



28th March 2025

Capacity Planning
Network Rail
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Dear Timetable Participant,

**Commentary on the East Midlands Timetable Planning Rules 2026, Version 3.0
Preliminary Proposal for Subsidiary Timetable Change 2026**

This letter serves as a covering note for the Timetable Planning Rules – Preliminary Proposal for Subsidiary Timetable Change 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 2.1 of the East Midlands Timetable Planning Rules 2026.

Changes for 2026 V3 East Midlands Timetable Planning Rules

1 Introduction and General Notes

1.1 Index of Routes

Header added to table of routes.

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

Introductory text - wording updates and changes for clarity and consistency.

1.2.2 Rule Book

Introductory text - wording updates and changes for clarity and consistency.
Deleted table.

1.3 Definitions

Introductory text - wording updates and changes for clarity and consistency.

1.3.1 Train Classification

Updated definition of Class 9 train for East Midlands (route-specific). Deleted reference to the Rule Book.

1.3.2 Days of Operation

No change

1.3.3 Traction and Rolling Stock

Deleted definition of 'Power'

1.3.4 Line Codes

No change

1.3.5 Activity and Other Codes

No change

2 Route Description**2.1 Planning Geography**

Introductory text - wording updates and changes for clarity and consistency.

LN3140	Added regional boundary and reference to NW&C TPRs. "S" codes added where missing. Bedford Run-Round Siding renamed as Jowett Run-Round per scheme plan and NESA. Down route codes deleted at Bedford Jowett Sidings and Bedford Engineers Sidings Bedford - note added referencing Bedford Midland.
LN3201	Wixams - becomes mandatory on the Slow Lines, route codes added and notes updated. Elstow renamed as Elstow Signal WH597 . Notes added. Elstow Signal WH630 notes amended. Elstow Sidings TIPLOC details added. Bedford Carriage Sidings - note updated. Bedford - note added referencing Bedford Midland. Loughborough North Jn - DSL line code added, required for trains on USL stopping in P3 Breadsall - "S" code added with note for trains recessed on Down Slow to show stop here. Broadholme - "S" code added with note for trains recessed in Up Loop to show stop here. Ambergate Jn - note added for trains recessed in Down Broadholme Loop to show stop here. Clay Cross Down Loop - Temporarily OOU note added. Route Boundary EM/NE added for reference.
LN3210	Added Anglia/EM route boundary and reference to Anglia TPRs
LN3219	Added Route Boundary EM/Anglia. Corrected next timing point to Acton Canal Wharf Jn
LN3222	Added Route Boundary EM/Anglia. Corrected next timing point to Acton Canal Wharf Jn
LN3232	Croft Signal CT7903 and Croft Signal CT7904 added for shunting. Added Regional Boundary Eastern/NW&C
LN3246	Matlock GF and Matlock North GF locations added. Boundary with Peak Rail added.
LN3273	Mansfield - station name updated. Route Boundary EM/NE added for reference.
LN3340	Added Regional Boundary Eastern/NW&C.

- LN3501** **St Andrews Siding** - "S" code added.
- LN3505** Regional Boundary Eastern/NW&C description updated.
- LN3615** Added Route Boundary East Coast/East Midlands with note reference LoR change.

2.2 Route Opening Hours

Introductory text - wording updates and changes for clarity and consistency.

3 Electrification

3.1 Electrification Limits

Introductory text grammar corrections.

3.2 Electrification Supply Restrictions

Introductory text grammar corrections.

LN3201 wording / title updated for clarity and consistency.

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

Introductory text grammar corrections.

4.2 Passenger Stock Restrictions

Introductory text grammar corrections.

4.3 Freight Wagon Restrictions

Introductory text grammar corrections. Deleted reference to Rule Book.

4.4 Freight Train Load Limits

No change

4.5 Freight Train Length Limits

Deleted reference to Sectional Appendix.

4.6 Engineers' Trains Restrictions

Section deleted.

5 Running Times, Margins and Allowances

Introductory text deleted.

5.1 Sectional Running Times

Introductory text updated.

5.1.1 Source of Current SRTs

No change

5.1.2 Method of Calculation

Introductory text - wording updates and changes for clarity and consistency.

5.1.3 New and Revised Sectional Running Times

Introductory text updated.

SRT changes will be sent to all TPR Forum participants separately. Summary of the changes:

- LN3201** Additional SRTs and splits associated with Elstow / Wixams

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

Introductory text updated.

5.2 Headways

5.2.1 Headway Values

Introductory text - wording updates and changes for clarity and consistency.

LN3201 Added general note to refer to Section 5.3 for diverging and converging margins.

LN3204 Added general note to refer to Section 5.3 for diverging and converging margins.

LN3255 Reference to Lindleys Lane changed to **Kirkby South Jn**

5.2.2 General Capacity Constraints

Formatting changes for consistency.

5.3 Junction Margins and Station Planning Rules

LN3140 **Jowett Run Round** - updated planning note following changes agreed with NW&C.
Bedford Jowett Sidings – added previous entry from LN3201 with berthing details.

LN3201 **Hendon Chord** - planning note added informing that the chord is only signalled Up direction.
Radlett Jn - converging headways included as exceptions to standard junction margin.
Wixams - deleted entry as adjustments no longer required when station opens in May 2026.
Elstow Signal WH597 - Location added with 2 new margins.
Elstow Signal WH630 - Location added with 3 new margins.
Elstow Sidings - Added 6 new margins and amended one other margin.
Bedford South Jn - converging headways included as exceptions to standard margin.
Bedford Jowett Sidings - entry deleted with note to refer to LN3140 which is the correct LoR.
Bedford - reordered table entries for consistency. Margins updated for clarity and consistency.
North(bound)/South(bound) replaced by Down/Up etc. Depart or arrive detail specified.
NB no change to values.
Bedford North Jn - 5 before / 3 after rule restated as a 3 minute margin with 3 exceptions. Existing margins deleted.
Wellingborough South Jn - converging headways included as exceptions to standard margin.
Leicester - Margins reworded and simplified. Two margins amended and one deleted.
Trent South Jn - converging headway included with junction margins.
Sheet Stores Jn - four margins amended to include moves to/from Trent East or Trent South Jns.
Ambergate Jn - diverging headway included with junction margins.

LN3204 **Trent East Jn** - diverging headway included with junction margins.

5.4 Platform Lengths

General Added platform numbers and/or direction to provide consistent detail at each location. NB many platform lengths differ from those shown in NESAs; Platform lengths have not been updated at this time.

Barrow-Upon-Soar Correction to name.

Burton-on-Trent Correction to name.

Kirkby in Ashfield	Correction to name.
Matlock	Added detail for Platform 2 (Peak Rail)
Mansfield	Corrected name.
St Pancras	Low Level Platform numbers corrected.
Wixams	Location added with platform detail.

5.4.1 Loop Lengths

No change

5.5 Timing Allowances**5.5.1 Timing Allowances by Line of Route**

LN3201	Up direction allowances approaching Carlton Road Jn or Kentish Town - notes updated.
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5.6 Watering of Steam Locomotives

No change

6 Timetabling Considerations**6.1 Advertised and Working Times**

No change

6.2 Timing of Light Locomotives

No change

6.3 Two-Track Railway Timetable

No change

****No further changes****

This document represents the “Draft” Timetable Planning Rules for the Subsidiary May 2026 Timetable and is provided in accordance with Part D of the Network Code, Condition D2.2.3.

As per Condition D2.2.4 of the Network Code, any Timetable Participant dissatisfied with any decision or proposal in respect of these Rules may make representations to Network Rail.

Responses should be received by 17.00 on 2nd May.

Yours faithfully

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Timetable Planning Rules

East Midlands

2026 TIMETABLE

Version 3

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Draft Rules for Subsidiary Timetable Change 2026
28th March 2025

Contents

Section	Page no.	Section	Page no.
Contents.....	2	4.3 Freight Wagon Restrictions	36
1 Introduction and General Notes	3	4.4 Freight Train Load Limits	36
1.1 Index of Routes	4	4.5 Freight Train Length Limits	36
1.2 Sectional Appendices and Rule Book	5	4.6 Engineers' Trains Restrictions	36
1.2.1 Sectional Appendix.....	5	5 Running Times, Margins and Allowances	37
1.2.2 Rule Book	5	5.1 Sectional Running Times.....	37
1.3 Definitions.....	7	5.1.1 Source of Current SRTs.....	37
1.3.1 Train Classification	7	5.1.2 Method of Calculation	37
1.3.2 Days of Operation.....	12	5.1.3 New and Revised Sectional Running Times	38
1.3.3 Traction and Rolling Stock	12	5.1.4 Timing of Trains Conveying Passengers on Goods Lines	38
1.3.4 Line Codes	12	5.2 Headways	39
1.3.5 Activity and Other Codes.....	14	5.2.1 Headway Values	39
2 Route Description	16	5.2.2 General Capacity Constraints	47
2.1 Planning Geography	16	5.3 Junction Margins and Station Planning Rules ..	48
2.2 Route Opening Hours	33	5.4 Platform Lengths.....	116
3 Electrification.....	35	5.4.1 Loop Lengths	121
3.1 Electrification Limits	35	5.5 Timing Allowances	123
3.2 Electrification Supply Restrictions	35	5.5.1 Timing Allowances by Line of Route.....	123
4 Rolling Stock Restrictions	36	6 Timetabling Considerations	127
4.1 Locomotive Route Availability	36	6.1 Advertised and Working Times.....	127
4.2 Passenger Stock Restrictions	36	6.2 Timing of Light Locomotives	127
		6.3 Two Track Railway Timetable	127

1 Introduction and General Notes

Network Rail provide the Timetable Planning Rules document to ~~Train Operators~~ **Timetable Participants** and other interested parties to set out the rules which are applicable to Access ~~Proposals~~ **Requests** for scheduling of train paths on the Network Rail network. Separate ~~sections~~ **editions** of ~~the~~ 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 ~~the~~ Timetable Planning Rules through consultation with ~~Train Operators~~ **Timetable Participants** with the primary aim of achieving the optimal balance between access to the network for ~~train operations~~ **Timetable Participants** and performance robustness of the resulting train plan. This consultation is in line with the Network Code Part D, and ~~Train Operators~~ **Timetable Participants** have a right of appeal to ~~a~~ 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~~ **Part D of the Network Code**.

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

LOR	LINE OF ROUTE DESCRIPTION
LN3140	Bedford St Johns (Exclusive) to Bedford Station
LN3201	St Pancras to Tapton Jn (via Derby)
LN3204	Trent South Jn to Nottingham East Jn
LN3207	Trent East Jn to Clay Cross North Jn (Erewash Valley Line)
LN3210	Junction Road Jn to Carlton Road Jn (Tottenham lines)
LN3213	Farringdon to Kentish Town Jn (Moorgate Lines)
LN3214	Canal Tunnels Jn to Belle Isle Jn
LN3219	Cricklewood Curve Jn to Dudding Hill Jn
LN3222	Brent Curve Jn to Dudding Hill Jn
LN3228	Trent East Jn to Sheet Stores Jn
LN3231	Wigston South Jn to Glen Parva Jn
LN3232	Wigston North Jn to Hinckley (Inclusive)
LN3234	Syston East Jn to Syston North Jn
LN3237	Loughborough South Jn to Hotchley Hill (British Gypsum)
LN3239	Derby North Jn to Chaddesden Sidings
LN3246	Ambergate Jn to Matlock
LN3249	Lenton South Jn to Lenton North Jn
LN3252	Mansfield Jn to Trowell South Jn
LN3255	Radford Jn to Kirkby Lane End Jn
LN3261	Trent South Jn to Toton South Jn (High Level Line)
LN3264	Attenborough Jn to Meadow Lane Jn (Attenborough Curve)
LN3273	Codnor Park Jn to Shirebrook Jn
LN3340	Alrewas (Inclusive) to Wichnor Jn
LN3501	Derby London Road Jn to Tamworth (Exclusive)
LN3505	North Stafford Jn to Stoke Jn (Exclusive)
LN3515	Melbourne Jn to Sinfen
LN3520	Sheet Stores Jn to Stenson Jn
LN3525	Knighton Jn to Leicester Jn (Burton Goods Line)
LN3535	Birmingham Curve Jn to Branston Jn
LN3601	Kettering North Jn to Manton Jn
LN3605	Corby BSC Works to Corby Station South Jn
LN3610	Corby Automotive Terminal to Corby Station South Jn
LN3615	Helpston Jn to Syston South Jn
LN3620	Melton Jn GF to Asfordby
LN3625	Nottingham East Jn to Newark Flat Crossing (exclusive)
LN3635	Allington West Jn (exclusive) to Netherfield Jn

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

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

~~The Sectional Appendix describes what the current network capability is; planned future changes may not be reflected.~~

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.~~

The rulebook may be located on the RSSB website using the following link:

<https://www.rssb.co.uk/>

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

RULE BOOK MODULE	SECTION	NOTES
S2 Observing and obeying fixed signals	3.1 Passenger train at a position – light, shunt – ahead or shunting signal	Operational principles
SP Speeds	2.4 Differential permissible speed indicators	RotP Section 5.1.2
	2.5 Permissible speed indicators with letters	RotP Section 5.1.2
	2.6 Enhanced permissible speed (EPS) indicators	RotP Section 5.1.2
T11 Movement of engineering trains and on-track plant under T3 arrangements	3 Movements entering the possession	When planning trains entering possessions
	7 Instructing the driver or machine controller	When planning trains entering possessions
TW1 Preparation and movement of trains General	7.1 Authority and arrangements for movements (Hauling dead traction units)	Operational principles
TW2 Preparation and movement of multiple-unit passenger trains	6.5 Carrying out a running brake test	RotP Section 5.1.2
TW3 Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels)	2.1 Locomotives running light or hauling trains (Maximum speed of);	RotP Section 5.1.2
	2.2 Maximum permitted speed of locomotive-hauled trains	RotP Section 5.1.2
	2.3 Electric traction speed restrictions	RotP Section 5.1.2
	3.16 Carrying out a running brake test	RotP Section 5.1.2
	Section 14.1 Working trains with locomotives at both ends, when this type of working is permitted	Operational principles
Rule Book Handbook 5 Handsignalling Duties	Section 5.2 Entrance signal	When planning Temporary Block Working (TBW)
	5.3 Exit signal	When planning Temporary Block Working (TBW)
	5.4 Where TBW is divided into two sections	When planning Temporary Block Working (TBW)

1.3 Definitions

The list below is not an exhaustive one but is intended to give readers an understanding of some of the terminology as used for the purposes of this document. **A glossary of terminology is available within Appendix H of the National TPR document.**

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

1.3.1 Train Classification

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

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

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

Passenger Services	
TID	Class 2 services (WTT)
2Axx	Newark Castle or Grantham to Matlock via Nottingham & Derby Matlock to Nottingham via Derby
2Bxx	NOT USED
2Cxx	NOT USED
2Dxx	Worksop or Mansfield Woodhouse to Nottingham
2Exx	Nottingham to Spalding
2Fxx	NOT USED
2Hxx	Nottingham to Mansfield Woodhouse
2Ixx	NOT USED
2Jxx	NOT USED
2Kxx	NOT USED
2Lxx	Leicester to Lincoln via Nottingham Lincoln to Leicester via Nottingham
2Mxx	NOT USED
2Nxx	Matlock to Newark Castle via Derby & Nottingham
2Oxx	NOT USED
2Pxx	NOT USED
2Qxx	Network Rail Test Trains
2Rxx	NOT USED
2Sxx	Bedford to Bletchley Bletchley to Bedford Nottingham to Skegness Skegness to Nottingham
2Txx	Nottingham to Lincoln via Newark North Gate Lincoln to Nottingham via Newark North Gate
2Uxx	NOT USED
2Vxx	NOT USED
2Wxx	Nottingham to Worksop
2Xxx	NOT USED
2Yxx	NOT USED
2Zxx	NOT USED
TID	Class 3 services (WTT)
3Jxx	Network Rail Seasonal/Railhead Treatment Trains
3Qxx	Network Rail Test Trains
3Sxx	Network Rail Seasonal/Railhead Treatment Trains
Thameslink Services	
ECS movements will generally carry a 5*xx TID that matches the inward or outward workings, for example an ECS movement to form 9T01 would be 5T01, except as below:	
TID	Class 5 services (WTT)
5Jxx	ECS movements to Cricklewood Sidings complex ECS movements from Cricklewood Sidings complex which form services to Sevenoaks
5Uxx	ECS movements from Bedford to Bedford Cauldwell
5Yxx	ECS movements from Bedford to Bedford Jowett Sidings

