop	Up		531	Standage between signal SB6654 and clear of SB560/SB561 points
Bescot Up Goods Loop	Up		272	Standage between signal SB6660 and clear of SB566A points

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Perry Barr Goods Loop	Down	69	442	

MD401 HEYFORD TO BORDESLEY JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Up Aynho Goods Loop	Up	127	817	
Up Banbury Loop	Up	127	815	Signal OL7120 to overlap of signal

MD401 HEYFORD TO BORDESLEY JN				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
				OL7134
Up Banbury Loop	Up	128	823	Stood at signal OL7134
Down Banbury Loop	Down	127	815	Between signal OL7129 and overlap of signal OL9128
Down Banbury Loop	Up	105	673	Signal OL9128 to overlap of OL7129 assuming routing via Down Cherwell Valley in Up direction
Down Banbury Loop	Up	126	807	Signal OL9128 to overlap of OL9140 assuming routing via Down Banbury Goods Loop in Up direction
Down Banbury Goods Loop	Down	125	806	Between signal OL7143 and signal OL9140
Down Banbury Goods Loop	Up	125	806	Signal OL9140 to Signal OL7143
Fenny Compton Down Goods Loop	Down	127	814	Between signals OL7153 and OL7150
Fenny Compton Down Goods Loop	Down	95	613	Between signals OL1191 and OL7150
Fenny Compton Down Goods Loop	Up	127	814	Between signals OL7150 and OL7153
Fenny Compton Down Goods Loop	Up	95	613	Between signals OL7150 and OL1191
Fenny Compton Up Goods Loop	Up	72	461	
Leamington Spa Down Cherwell Valley	Down	46	294	
Leamington Spa Up Cherwell Valley	Up	60	384	
Down Hatton Goods Loop	Down	190	1217	
Up and Down Dorridge Goods Loop	Down	133	852	
Up and Down Dorridge Goods Loop	Up	126	810	
Up and Down Dorridge Passenger Loop	Down	133	852	
Up and Down Dorridge Passenger Loop	Up	126	810	
Up Dorridge Passenger Loop	Up	82	525	
Down Bordesley Goods Loop	Down	84	538	
Up Bordesley Goods Loop	Up	172	1102	

MD405 LEAMINGTON SPA JN TO COVENTRY SOUTH JN				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Up and Down Kenilworth Loop	Up & Down	125	800	

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Hawkesbury Lane Sidings	Up	58	371	See section 5.3 for restrictions

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Droitwich Spa Down Goods Loop	Down	44	282	
Droitwich Spa Up Goods Loop	Up	68	436	
Down Kidderminster Goods Loop	Down	69	447	
Stourbridge Down Goods Loop	Down	39	250	
Stourbridge Down Through Siding	Down	39	250	

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Rowley Regis Goods Loop	Down	61	392	
Up Rowley Regis Goods Loop	Up	65	422	
Up Rood End Goods Loop	Up		456	
Queens Head Sidings	A&D	53	345	

MD501 TAMWORTH (INCLUSIVE) TO BIRMINGHAM PROOF HOUSE JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Washwood Heath Through Siding	Down	116	746	Between WP1944 and WP8891 signals
Up Washwood Heath Goods Loop	Up/Down	132	850	
Down Saltley Goods Loop	Down	21	135	
Duddeston Junction	Down/Up	83	534	Down Derby Goods between WP9882 & WP6903 signals for run round.

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Arley Goods Loop	Down/Up	76	491	

MD701 MARYLEBONE TO AYNHO JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Wembley Turnback Siding	Down	39	256	
South Ruislip	Down Greenford	41	262	Rear of ME73 signal.

MD736 OXFORD NORTH JUNCTION TO DENBIGH HALL SOUTH JUNCTION

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Claydon Down Loop	Down	135	862	

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Malvern Wells Down Goods Loop	Down	54	346	

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Stafford	Platform 1	48	311	Between signals LS5582 and SC9355
Stafford	Up Stafford Fast	47	306	
Stafford	Down Stafford Fast	45	290	
Stafford	Platform 3	45	290	Between signals SC5591 and LS9346
Stafford	Up Stafford Slow Platform 4	45	290	Between signals LS5588 and SC9349
Stafford	Down Stafford Slow Platform 5	47	303	Between signals SC5587 and LS9350
Stafford	Platform 6	47	301	
Stafford	Stafford Down Goods Loop	127	816	Between signals LS1296 and SC4313
Stafford	Stafford Goods Loop (Up & Down Goods)	47	301	Between signals SC313 and LS4314
Warrington Bank Quay	Up Goods	44	282	
Springs Branch Jn	Down & Up Passenger Loop (Up)	109	701	
Wigan South Jn	Down & Up Passenger Loop (Down)	73	471	

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Rickerscote	Up Slow	139	890	

NW2005 SPEKE JN TO GARSTON JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Garston Goods	Down	127	815	Between signals WE7837 and WE1852
Up Garston Goods	Up	115	740	Between signals WE1853 and WE7836
Garston Through Siding	Down	115	740	Between signals WE1855 and WE1848
Garston Through Siding	Up	115	740	Between signals WE1848 and WE1855
Speke Through Siding 4	Down	58	375	Between signal WE1857 and Foul Point allowing movements in/out siding 3
Garston Arrival Line	Down	59	380	Between signals WE7845 and WE1860
Garston Departure Line	Up	59	380	Between signals WE7842 and WE7847

NW2009 ARPLEY JN. TO DITTON EAST JN.

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Football Field Sidings (MSC)	Down	82	523	
Football Field Sidings (MSC)	Up	82	521	
Latchford	Down	128	815	
Latchford	Up	150	954	

NW2015 ORDSALL LANE JN TO EDGE HILL

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Eccles Up Goods Loop	Up	124	794	
Up and Down Earlestown West	Down/Up	55	354	

NW3023 EDGELEY JN NO.2 TO MICKLE TRAFFORD

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Skelton Jn Down Goods Loop	Down/Up	57	371	
Northwich Down and Up Goods	Down/Up	74	478	Between Northwich East Jn and Northwich Station Jn

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Oxheys Up Passenger Loop	Up	145	934	
Barton & Broughton Down Passenger Loop	Down	161	1033	
Oubeck Down Goods Loop	Down	69	447	From signal PN213 to clearing point in rear
Oubeck Up Goods Loop	Up	72	466	From signal PN212 to clearing point in rear
Lancaster South Jn	Up	121	775	From signal PN223 to clear of platform 5 is 72SLU/467m
Lancaster Down Passenger Loop (Platform 3)	Down	56	363	

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Lancaster Down Main	Down	71	454	
Lancaster Up Main	Up	50	320	
Carnforth No.1 Up & Down Goods Loop	Down	67	435	
Carnforth No.2 Up & Down Goods Loop	Down	67	435	
Carnforth No.1 Up & Down Goods Loop	Up	67	435	
Carnforth No.2 Up & Down Goods Loop	Up	67	435	
Carnforth Up Passenger Loop	Up	80	512	
Oxenholme Down Windermere	Down	55	355	
Oxenholme Up Goods Loop	Up	74	478	From signal CE42 to block joint exclusive of stand back allowance
Grayrigg Down Passenger Loop	Down	67	430	
Grayrigg Up Passenger Loop	Up	68	440	
Tebay Down & Up Goods Loop		88	565	
Shap Summit Up Goods Loop	Up	70	450	
Shap Summit Down Siding	Down	35	224	
Harrisons Down Goods Loop	Down	63	405	
Eden Valley Up Goods Loop	Up	151	971	Signal to block joint exclusive of stand back allowance
Penrith Down Slow	Down	155	996	From signal CE208 to CE188
Plumpton Up Goods Loop	Up	73	473	
Upperby Down Goods Loop	Down	72	466	
Upperby Down Through Goods	Down	72	466	
Upperby Up Through Goods	Up	92	589	
Carlisle A Siding		40	283	
Carlisle B Up & Down Goods	Down	27	198	
Carlisle B Up & Down Goods	Up	45	292	From signal CE296 to clear of trap points 750A in rear. This will block access in the Up direction to C Up & Down Goods
Carlisle C Up & Down Goods	Down	27	200	
Carlisle C Up & Down Goods	Up	45	292	From signal CE297 to clear of trap points 750A in rear. This will block access in the Up direction to B Up & Down Goods
Carlisle No.1 Carriage Siding		34	241	
Carlisle No.2 Carriage Siding		34	241	
Carlisle High Wapping Siding No.1		23	152	
Carlisle High Wapping Siding No.2		19	126	
Carlisle High Wapping Siding No.3		16	107	
Kingmoor Up Passenger Loop	Up	133	879	Standage at signal CE453
Kingmoor Up Through Siding	Up	108	695	Standage at signal CE455
Kingmoor Up Through Siding	Up	137	881	Standage at signal CE453
Quintinshill Up Passenger	Up	90	579	

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Loop				
Quintinshill Down Passenger Loop	Down	88	566	

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
St. Bees	Up & Down Main	34	218	Up platform clear of crossing TC to SB6 is 140m

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Chelford Loop	Down	142	909	
Up Chelford Loop	Up	148	953	
Alderley Edge Down Siding	Down	24	154	
Alderley Edge Up Siding	Up	18	116	
Wilmslow Down Reversing Siding	Down	24	155	
Stockport Down Main	Down	32	210	
Stockport Down Goods	Down	33	217	
Mayfield Goods Loop	Down and Up	19	127	
Engine Siding	Down and Up	18	117	
Manchester Piccadilly Holding Siding	Down	22	143	

NW5009 COLWICH JN TO CHEADLE HULME

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Sideway Jn (Down Passenger Loop)	Down	72	465	
Stoke Up and Down Through Siding	Down	24	157	
Stoke Up and Down Through Siding	Up	24	157	
Longport Down Siding	Down	124	795	
Longport Jn (Up Goods Loop)	Up	43	279	Between Bradwell Jn and Longport Jn
Macclesfield Signal MD4833	Down	44	284	Standage between MD4833 and MD9848 signals on Down Stoke

NW5011 HEATON NORRIS JN TO GUIDE BRIDGE STATION JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Heaton Norris Up Goods Loop	Up	114	730	

NW5015 HADFIELD TO ARDWICK JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Guide Bridge Down and Up Passenger Loop	Down	136	875	
Guide Bridge Down and Up Passenger Loop	Up	112	720	

NW6003 CASTLEFIELD JN TO ALLERTON JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Glazebrook East Jn Down Passenger Loop	Down	44	288	

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Brewery Jn Down Passenger Loop	Down	74	479	Between Brewery Jn and Thorpes Bridge Jn
Thorpes Bridge Jn Up Passenger Loop	Up	71	455	Between Thorpes Bridge Jn and Brewery Jn
Vitriol Works Up Goods Loop	Up	49	320	
Castleton Down Goods Loop	Down	59	382	

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

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
King Street Siding	Down	81	519	Standage from PN449 signal to PN455 at Taylor Street. A train stood at PN449 will prevent access to/from King Street Depot
King Street Siding	Up	81	519	Standage form PN455 signal to PN449 at Blackburn Bolton Jn. A train occupying the full length will prevent access to/from King Street Depot

NW9001 EARLES SIDINGS (INCL.) TO EDGELEY JN NO.1

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Earles Sidings Down Goods Loop	Down	55	358	
New Mills South Jn Up Goods Loop	Up	62	396	Only accessible from New Mills Central
Hazel Grove Down Cheadle Loop	Down	64	410	To Northenden Jn only
Hazel Grove Down Siding	Down	23	150	
Hazel Grove Up Siding	Up	23	150	

NW9005 CHINLEY NORTH JN TO BUXTON

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Peak Forest Down and Up Through Siding	Up and Down	135	870	
Peak Forest Up Siding 1	Up			
Peak Forest Up Siding 2	Up			
Peak Forest Up Siding 2A	Up			
Peak Forest Up Siding 3	Up			
Peak Forest Up Siding 4	Up			
Buxton URS Head Shunt		11	73	
Buxton URS Single Line Access		51	332	Crossover to Head Shunt
Buxton URS Engine Run Round		51	332	Crossover to Head Shunt
Buxton URS Single Line Access		96	618	Full length
Buxton URS Engine Run Round		96	618	Full length

NW9021 BUXTON TO HAZEL GROVE EAST JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Buxton Station Holding Siding		34	222	Also known as Middle Siding

NW9901 GARGRAVE TO CARLISLE SOUTH JN

LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Hellifield Down Goods Loop	Down	51	329	Standage between No.34 signal and No.51 signal
Hellifield Down Goods Loop	Down	10	65	Standage between No.8 signal and No.51 signal
Hellifield Down Goods Loop	Down	64	414	Standage between clear of 10 points and No.51 signal
Hellifield Down Goods Loop	Down	29	189	Standage between clear of 45B points and No.52 signal
Hellifield Up Goods Loop	Up	71	460	Standage clear of 14A points and No.6 signal

Hellifield Up Main	Up	56	362	Standage between No.44 signal and No.25 signal
Hellifield Up Branch	Up	55	356	Standage between No.56 signal and No.33 signal
Blea Moor Up Goods Loop	Up	77	494	
Howe & Co's Sidings Reception Line	Down & Up	44	288	

5.5 Timing Allowances

All allowances shown are in minutes.