Passenger Services	
TID	Class 9 services (WTT)
9Exx	St Albans City and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9Gxx	Bedford and St Pancras International (semi-fast services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9Hxx	Luton and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9Jxx	Peterborough and Horsham via London Bridge and Redhill (Mondays to Saturdays). Bedford or London Bridge (Central) to Horsham via Redhill (Southbound, Sundays only).
9K00-75	Luton / Kentish Town and Orpington via Catford
9K76-88 (even)	Orpington to West Hampstead via Catford
9K90-98 (even)	Orpington to London Blackfriars via Catford or London Victoria (Sundays)
9Lxx	Bedford and East Grinstead via London Bridge
9Mxx	Bedford and St Pancras International (all stations services) – Not to be used for services through the Thameslink Core beyond St Pancras and south thereof.
9N00-21	Bedford and Three Bridges / Brighton overnight services diverted via London Bridge under STP arrangements (“QY” paths in WTT to match LTP 9W00-21 via Herne Hill north of Blackfriars Jn and south of Windmill Bridge Jn).
9O01-79	St Albans City and Sutton via Mitcham Eastfields, Sutton and St Albans City via Wimbledon
9O80-88	Sutton via Wimbledon to West Hampstead, Kentish Town or Blackfriars
9O90-98	Sutton via Wimbledon to Luton or Bedford
9P00-75	Luton and Rainham or Gillingham via Woolwich Arsenal
9P76-88 (even numbers)	Rainham/Gillingham to West Hampstead
9P81-89 (odd numbers)	Bedford to Rainham/Gillingham (fast from St Albans City)
9P98-99	West Hampstead and Rainham via Lewisham and Bexleyheath
9Qxx	NOT USED
9R01-69 (odd numbers)	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Redhill.
9R00-68 (even numbers)	Brighton / Horsham / Three Bridges / Gatwick Airport to Bedford via Redhill and London Bridge. Northbound services terminating at London Bridge (Central) must be allocated numbers between 70 and 78 Mondays to Fridays and 70 to 98 on Saturdays and Sundays
9R80-99	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Redhill that have a maximum of four station calls between Bedford and St Pancras (applies SX)
9Sxx	Cambridge and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines
9T00-73	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines. Northbound services terminating at London Bridge (Central) must be allocated numbers between 74-79 SX and 74-99 SO and Sun
9T80-99	Bedford and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines that have a maximum of four station calls between Bedford and St Pancras (applies SX)
9Uxx	NOT USED due to confusion with 9Vxx on Signalling Centre monitors
9V01-79	St Albans City and Sutton via Wimbledon, Sutton and St Albans City via Mitcham Eastfields
9V80-88	Sutton via Mitcham Eastfields to West Hampstead, Kentish Town or Blackfriars
9V90-98	Sutton via Mitcham Eastfields to Luton or Bedford
9W01-89	Bedford and Gatwick Airport / Three Bridges / Brighton via Tulse Hill and Streatham Common
9W90-99	Horsham or Three Bridges to Peterborough via Streatham Common and Tulse Hill
9Xxx	NOT USED
9Y00-75	Welwyn Garden City (southbound only)/ Kentish Town / Blackfriars and Sevenoaks via Catford and Swanley

Passenger Services	
9Y76-98 (even numbers)	Sevenoaks to Welwyn Garden City via Swanley and Catford (SX) or London Victoria via Swanley and Catford (Sundays)
9Zxx	Not to be used in the WTT

1.3.2 Days of Operation

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

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

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15X	DMU classes 150/155/156
153	Class 153 DMU
158	Class 158 DMU
170	Class 170 DMU
22X	DEMU classes 220/221/222
360	EMU class 360
80X	Class 802 or 810 Bi-Mode multiple units
DMU	Any diesel multiple unit (excluding classes 220/221/222)
DMU(E)	DMU Class 158
DMU(S)	DMU Classes 150, 155 or 156
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 locomotives and Mk 3 passenger vehicles
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
Power	Passenger stock equipped with power operated external doors

1.3.4 Line Codes

Abbreviation	Description
A	A Line
B	B Line
BP	Bypass Line
C	C Line
D	D Line
DBH	Down Barrow Hill
DBL	Down Broadholme Loop
DCT	Down Canal Tunnel
DER	Depot Exit Road
DF	Down Fast

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

1.3.5 Activity and Other Codes

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

Activity Codes – Notes

1. Any passenger train that stops at a location automatically generates a T Activity unless it is suppressed.
2. If an Activity is required that removes the 'passenger stop' Activity (T, D, U and R) from ITPS, then the 'passenger stop' Activity must always appear in the first Activity field (e.g. T –D would be correct, –D T would not). This is because the National Rail Timetable (NRT) extract program only considers the first Activity field. If it does not find a 'passenger stop' Activity in the first field the time will not be extracted to appear in the NRT.
3. Up to 6 Activities may be shown for each event.
4. No two Activities may be duplicated at the same event.
5. At any one event, the following groups are mutually exclusive
 - a) D, U, T, N, S, TW, OP.
 - b) –D, –U, –T.
 - c) TB, TF.
 - d) KC, KE.
6. N, R, G, D and U are only valid with Train Categories XC, XD, XI, XX, XZ, OO, OW, OL, BS, BR and blank (i.e. 'advertised' services). R, D and U are additionally valid with Train Categories XU and OU (i.e. 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 ITPS spec (to suppress 'T') and positively show –T in the Activity column.

2 Route Description

2.1 Planning Geography

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

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

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

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

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

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

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

Line references shown in italics are only for reference purposes.

In the tables below, the following codes apply:

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

LN3140 BEDFORD ST JOHNS TO BEDFORD				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Bedford St. Johns</u>	—	—		Single Line To/from Millbrook – MD140 Refer to NW&C Timetable Planning Rules
<i>Region Boundary: NW&C/Eastern</i>				<i>16 miles 7 chains</i>
Jowett Bedford Run–Round Siding	—	—	S	
Bedford Jowett Sidings	—	—	S	<i>Sidings 15-19</i>
Bedford Engineers Sidings	—	—	S	
<u>Bedford</u>		—		Platform detail must be shown. <i>Also referred to as Bedford Midland.</i> To/from Bedford North Jn – LN3201

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>St Pancras International</u>	UFL DFL			Platform detail must be shown
Churchyard Sidings	–		S	
<u>Dock Jn South</u>	FL UDS	UFL DFL		
<u>Dock Jn North</u>	FL UDS UDR	FL UDS		<i>To/from St Pancras International (Low Level) via Moorgate Lines – LN3213</i>
<u>Kentish Town</u>	FL SL	FL MOL UDR UDS		Platform detail must be shown
<i>Kentish Town Jn</i>				<i>To/from St Pancras International (Low Level) via Moorgate Lines – LN3213</i>
<u>Carlton Road Jn</u>	FL SL	FL SL DSL –		<i>To/from Junction Road Jn – LN3210</i>
West Hampstead South Jn	FL SL DHL	FL SL		Timing point for all trains on the Up Fast and Down Slow lines and all crossing moves
<u>West Hampstead Thameslink</u>	FL SL DHL	FL SL		Platform detail must be shown
West Hampstead North Jn	DHL	FL	X	
West Hampstead Down Carriage Loop	SL	SL	S	
Cricklewood South Jn	FL SL DHL	DHL UHL	X	Timing point for all trains on the Hendon lines TIPLOC CRKLWSJ
<u>Cricklewood</u>	– FL SL DER GL	FL SL		Platform detail must be shown (1, 2, 3, 4 or D) TIPLOC CRKLWD
<i>Cricklewood Depot Exit Road</i>				
Cricklewood Curve Jn	DHL	UHL	X	<i>To/from Dudding Hill Jn – LN3219</i> TIPLOC CRKLWCJ
Cricklewood U.G.L.	–	– SL DER	S	TIPLOC CRKLUGL Track detail must be shown (GD1 or GD2) There is no access from Cricklewood UGL to Cricklewood South Sidings or A-E.
Cricklewood Wash Line	–	– DER	S	TIPLOC CRKLWRL
Cricklewood South Sidings	–	– DER	S	TIPLOC CRKLDPS <i>Sidings 1-5, GTR leased area/LMD</i>
Cricklewood Departure Road South	–	DER	S	
Cricklewood Tamper Siding	–	DER	S	
Cricklewood Departure Road North	–	–	S	
Cricklewood Fuel Road	–	DER	S	TIPLOC CRKLFRD
Cricklewood South Sidings A-E	–	DER	S	TIPLOC CRKLDAE Siding detail to be shown for GTR rolling stock stabled at this location.
<i>Cricklewood Depot Jn</i>				
Brent Cross West	SL FL	SL FL GL	S X	TIPLOC BRENTX Platform detail must be shown Timing point for movements to/from Cricklewood Up Goods Loops

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)				
TIMING POINT	DOWN	UP	CODE	NOTES
Cricklewood North Reception Roads	–	GL –	S	TIPLOC CRKLREC Line detail must be shown (1 or 2) Maximum standage 247m
Cricklewood Depot North Jn	SL	–	X	TIPLOC CRKLDNJ
Cricklewood North End Siding	–	–	S	TIPLOC CRKLNES1
Cricklewood Aggregate Sidings	–			
Brent Curve Jn	DHL	UHL –	X	<i>To/from Dudding Hill Jn – LN3222</i>
Hendon	FL SL DHL	FL SL UHL		Platform detail must be shown
Silkstream Jn	SL	UHL SL	X	Timing point for all trains on the Slow Lines
Mill Hill Broadway	FL SL	FL SL	S	Platform detail must be shown
Elstree and Borehamwood	FL SL	FL SL	S	Platform detail must be shown
Radlett Jn	FL SL	FL SL		
Radlett	FL SL	FL SL	S	Platform detail must be shown
Radlett Private Sidings	SL –		S	For timing purposes this is the location of Signal WH479.
Radlett Signal WH592		–	S	Timing point on Down Slow for trains propelling to Radlett Private Sidings
Radlett Signal WH258		SL	S	Timing point on Up Slow for trains that have propelled from Radlett Private Sidings
St Albans City	FL SL	FL SL		Platform detail must be shown
St Albans Centre Siding		–	S	TIPLOC STALBCS
Harpenden Jn Signal WH563	FL SL		S	TIPLOC HRPN563. Timing point for reversals on Up Fast at Harpenden Jn.
Harpenden Jn Signal WH565	FL SL		S	TIPLOC HRPN565. Timing point for reversals on Up Slow at Harpenden Jn.
Harpenden Jn	FL SL	FL SL		
Harpenden	FL SL	FL SL	S	Platform detail must be shown
Luton Airport Parkway	FL SL	FL SL	S	Platform detail must be shown
Luton Up Siding GF		SL	S	
Luton Crescent Road	SL		S	
Luton	FL SL	FL SL		Platform detail must be shown
Luton North Jn		FL DSL	X	
Luton Signal WH616		FL DSL USL	S	TIPLOC LUTO616. Timing point for reversals on Down Slow at Luton North Jn. DSL applies for movements to Luton Platform 3 only.
Limbury Road South GF	SL	SL	S	
Limbury Road	SL	SL	S	<i>No 1 Road 405m in length No 2 Road 292m in length Discharge Road 292m in length</i>
Limbury Road North GF		SL	S	
Leagrave	FL SL	FL SL	S	Platform detail must be shown
Leagrave Jn	FL SL	FL SL		
Leagrave Jn Sig WH622		FL SL	S	TIPLOC LEAG622. Timing point for reversals on Down Fast.
Leagrave Jn Sig WH624		FL SL	S	TIPLOC LEAG624. Timing point for reversals on Down Slow.
Sundon South Jn		SL		Timing point for all trains on the Up Slow Line
<i>Sundon Up Loop</i>				<i>Trains stopping in Sundon Up Loop to show stop at Sundon South Jn</i>

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)				
TIMING POINT	DOWN	UP	CODE	NOTES
Harlington	FL SL	FL SL SUL	S	Platform detail must be shown. Timing point for all trains on the Up Slow Line.
Flitwick	FL SL	FL SL		Platform detail must be shown
Flitwick Jn	FL SL	FL SL	X	
Wixams <i>Wixams (due to open during 2026)</i>	SL	SL		TIPLOC WIXAMS Platform detail must be shown. Timing point for all trains on the Slow Lines. TIPLOC WIXAMS Platform detail must be shown. Timing point applies to Slow Lines only
Elstow Signal WH597	SL		S	TIPLOC ELSTOW Timing point for reversals behind WH597 Signal to/from Elstow Sidings
Elstow Signal WH630		SL	S	TIPLOC ELST630 Timing point for reversals behind WH630 Signal to Up Slow For reversals outside Elstow Sidings
Elstow Sidings		SL	S	TIPLOC: DB Cargo – ELSTORS FLHH – ELSTFHH GBRf – ELSTGBF
Bedford Signal WH599	FL USL DSL –		S	TIPLOC WHMP599 Timing point for reversals on the Up Slow Line for movements between Bedford Cauldwell Depot and Bedford Midland that require access to / from DF, DSL or UF.
Bedford Signal WH601	USL –		S	TIPLOC WHMP601 Timing point for reversals on the Up Slow Line for movements between Bedford Cauldwell Depot and Bedford Midland. Accessible to / from USL and Bedford Cauldwell Depot only
Bedford Cauldwell Signal CW02	–		S	TIPLOC BEDFCW2 Timing point for shunt movements from No. 1 Road to Roads 2 to 8.
Bedford Cauldwell Depot		SL	S	TIPLOC BEDFDCD Siding S1 must be shown for all arrivals from Signal WH601/WH599.
Bedford South Jn	FL USL DSL	FL SL		
Bedford Carriage Sidings	–		S	TIPLOC BEDFDCS Sidings 1-9 & 10-14
Bedford Wash Road	–		S	TIPLOC BEDFDWR
Bedford	DFL DSL USL	FL DSL USL		Platform detail must be shown. Also referred to as Bedford Midland. To/from Bedford St Johns – LN3140
Bedford North End Siding		–	S	TIPLOC BEDFDNS
Bedford North Jn	DFL DSL	FL DSL USL		
Sharnbrook Jn	DFL DSL	UFL USL		
Wellingborough South Jn		UFL DSL	X	