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

All allowances are indicative for the Final Principal Rules and are subject to change.

E refers to engineering allowance

P refers to performance allowances

5.5.1 SX Daytime (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – SX 0600-2230 Camden Jn to Ledburn Jn 0600-2240 Ledburn Jn to Hanslope Jn 0600-2300 Hanslope Jn to Hillmorton Jn via Weedon See NW1001 for allowance across Trent Valley toward Crewe					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Tring	E		1		Apply between 0600 – 2230 SX Applies only to services terminating at Tring
Approaching Milton Keynes Central	E		1*		Apply between 0600 - 2240 SX *Does not apply to services from Bletchley High Level, carriage sidings, or services that have been recessed on the Bletchley Relief Lines
Approaching Hanslope Jn	E	1			Apply between 0600 - 2240 SX Can be applied approaching Milton Keynes Central for trains routed Down Fast to Down Slow or Milton Keynes Reversible Fast
Approaching Hillmorton Jn	E	1			Apply between 0600 - 2300 SX

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)

Up – SX
0600-2355 Colwich to Rugby Trent Valley Jn
0600-2300 Hillmorton Jn to Hanslope Jn via Weedon
0600-2240 Hanslope Jn to Ledburn Jn
0600-2230 Ledburn Jn to Camden Jn

Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	1	1		Apply between 0600 - 2355 SX
Approaching Tring	E	1	1		Apply between 0600 - 2240 SX
Approaching Wembley Central	E		1		Apply between 0600 - 2230 SX Applies to freight routed to Wembley Yard and all trains to the Willesden Relief Lines
Approaching Willesden West London Jn		1	1		Apply between 0600 - 2230 SX Does not apply to trains that have commenced from or recessed at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – SX Daytime					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1*			*To be applied at Northampton North Jn or Northampton Up Yard if using either location

MD232 HINCKLEY (EXCLUSIVE) TO ABBEY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Nuneaton	E	1*			* Freight only

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daily					
Approaching Coventry	E	1			
Approaching Grand Jn	E	1			Does not apply to any service that stop at any location between Coventry and Grand Jn (excluding Birmingham International)
Approaching Wolverhampton	E	1			Does not apply to all stations services formed of Classes 323/350/730
Up – SX Daily					
Approaching Bushbury Jn.	E	1			
Approaching Galton Jn	E	1*			* Does not apply to all stations services formed with 323, 350 or 730 units This allowance should be applied approaching Galton Jn but may be moved to approaching Soho South Jn in order to aid timetable construction
Approaching Coventry	E	1*			*Does not apply to any service that stops at any location between Proof House Jn and Coventry (excluding Birmingham International)
Approaching Rugby Trent Valley Jn	E	1			

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Barnt Green	E	1*			* Does not apply to services formed of 323/730 units. This allowance should be applied approaching Barnt Green, but may be moved to approaching Bromsgrove in order to aid junction working at Barnt Green
Up – SX Daytime					
Approaching Barnt Green	E	1*			* Does not apply to services formed of 323/730 units. This allowance should be applied approaching Barnt Green, but may be moved to approaching Longbridge in order to aid junction working at Barnt Green
Approaching Selly Oak	E	1*			* Does not apply to services formed of 323/730 units This allowance should be applied approaching Selly Oak, but may be moved to approaching Five Ways in order to aid timetable construction.

MD315 STECHFORD NORTH JN TO ASTON SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Aston	E	1 [*] ^			* Does not apply to services formed with 323/730 units ^ To be applied approaching Signal SB4619 if stopping there

MD320 PROOF HOUSE JN TO BUSHBURY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Darlaston Jn	E	1 [*]			* Does not apply to services formed with 323/730 units
Up – SX Daytime					
Approaching Aston	E	1 [*]			* Does not apply to services formed with 323/730 units

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Soho East Jn	E	1 [*]			* Does not apply to services formed with 323/730 units

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Lichfield City	E	1 [*]			* Does not apply to services formed with 323/730 units
Up – SX Daytime					
Approaching Aston	E	1 [*]			* Does not apply to services formed with 323/730 units

MD345 BESCOT JN TO RUGELEY NORTH JN (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Walsall	E	1 [*]			* Does not apply to services formed by EMUs.
Approaching Rugeley Power Station Jn	E	1 [*]			* Does not apply to all station services
Up – SX Daytime					
Approaching Ryecroft Jn	E	1 [*]			* Does not apply to all station services

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Lichfield Trent Valley Jn	E	2			

MD401 HEYFORD TO BORDESLEY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Leamington Spa	E	1			
Approaching Tyseley	E	1			Does not apply to West Midlands Trains that stop at all stations between Dorridge and Acocks Green; for journeys commencing from Whitlocks End; or a train that has Run Round on the Tyseley Up and Down Through Sidings
Up – SX Daytime					
Approaching Leamington Spa	E	1*			* Does not apply to services from MD415 Hatton Station to Stratford-upon-Avon route
Approaching Heyford	E	1*			* Does not apply to services that start at Banbury.