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wellingborough</u>	DFL DSL	UFL USL DSL		
Wellingborough Down Goods Loop	DFL	DFL	S	
Wellingborough Signal BK6065	DSL		S	TIPLOC WLNG065 For shunt moves between Down Slow and Wellingborough Neilson and Up Sidings
Wellingborough Signal LR607	–		S	TIPLOC WLNG607 For shunt moves between Up Fast and Wellingborough Neilson and Up Sidings
Wellingborough North Jn	DSL USL	UFL DFL DSL	X	
Wellingborough Signal BK6069	–		S	TIPLOC WLNG069 Only for shunt moves between Up Slow and Wellingborough Neilson and Up Sidings
Wellingborough Signal BK6070	–	USL –	X	TIPLOC WLNG070 For access to/from Wellingborough Neilson and Up Sidings
Wellingborough Neilson Sidings	–	–	S	TIPLOC WLNGBNS <i>Sidings 1-6 and Rail Recovery Train Siding</i>
Wellingborough Up Siding		–	S	TIPLOC WLNGUPS
<u>Harrowden Jn</u>	DFL UFL DSL	UFL USL DSL		
<u>Kettering South Jn</u>	DFL UFL DSL USL	UFL DFL USL DSL		
Kettering Signal BK6094	–	USL	X	TIPLOC KETR094 For access to/from Kettering Engineering Sidings and Stabling Sidings Depot
Kettering Engineering Sidings	–	–	S	TIPLOC KETRENG <i>Sidings 1-2</i>
Kettering Stabling Sidings Depot		–	S	TIPLOC KETRSSD <i>Depot Sidings 1-4 – all 254m in length</i>
<u>Kettering</u>	DFL UFL DSL USL	UFL DFL USL DSL		
<u>Kettering North Jn</u>	DFL UFL DSL	UFL DFL USL DSL		<i>To/from Corby – LN3601</i>
<u>Market Harborough</u>	DFL UFL	UFL DFL		
Market Harborough Jn	DFL UFL	UFL DFL	X	
<u>Kilby Bridge Jn</u>	SL DFL UFL	UFL DFL		
Wigston South Jn	SL	SL	X	<i>To/from Glen Parva Jn – LN3231</i>
<u>Wigston North Jn</u>	DFL UFL GL	UFL SL		<i>To/from Croft – LN3232</i>
Knighton Jn	DFL UFL	UFL DFL GL	X	<i>To Leicester Signal LR327 – LN3525 From Bagworth – LN3525</i>
Leicester South Jn	SL DFL UFL	UFL DFL	X	
Leicester Signal LR397	DFL		S	Reversing point on Down Fast for moves between Leicester and Up & Down Slow/Leicester LIP
Leicester Signal LR399	UFL		S	Reversing point on Up Fast for moves between Leicester and Up & Down Slow/Leicester LIP

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Leicester</u>	FL SL RL GL	UFL DFL SL		Platform detail must be shown
Leicester North Jn	FL SL GL RL	FL SL	X	Timing point for trains on the Up Fast accessing Platforms 1 and 2
Humberstone Road	GL RL	GL RL	S	Track detail must be shown (REC, UDGL) Recessed trains and run-rounds
Humberstone Road Jn	FL SL	FL GL RL	X	
Syston	SL	SL	S	
<u>Syston South Jn</u>	FL SL	FL SL		<i>To/from Syston East Jn – LN3615</i>
<u>Syston North Jn</u>	SL	SL	X	<i>To/from Syston East Jn – LN3234</i> Timing point for all trains on the Slow lines
Sileby	SL	SL	S	
<u>Sileby Jn</u>	FL SL	FL SL		
Mountsorrel Sidings	FL	DFL	S	
Barrow-Upon-Soar	SL	SL	S	
Loughborough South Jn	SL	SL	X	<i>To/from Hotchley Hill – LN3237</i> Timing point for
<u>Loughborough</u>	FL SL	FL SL		Platform detail must be shown
Loughborough Signal LR675	SL		S	
Brush Private Sidings		SL	S	
Loughborough North Jn	SL	FL DSL	X	
East Midlands Parkway	FL SL	FL SL	S X	Timing point for trains crossing down slow to down fast at Ratcliffe Jn
Ratcliffe Jn		SL	X	Timing point for crossing moves in the up direction
Ratcliffe PS	SL		S	
<u>Trent South Jn</u>	– HL	FL SL		<i>To/from Trent East Jn – LN3204</i> <i>To/from Meadow Lane Jn – LN3261</i>
<u>Sheet Stores Jn</u>	–	–		<i>To/from Trent East Jn – LN3228</i> <i>To/from Castle Donington – LN3520</i>
Long Eaton	–	–	S	
<u>Spondon</u>	–	–		
Way and Works Signal TD5039	DM		S	TIPLOC DRBY039 Timing point for trains reversing from Up Main to Down Main
Derby RTC Sidings South	–		S	TIPLOC DRBYRTC
Etches Park Carriage Sidings	– PL BP		S	TIPLOC DRBYEPS Only direct access to/from Derby Platforms 3, 4 and 6
<u>Way and Works Jn</u>	PL UM DM DTS UTS	–		TIPLOC DRBYWWJ
Derby RTC Sidings North	UTS		S	TIPLOC DRBYRTN
<i>London Road Jn</i>				<i>To/from L&NW Jn – LN3501</i>
<u>Derby</u>	A B C D PL	UM DM UTS DTS PL FI BP		Platform detail must be shown
<i>Derby North Jn</i>				<i>To/from Chaddesden Sidings – LN3239</i>
<u>St Mary's South Jn</u>	DF UF US	A B C D		TIPLOC DRBYSMS
St Mary's North Jn	DS DF	UF	X	TIPLOC DRBYSMN
Breadsall	–	– US DF	S X	Trains recessed on Down Slow to show stop at Breadsall

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	CODE	NOTES
Duffield	–	–	S	
Belper	–	–	S	
Broadholme	DBL	–	S X	Trains recessed in Up Broadholme Loop to show stop at Broadholme
<u>Ambergate Jn</u>	–	– UBL		Trains recessed in Down Broadholme Loop to show stop at Ambergate Jn To/from Ambergate – LN3246
Clay Cross Down Loop	DGL		S	Temporarily OOU
<u>Clay Cross North Jn</u>	ML EL	–		To/from Alfreton – LN3207
<u>Chesterfield South Jn</u>	ML UM [¥] DBH	ML EL		¥ Only applies to trains on the Down Erewash
<i>Route Boundary: East Midlands/ North & East</i>				<i>146 miles 0 chains</i>
<u>Chesterfield</u>	ML DBH	ML UBH DBH* DM [€]		*Only applies to trains on the DBH approaching Chesterfield. €Only applies to trains for the Derby direction.
<u>Tapton Jn</u>	–	ML UBH DBH		To/from Dore Station Jn – LN804 Refer to LNE Timetable Planning Rules To/from Barrow Hill North Jn – LN806 Refer to LNE Timetable Planning Rules

LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN

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

LN3207 TRENT EAST JN TO CLAY CROSS NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Trent East Jn</u>	–			To/from Sheet Stores Jn – LN3228 To/from Trent South Jn – LN3204
<u>Long Eaton Jn</u>	FL DTG	–		To/from Toton North Yard via Reception
<u>Toton South Jn</u>	SL	HL SL		To/from Meadow Lane Jn – LN3261 Referred to as Toton Jn Timing point for all trains on Up Slow and to/from Meadow Lane Jn
Toton North Yard	–	–	S	
<u>Toton Centre</u>	FL SL DTG –	FL SL		To/from Toton North Yard
Toton TMD	–	–	S	
Toton Up Yard	–	–	S	
Stapleford & Sandiacre CCE Sdgs	–		S	
Toton North Jn	FL SL MGB	FL SL DTG –	X	To Toton Up Yard/Toton North Yard/TMD Referred to as Stapleford & Sandiacre (Tiploc STAPLFD)
Stanton Gate	–	MGB	F	To/from Stanton & Staveley Works
<u>Trowell Jn</u>	FL SL	FL SL		To/from Radford Jn – LN3252
<u>Ilkeston Jn</u>	UDS	SL		Timing point for all trains on the UDS/SL
Ilkeston	FL	FL	S	Platform detail must be shown
<u>Langley Mill</u>	FL UDS	FL UDS		
Codnor Park Jn	UDS FL –	FL UDS	X	To/from Swanwick (Midland Railway Trust)
<u>Ironville Jn</u>	–	FL UDS		To/from Pinxton – LN3273
<u>Alfreton</u>	–	–		
Blackwell South Jn	UDV	–	X	
Blackwell Siding	–	–	S	
Blackwell Signal 4727	UDV		S	
Morton Jn	–	– UDV	X	
<u>Clay Cross North Jn</u>	ML EL	–		To/from Chesterfield South Jn – LN3201

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

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Junction Road Jn</u>	–	–		To/from Upper Holloway – EA1370 Refer to Anglia Timetable Planning Rules 2 miles 38 chains
<u>Carlton Road Jn</u>	FL SL	–		To/from West Hampstead Thameslink – LN3201

LN3213 FARRINGDON TO KENTISH TOWN JN (MOORGATE LINES)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Farringdon</u>	NB SB	SB NB		Platform detail must be shown To/from City Thameslink – SO280 Refer to Kent Timetable Planning Rules
<i>Region Boundary: Eastern/Southern</i>				0 miles 66 chains
Clerkenwell Crossovers	NB SB	SB NB	X	TIPLOC CLKNWL
<u>St Pancras International</u>	NB SB DCT	SB NB UCT		Platform detail must be shown TIPLOC STPXBOX
<i>Canal Tunnels Jn</i>				To/from Belle Isle Jn – LN3214
<u>Dock Jn North</u>	MOL UDR	SB NB		
<u>Kentish Town</u>	SL	MOL		Platform detail must be shown
<i>Kentish Town Jn</i>				
<u>Carlton Road Jn</u>	FL SL	FL SL DSL		To/from West Hampstead Thameslink – LN3201

LN3214 CANAL TUNNELS JN TO BELLE ISLE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Canal Tunnels Jn</i>				To/from St Pancras International (Low Level) – LN3213
<u>Belle Isle Jn</u>		UCT DCT		To/from Finsbury Park – LN101 - Refer to LNE Timetable Planning Rules

LN3219 CRICKLEWOOD CURVE JN TO DUDDING HILL JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Cricklewood Curve Jn</u>	–	–		To/from Cricklewood – LN3201
<i>Route Boundary: East Midlands/ Anglia</i>				5 miles 72 chains
<u>Dudding Hill Jn</u>	–	–		To/from Acton Canal Wharf Wells Jn – EA1360 Please Refer to Anglia Timetable Planning Rules

LN3222 BRENT CURVE JN TO DUDDING HILL JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Brent Curve Jn</u>	–	–		To/from Hendon – LN3201
<i>Route Boundary: East Midlands/ Anglia</i>				0 miles 54 chains
<u>Dudding Hill Jn</u>	–	–		To/from Acton Canal Wharf Wells Jn – EA1360 Please Refer to Anglia Timetable Planning Rules

LN3228 TRENT EAST JN TO SHEET STORES JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Trent East Jn</u>	–	–		TIPLOC TRENT To/from Beeston South Jn – LN3204 To/from Long Eaton Jn – LN3207 To/from Trent South Jn – LN3201
<u>Sheet Stores Jn</u>	–	–		To/from Spondon – LN3201. To/from Castle Donington – LN3520

LN3231 WIGSTON SOUTH JN TO GLEN PARVA JN

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

LN3232 WIGSTON NORTH JN TO HINCKLEY (INCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Wigston North Jn</u>	–			To/from Leicester – LN3201
South Wigston	–	–	S	
Glen Parva Jn	–	–	X	To/from Wigston South Jn – LN3231
Narborough	–	–	S	
Croft Signal CT7903	–		S	Timing point for reversals on the Up Nuneaton
Croft Sidings	–	–	S	
Croft Signal CT7904		–	S	Timing point for reversals on the Down Nuneaton
<u>Croft</u>	–	–		
<u>Hinckley</u>	–	–		To/from Nuneaton – Refer to NW&C Timetable Planning Rules – MD232
<i>Region Boundary: Eastern/NW&C</i>				<i>2 miles 62 chains</i>

LN3234 SYSTON EAST JUNCTION TO SYSTON NORTH JUNCTION

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

LN3237 LOUGHBOROUGH SOUTH JN TO HOTCHLEY HILL

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

LN3239 DERBY NORTH JN TO CHADDESSEN SIDINGS

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Derby North Jn</i>				<i>To/from Derby – LN3201</i>
<u>Chaddesden Curve Jn</u>	–	C D PL FI		TIPLOC DRBYCHC Line detail must be shown Access to/from Derby Platforms 3-6 and to/from Chaddesden Sidings
<u>Chaddesden Sidings</u>		–		

LN3246 AMBERGATE JN TO MATLOCK

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ambergate Jn</u>	–	–		<i>To/from St Mary's South Jn – LN3201</i>
<u>Ambergate</u>	–	–		Token stop. Single line
Whatstandwell	–	–	S	Single line
Cromford	–	–	S	Single line
Matlock Bath	–	–	S	Single line
<u>Matlock</u>		–		Single line
<i>Matlock GF</i>				
<i>Matlock North GF</i>				
<i>Boundary: NR/Peak Rail</i>				<i>145 miles 27 chains</i>

LN3249 LENTON SOUTH JN TO LENTON NORTH JN

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

LN3252 MANSFIELD JN TO TROWELL SOUTH JN

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

LN3255 RADFORD JN TO KIRKBY LANE END JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Radford Jn</u>	–			To/from Mansfield Jn – LN3252
<u>Bulwell South Jn</u>	–	–		Single line
Bulwell	–	–	S	Single line
<u>Bestwood Park Jn</u>	–	–		Single line
Hucknall	–	–	S	Single line
<u>Newstead</u>	–	–		Single line
Newstead Loop	–	–	S	
<u>Kirkby South Jn</u>	–	–		TIPLOC LINDLA Also known as Lindleys Lane
<u>Kirkby Lane End Jn</u>		–		To/from Mansfield Woodhouse – LN3273

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

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

LN3264 ATTENBOROUGH JN TO MEADOW LANE JN (ATTENBOROUGH CURVE)

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

LN3273 CODNOR PARK JN TO SHIREBROOK JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Ironville Jn</u>	–			To/from Langley Mill – LN3207
Sleights East Jn	–	–	F	
Pinxton	–	–	F	
<u>Kirkby Lane End Jn</u>	–	–		To/from Kirkby South Jn – LN3255
Kirkby in Ashfield	–	–	S	
Sutton Parkway	–	–	S	
Mansfield Town	–	–	S	
<u>Mansfield Woodhouse</u>	–	–		
Route Boundary: East Midlands/ North & East				143 miles 0 chains
Shirebrook	–	–	S	To/from Shirebrook East Jn – LN768. Refer to LNE Timetable Planning Rules
Shirebrook Jn	–	–	F	To/from Shirebrook East Jn – LN768. Refer to LNE Timetable Planning Rules

LN3340 ALREWAS (INCLUSIVE) TO WICHNOR JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Region Boundary: NW&C/Eastern</i>				<i>19 miles 0 chains</i>
<u>Alrewas</u>	–	–		Single line To/from Lichfield Trent Valley High Level – Refer to NW&C Timetable Planning Rules – MD340
Wichnor Jn Signal DY78	–		S	All trains reversing back to Barton-under-Needwood CMD should be timed here
<u>Wichnor Jn</u>		–		Single line. To/from Burton-on-Trent – LN3501

LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Derby</u>	DTS UTS DTF			Platform detail must be shown. To/from St Mary's South Jn – LN3201
London Road Jn				To/from Way and Works Jn – LN3201
St Andrews Siding	–		S	TIPLOC DRBYEL
<u>L&NW Jn</u>	UT	UTF DTF DTS UTS –		To/from St Andrews Siding
Peartree	– UT	–	S	
Melbourne Jn	– DSL	–	X	To/from Sinfin Siding – LN3515
Sunny Hill	–	USL	X	
<u>Stenson Jn</u>	–	–		To/from Sheet Stores Jn – LN3520
<u>North Stafford Jn</u>	–	–		To/from Tutbury & Hatton – LN3505 Required as the reversing point for all shunt movements to/from Castle Donington Branch (LN3520) for correct automated routing in SARS
Willington	–	–	S	
<u>Clay Mills Jn</u>	DTF DTG	–		
Wetmore Jn	DTF DTG	UTF UTG	X	
Burton East Yard	– DTG	–	S	
Burton West Yard	– DTG	–	S	
Horninglow Bridge Jn	DTF		X	
<u>Burton-on-Trent</u>	DTF DTG	UTF UTG		
Leicester Jn	– DTF DTG	– UTF UTG	X	Timing point for crossing moves to <u>UTG</u> To/from Birmingham Curve Jn – LN3525
Branston Jn	–	–	X	To/from Birmingham Curve Jn – LN3535
Barton North Jn	–	–	X	
Barton-under-Needwood CMD	–	–	S	Also referred to as Central Rivers Depot
Barton South Jn	–	–	X	Trains from Central Rivers Depot towards Alrewas can be routed via either the Down or Up Tamworth
<u>Wichnor Jn</u>	–	–		To/from Alrewas – LN3340
Elford Goods Loop	–		S	Recessed trains only
<i>Region Boundary: Eastern/NW&C</i>				<i>23 miles 30 chains</i>
<u>Tamworth (High Level)</u>	–	–		To/from Kingsbury Jn – Refer to NW&C Timetable Planning Rules – MD501

LN3505 NORTH STAFFORD JN TO STOKE JN (EXCLUSIVE)

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

LN3515 MELBOURNE JN TO SINFIN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Melbourne Jn</u>	–	–		Single Line To/from L&NW Jn – LN3501
<u>Sinfin Siding</u>		–		

LN3520 SHEET STORES JN TO STENSON JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Sheet Stores Jn</u>	–	–		To/from Trent South Jn – LN3201 To/from Trent East Jn – LN3228
East Midlands Gateway Terminal	–		S	TIPLOC EMGTWT
East Midlands Gateway Signal SS4457	–		S	TIPLOC EMGT457 Exit signal for East Midlands Gateway Terminal
East Midlands Gateway Arrival		–	S	TIPLOC EMGTWA Arrival signal for East Midlands Gateway Terminal
Gateway West Jn	–	–	X	TIPLOC CDONGWJ To/from East Midlands Gateway Terminal
<u>Castle Donington</u>	–	–		
East Midlands Distribution Centre		–	S	
<u>Stenson Jn</u>	–	–		To/from North Stafford Jn – LN3501

LN3525 KNIGHTON JN TO LEICESTER JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Knighton Jn</u>	–			Single line to Bagworth Jn. To/from Wigston North Jn – LN3201
Knighton Jn Signal LR326		–	S	
<u>Leicester Signal LR327</u>	–			Mandatory in the Down direction
<u>Bagworth Jn</u>	–	–		

LN3525 KNIGHTON JN TO LEICESTER JN

TIMING POINT	DOWN	UP	CODE	NOTES
Cliffe Hill Stud Farm Quarry	–	–	S	
Cliffe Hill Ground Frame	–	–	X	
Bardon Hill	–	–		
Bardon Hill Quarry	–	–	S	
Coalville	–	–		
Mantle Lane	–	–		Single line to Lounge Jn
Lounge Jn	–	–		
Moira West Jn	–	–		
Birmingham Curve Jn	–	–		To/from Branston Jn – LN3535
Leicester Jn		–		To/from Burton-on-Trent – LN3501

LN3535 BIRMINGHAM CURVE JN TO BRANSTON JN

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

LN3601 KETTERING NORTH JN TO MANTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
Kettering North Jn	–			To/from Kettering – LN3201
Corby Station South Jn				To/from Corby BSC – LN3605 To/from Corby Automotive Terminal LN3610 Previously shown as Corby North Jn
Corby	–	–		
Corby North Run–Round Loop		–	S	Run–rounds from the Kettering direction
Corby Station North Jn				
Corby Signal KM3974		–		Timing point for all trains in the Up direction
Manton Jn	–	–		To/from Oakham – LN3615

LN3605 CORBY BSC WORKS TO CORBY STATION SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Corby BSC Works	–			
Network Rail Boundary				0 miles 16 chains
Corby Station South Jn				To/from Corby – LN3601 Previously shown as Corby North Jn

LN3610 CORBY AUTOMOTIVE TERMINAL TO CORBY STATION SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Corby Automotive Terminal	–			
Network Rail Boundary				0 miles 17 chains
Corby Station South Jn				To/from Corby – LN3601 Previously shown as Corby North Jn

LN3615 HELPSTON JN TO SYSTON SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Helpston Jn</u>	–	–		To/from Peterborough – LN101. Refer to LNE Timetable Planning Rules
<i>Route Boundary: East Coast/East Midlands</i>				<i>13 miles 60 chains Change of LoR: LN147/LN3615</i>
<u>Uffington</u>	–	–		
Stamford	–	–	S	
Wards Sidings GF	–	–	S	To/from Wards Private Sidings TIPLOC KETTK3 – Show as 'OP' stop for trains to/from Wards Private Sidings
Wards Private Sidings		–	S	TIPLOC KETTWS
<u>Ketton SB</u>	–	–		
<u>Luffenham</u>	–	–		
<u>Manton Jn</u>	–	–		To/from Corby – LN3601
<u>Oakham</u>	ML GL	–		
<u>Langham Jn</u>	–	ML GL		
<u>Ashwell LC</u>	–	–		TIPLOC OAKHASH
<u>Whissendine</u>	–	–		TIPLOC MLTNWHI
Melton Mowbray Signal MN54		–		Timing point for all trains in the up direction
Melton Mowbray DGL	–			TIPLOC MLTNMDL
Melton Mowbray UGL	–	–		TIPLOC MLTNMUL
<u>Melton Mowbray</u>	–	–		
Melton Jn	–	–	X	To/from Asfordby and Old Dalby – LN3620
<u>Frisby</u>	–	–		
<u>Syston East Jn</u>	–	–		To/from Syston North Jn – LN3234
<u>Syston South Jn</u>		–		Single line. To/from Leicester – LN3201

LN3620 MELTON JN GF TO ASFORDBY

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Melton Jn</u>	–	–		To/from Melton Mowbray – LN3615 Single Line
Melton Jn GF				
Asfordby Jn GF				Boundary with RIDC (Rail Innovation & Development Centre – Melton) on Down Reversible: 106 miles 58 chains To/from RIDC Test Facilities – Asfordby and Old Dalby
<i>Route Boundary NR : RIDC</i>				Boundary with RIDC on Asfordby Single: 107 miles 20 chains To/from RIDC Test Facilities – Asfordby

LN3625 NOTTINGHAM EAST JN TO NEWARK FLAT CROSSING (EXCLUSIVE)

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

LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Allington West Jn</u>	–			<i>To/from Allington North Jn – LN195. Refer to LNE Timetable Planning Rules To/from Rauceby – LN185. Refer to LNE Timetable Planning Rules</i>
Bottesford	–	–	S	
<u>Former Bottesford West Jn</u>	–	–		Mileage: 113m 78ch
Elton and Orston	–	–	S	
<u>Aslockton</u>	–	–		
<u>Bingham</u>	–	–		
<u>Radcliffe</u>	–	–		
Rectory Jn	–	–	X	
Rectory Jn (Colwick)		–	S	TIPLOC: RECTTCR; RECTFHH
Netherfield	–	–	S	
<u>Netherfield Jn</u>		–		<i>To/from Nottingham – LN3625</i>

2.2 Route Opening Hours

Subject to constraints imposed by the Engineering Access Statement, all routes are open continuously, except as shown below. **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/>

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

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

Signal boxes equipped to be switched out during a route's opening hours are shown within the routes concerned. **No train is allowed to be in a section when a box is switching in or out. The number of minutes required to be out of section will vary by location, the LOM or signal box should be able to provide a safe value to plan to.**

~~PLT denotes passage of last train.~~

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

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

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

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

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION

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

LN3601 KETTERING NORTH JUNCTION TO MANTON JUNCTION

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

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

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

3 Electrification

3.1 Electrification Limits

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

3.2 Electrification Supply Restrictions

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

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

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

Due to power supply constraints, if a Timetable Participant wishes to run any services in electric mode above what was included in the Prior Working Timetable, then the Timetable Participant should discuss with Capacity Planning to make sure the additional electric services can be accommodated. A list of what is possible in electric mode is available from Capacity Planning.

4 Rolling Stock Restrictions

4.1 Locomotive Route Availability

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

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

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

4.4 Freight Train Load Limits

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

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

4.5 Freight Train Length Limits

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

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

4.6 Engineers' Trains Restrictions

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

~~*Source GE/RT 8000-OTM~~

5 Running Times, Margins and Allowances

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

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in ~~Section 1.4~~ Appendix H 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~~ Timetable Participants and Network Rail as part of the Revision of Timetable Planning Rules process outlined in Network Code Part D 2.2. Normally they will not change from one timetable to the next. Network Rail will, however, re-calculate SRTs for particular train or route combinations in the following circumstances:

- i) Where a ~~Train Operator~~ Timetable Participant 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~~ 1.4 of the National TPRs when calculating TPR proposals, unless and to the extent documented otherwise in respect of any given proposal. Timetable participants are encouraged to submit change proposals for review and consultation in line with the national methodology, or in line with such alternative methodology and assumptions as favoured by the proposer. NR will not seek to reject any proposal on the exclusive basis of the methodology employed, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

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

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

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

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.

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

5.1.3 New and Revised Sectional Running Times

New and revised SRTs are revised by ~~Train Operators~~ **Timetable Participants** and Network Rail on an individual basis. These should be supplied by applying the methodology described in Section ~~6~~ **1.4** of the National TPRs unless another methodology is deemed appropriate, provided that the methodology and assumptions are clearly stated and demonstrably adhered to in respect of the proposal received.

5.1.4 Timing of Trains Conveying Passengers on Goods Lines

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

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

5.2 Headways

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

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

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

Where headways are shown as being “non-stopping” or “stopping” these descriptions refer to the service that the path is following. 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. The “non-stopping” headway should be applied to a service following a preceding service which does not stop at that location. Immediately the preceding service stops at any location for any reason, the following service headway should be amended to the “stopping” value. If in doubt, apply the use of the “stopping” headway.

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

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

LN3140 BEDFORD ST JOHNS TO BEDFORD

Please refer to MD140 in the NW&C TPRs for headways on LN3140

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

TIMING POINT	DOWN	UP	NOTES
St. Pancras to Carlton Rd Jn (Inclusive) (All Lines)	3	3	
Carlton Rd Jn (Exclusive) to Bedford (All Lines)	3 Non-Stop 4* [^] Stopping 4 [^] Freight	3 Non-Stop 4* [^] Stopping 4 [^] Freight	*May be reduced to 3 minutes behind a train calling at one or more of West Hampstead Thameslink, Cricklewood, Brent Cross West or Hendon where the driver will see double yellows. ^May be reduced to 3 minutes between Bedford South Jn and Bedford
Bedford to Wigston North Jn	4½ (b)* Fast Line	4½ (b)* Fast Line	(b) may be reduced to 3 minutes following a non-stop passenger service *3½ minutes required following a non-stop passenger service at Wellingborough and Market Harborough
Bedford to Harrowden Jn	4 Slow Line	4 Slow Line	
Harrowden Jn to Kettering North Jn	4 following passenger Slow Line 4½ following freight Slow Line	4 Slow Line	
Wigston N. Jn to Leicester	4	4	
Leicester to Loughborough	4 following passenger Fast Line 5 following freight Fast Line 5 Slow Line	4 following passenger Fast Line 5 following freight Fast Line 5 Slow Line	
Loughborough to Spondon	4	4	
Spondon to Derby	3 following passenger 4 following freight	3 following passenger 4 following freight	
Derby to Tapton Jn	4	4	

Refer to Section 5.3 for diverging and converging margins

LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN

TIMING POINT	DOWN	UP	NOTES
Trent South Jn to Nottingham	4*	4*	*Can be reduced to 3 minutes on the Fast Lines where a non-stop passenger service is followed by a service stopping at Beeston/Attenborough. Refer to Section 5.3 for diverging and converging margins.

LN3207 TRENT EAST JN TO CLAY CROSS NORTH JN

TIMING POINT	DOWN	UP	NOTES
Trent East Jn to Clay Cross North Jn (Fast Lines)	3½ non-stop 4 stopping 4 freight	3½ non-stop 4 stopping 4 freight	
Trent East Jn to Ironville Jn (Slow Lines)	5	5	

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

TIMING POINT	DOWN	UP	NOTES
Carlton Rd Jn to Junction Road Jn	AB+2*	AB+2*	*TCB plan as AB

LN3213 FARRINGDON TO KENTISH TOWN JN (MOORGATE LINES)

TIMING POINT	DOWN	UP	NOTES
Farringdon to Kentish Town	2½	2½	

LN3214 CANAL TUNNELS JN TO BELLE ISLE JN

TIMING POINT	DOWN	UP	NOTES
Canal Tunnels Jn to Belle Isle Jn	2½	2½	

LN3219 CRICKLEWOOD CURVE JN TO DUDDING HILL JN

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

LN3228 TRENT EAST JN TO SHEET STORES JN

TIMING POINT	DOWN	UP	NOTES
Trent East Jn to Sheet Stores Jn	AB+2*	AB+2*	TCB plan as AB

LN3231 WIGSTON SOUTH JN TO GLEN PARVA JN

TIMING POINT	DOWN	UP	NOTES
Wigston South Jn to Glen Parva Jn	AB+2*	AB+2*	*TCB planned as AB

LN3232 WIGSTON NORTH JN TO HINCKLEY (INCLUSIVE)

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

LN3234 SYSTON EAST JN TO SYSTON NORTH JN

TIMING POINT	DOWN	UP	NOTES
Syston East Jn to Syston North Jn	AB+2*	AB+2*	*TCB planned as AB

LN3246 AMBERGATE JN TO MATLOCK

TIMING POINT	DOWN	UP	NOTES
Ambergate to Matlock	AB+2*		*Single Line, NST. One train In Section

LN3249 LENTON SOUTH JN TO LENTON NORTH JN

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

LN3252 MANSFIELD JN TO TROWELL SOUTH JN

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

LN3255 RADFORD JN TO KIRKBY LANE END JN

TIMING POINT	DOWN	UP	NOTES
Radford Jn to Bulwell South Jn	5	5	
Bulwell South Jn to Bestwood Park	AB+2*		*Single Line. Passing loop at Bestwood Park
Bestwood Park to Newstead	AB+2		Single Line
Newstead to Lindleys Lane (Kirkby South Jn)	AB+2*		*Single Line. Passing loop at Newstead Loop, north of Newstead

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

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

LN3264 ATTENBOROUGH JN TO MEADOW LANE JN (ATTENBOROUGH CURVE)

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

LN3273 CODNOR PARK JN TO SHIREBROOK JN

TIMING POINT	DOWN	UP	NOTES
Ironville Jn to Kirkby Lane End Jn	5	5	
Kirkby Lane End Jn to Mansfield Woodhouse	6	6	
Mansfield Woodhouse to Shirebrook	AB+2*	AB+2*	*TCB plan as AB

LN3340 ALREWAS (INCLUSIVE) TO WICHNOR JN

TIMING POINT	DOWN	UP	NOTES
Alrewas to Wichnor Jn	AB+2*		*Single Line, TCB planned as AB

LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Derby to Wichnor Jn (exclusive)	3 following non-stop 3½ following stopping or freight	3 following non-stop 3½ following stopping or freight	
Wichnor Jn (inclusive) to Tamworth	4*	4	*5 following Class 7 or 8 at Wichnor Jn (refer to Section 5.3. for diverging and converging margins)

LN3505 NORTH STAFFORD JN TO STOKE JN (EXCLUSIVE)

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

LN3515 MELBOURNE JN TO SINFIN

TIMING POINT	DOWN	UP	NOTES
Melbourne Junction to Sinfyn	AB+2*		*Single Line, TCB planned as AB. See Sectional Appendix Local Instructions for this section of line.

LN3520 SHEET STORES JN TO STENSON JN

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

LN3525 KNIGHTON JN TO LEICESTER JN

TIMING POINT	DOWN	UP	NOTES
Knighton to Bagworth Jn	AB+2*		*Single Line, TCB planned as AB
Bagworth Jn to Bardon Hill	AB+2	AB+2	
Bardon Hill to Mantle Lane	AB+2	AB+2	
Mantle Lane to Lounge Jn	AB+2*		*Single Line, TCB planned as AB
Lounge Jn to Moira West Jn	AB+2	AB+2	
Moira West Jn to Birmingham Curve Jn	5	5	

LN3535 BIRMINGHAM CURVE JN TO BRANSTON JN

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

LN3601 KETTERING NORTH JN TO MANTON JN

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

LN3605 CORBY BSC WORKS TO CORBY STATION SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Corby BSC Works to Corby	AB+2*		*Single Line, TCB planned as AB. One train in Section

LN3610 CORBY AUTOMOTIVE TERMINAL TO CORBY STATION SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Corby Automotive Terminal to Corby Station South Jn	One Train Working		Single Line, OTN(S).