MD410 COVENTRY NORTH JN TO NUNEATON SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Chilvers Coton Jn	E	1			
Up – SX Daytime					
Approaching Coventry	E	1			

MD415 HATTON STATION TO STRATFORD-UPON-AVON

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Stratford-upon-Avon	E	1*			* Does not apply to services from Hatton

MD430 DROITWICH SPA TO STOURBRIDGE NORTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Stourbridge Junction	E	1*			* Applies to trains terminating at Stourbridge Junction except those that have called at all stations from Birmingham Snow Hill (inclusive)
Approaching Kidderminster	E	1			Only applies to trains terminating at Kidderminster
Approaching Droitwich	E	1*			To be shown approaching Droitwich Up Goods Loop for trains booked to use the loop

MD435 SMALL HEATH SOUTH JN TO STOURBRIDGE NORTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Smethwick Jn	E	1 #			# Applies only to trains routed towards Galton Jn on MD440
Approaching Birmingham Snow Hill	E	1*			* Does not apply to trains originating at Stourbridge Junction that call at all intermediate stations to Birmingham Snow Hill (inclusive)

MD501 TAMWORTH (INCLUSIVE) TO PROOF HOUSE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Kingsbury Jn	E	1			Does not apply to trains from Birch Coppice/Kingsbury terminals

MD555 NUNEATON NORTH JN TO WATER ORTON EAST JN

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

MD565 CASTLE BROMWICH JN TO RYECROFT JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Ryecroft Jn	E	1			
Up – SX Daytime					
Approaching Park Lane Jn	E	1			

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Up –SX Daytime					
Approaching Bordesley Jn	E	1*			* Only applies to Cross–Country services

MD701 MARYLEBONE TO AYNHO JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Bicester North	E	1			
Up – SX Daytime					
Approaching Bicester North	E	1			
Approaching Marylebone Signal 10	E	1			

MD712 AMERSHAM TO AYLESBURY

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

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Bletchley High Level	E	1			
Up – SX Daytime					
Approaching Oxford Parkway	E	1			

MD801 WOLVERHAMPTON NORTH JN TO ABBEY FOREGATE JN (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Daytime					
Approaching Abbey Foregate	E	1			
Up – SX Daytime					
Approaching Oxley Stafford Road Jn	E	1			

MD810 MADELEY JN TO IRONBRIDGE POWER STATION

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

MD910 PERSHORE (INCLUSIVE) TO NORTON JN

Down – Daily

Location	Type	FL/ML	SL	GL	Remarks
Approaching Worcestershire Parkway	E	1*			* Does not apply to services formed with 165, 166 units To be applied at Norton Jn for trains that do not call at Worcestershire Parkway

MD940 WORCESTER SHRUB HILL TO SHELWICK JN

Down – Daily

Location	Type	FL/ML	SL	GL	Remarks
Approaching Shelwick Jn	E	1			

Up – Daily

Location	Type	FL/ML	SL	GL	Remarks
Approaching Henwick	E	1			

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN

Down

Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	1	1		0545 – 2355
Approaching Basford Hall Jn	E	1	1		
Approaching Euxton Jn	E	1	1		
Approaching Preston Ribble Jn	E	1	1		Does not apply to trains from NW6001, NW7007 and NW7009

Up

Location	Type	FL/ML	SL	GL	Remarks
Approaching Weaver Jn	E	1			
Approaching Crewe Coal Yard	E	1	1		
Approaching Norton Bridge	E	1			Applies to Class 1 and 9 passenger trains only Passenger Only
Approaching Stafford Little Bridgeford Jn	E		1*		Does not apply to trains from NW5008 Norton Bridge to Stone Jn or trains crossing Up Fast to Up Slow at Doxey Jn * Apply approaching Stafford North Jn if crossing Up Slow to Up Fast

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

Down

Location	Type	FL/ML	SL	GL	Remarks
Approaching Stafford Trent Valley Jn	E	1			

NW1007 NANTWICH (EXCLUSIVE) TO CREWE SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Gresty Green West Jn	E	1			
Approaching Gresty Green West Jn	P	1			Only applies to TfW services

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Up– Daily					
Approaching Salop Goods Jn	E	1			

NW1021 WINWICK JN TO GOLBORNE JN (VIA EARLESTOWN)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Golborne Jn	E	4			
Up – Daily					
Approaching Winwick Jn	E	4			

NW2001 WEAVER JN TO LIVERPOOL LIME STREET

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Runcorn	E	1			
Up – Daily					
Approaching Weaver Jn	E	1			

NW2015 ORDSALL LANE JN TO EDGE HILL

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Liverpool Lime Street	E	2	2		May be taken anywhere between Huyton and Liverpool Lime Street
Approaching Parkside Jn	E	1			
Approaching Olive Mount Jn	E	1			Can be applied approaching Roby
Up – Daily					
Approaching Earlestown	E	1			
Approaching Ordsall Lane Jn	E	2 1			Does not apply to any train starting from Weaste or Eccles

NW2019 PARKSIDE JN TO LOWTON JN (EAST CURVE LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Parkside Jn	E	1			Only applies to trains starting north of Preston

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Wigan North Western	E	2 1	2		Only applies to trains terminating at Wigan North Western and assuming no further allowance is taken between Springs Branch Jn and Wigan North Western on route NW1001

NW3001 CREWE NORTH JN TO HOLYHEAD

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Chester	E	1			Only applies to trains terminating at Chester
Up – Daily					
Approaching Crewe	E	1			*Can be applied at Crewe Signal CE142 for anything for Chester Independent Line

NW3003 CHESTER EAST JN TO ACTON GRANGE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Acton Grange Jn	E	1			
Up – Daily					
Approaching Mickle Trafford	E	2 1			

NW3011 CHESTER WEST JN TO HOOTON SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Chester	P	1			Only applies to Merseyrail Electrics Class 2 services

NW3013 HOOTON SOUTH JN TO HELSBY JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ellesmere Port	P	1			Only applies to Merseyrail Electrics Class 2 services
Up – Daily					
Approaching Ellesmere Port	E	2 1			

NW3021 FRODSHAM JN TO HALTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Frodsham Jn	E	1			

NW3023 EDGELEY JN No.2 TO MICKLE TRAFFORD

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Northwich East Jn	E	1			
Approaching Mickle Trafford	E	1			
Up – Daily					
Approaching Altrincham	E	1			
Approaching Edgeley Jn No.2	E	1			

NW4001 PRESTON RIBBLE JN TO COVE LEVEL CROSSING

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

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Lancaster	E	1*			* Terminating services or services to Morecambe/Heysham only
Approaching Oxenholme Lake District	E	1\$			\$ Terminating services or trains to Windermere branch only. Allowance may be moved to beyond Oxenholme at timer's discretion.
Approaching Tebay	E	1			
Approaching Carlisle	E	2*			*To be applied approaching Upperby Bridge Jn if timed there
Up – Daily					
Approaching Carnforth North Jn (from Oxenholme)	E	1			
Approaching Lancaster	E	1			Only applies to trains originating from Windermere or Barrow-in-Furness, and terminating at Lancaster or Morecambe/Heysham
Approaching Preston Fylde Jn	E	2			