LN3615 HELPSTON JN TO SYSTON SOUTH JN

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

LN3620 MELTON JN G.F. TO ASFORDBY

TIMING POINT	DOWN	UP	NOTES
Melton Jn G.F. to Asfordby	AB+2*		*Single Line, NST

LN3625 NOTTINGHAM EAST JN TO NEWARK FLAT CROSSING (EXCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Nottingham to Netherfield Jn	3 3½	3 3½	Following passenger Following freight
Netherfield Jn to Lowdham	4	6	
Lowdham to Fiskerton Jn	AB+2	AB+2	Absolute block from departure time of preceding train at Fiskerton in the Up (Nottingham) direction
Fiskerton Jn to Staythorpe	AB+2	AB+2	
Staythorpe to Newark Castle	AB+2	AB+2	
Newark Castle to Newark Flat Crossing	6 passenger	6 passenger	<u>Down</u> 6 freight following passenger 8 when freight following freight <u>Up</u> 6 freight following passenger 8 when freight following freight

LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN			
TIMING POINT	DOWN	UP	NOTES
Allington West Jn to Bottesford West Jn	AB+½	AB+2* AB+2½^	*Following passenger (stopping or non-stop) ^Following freight
Bottesford West Jn to Aslockton	AB+2 AB+2½*	AB+1½^ AB+2^^	*Following stopping passenger, applied after arrival at Aslockton ^Following non-stop ^^Following stopping passenger or freight
Aslockton to Bingham	AB+2 AB+2½*	AB+2½^	*Following freight or a train stopping at Bingham ^Based on arrival at Bingham
Bingham to Radcliffe	AB+1½*	AB+2½	*Based on arrival at Radcliffe
Radcliffe to Netherfield Jn	4 5 5	4 4½ 5	Following non-stop Following stopping passenger Following freight

5.2.2 General Capacity Constraints

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

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

LN3255 RADFORD JUNCTION TO KIRKBY LANE END JUNCTION

- 1) At least one train per day must operate through Newstead Loop
- 2) At least one train per day must operate through the loop at Bestwood Park Junction.

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Section 1.6 – 1.10 of the National TPRs.

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

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

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

STANDARD VALUES – MINIMUM		
Attachment of Locomotives/Units		
22x/810		7
XC 170		4
DMU		6
Locomotive		15
Connectional Allowance		
		5
Detachment of Locomotives/Units:		
22x/810		4
XC 170		4
XC 22x		7
DMU		5
Locomotive		10% %12 if locomotive attached at other end of train
Dwell Time		
158		1
22x/810		1½
DMU		45 seconds; to be shown as alternate 1 and ½ stops
EMU		½
LH		1½
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting moves except as below		3
Arrival or pass	Conflicting departure (opposite direction)	1
Locomotive Change		
At same end		16
Locomotive Run–Round		
Passenger		16
Freight		20

STANDARD VALUES – MINIMUM	
Minimum Turnround	
DMU*	4
Class 700	8 (8-car) 10 (12-car)
EMR 222/810	10
LH	35
*Where turnround times are specified at locations for trains from specific origins, request should be made to the Operational Planning Manager, Milton Keynes Network Rail for times from other locations as a longer turnround may apply.	
Arrivals from/departures to ECS	
CrossCountry Class 170 Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot	
1 x 170	5
2 x 170	10
Cross Country Class 170 Safety Check Unit (SCU) Allowances <u>which includes an attachment</u> – 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 <u>departure to depot</u>	
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
CrossCountry and freight timing requirements	
CrossCountry* and Freight^ schedules must depart from origin and terminate at destination on a whole minute due to IT system limitations (*Integrale, ^TOPS).	
GTR minimum platform standing allowance between ECS arrival and passenger train departures	
Class 700 departing in same direction	1 (unless otherwise specified)
GTR minimum platform standing allowance between passenger train arrival and ECS departure	
Class 700 departing in same direction	4 (unless otherwise specified)
Platform Re-occupation	3

STANDARD VALUES – MINIMUM	
Reversal	
DMU, except:	3
XC 170	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)
XC 22x	5 single set 6 double set
No change in composition	8
New Measurement Train	7
Reversal before/after propelling movement	2
Light engines	2

THE FOLLOWING INFORMATION SHOWS THE EXCEPTIONS TO THESE STANDARD VALUES:

LN3140 BEDFORD ST JOHNS TO BEDFORD
Jowett Bedford Run-Round Loop
Planning Note
No timing allowances should be applied between Bedford St Johns or Jowett Bedford Run-Round Loop and Bedford Midland as there are no intermediate signals and to avoid blocking the single line sections for longer than is necessary.

Bedford Jowett Sidings		
Berthing facilities		
Location	No. of cars	Notes
Sidings 15 to 19	Up to 60 x 20m cars	5 x 12-car sidings with CET facilities. Each siding will hold 1 x 8-car train or 1 x 12-car train

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)	
St Pancras International	
Attachment of units	
Exclusive of turnround and no shunt involved.	Class 222 – 3
Inclusive of turnround and no shunt involved.	Class 222 – 29 Class 360 – 15
Inclusive of turnround and shunt involved.	Class 222 – 35
Connectional Allowance	
15 to St Pancras International Eurostar/Thameslink platforms	
Detachment of units	
Exclusive of turnround and no shunt involved.	Class 222 – 2
Inclusive of turnround and no shunt involved.	Class 222 – 28 Class 360 – 12
Inclusive of turnround and shunt involved.	Class 222 – 35
Minimum Turnround	
222	10 If inward is ECS from Cricklewood 20. May be reduced to 15 minutes provided that the previous/next turnround is not less than the normal minimum for the location concerned.
360	8 – 8-car 10 – 12-car
Platform Re-occupation	
Standard Value	4 5 if both trains are HST on Platform 1

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)

St Pancras International

Simultaneous Arrivals and Departures

These are possible as below:

Depart Platforms	Arrive Platforms
1	2, 3 or 4
2	3 or 4
3	4

Planning Restriction

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

Dock Junction South

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains from down fast to down slow	20 mph crossover	½

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except for below:		2
Up arrive at Churchyard Sidings	Down depart from St Pancras	1

Kentish Town

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

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

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

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

Carlton Road Junction

Adjustments to Sectional Running Times

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

Junction Margins

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

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

Planning Note

Pathing time should not be used between Carlton Road Jn and Kentish Town for Up trains running along the Down Slow unless all other planning options have been explored. Any train over 100m / 15SLU in length will foul Carlton Road Jn if stopped at signal WH212.

West Hampstead South Junction

Adjustments to Sectional Running Times

Movement	Reason	Value
Down Slow to Down Fast	Approach control Signal WH231	{½} before
Up Fast to Up Slow (not stopping at West Hampstead Thameslink)	Flashing yellow aspects	½* approaching West Hampstead

*1 minute if approach controlled (see margins below)

Junction Margins

First Movement	Second Movement	Margin
Up Fast to Up Slow	Down Slow to either Down Slow or Down Fast	2½*
Down Slow to Down Fast	Up Fast to Up Fast	3
Down Slow to Down Fast or Down Slow	Up Fast to Up Slow	3 (assumes operation of flashing yellows at signal WH18 and second train does not call at West Hampstead)
Down Slow to Down Fast or Down Slow	Up Fast to Up Slow	2½ if {1} added to second train approaching West Hampstead or if second train has called at West Hampstead

*Margin can be reduced to 1½ if a service passing to the Down Slow has pathing time between Carlton Road Jn and West Hampstead South Jn.

West Hampstead South Junction

Planning note

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

West Hampstead Thameslink

Adjustment to Sectional Running Times

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

Dwell Time – passenger to ECS in the same direction

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

Junction Margins

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

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

Planning Note

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

Platform Reoccupation

In the same direction for consecutive stopping services	2
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Cricklewood South Junction

Planning Note

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

Cricklewood		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Crossing move at Cricklewood South Jn (stopping at Cricklewood station)	Approach control	½*
Crossing move at Cricklewood South Jn (not stopping at Cricklewood station)	Slow speed crossover and acceleration	1 before 1 after
Movement Up	Reason	Value
Depart Depot Exit Road	Slow speed crossover (to be applied at next timing point)	1
Crossing move at Cricklewood South Jn	Slow speed crossover and acceleration	½ before ½ after*
*1 minute if train does not stop at West Hampstead Thameslink		
Dwell Time		
All Thameslink services	1½ (applies until train crew relief is permissible at Brent Cross West). May be reduced following agreement with train operator.	
Junction Margins		
First Movement	Second Movement	Margin
Between all moves unless otherwise stated		3
Down Arrive / Pass	Conflicting Up Departure	1
Down Arrive / Pass	Conflicting Up Pass	2
Up Arrive / Pass in Platform 1	Down Departure from Platform 2 to the depot	1
Pass on Up Fast	Arrive / Pass Down Slow or Depot Exit Road from the Down Fast or Hendon Lines	2
Down Arrival into Depot Exit Road	Up Arrive / Pass Platform 1	2
Platform Re-occupation		
First Movement	Second Movement	Margin
Platform re-occupation (same direction)		2
Platform re-occupation (opposite direction)		3
Planning Note		
No timing allowances should be applied between Cricklewood and Cricklewood South Junction as there are no intermediate signals		

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

Cricklewood Tamper Sidings	
Planning Note	
Maximum standage 110m	

Cricklewood Fuel Road

Planning Note

Maximum standage 243m

Cricklewood South Sidings A-E

Berthing facilities

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

Brent Cross West

Dwell Time

Thameslink services calling at all stations between West Hampstead and St Albans City	½ (applies until train crew relief is permissible at Brent Cross West)
Thameslink services not calling at Hendon, Cricklewood or Kentish Town	1 (may be reduced to ½ following agreement with GTR)

Platform Re-occupation

Platform Re-occupation	Margin
Platform re-occupation (same direction)	2

Cricklewood North Reception Road

Re-occupation Margins

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

Cricklewood Depot North Junction

Junction Margins

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

Brent Curve Junction

Planning Restriction

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

Hendon	
Planning Note	
<p>Up Slow Line No timing allowances should be placed between Silkstream Junction and Hendon as there are no intermediate signals. Such allowances should be placed approaching Silkstream Junction, Cricklewood or West Hampstead as appropriate.</p> <p>Down Fast Line Pathing time required to maintain a TPR compliant headway or junction margin with a train crossing between the Fast and Hendon Lines at Silkstream Junction must be placed approaching Hendon in the down direction as there is no intermediate signal between Hendon signal WH43 and Silkstream Junction.</p>	
Platform Re-occupation	2

Hendon Chord
Planning Note
The Hendon Chord is only signalled in the Up direction; there is no route available from the Down Hendon to the Down Fast via the Hendon Chord.

Silkstream Junction		
Junction Margins		
First Movement	Second Movement	Margin
Down Slow to Down Slow	Down Hendon to Down Slow	3
Up Fast to Up Hendon	Down passenger pass Hendon on Down Fast	3
Up Fast to Up Hendon	Down freight pass Hendon on Down Fast	4
Down passenger pass Hendon on Down Fast	Up Fast to Up Hendon	3
Down freight pass Hendon on Down Fast	Up Fast to Up Hendon	3½
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Pass Down Hendon Line to Down Slow	Acceleration	After Silkstream Junction: <u>Freight</u> 1 400t 2 600t – 800t/TR40 2½ 1,000t – 1,400t/TR55-85 3 1,600t – 1,800t/TR100 3½ 2,000t – 2,200t/TR115 4 2,400t/TR130
Movement Up	Reason	Value
Up Slow to Up Hendon Line	Deceleration	1½ approaching Silkstream Junction
Planning Note		
No timing allowances should be placed between Silkstream Junction or Hendon on the Up Slow Line as there are no intermediate signals. Such allowances should be placed approaching Silkstream Junction, Cricklewood or West Hampstead as appropriate.		

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

Radlett Private Sidings

Junction Margins

First Movement	Second Movement	Margin
Passenger Pass St Albans City on Up Slow	Depart towards St Albans City or WH258 Signal	3
Passenger depart/Freight pass St Albans City on Up Slow	Depart towards St Albans City or WH258 Signal	4
Depart towards St Albans City	Depart/Pass St Albans City on Up Slow	2½
Arrive/Pass St Albans City on Down Slow	Depart towards St Albans City	Same time
Arrive from WH592 Signal	Pass Radlett Jn on Down Slow (not calling at Radlett)	½
Arrive from WH592 Signal	Depart Radlett	½
Arrive from WH592 Signal	Passenger depart or pass pass St Albans City on Up Slow not calling at Radlett	1
Arrive from WH592 Signal	Arrive Radlett on Up Slow	4*
Arrive from WH592 Signal	Freight pass St Albans City on Up Slow	1
Arrive from Up Slow	Arrive Radlett on Up Slow	4*
Arrive from Up Slow	Passenger depart/pass St Albans City on Up Slow not calling at Radlett	1
Arrive from Up Slow	Freight pass St Albans City on Up Slow	1

* May be reduced to 3 if the second move has a minimum of 1 minute pathing allowance approaching Radlett

Radlett Signal WH592

Junction Margins

First Movement	Second Movement	Margin
Passenger pass St Albans City on Up Slow	Depart to Radlett Private Sidings	3
Passenger depart/freight pass St Albans City on Up Slow	Depart to Radlett Private Sidings	4
Passenger pass St Albans City on Up Slow	Depart to Up Slow	4
Passenger depart/freight pass St Albans City on Up Slow	Depart to Up Slow	5

Radlett Signal WH258

Junction Margins

First Movement	Second Movement	Margin
Depart towards Radlett Jn	Depart/pass St Albans City	½

St Albans City

Connectional Allowance 4

Dwell Time

Thameslink services to/from Sutton calling at all stations	1½* may be reduced to 1 minute by agreement with TOC)
All other Thameslink services	1
All Thameslink services	1 – ECS to passenger in same direction 2 – Passenger to ECS in same direction

Platform Re-occupation

Platforms 1, 2, 3 and 4	3 minutes for stopping service or consecutive non-stop trains 4* minutes for non-stop train behind stopping train (headway value) when no pathing time is applied *May be reduced to 3 minutes if subsequent non-stop service has pathing time before and after St. Albans
Platform 2 behind ECS departing to Centre Siding	Arrive or pass 3 minutes after arrival of ECS in Centre Siding

Minimum Turnround 15* via Centre Siding between arrival to and departure from St. Albans ECS to the Centre Siding should depart a minimum of 2 minutes after the inward passenger arrival.
*May be reduced to 12, 13 or 14 minutes if a 2nd driver is provided.

Harpenden Junction

Adjustments to Sectional Running Times

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

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

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

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

Harpenden Junction

Junction Margins

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

Planning Note

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

Harpenden

Dwell Time

All	½* 1 minute between 0700 and 0900 for Up Fast & Semi-Fast train; and between 1645 and 2000 for Down Fast & Semi-Fast trains on Mondays to Fridays.
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Junction Margins

First Movement	Second Movement	Value
Passenger arrive platform 2 from DS or DF	Depart platform 1 crossing to UF at Harpenden Jn	1
Depart Platform 1 to Up Fast / Up Slow	Diverging departure from Platform 1	3½

Planning Note

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

Luton Airport Parkway

Connectional Allowance

4 between Thameslink services
10 between East Midlands Railway and Thameslink services

Dwell Time

EMU	½ 1 minute for Down Bedford trains
222	1½ 2 minutes in the Up morning and Down evening peak
360	1

Platform Re-occupation

First Movement	Second Movement	Margin
Depart Platform 2 towards Luton	Arrive Platform 2 from Harpenden or Harpenden Junction	1 after 1 st train has arrived at Luton

Luton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Platform 2	Approach control signal WH299	1
Platform 1 or 2 to Down Slow	20mph through crossover – to be applied approaching next timing point	2
Movement Up	Reason	Value
Up Slow to Platform 2	Approach control on signal WH304	1
Platform 3 to Up Fast	20mph through crossover	½
Thameslink schedules originating at Luton	Running brake test	½ after Luton
Connectional Allowance	4 between Thameslink services 10 between East Midlands Railway and Thameslink services	
Dwell Time		
All Thameslink services	1½* may be reduced to 1 minute by agreement with TOC)	
LH	1½	
222	1½# #2 minutes in the Up morning and Down evening peak	
360	1	
Minimum Turnround		
DMU	6	
Class 700	10 Passenger to Passenger. May be reduced to 8 minutes for 8 car Class 700 if ECS movement is involved.	
Via shunt	15 DMU/EMU	
Junction Margins		
First Movement	Second Movement	Margin
Platform 1 to Down Slow via Up Slow	Up Slow to Platforms 1, 2, 3 or 4	5
Platform 2 to Down Slow via Up Slow	Up Slow to Platforms 1, 2, 3 or 4	5
Platform 3 to Down Slow	Up Slow to Platforms 3 or 4	5
Up Fast passenger pass through Platform 4 (not calling at Luton Airport Parkway)	Depart Platform 3 to Up Fast	2½
Up train depart / pass platform 1	Up train depart platform 2 to Up Slow	3*
Up train depart platform 2 to Up Slow	Up train depart / pass platform 1	3*
Up train depart platform 4	Up train depart platform 3 to Up Fast	3*
Freight arrives Luton Crescent Road	Up train arrive / pass platform 1	3
* Non-stop headway applies for consecutive trains departing from or passing Luton providing the second train uses a different platform and the correct headway is applied at the next timing point irrespective of calling pattern. National TPR section 1.5.5 Application of Planning Headways refers.		
Platform Re-occupation	3 (except stated below)	
First Movement	Second Movement	Margin
Platform 3 to Up Fast	Down Slow to Platform 2 or 3	4
Station Working		
Platform 1	Up direction platform but is reversible for trains ex Crescent Road or turnrounds from the North	
Platform 2	Bi-directional platform	
Platform 3	Bi-directional platform	
Platform 4	Up direction platform	
Platform 5	Down direction platform	

Luton North Junction

Junction Margins

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

Planning Note

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

Limbury Road

Junction Margins

First Movement	Second Movement	Margin
Arrive at Limbury Road	Pass Leagrave Jn to Up Slow	2½
Arrive at Limbury Road	Depart Leagrave to Up Slow	2
Arrive at Limbury Road from North GF	Pass Leagrave Jn to Up Slow	2
Arrive at Limbury Road from North GF	Depart Leagrave to Up Slow	2
Arrive at Limbury Road from North GF	Pass Luton to Down Slow	2
Arrive at Limbury Road from North GF	Depart Luton to Down Slow	2
Depart Limbury Road to the North	Pass Leagrave Jn to Up Slow	4½
Depart Limbury Road to the North	Depart Leagrave to Up Slow	4½
Arrive/Pass Luton from the Up Slow	Depart Limbury Road	Same time
Depart Leagrave on Down Slow / Pass Leagrave Junction on Down Slow	Depart Limbury Road onto Down Slow	1

Method of Working

Arrivals

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

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

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

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

Planning Note

Margins are calculated based off a 2 mins RM at the Ground Frame before entry. SRTs are calculated based on propelling into Limbury Road.

Leagrave

Planning Note

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

Leagrave Junction

Adjustments to Sectional Running Times

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

Movement Down	Reason	Value
Down Fast – Down Slow	Approach Control signal WH107 Stopping at Leagrave	½ before Leagrave
	Approach Control signal WH107 Not stopping at Leagrave	1 before ½ after
Down Slow – Down Fast	Approach Control signal WH307 Stopping at Leagrave	½ before Leagrave
	Approach Control signal WH307 Not stopping at Leagrave	1 before 1 after

Movement Up	Reason	Value
Up Fast – Up Slow	Approach Control signal WH112 Stopping at Leagrave	½ before
	Approach Control signal WH112 Not stopping at Leagrave	1 before and ½ after
	Approach Control signal WH112 Not stopping at Leagrave & Luton	1 before and 1 after
Up Slow – Up Fast	Approach Control signal WH312 Stopping at Leagrave	½ before
	Approach Control signal WH312 Not stopping at Leagrave	1 before and ½ after
	Approach Control signal WH312 Not stopping at Leagrave & Luton	1 before and 1 after

Down trains calling at Leagrave must have the approach control allowance applied before Leagrave station as the station starters (WH107/307) protect the junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except for below:		3
Up Fast to Up Fast pass	Down Fast to Down Slow having stopped at Leagrave	2

Planning Note

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

Sundon South Junction

Junction Margins

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

Planning Notes

During periods of Two Track Railway operation set out in Section 4 of the Engineering Access Statement, use of Sundon Loop for recessing / overtaking is not permitted.

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

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

Harlington

Headway following movement into Sundon Up Loop

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

Flitwick

Planning Note

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

Flitwick Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Fast to Down Slow or Down Slow to Down Fast (not stopping at Flitwick)	Approach Control	1 approaching Flitwick station
Down Fast to Down Slow or Down Slow to Down Fast (stopping at Flitwick)	Approach Control	½ approaching Flitwick station

Movement Up	Reason	Value
Up Fast to Up Slow or Up Slow to Up Fast (not stopping at Flitwick)	Acceleration	1 after Flitwick station

Junction Margins

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

Flitwick Junction

Planning Note

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

Wixams

Adjustment to Sectional Running Times

Down direction	Reason	Value
GTR services planned to call at Wixams station, due to open during 2026	To avoid publishing "OP" or non-advertised calls, applies to Slow Lines only.	{1½} approaching Bedford South Jn
Up direction	Reason	Value
GTR services planned to call at Wixams station, due to open during 2026	To avoid publishing "OP" or non-advertised calls, applies to Slow Lines only.	{1½} approaching next timing point

Elstow Signal WH597

Junction Margins

First Movement	Second Movement	Margin
Pass Bedford South Jn from Down Slow	Down depart towards Bedford	Same time
Down depart towards Bedford	Up pass/depart Bedford South Jn on Up Slow	1½

Elstow Signal WH630

Junction Margins

First Movement	Second Movement	Margin
Up depart / pass Wixams	Depart WH630 to WH597	1
Up depart / pass Wixams	Depart WH630 towards Wixams	2
Depart towards WH597 or Wixams	Down pass/depart Wixams	3

Elstow Sidings

Junction Margins

First Movement	Second Movement	Margin
Arrive from WH597 Freight arrive into Elstow Redland Sidings	Up train pass/depart Bedford South Jn on Up Slow	1
Up pass Wixams	Depart towards Wixams	1
Up pass Wixams	Depart to WH597	½
Up depart Wixams	Depart towards Wixams	2
Up depart Wixams	Depart to WH597	1
Up depart towards Wixams	Up pass/depart Bedford South Jn on Up Slow not calling at Wixams	2½
Up depart towards Wixams	Up pass/depart Bedford South Jn on Up Slow calling at Wixams	2

Elstow Sidings

Planning Note

Arrivals from the North propel from WH597
Arrivals from the South propel from WH630 to clear of WH597 then draw forward into the terminal
Departures to the North propel to clear of WH597
Departures to the South run straight onto the Up Slow

Bedford Cauldwell Depot

Berthing facilities

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

Planning Note

All arrivals at Bedford Cauldwell Depot from Signal WH601 or WH599 will run to Road No. 1 (and must be shown as such in train schedules) to reverse behind Signal CW04.
Each arrival must then be timed to run via Signal CW02 (reverse) to run to any one of stabling Road Nos. 2 to 8 (not to be specified).
Only one train can be timed to reverse on Road No.1 (behind Signal CW04) at any one time.
Only one train can be timed to reverse behind Signal CW02 at any one time.
Movements from Signal CW02 to Road Nos. 2 to 8 can run parallel to arrivals on Road No. 1 from Signal WH601 or WH599.
Pathing time must not be placed in any schedule in either direction between Bedford Cauldwell and Signal WH601, WH599 or Bedford South Junction (the latter only applying for movements running direct towards Flitwick).

Bedford South Junction

Adjustments to Sectional Running Times

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

Bedford South Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves except for below		2
Depart Signal WH601 towards Bedford	Pass Up Fast or bi-directional Down Slow to Up Slow	2½
Depart Signal WH601 towards Cauldwell Depot	Pass to Up Slow	2½
Pass Down Fast to Down Slow	Pass from Up Fast	3
Pass Up Slow Line to Up Fast	Pass Up Fast to Up Slow	3
Pass bi-directional Down Slow to Up Fast	Pass Down Fast to Down Slow	3
Pass Up Fast to Up Slow	Pass Down Fast to Down Slow	3
Pass Up Fast to Up Slow	Pass Down Slow to Down Fast or bi-directional Up Slow	3
Bi-directional Down Slow to Up Fast	Down Slow to Bi-directional Up Slow	Parallel
Down Fast to Down Slow	Down Slow to Bi-directional Up Slow	Parallel

Converging Headway

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

Planning Notes

Shunt at WH601 signal

A train standing at WH601 signal prevents southbound movements from the Up Fast and Bi-directional Down Slow to Up slow at Bedford South Junction. Margins for movements to/from WH601 and trains passing to the Up Slow are covered by the margins listed above.

A train standing at WH601 does not prevent movements from Up Slow to Up Fast.

Shunt at WH599 signal

A train standing WH599 blocks the Up Slow line. A 3-minute margin is required at Bedford South Jn following a departure from WH599 to either Bedford station or Cauldwell Depot.

Trains should not be timed to shunt at Signal WH599 unless absolutely necessary

Bedford Carriage Sidings

Berthing facilities

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

Bedford Jowett Sidings

See entry under route LN3140 Bedford St Johns to Bedford

Berthing facilities

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

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

Bedford		
Up depart Platform 2 to Down Slow	Arrive Platform 2 from Jowett Sidings into Platform 2	3
Up depart Platform 2 to Up Slow	Arrive Platform 2 from Jowett Sidings into Platform 2	3
Depart Platform 1 to Jowett Sidings	Down arrive from Down/Up Slow to Platform 1	3
Depart Platform 2 to Jowett Sidings	Down arrive from Down/Up Slow to Platform 2	3
Depart Platform 2 to Jowett Sidings	Down arrive from Down/Up Slow to Platform 1	3
Arrive/pass Bedford St Johns from Bedford	Depart to Bedford from Jowett Bedford Run Round Loop	Same time
Arrive Jowett Bedford Run Round Loop from Bedford	Depart towards Bedford St Johns	1
Arrive Jowett Bedford Run Round Loop from Bedford	Depart/pass Bedford St Johns towards Bedford	1
Arrive/pass from Jowett Bedford Run Round Loop	Depart/pass Bedford St Johns towards Bedford	1
Arrive/pass from Bedford St Johns	Depart Jowett Bedford Run Round Loop towards Bedford	1
Arrive Jowett Sidings from Bedford	Depart to Jowett Sidings	Same time
Arrive from Jowett Sidings	Depart Jowett Sidings to Bedford	Same time
North end margin		
Depart Platform 1 to North Siding	Up Arrive Platform 1 from north	5
Parallel Moves		
South end		
Depart Platform 1 via Up Slow	Arrive Platforms 2 or 3 via Down Slow	Parallel
Depart Platforms 1 or 2 via Up Slow	Arrive Platform 3 via Down Slow	Parallel
Depart Platform 1 to CS/Jowett Sidings	Arrive Platform 2 via Up Slow to Platform 2	Parallel
Depart Platform 3 via Down Slow	Arrive Platforms 1 or 2 via Up Slow	Parallel
Depart Platform 2 via Down Slow	Arrive Platform 1 via Up Slow	Parallel
Depart Platform 2 via Up Slow	Arrive Platform 1 from CS/Jowett Sidings	Parallel
Down arrive Northbound into Platforms 2 or 3 from south	Up arrive Southbound into Platforms 2 or 3 from north	Parallel
Depart/pass Platform 1 towards Bedford St Johns Bletchley	Arrive Platform 2 via Up Slow/from CS	Parallel
Arrive Platform 2 via Up Slow/from CS	Depart/pass Platform 1 towards Bedford St Johns Bletchley	Parallel
Arrive/pass Platform 1 from Bedford St Johns Bletchley	Depart Platform 2 via Up Slow/to CS	Parallel
Depart Platform 2 to Up Slow/CS	Arrive/pass Platform 1 from Bedford St Johns Bletchley	Parallel
North end		
Depart Platform 1 to Down Slow	Arrive Platforms 2 or 3 from Up Fast	Parallel
Depart Platforms 2 or 3 to Down Fast	Arrive Platform 1 from Up Fast or Up Slow	Parallel
Up arrive Southbound into Platforms 2 or 3 from north (b)	Down arrive Northbound into Platforms 2 or 3 from south (b)	Parallel
<p>a) A margin of 4 minutes should be applied wherever possible to ensure timetable resilience.</p> <p>b) A margin of 4 minutes should be applied for any movements taking place to/from Platform 1a or the Bletchley Line.</p> <p>c) Simultaneous arrivals from the north & south into Platforms 2 and 3 are possible as follows:</p> <p>Arrive Platform 2 from the south, route set into Platform 3 from the north; or</p> <p>Arrive Platform 3 from the south, route set into Platform 2 from the north</p>		

Bedford

Minimum Turnround

From Carriage sidings, Cauldwell Depot or Jowett Sidings	Standard Values Apply
From South of Blackfriars	10

Planning Restrictions

Maximum Standage in Platforms 1, 2 and 3 is 261m (40 SLUs).

Any trains planned to stop in Bedford station that are longer than the maximum standage length will lock the preceding block section and routes into and out of adjacent platforms. In this instance, relevant junction margins should be applied from when the train departs and clears the points rather than when it arrives into the station platform.

GTR services must not be planned into Platform 4 as GTR train drivers do not possess the necessary route knowledge to perform a shunt move via Bedford North Jn to Platforms 1-3

Planning Note

No timing allowances should be applied between Bedford and Bedford North Jn as there are no intermediate signals.

Pathing time must not be placed between Bedford and Jowett Bedford Run Round Loop or Bedford St Johns in either direction due to a lack of intermediate signals. This also minimises occupation of the single line through Bedford St Johns and between Bedford and the Jowett Run Round Loop.

Run-Round Allowance

Using Platforms 1 and 2: 20 minutes.

Using Main Line junctions: 40 minutes

NOTE: No run-round movements are permitted between 0530 and 2300 SX, 0730 and 2300 Sun. All movements (including light engines) are to be timed and validated.

Bedford North Siding

Berthing and Turnback Capacity

Trains may run to/from, or stable in Bedford North Siding as a single 8 car unit only.