NW4005 PRESTON FYLDE JN TO BLACKPOOL NORTH

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Devonshire Road Jn	E	1			
Up – Daily					
Approaching Preston Fylde Jn	E	1			

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Barrow-in-Furness	E	2			
Approaching Millom	E	1*			* Only applies to trains terminating at Millom
Approaching Sellafield	E	1*			* Only applies to trains terminating at Sellafield
Approaching Whitehaven	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). Only applies to trains calling at Braystones and Nethertown.
Approaching Currock Jn	E	2			
All Performance allowances to be shown as adjustment time { } in schedules on NW4033					

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

Up – Daily					
Timing Section	Type	FL/ML	SL	GL	Remarks
Approaching Whitehaven	E	2*			* Only applies to trains terminating at Whitehaven
Approaching Sellafield	P	1			Reduced by ½ minute for each station train is not required to call (A request stop is a booked call). Only applies to trains calling at Braystones and Nethertown.
Approaching Barrow-in-Furness	E	2			Reduced to 1 minute for trains starting at Millom.
Approaching Carnforth	E	1			
All Performance allowances to be shown as adjustment time { } in schedules on NW4033					

NW5001 CREWE NORTH JN TO MANCHESTER PICCADILLY

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Cheadle Hulme	E	1*			* Only applies to trains originating beyond Alderley Edge
Up – Daily					
Approaching Crewe Signal CE154	E	1	4		

NW5003 WILMSLOW TO SLADE LANE JN (STYAL LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Heald Green South Jn	E	1*			*Only applies to trains originating beyond Alderley Edge
Approaching Slade Lane Jn	P	½			Only applies to trains calling all stations from Manchester Airport

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Heald Green West Jn	P	½			Only applies to trains calling all stations from Manchester Piccadilly

NW5008 NORTON BRIDGE TO STONE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – SX Daytime					
Approaching Norton Bridge	E	1			Applies to trains routed towards Colwich via Stafford

NW5009 COLWICH JN TO CHEADLE HULME

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Stoke-on-Trent Jn	E	1*			* Applies to Passenger trains that started south of Stoke on Trent (excluding CrossCountry and West Midlands Trains) and all Freight trains irrespective of origin
Approaching Cheadle Hulme	E	1 [£]			£ Only applies to trains starting south of Macclesfield
Up – Daily					
Approaching Stoke-on-Trent	E	1*			* Does not apply for services towards Derby Does not apply to any services starting at Crewe
Approaching Colwich	E	1			

NW5015 HADFIELD TO ARDWICK JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ardwick Jn	E	2			Only applies to trains originating from beyond Stalybridge and beyond New Mills South Jn * 1 applies to trains originating from Hadfield/Glossop
Up – Daily					
Approaching Dinting	E	1			

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Euxton Jn	E	2			May be taken between Euxton Jn and Preston on route NW1001
Up – Daily					
Approaching Salford Crescent	E	2			

NW6003 CASTLEFIELD JN TO ALLERTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Warrington Central	E	1			
Approaching Hunts Cross West Jn	E	1			Does not apply to trains originating from Warrington Central.
Up – Daily					
Approaching Warrington Central	E	1			Does not apply to trains terminating
Approaching Trafford Park East Jn	E	1			Does not apply to trains originating from Trafford Park Sidings, F.L.T. or Euroterminal.

NW6009 WINDSOR BRIDGE NORTH JN TO SOUTHPORT

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Wigan Station Jn/Wigan Wallgate	E	1			Only applies to trains terminating at Wigan North Western or Wigan Wallgate
Approaching Southport	E	1			
Up – Daily					
Approaching Salford Crescent	E	1			

NW6011 BOLTON EAST JN TO BLACKBURN BOLTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Blackburn	E	1			Only applies to trains terminating at Blackburn
Up – Daily					
Approaching Bolton	E	1			Only applies to trains terminating at Bolton

NW6013 LOSTOCK JN TO CROW NEST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Lostock Jn	P	1½			Only applies to all trains originating from north of Lancaster running via Wigan North Western

NW6015 WIGAN WALLGATE TO HEADBOLT LANE

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Headbolt Lane	E	2 1			
Up – Daily					
Approaching Wigan Wallgate	E	1*			*only required if terminating

NW7001 MANCHESTER VICTORIA WEST JN TO HEBDEN BRIDGE

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Thorpes Bridge Jn	E	2			

NW7007 FARINGTON CURVE JN TO ORMSKIRK

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ormskirk	E	1			Only applies to MU trains
Up – Daily					
Approaching Farington Curve Jn	E	1			Only applies to MU trains May be taken between Farington Curve Jn and Preston on route NW1001

NW7009 FARINGTON CURVE JN TO HALL ROYD JN (EAST LANCs LINES)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Gannow Jn	E	1			
Approaching Hall Royd Jn	E	2 1			These allowances also apply to trains terminating at Blackburn from the Preston direction
Up – Daily					
Approaching Daisyfield Jn	E	1			
Approaching Farington Curve Jn	E	2 1			May be taken between Farington Curve Jn and Preston on route NW1001

NW7013 DAISYFIELD JN TO HELLIFIELD

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hellifield	E	2 1			
Approaching Clitheroe	E	2 1			Only applies to trains terminating at Clitheroe
Up – Daily					
Approaching Horrocksford Jn	E	2 1			Only applies to trains from Hellifield or beyond

NW7017 GANNOW JN TO COLNE

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Colne	E	2 1			

NW7021 MILES PLATTING JN TO GREENFIELD (INCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Ashton Moss North Jn	P	½			Applies to all stations stopping trains between Huddersfield and Manchester Victoria. This allowance is to cover for potential overtime of station dwells along the route.
Approaching Philips Park West Jn	E	2			Also applies to trains towards Philips Park South Jn, however, does not apply to stopping trains originating at Greenfield or Salybridge

NW7025 PHILIPS PARK WEST JN TO ASHBURYS WEST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Up – Daily					
Approaching Philips Park South Jn	E	2			

NW8001 HUNTS CROSS WEST JN TO SOUTHPORT

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Southport	P	1			Only Applies to Merseyrail Electrics Class 2 services
Up – Daily					
Approaching Hunts Cross West Jn	P	1			Only applies to Merseyrail Electrics Class 2 services
Approaching Sandhills	P	½			Only applies to Merseyrail Electrics Class 2 services. Increased to 1 minute for services terminating at Liverpool Central