Bedford North Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down or Up Slow Line to Down Fast	Differential junction speed	½ approaching Sharnbrook Junction
Down Fast to Down Slow	Differential junction speed	1
East Midlands Railway services calling at Bedford Platform 4	Acceleration from a stop	½ approaching Sharnbrook Junction
Movement Up	Reason	Value
Up Fast to Down or Up Slow	Differential Junction speed	½ 222* 1 all others# *only applies if calling at Bedford #does not apply to Class 360 where allowance is included in SRT

Bedford North Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		5 before 3 after
All conflicting movements unless otherwise stated		3
Up Slow to Down Slow or Down Fast	Up Fast or Up Slow to Up Slow	4
Up Slow to Down Slow or Down Fast	Up Fast or Up Slow to Down Slow	4
Down Slow to Down Fast or Down Slow	Up Fast or Up Slow to Down Slow	4
Up Slow to Up Fast	Up Fast to Up Fast	3½
Up Slow (Pfm 1) to Down Slow	Up Slow to Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3)	5
Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3) to Down Slow	Up Fast to Up Slow (Pfm 1)	5
Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3) to Down Fast	Up Fast to Up Fast	3
Down Slow (Pfm 2) or Up & Down Platform Loop (Pfm 3) to Down Fast	Up Fast to Up Slow (Platform 1)	These are not conflicting movements

Converging Headway

First Movement	Second Movement	Value
Up Slow — Up Fast	Up Fast — Up Fast	3½

Planning Note

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

Sharnbrook Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Fast to Down Slow	Junction differential	HST/222/360/80x 1½ before and ½ after Freight 1 before and ½ after
Down Slow to Down Fast	Junction differential	HST/222/360/80x ½ before and 1½ after Freight ½ before and 1 after
Movement Up	Reason	Value
Up Fast to Up Slow	Junction differential	HST/222/360/80x 1½ before and ½ after Freight 1 before and ½ after
Up Slow to Up Fast	Junction differential	HST/222/360/80x ½ before and 1½ after Freight ½ before and 1 after

Sharnbrook Junction

Junction Margins

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

Wellingborough South Junction

Junction Margins

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

Converging headway

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

Planning Note

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

Wellingborough

Dwell Time

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

Planning Note

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

Wellingborough North Junction

Adjustment to Sectional Running Times

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

Junction Margins

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

Planning Note

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

Harrowden Junction

Adjustments to Sectional Running Times

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

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

Junction Margins

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

Kettering South Junction

Adjustment to Sectional Running Times

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

Junction Margins

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

Kettering

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Arrival into Slow Line platforms from Kettering North Jn when permissively working	Approach control (in addition to adjustment shown at Kettering North Jn)	½ 222

Attachment of units

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

Detachment of units

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

Connectional Allowance

4 Up
5 Down

Minimum Turnround

Class 360	7
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Dwell Time

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

Junction Margin

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

Kettering North Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Up Slow/Down Slow/Up Fast to Down Main	Acceleration – to be applied approaching Market Harborough	½ 222 and freight <1,600t
Up Slow/Down Slow to Down Main	Flashing Yellow Aspects	½ 222
Movement Up	Reason	Value
Up Main to Up Slow/Down Slow	Flashing Yellow Aspects	½* 222 and freight <1,600t

*1 for 222 if permissively working at Kettering

Junction Margins

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

Market Harborough

Dwell Time

DMU	1
222	1½ 2 minutes in the Up morning and Down evening peak

Kilby Bridge Junction

Junction Margins

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

Wigston North Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Croft towards Leicester	Differential Junction speed	1 * ½ 170/221*

* applies approaching next timing point.

Movement Up	Reason	Value
To Nuneaton (Leicester to Wigston North Jn)	Differential Junction speed	½

Junction Margins

First Movement	Second Movement	Margin
Down pass on Down Fast	Up pass to Croft or Up/Down Slow	2½
Down pass on Down Fast	Up depart to Croft or Up/Down Slow	2
Down pass/depart from Up/Down Slow	Up pass to Croft or Up/Down Slow	3
Down pass/depart from Up/Down Slow	Up depart to Croft or Up/Down Slow	2½
Down pass on Down Fast	Down pass from Croft	2½
Down pass on Down Fast	Down depart from Croft or Up/Down Slow	1½
Down pass to Up and Down Goods	Up Main passenger pass	3
Down pass to Up and Down Goods	Up Main freight pass	4
Up Main pass	Up depart from Up and Down Goods	2
Up pass to Croft or Up/Down Slow	Down Fast pass	3
Up pass/depart to Croft or Up/Down Slow	Conflicting Down pass from Croft or Up/Down Slow	3
Up pass/depart to Croft or Up/Down Slow	Conflicting Down depart from Croft or Up/Down Slow	2

Knighton Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		5 before/ 3 after

Restriction

Trains required to run-round:

- If a train from the Coalville direction requiring to run-round at Knighton Junction has passed Bagworth Junction, it is not possible for a train from Leicester to enter Knighton Junction to run-round to go towards Coalville. The train from Coalville will have to run-round and leave the loop before the train from Leicester can enter the loop.
- If a train from the Leicester direction requiring to run-round is timed into Knighton Junction to run round, it is not possible for a train from 'Coalville' requiring to run-round at Knighton Junction to pass Bagworth Junction. The train from Leicester will have to have passed Bagworth Junction before the train from 'Coalville' can pass Bagworth Junction.

Run-round Allowance	25
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Leicester Signal LR397 and LR399

Planning Restriction

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

Leicester South Junction

Junction Margins

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

Leicester

Adjustments to Sectional Running Times

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

Dwell Time

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

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

Leicester		
Junction Margins		
All conflicting moves except those listed below:		4
Platform End Conflicts		
First Movement	Second Movement	Margin
All conflicting movements unless otherwise stated		4
Up a Arrive Platform 3 from North via Up Fast	Up a Arrive Platform 4 from North via Up/Down Slow	3
Up a Arrive Platform 4 from North via Up/Down Slow	Up a Arrive Platform 3 from North via Up Fast	3
Arrive into platform	Conflicting departure in opposing direction	4
Converging/Diverging Headway		
First Movement	Second Movement	Value
Up d Depart Platform 3 towards Market Harborough via to Up Fast	Up d Depart Platform 1, 2 or 4 to towards Hinckley via Up Fast	3
Minimum Turnround		
Under 30-minute journey	6 Total Ivanhoe Line turnround to equate to 12 minutes by adding both ends	
30 to 60-minute journey	10	
Over 60-minute journey	15	
Minimum Reversal		
	7 for 170/222 operated by East Midlands Railway	
Platform Reoccupation		
Same Direction	3	
Planning Notes		
No timing allowances should be applied between Leicester and Leicester North Junction as there are no intermediate signals		
A ½ minute OP stop is required at Leicester (when on the Up & Down Slow line) before entering Leicester LIP/Beal Street Depot, when approaching from Leicester South Junction		

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

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

Humberstone Road Junction

Junction Margins

All conflicting moves		5 before/ 3 after
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Run-round Allowance

25

Syston

Up passenger or Up empty coaching stock trains terminating at Syston.

If a passenger train or empty coaching stock train travelling in the Up direction is to terminate at Syston the signaller at Derby EMCC will stop the train at either Syston North or Syston East Junctions as appropriate. The signaller will then give instruction to the driver regarding what he must do on arrival at Syston before departing in the Down direction towards either Loughborough or Melton Mowbray.

Before the Up terminating train can depart in the Down direction towards either Loughborough or Melton Mowbray it must proceed in the Up direction until is beyond LR457, which is just south of Syston station. When that movement is complete the train can reverse and proceed towards either Loughborough or Melton Mowbray.

Therefore, the minimum turn-round would be the standard allowance applicable to the type of stock forming the train plus whatever time deemed necessary by the TOC for station duties.

Syston South Junction

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

Adjustments to Sectional Running Times

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

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

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Syston East Junction/Down Slow	Up Fast to Up Fast	4
Down Fast to Syston East Junction/Down Slow	Up Slow to Up Fast/Up & Down Slow	5
Down Fast to Syston East Junction/Down Slow	Up & Down Slow line to Down Slow	3
Down Fast/Up & Down Slow to Syston East Junction	Syston East Jn to Up Fast or Up & Down Slow	See Syston East
Up & Down Slow to Down Slow	Conflicting move	4
Up & Down Slow to Syston East Junction	Up Slow to Up & Down Slow/Up Fast	5
Up Fast to Up Fast	Down Fast to Syston East Junction/Down Slow	3
Up Slow to Up Fast/Up & Down Slow	Down Fast to Syston East Junction/Down Slow	4
Syston East Junction to Up Fast	Up & Down Slow/Down Fast to Syston East Junction/Down Slow	4*
Syston East Junction to Up Fast	Arrive Syston station from Up & Down Slow	4½
Syston East Junction to Up & Down Slow	Down Fast to Syston East Junction/Down Slow	5

* May be reduced to 2½ if the second train has {1½} approaching Syston South Jn

Syston North Junction

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

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

Adjustments to Sectional Running Times

Syston East Junction to Down Slow	Acceleration – to be applied approaching next timing point	Freight $1 \leq 1,000t$ $1\frac{1}{2} 1,200t - 1,600t$ $2 1,800t - 2,000t$ $2\frac{1}{2} 2,200t - 2,800t$ $3 \geq 3,000t$
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Junction Margins

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

Sileby Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
DS to DF (Sileby Jn to Loughborough excluding DMUs)		$\frac{1}{2}$
UF to US (Loughborough to Sileby Jn excluding DMUs)		$\frac{1}{2}$

Junction Margins

First Movement	Second Movement	Margin
Down Fast to Down Fast	Mountsorrel Sidings to Up Fast or Up Slow	Depart Mountsorrel 3 mins after 1 st train passes Sileby Jn
Up Fast to Up Fast	Down Slow to Mountsorrel Sidings	2
Down Slow/Down Fast to Mountsorrel Sidings	Down Fast to Down Fast	$7\frac{1}{2}$
Down Slow to Mountsorrel Sidings	Up Fast to Up Fast	5* *4 if up train calling at Loughborough
Mountsorrel Sidings to Up Slow	Down Slow to Down Slow	5
Down Slow to Down Slow	Mountsorrel Sidings to Up Slow	3
Up Fast to Up Slow	Down Slow to Down Slow	5

Mountsorrel Sidings

Method of working

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

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

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

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

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

Loughborough South Junction

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

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

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

Loughborough

Dwell Time

DMU	1
222	1½

Minimum Turnround

6

Loughborough North Junction

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Loughborough North Jn to Loughborough station pass to pass	Not at linespeed passing Loughborough station	½ HST/22x/ 80x after Stn

Loughborough North Junction

Movement Down	Reason	Value
Loughborough station to Loughborough North Jn pass to pass	Not at linespeed passing Loughborough station	½ HST/22x/ 80x before Stn
Junction Margins		
First Movement	Second Movement	Margin
Down Fast to Down Slow	Up Fast to Up Fast passenger pass Loughborough	3
Down Fast to Down Slow	Up Fast to Up Fast passenger arrive Loughborough	3½
Down Fast to Down Slow	Up Fast to Up Fast freight pass Loughborough	3½
Up Fast to Up Fast pass Loughborough	Down Fast to Down Slow passenger (not stopping at Loughborough)	2½
Up Fast to Up Fast arrive Loughborough	Down Fast to Down Slow passenger (not stopping at Loughborough)	3
Up Fast to Up Fast pass Loughborough	Down Fast to Down Slow freight (not stopping at Loughborough)	3½
Up Fast to Up Fast arrive Loughborough	Down Fast to Down Slow freight (not stopping at Loughborough)	4
Up Fast to Up Fast pass Loughborough	Down Fast to Down Slow (stopped at Loughborough)	1
Up Fast to Up Fast arrive Loughborough	Down Fast to Down Slow (stopped at Loughborough)	½
Up Slow to Up Fast	Up & Down Slow to Down Slow pass Loughborough	3½
Up Slow to Up Fast	Up & Down Slow to Down Slow depart Loughborough	½
Up Slow to Up & Down Slow	Down Fast to Down Slow freight	3½
Up & Down Slow to Down Slow pass Loughborough	Up Slow to Up Fast or Up & Down Slow	4
Up & Down Slow to Down Slow depart Loughborough	Up Slow to Up Fast or Up & Down Slow	4½

Ratcliffe Junction

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

Trent South Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Fast to Castle Donington Branch	Differential junction speed	½ before Trent South and 1 after
Down Fast towards Toton Centre	Differential junction speed	½ before Trent South

Movement Up	Reason	Value
Castle Donington Branch to Up Fast	Differential junction speed	½* before Trent South and ½* after *1 before and after for freight

Junction Margins

First Movement	Second Movement	Margin
Pass from Loughborough (on Down Fast) to Trent East Jn	Pass from Sheet Stores Jn to Loughborough	2
Pass from Sheet Stores Jn to Loughborough	Pass from Loughborough (on Down Fast) to Trent East Jn	2
Pass from Loughborough (on Down Slow) to Trent East Jn	Pass from Trent East Jn to Loughborough (on Up Fast)	2½
Pass from Trent East Jn to Loughborough (on Up Fast)	Pass from Loughborough (on Down Slow) to Trent East Jn	2
Pass from Loughborough to Toton (on Down High Level)	Pass from Trent East Jn to Loughborough (on Up Slow)	3
Pass from Trent East Jn to Loughborough (on Up Slow)	Pass from Loughborough to Toton (on Down High Level)	3

Converging Headway

First Movement	Second Movement	Margin
Down Fast towards Trent East Junction	Down Slow to Down Fast towards Trent East Junction	2

Sheet Stores Junction

Adjustments to Sectional Running Times

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

Sheet Stores Junction

Movement Up	Reason	Value
To Trent East Jn when approaching from the Spondon direction	Differential Junction speed	½ stopping at Long Eaton 1 non-stop services
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves except for below:		5 before/ 3 after
Down Main passenger non-stop	Pass/depart Sheet Stores Jn from Trent East Jn towards Spondon	2½
Down Main passenger stopping at Long Eaton	Pass/depart Sheet Stores Jn from Trent East Jn towards Spondon	3
Down Main freight	Pass/depart Sheet Stores Jn from Trent East Jn towards Spondon	3
Down Main pass	Pass/depart Sheet Stores Jn from Trent East Jn towards Castle Donington	2
Passenger pass from Trent East Jn or Trent South Jn towards Spondon	Depart from Castle Donington branch	3
Passenger pass from Trent East Jn or Trent South Jn towards Spondon	Pass from Castle Donington branch	3½
Passenger pass from Spondon to Trent East Jn or Trent South Jn	Depart from Castle Donington branch to Trent South Jn	2½
Passenger pass from Spondon to Trent East Jn or Trent South Jn	Pass from Castle Donington branch to Trent South Jn	3

Long Eaton

Dwell Time	
DMU	½
170	1
222	1½

Spondon

Dwell Time	
170	½

Derby RTC

Derby RTC Yard Access and Departures – Working Arrangements

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

Monday to Friday:

04:00 – 22:30

At 04:00, the LORAM shunter/driver will contact EMCC to and confirm that the yard is open and available for normal operations.

Weekends:

06:00 – 18:00

Derby RTC

At 06:00, the LORAM shunter/driver will contact EMCC to and confirm that the yard is open and available for normal operations.

Out of Hours:

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

Please note any more the two trains will mean that, the train will have to wait at a suitable location to for acceptance into the yard from the shunter/driver.

Sufficient time must be allowed between an arrival and departure via the same route to allow for shunting to be carried out.

All WTT IM paths are timed to arrive/depart via TD5043 at the South End.

Under STP arrangements trains can arrive/depart at via TD5049 at the North End the former Power Box Road, This means the train can only access the UTS & platform 3 - 4 at Derby Station.

If you require any information regarding Shorter Term Planning, please contact:

RTC Yard Planning RTCyadplanning@loram.co.uk

Way and Works Jn

Adjustment to Sectional Running Times

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

Junction Margins

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

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

Planning note

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

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

St Mary's South Jn

Adjustments to Sectional Running Times

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

Junction Margins

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

Duffield

Dwell Time

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

Dwell Time

All	1
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Ambergate Junction

Adjustments to Sectional Running Times

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

Re-occupation of Single Line	3½
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Junction Margins

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

Diverging Headway

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

Clay Cross North Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Main to Down Erewash	Differential junction speed – applies to HST/22x/80x	½

Movement Up	Reason	Value
Up Erewash to Up Main	Differential junction speed (to be applied approaching Ambergate Junction) – applies to HST/22x/80x	½

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		3

Chesterfield South Junction

Adjustments to Sectional Running Times

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

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves unless otherwise stated		3
Cross from Down Barrow Hill to Down Main	Pass Up Main having stopped at Chesterfield	2½

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

1) With the route set along the Up Main through Chesterfield South Junction, it is not possible to set a route for a train from TC4776, the signal protecting the junction on the Down Barrow Hill line, toward the Up Barrow Hill line. Therefore, time such moves to depart Chesterfield South Jn 3 minutes before the departure from Chesterfield, or 3 minutes after the departure from Chesterfield.