NW8005 SANDHILLS JN TO ORMSKIRK

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ormskirk	P	1			Only applies to Merseyrail Electrics Class 2 services

NW8011 MANN ISLAND JN TO WEST KIRBY (VIA LOOP)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching West Kirby	P	1			Only applies to Merseyrail Electrics Class 2 services

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching New Brighton	P	1			Only applies to Merseyrail Electrics Class 2 services

NW9001 EARLES SIDINGS (INCL.) TO EDGELEY JN NO.1

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Earles Sidings SB	E	1			
Approaching Hazel Grove High Level Jn	E	1			
Up – Daily					
Approaching Chinley North Jn	E	1*			*Does not apply to trains routed from New Mills Central towards Chinley South Jn

NW9007 NEW MILLS SOUTH JN TO ASHBURYS EAST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Ashburys	E	1*			*applies to trains from beyond New Mills South Jn

NW9021 BUXTON TO HAZEL GROVE EAST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Hazel Grove	E	2 1			
Up – Daily					
Approaching Buxton	E	2 1			

NW9901 GARGRAVE TO CARLISLE SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Petteril Bridge Jn	E	2			

NW9903 SETTLE JN TO CARNFORTH STATION JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Carnforth	E	2			

NW9909 CORBY GATES TO PETTERIL BRIDGE JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down only- Daily					
Approaching Petteril Bridge Jn	1				Allowance to be included within Network Rail LNE timings

5.5.2 SX Night Time (See routes for applicable times)

SX daytime/daily allowances apply to those routes excluded from this section

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – 2230-0600 Camden Jn – Ledburn Jn, 2240-0600 Ledburn Jn to Hanslope Jn (Planned as 2 track using SL)					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		Does not apply to services from Bletchley High Level, carriage sidings, or services that have been recessed on the Bletchley Relief Lines
Approaching Hillmorton Jn	E	10			
Up – 2230-0600 Camden – Ledburn Jn, 2240-0600 Ledburn Jn to Hanslope Jn					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	10	10		2355-0545
Approaching Hanslope Jn	E		10		2255-0600 SX
Approaching Ledburn Jn	E		5 2		
Approaching Wembley Central	E		2 5		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		2 5		Does not apply to trains that have commenced from or recessed at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 0001MX – 0530 MSX or 0600SO					
Approaching Northampton	E	2			
Approaching Hillmorton Jn	E	2			
Up – SX Nights					
Approaching Northampton	E	2			

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Wolverhampton	E	10			0001-TWThFS to 0545-TWThFS * Does not apply to services formed with 323/730 units
Up – SX Nights					
Approaching New Street	E	10			0001-TWThFS to 0545-TWThFS * Does not apply to services formed with 323/730 units

MD306 BIRMINGHAM NEW STREET TO ASHCURCH (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SX Nights					
Approaching Barnt Green	E E	1* 7*			22.00 MTWThF to 00.30 TWThFS 00.30 TWThFS to 05.30 TWThFS * Does not apply to services formed with 323/730 units
Up – SX Nights					
Approaching Kings Norton	E E	1* 7*			22.00 MTWThF to 00.30 TWThFS 00.30 TWThFS to 05.30 TWThFS * Does not apply to services formed with 323/730 units
Approaching Selly Oak	E	1*			2200 to 00.30 * Does not apply to services formed with 323/730 units

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN					
Down – SX Nights					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	10	10		2355SX-0545MX

NW3005 GOBOWEN (EXCLUSIVE) TO SALTNEY JN					
For planning purposes Gobowen to Wrexham North Jn (exclusive) are shown in Western & Wales Timetable Planning Rules – GW731					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Daily					
Approaching Saltney Jn	E	2			
Up – Daily					
Approaching Wrexham General	E	2			Only applies to trains terminating at Wrexham/Croes Newydd

5.5.3 SO Day time (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – SO Day 0600–2000 Camden Jn to Ledburn Jn, 0620-2000 Ledburn Jn to Hanslope Jn					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Tring	E		1		Applies only to services terminating at Tring
Approaching Milton Keynes Central	E		1*		*Does not apply to services from Bletchley High Level, carriage sidings, or services that have been recessed on the Bletchley Relief Lines
Approaching Hanslope Jn	E	1			Can be applied approaching Milton Keynes Central for trains routed Down Fast to Down Slow or Milton Keynes Reversible Fast
Approaching Hillmorton Jn	E	1	1		
Up – SO Day 0620-2000 Hanslope Jn to Ledburn Jn, 0600-2000 Ledburn Jn to Camden Jn					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	1	1		
Approaching Ledburn Jn	E		1		Applies to Class 1 passenger trains only
Approaching Tring	E	1	1		
Approaching Wembley Central	E		2-1		Only applies to freights routed to Wembley Yard/Nodal Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E	1	2-1		Does not apply to trains that have commenced from or recessed at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Day 0600 – 2000					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – SO Day 0600 – 2000					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – SO Daytime					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – SO Daytime					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

NW1001 ARMITAGE JN. (INCLUSIVE) TO PRESTON FYLDE JN					
Down – 0545-2230 (SX Daily allowances to apply North of Colwich)					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	1	1		
Up – SO Day 0545-2230					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Norton Bridge	E	1			Applies to Class 1 passenger trains only passenger only
Approaching Stafford Little Bridgeford Jn	E		1		Does not apply to trains from NW5008 Norton Bridge to Stone Jn

5.5.4 SO Night time (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – 2000 Sat – 1200 Sun (Euston to Rugby timed as 2 track railway using SL) From 2230 SO until 0900 SUN, the Trent Valley is closed for Engineering reasons					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		Does not apply to services from Bletchley High Level, carriage sidings, or services that have been recessed on the Bletchley Relief Lines
Approaching Hillmorton Jn	E		1		
Approaching Colwich	E	3	3		Between 2000 – 2230 the FL/ML [3] and SL [3] can be [1]
Up – 2000 Sat – 1200 Sun (Timed as 2 track railway using SL) From 2230 SO until 0900 SUN, the Trent Valley is closed for Engineering reasons					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Newbold Jn Rugby Trent Valley	E	3	3		Between 2000 – 2230 the FL/ML [3] and SL [3] can be [1]
Approaching Tring	E		2		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		4		Does not apply to trains that have commenced from or recessed their journey at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2000 Sat – 1200 Sun					
Approaching Northampton	E	2			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – 2000 Sat – 1200 Sun					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	2			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

5.5.5 Sundays Daytime (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – 2000 Sat – 1200 Sun (Euston to Rugby timed as 2 track railway using SL)					
Down – 1200-2100 Sun					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Tring	E		2		
Approaching Milton Keynes Central	E	1	1*		*Does not apply to services from Bletchley High Level, carriage sidings, or services that have been recessed on the Bletchley Relief Lines
Approaching Hanslope Jn	E	1			
Approaching Hillmorton Jn	E	1	1		
Up – 2000 Sat – 1200 Sun (Euston – Rugby timed as 2 track railway using SL)					
Up – 1200-2130 Sun					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Rugby Trent Valley Jn	E	1			
Approaching Ledburn Jn	E	1	1		
Approaching Tring	E	1	1		
Approaching Wembley Central	E		2-1		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E	1	2-1		Does not apply to trains that have commenced from or recessed their journey at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 1200-2130 Sun					
Approaching Northampton	E	1			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – 1200-2130 Sun					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	1			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

NW1001 ARMITAGE JN (INCLUSIVE) TO PRESTON FYLDE JN					
<p>Down – 0900-1200 Sun Rugby to Colwich timed as 2 track railway using FL except Milford/Whitehouse-Stafford where SL is used.</p> <p>0900 to 1200 Armitage Jn to Colwich timed as a 2 track railway using FL</p>					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Colwich	E	1	1		Applies between 1200-2355 Sun
Up – 2300 Sat – 0600 Mon					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Stafford Little Bridgeford Jn	E	1			Does not apply to trains from NW5008 Norton Bridge to Stone Jn

5.5.6 Sunday Night time (See routes for applicable times)

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

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)					
Down – 2100 Sun – 0600 Mon (Euston to Rugby timed as 2 track railway via Northampton using SL)					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		2		
Approaching Milton Keynes Central	E		4		Does not apply to services from Bletchley High Level, carriage sidings, or services that have been recessed on the Bletchley Relief Lines
Up – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)					
Location	Type	FL/ML	SL	GL	Remarks
Approaching Ledburn Jn	E		4		
Approaching Wembley Central	E		2		Only applies to freights routed to Wembley Yard or via Willesden Relief Lines
Approaching Willesden West London Jn	E		2		Does not apply to trains that have commenced from or recessed at Wembley Yards, Wembley C Sidings or Intercity Depot or ECS movements to/from Willesden TMD

MD105 HANSLOPE JN TO RUGBY (VIA NORTHAMPTON)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)					
Approaching Northampton	E	2			
Approaching Daventry South Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Hillmorton Jn	E	1			
Up – 2100 Sun – 0600 Mon (Euston – Rugby timed as 2 track railway via Northampton using SL)					
Approaching Daventry North Jn	E	1*			* Trains terminating at Daventry Freight Terminals
Approaching Northampton	E	2			

MD340 ASTON NORTH JN TO ALREWAS (EXCLUSIVE)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sat to Mon					
Approaching Lichfield City	E	1*			* Does not apply to services formed with 323/730 units
Up – Sat to Mon					
Approaching Aston	E	1*			* Does not apply to services formed with 323/730 units

NW4001 PRESTON RIBBLE JN TO COVE L. C.

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

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

Timing Section	Type	FL/ML	SL	GL	Remarks
Down – Sunday Night/Monday Morning Only					
Refer to Engineering Access Statement for details of times of SLW/weaves or other relevant information. N.B.: All these allowances are applied in conjunction with Scotland engineering schedules (see Scotland Engineering Access Statement/Plan.) Only 1 instance of SLW should be in operation between Preston and Carstairs/Law Jn N.B.: When S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down).					
Approaching Carlisle	E	30			Applies to all trains terminating at Carlisle and to trains routed via Annan (G&SWR) N.B.: These allowances do not apply to any trains running through to Scotland via Lockerbie (i.e. WCML) – allowances will be shown in Scotland Rules of the Plan
Up – Sunday Night/Monday Morning Only					
Refer to Engineering Access Statement for details of times of SLW/weaves or other relevant information. They apply to all trains. N.B.: These allowances to be transferred as appropriate to match the Southern limits of possessions as shown in Engineering Access Statement. N.B.: All these allowances are applied in conjunction with Scotland engineering schedules (see Scotland Engineering Access Statement/Plan.) Only 1 instance of SLW should be in operation between Preston and Carstairs/Law Jn. N.B.: When S.L.W. is in operation a maximum of 2 trains per hour is permitted. This applies in both directions (e.g. 1 in the Up and 1 in the Down).					
Approaching Preston Fylde Jn	E	30			

6 Timetabling Considerations

6.1 Advertised and Working Times

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

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

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

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

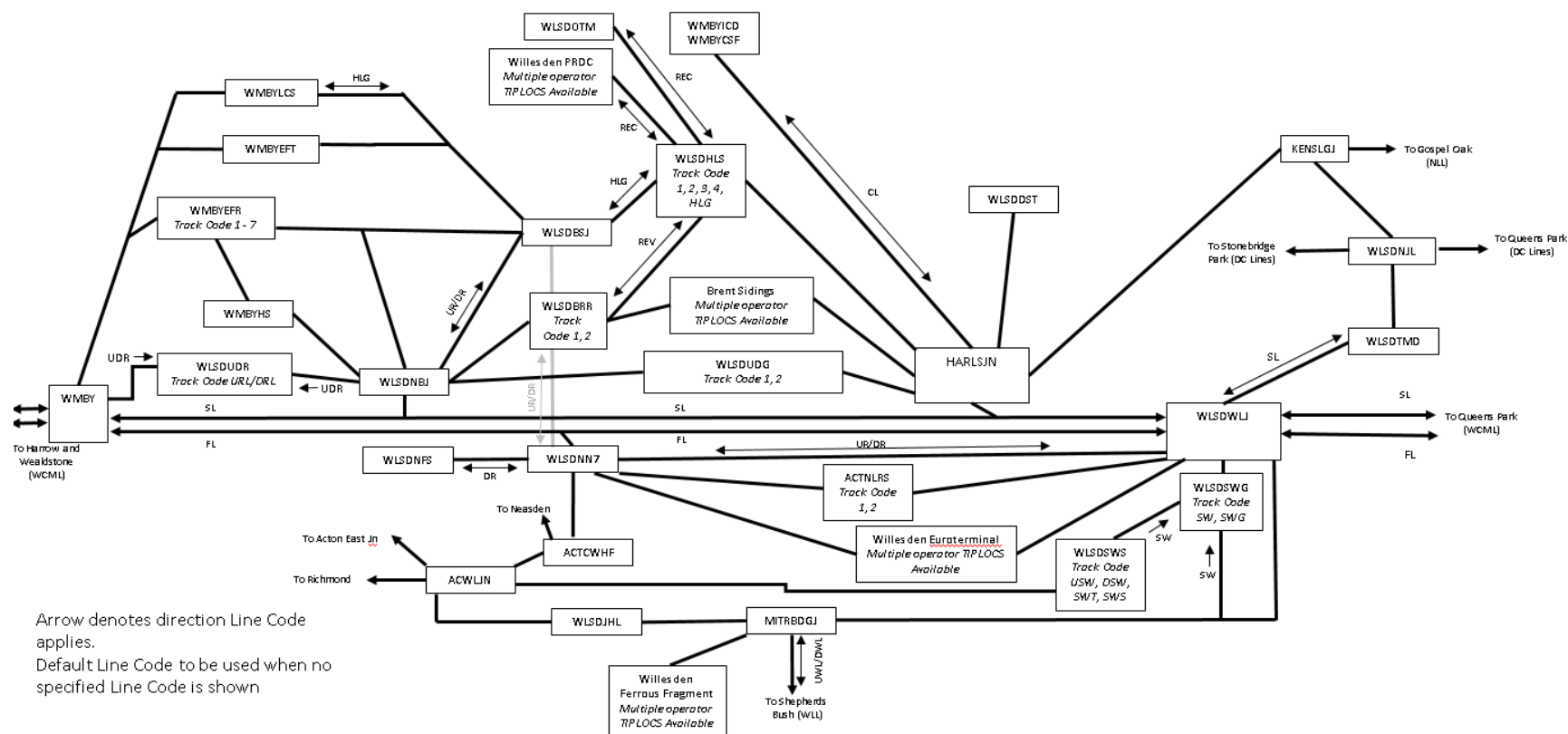
6.2 Timing of Light Locomotives

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

Appendix A Timing Point Diagrams

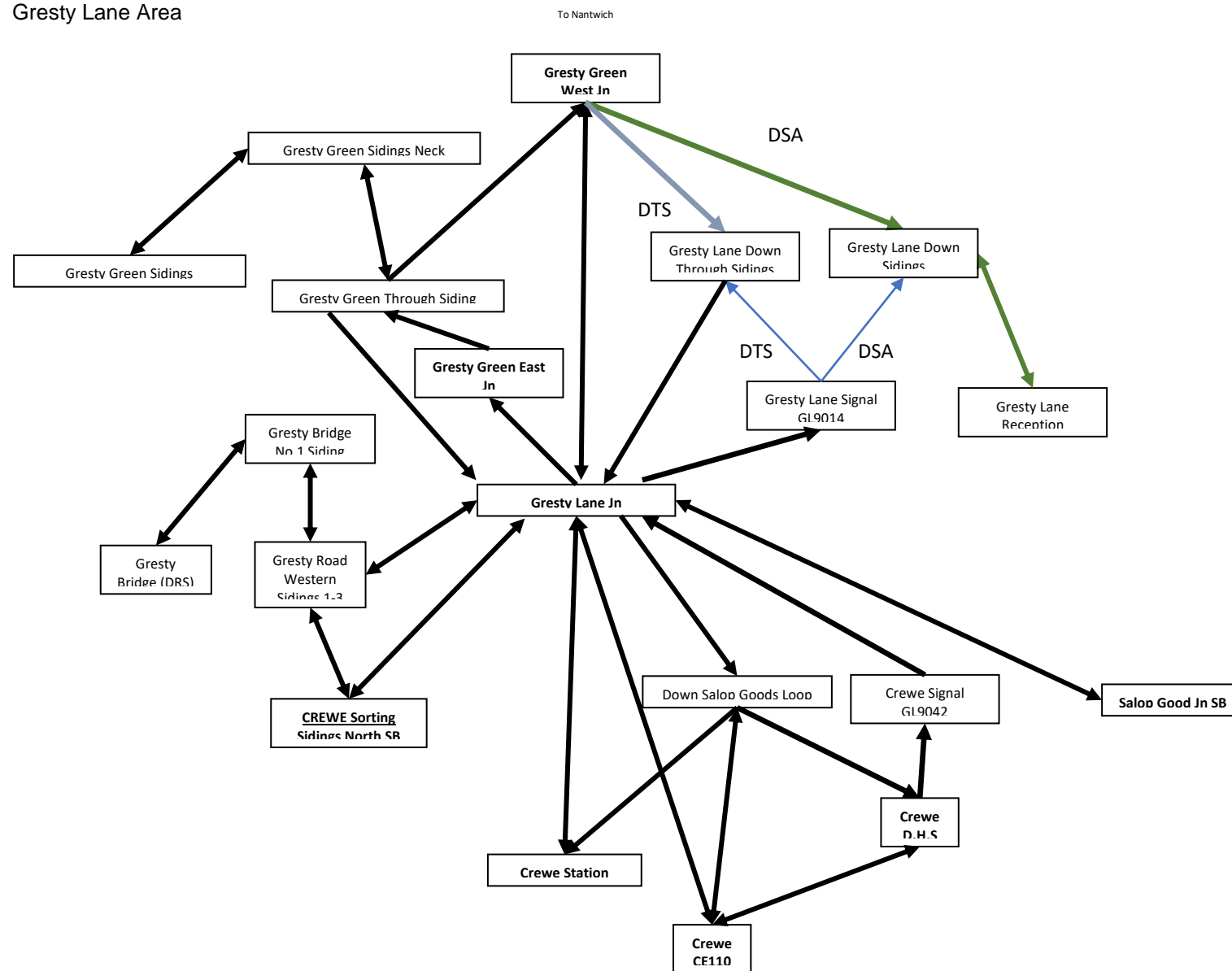
The following diagrams are supplementary to the information shown in section 2.1.

Wembley Area





Gresty Lane Area



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