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

Chesterfield

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Freight crossing Down Main to Down Barrow Hill	Deceleration	½

Dwell Time

DMU	1
22X	1½

Chesterfield		
Junction Margins		
First Movement	Second Movement	Margin
Depart/Pass Platform 1 or 2 to Barrow Hill Lines	Arrive/Pass Platform 2 from Tapton Junction	3½
Minimum Turnround		
	5 from Sheffield (Empty DMU to form passenger service)	
	10 from Sheffield, Derby or Nottingham	
	20 from beyond Sheffield, Derby or Nottingham	
Planning Restriction		
Services turning back from Derby to run on the Up Erewash Line are not permitted to use Platform 1, all such services must be planned on Platform 2/3		
Planning Note		
No timing allowances should be applied in either direction between Tapton Junction and Chesterfield as there are no intermediate signals		

Tapton Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger crossing Down Main to Down Barrow Hill. * Approaching Tapton Jn ** After Tapton Jn	Differential Junction Speed	½*
	Acceleration	½**
Freight crossing Down Main to Down Barrow Hill. ** After Tapton Jn	Acceleration	1½**
Passenger crossing Down Barrow Hill to Down Main. *** After Tapton Jn	Acceleration	1***
Freight crossing Down Barrow Hill to Down Main. *Approaching Tapton Jn ***After Tapton Jn	Differential Junction Speed	½*
	Acceleration	***Class 4 trains 400t 2½ 600t/TR40 3 800t – 1,000t 3½ 1,200t – 1,400t/TR70 4 1,600t 4½ Class 6 trains 400t 1½ 600t – 800t/TR40 2 1,000t/TR55 2½ 1,200t – 1,400t/TR70-85 3 1,600t – 2,000t/TR100-115 4 2,200t 4½ 2,400t/TR130 5
Movement Up	Reason	Value
Passenger crossing Up Main to Up Barrow Hill \$ Approaching Tapton Jn \$\$ Approaching Chesterfield \$\$\$ Approaching Clay Cross North Jn (non-stop only)	Deceleration	½\$
	Differential Junction Speed	½\$\$
	Acceleration	½\$\$\$
Freight crossing Up Main to Up Barrow Hill \$ Approaching Tapton Jn \$\$ Approaching Chesterfield % Approaching Chesterfield South Jn	Deceleration	½\$
	Differential Junction Speed	1\$\$
	Acceleration	1%
	Acceleration	1\$\$\$

Tapton Junction

\$\$\$ Approaching Clay Cross North Jn		
Passenger crossing Up Barrow Hill to Up Main	Approach Control	1½\$
\$ Approaching Tapton Jn	Differential Junction Speed	½\$\$
\$\$ Approaching Chesterfield	Acceleration	½%
% Approaching Chesterfield South Jn		
Freight crossing Up Barrow Hill to Up Main	Approach Control	1½\$
\$ Approaching Tapton Jn	Differential Junction Speed	1\$\$
\$\$ Approaching Chesterfield	Acceleration	1%
% Approaching Chesterfield South Jn		
\$\$\$ Approaching Clay Cross North Jn	Acceleration	1\$\$\$
Junction Margins		
First Movement	Second Movement	Margin
Pass to Chesterfield from Dore	Pass to Dore (crossing BHL/ML)	5
Pass to Dore (crossing BHL/ML)	Pass to Chesterfield from Dore	5
Conflicting moves through single ladder		5

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

Trent East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Sheet Stores Jn towards Beeston	Differential junction speed	1* after Trent East except: 1½* Class 4 freight
Down Fast from Loughborough routed towards Toton Centre	Differential junction speed	1 before Trent East
Down Slow from Loughborough routed towards Toton Centre	Differential junction speed	½ before Trent East
Down Slow from Loughborough routed towards Beeston	Differential junction speed	½ before Trent East and ½ afterwards
Movement Up	Reason	Value
Pass from Toton Centre towards Loughborough via Up Fast	Differential junction speed	½ approaching Trent South and 1/2 * or 1** afterwards *Class 6 freight **Passenger or Class 4 freight
Pass from Beeston towards Loughborough via Up Slow	Differential junction speed	½ approaching Trent South
Pass from Toton Centre towards Loughborough via Up Slow	Differential junction speed	½* or 1** approaching Trent South *Class 6 freight **Passenger or Class 4 freight

LN3204 TRENT SOUTH JUNCTION TO NOTTINGHAM EAST JUNCTION

Trent East Junction

Pass from Beeston towards Sheet Stores Junction	Differential junction speed	½* approaching Trent East *1 if stopping at Sheet Stores Jn
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Junction Margins

First Movement	Second Movement	Margin
Pass from Trent South Jn towards Nottingham	Pass from Nottingham towards Sheet Stores Jn	3 if first train is passenger* 4 if first train is freight*
Pass from Nottingham towards Sheet Stores Jn	Pass from Trent South Jn towards Nottingham	3 if both are passenger trains 4 if either or both are freight
Pass from Sheet Stores Jn towards Nottingham	Pass from Toton towards Sheet Stores Jn	3
Pass from Toton towards Sheet Stores Jn	Pass from Sheet Stores Jn towards Nottingham	3½ (4½ if both are freight)
Passenger pass from Nottingham towards Sheet Stores Junction	Pass from Nottingham towards Loughborough	3

*Can be reduced by 1 minute if the second train has a minimum of 1 minute of allowances approaching Trent East Junction

Diverging Headway

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

Down Trent Passenger Loop

Junction Margins

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

Attenborough

Dwell Time

170	½
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Beeston

Dwell Time

DMU	½
EMR DMU	1
XC 22x	1
222	1½

Beeston South Junction

Adjustments to Sectional Running Times

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

Mansfield Junction

Junction Margins

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

Planning Notes

Down direction (Eastbound)

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

Up direction (Westbound)

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

Nottingham

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Arriving in occupied platform	Approach control	1

Attachment/detachment of Locomotives/Units

EMR DMU/222	5 detach 6 attach
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Connectional Allowance

8

Dwell Time

Without reversing

EMR	3 – May be reduced to 2 with prior agreement with Train Operator
All other passenger	2

Nottingham		
With reversing		
EMR DMU/222	7	
Locomotive hauled	20 run-round	
Minimum Turnround		
DMU	10	
EMR from Barton-under-Needwood or Derby Etches Park	15	
Locomotive hauled	30	
Platform Constraint		
Due to permissive working rules, it is not possible for simultaneous arrivals and departures within platform 1, 3, 4, 6, 7 i.e. an arrival in 6a and departure from 6b, or arrival in 6b and departure from 6a		
Planning Note		
<u>Down direction (Eastbound)</u> A train exceeding 200m in length will foul Mansfield Junction when pathing time is applied between Mansfield Junction and Nottingham. Therefore, junction margins must be based on trains' arrival/pass time at Nottingham.		
<u>Up direction (Westbound)</u> A train exceeding 200m in length will foul Nottingham West Junction if held at Mansfield Junction or when pathing time is applied between Nottingham and Mansfield Junction. Therefore, junction margins must be based on trains' pass/departure time at Mansfield Junction.		
Platform End Margins (West End)		
First Movement	Second Movement	Margin
Depart Platform 1 or 3 to any line	Arrive Platform 1 or 3 from Line A	3½
Depart Platform 4, 5, 6 or 7 to Line B	Arrive Platform 4, 5, 6 or 7 from Line A	4
Depart Platform 4, 5, 6 or 7 to Line C or D	Arrive Platform 4, 5, 6 or 7 from Line A	4½
Depart any Platform to Line C or D	Arrive any Platform from Line B	4½
Depart any Platform to Line A or B	Any conflicting arrival from Line C	3½
Depart Platform 1, 3, 4, 5 or 6 to Line D	Arrive any Platform from Line C	4½
Depart Platform 7 to Lines A, B or C	Arrive Platform 7 from Line D	4½
Depart Platform 7 to Line D	Arrive Platform 7 from any other line	4½
Up depart from any platform	Conflicting up departure to a different line or when diverging at Mansfield Jn	2
Platform End Margins		
First Movement	Second Movement	Margin
Down depart Platform 2	Down arrive Platform 1, 1A, 1B, 1C	1
Down arrive Platform 1	Up arrive Platform 2	3½
Up arrive Platform 2	Down arrive Platform 1	4
Platform End Margins (East End)		
First Movement	Second Movement	Margin
Depart Platforms 1, 2 or 3 to Netherfield Jn	Conflicting arrival from Netherfield Jn	4½
Depart Platforms 4, 6 or 7 to Netherfield Jn	Conflicting arrival from Netherfield Jn	5
Depart to Netherfield Jn	Conflicting departure to Eastcroft Depot	2
Depart to Netherfield Jn	Conflicting departure to Eastcroft Down Siding	2
Depart to Netherfield Jn	Conflicting arrival from Eastcroft Depot	4
Depart to Netherfield Jn	Conflicting arrival from Eastcroft Down Siding	4½
Depart to Eastcroft Depot	Conflicting departure to Netherfield Jn	2
Depart to Eastcroft Depot	Conflicting arrival from Netherfield Jn	5½
Depart to Eastcroft Down Siding	Conflicting departure to Netherfield Jn	2
Depart to Eastcroft Down Siding	Conflicting arrival from Netherfield Jn	5

Nottingham

Pass/arrive from Netherfield Junction	Conflicting arrival into adjacent platform from Eastcroft Depot or Eastcroft Carriage Sidings	3
Pass/arrive from Eastcroft Depot or Eastcroft Carriage Sidings	Conflicting arrival into adjacent platform from Netherfield Junction	3

LN3207 TRENT EAST JUNCTION TO CLAY CROSS NORTH JUNCTION

Trent East Junction

Refer to LN3204

Long Eaton Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All trains to DTG / North Yard	Approach Control	1
Movement Up	Reason	Value
All trains from Up Slow / DTG / North Yard	Acceleration	1 approaching next timing point

Toton Centre

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Down Fast from Meadow Lane Jn	Differential junction speed	½ approaching 1 approaching next timing point
Movement Up	Reason	Value
Cross from Up Fast to Up Slow	Differential junction speed	1 approaching ½ approaching next timing point

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

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

Trowell Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
After Trowell Jn applicable to trains from Radford Jn	Differential junction speed	½ 222 1 except 222
Movement Up	Reason	Value

Trowell Junction

Approaching Trowell Jn applicable to trains towards Radford Jn	Differential junction speed	½ DMU/222 1 HST/LH/80x
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Ilkeston

Dwell Time

15x	1
222	1½

Langley Mill

Dwell Time

DMU	1
LH/222	1½

Ironville Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Kirkby Lane End Jn from FL	Junction speed differential	½
Movement Up	Reason	Value
Pass from Kirkby Lane End Jn to FL	Acceleration (to be shown approaching next timing point)	½ Passenger 1 Freight

Codnor Park Junction

Steam Trains departing from Butterley RMC

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

Alfreton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Blackwell Slow	Not at line speed	½
Movement Up	Reason	Value
Pass from Blackwell Slow	Not at line speed (to be applied approaching next timing point)	½
Dwell Time		
DMU	1	
LH/222	1½	

LN3213 FARRINGTON TO KENTISH TOWN JUNCTION (MOORGATE LINES)

Farringdon

Refer to Kent Timetable Planning Rules – SO280 Farringdon to Herne Hill

St Pancras International (Low Level)

Connectional Allowance		3 to Thameslink services 15 to Eurostar/EMR platforms
Dwell Time		
All	1	
Minimum Turnround		
Class 700	8 8-car 10 12-car	
Junction Margins and Platform Re-occupation		
First Movement	Second Movement	Margin
Same Direction		1½
Depart/pass Platform A or B to NB Line	Arrive/pass Platform B from SB Line	3
Depart/pass Platform A to NB Line	Arrive/pass Platform A or B from SB Line	3
Depart/pass Platform A towards Dock Jn North via SB Line	Arrive / pass Platform A or B from Dock Jn North via SB Line	6
Depart/pass Platform A or B towards Dock Jn North via NB Line	Arrive / pass Platform A or B from Up & Down Relief (Dock Jn North) via either line	6
Arrive Platform B from SB Line	Depart Platform A to NB Line	1
Depart Platform B to Down Canal Tunnel	Arrive Platform B from SB Line	3
Depart Platform A to Up Canal Tunnel	Arrive Platform A from SB Line	3
Depart Platform A to Clerkenwell Crossovers	Arrive Platform A or B from Clerkenwell Crossovers	6
Depart Platform B to Clerkenwell Crossovers	Arrive Platform A or B from Clerkenwell Crossovers	6

Dock Junction North

Adjustments to Sectional Running Times		
Movement Down	Reason	Value
All down trains to Up & Down Relief	20 mph crossover	½ before
Movement Down	Reason	Value
All up trains from Up & Down Relief	20 mph crossover	½ after
Pathing / Engineering / Performance time in southbound trains terminating at St Pancras Low Level International must be placed approaching Dock Junction North		
Junction Margins		
First Movement	Second Movement	Value
UDR to Up Moorgate	Down Moorgate to Down Moorgate or UDR	2
Down Moorgate to Down Moorgate	UDR to Up Moorgate	2

LN3232 WIGSTON NORTH JUNCTION TO HINCKLEY (INCLUSIVE)

South Wigston

Dwell Time

170	1
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Narborough

Dwell Time

170	1
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Level Crossing

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

Hinckley

Dwell Time

DMU	1
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LN3234 SYSTON EAST JUNCTION TO SYSTON NORTH JUNCTION

Up trains

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

LN3239 DERBY NORTH JN TO CHADDESSEN SIDINGS

Chaddesden Sidings (EMR Depot)

Junction Margins

First Movement	Second Movement	Margin
Arrival into the depot	Subsequent departure	5
Departure from the depot	Subsequent arrival	5

LN3246 AMBERGATE JN TO MATLOCK

Ambergate Jn

Re-occupation of Single Line	3½
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Ambergate

Dwell Time

Down	1 includes an allowance for the token collection
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Ambergate

Up	2 includes an allowance for the token return
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Matlock Bath

Dwell Time

All	1
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Matlock

Minimum Turnround

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

LN3252 MANSFIELD JUNCTION TO TROWELL SOUTH JUNCTION

Radford Junction

Adjustments to Sectional Running Times

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

LN3255 RADFORD JUNCTION TO KIRKBY LANE END JUNCTION

Kirkby South Jn (Lindleys Lane) (Kirkby South Jn)

Reoccupation of Single Line	4
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Newstead

Dwell Time

Maximum dwell time	2
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Bulwell South Junction

Adjustments to Sectional Running Times

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

LN3273 CODNOR PARK JN TO SHIREBROOK JN

Mansfield Woodhouse

Dwell Time

DMU	1
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Minimum Turnround

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

Junction Margin

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

LN3340 ALREWAS (INCLUSIVE) TO WICHNOR JUNCTION

Wichnor Junction

Adjustment to Sectional Running Times

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

LN3501 DERBY LONDON ROAD JUNCTION TO TAMWORTH (EXCLUSIVE)

L & NW Jn

Junction Margins

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

Peartree

Dwell Time

DMU	½
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Melbourne Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Sinfen Siding	Down Pass L&NW Jn	3
Pass to Sunny Hill Loop	Down Pass L&NW Jn	2½*

Melbourne Jn		
From Sinfin Siding towards L&NW Jn	From L & NW Jn towards Stenson Jn not stopping at Peartree or Sunny Hill Loop	3½
From Sinfin Siding towards L&NW Jn	Departure from Peartree towards Stenson Jn	4
From Sinfin Siding towards L&NW Jn	From L & NW Jn direction to Sunny Hill Loop	4
From L&NW Jn towards Stenson Jn not stopping at Peartree or Sunny Hill Loop	From Sinfin Siding towards L&NW Jn	3½
Departure from Peartree towards Stenson Jn	From Sinfin Siding towards L&NW Jn	3
From L & NW Jn direction to Sunny Hill Loop	From Sinfin Siding towards L&NW Jn	4
Planning Note		
To ensure correct regulation, all trains from Sinfin Siding must be planned to stop at Melbourne Jn.		
Reoccupation of Single Line		
	4	

Stenson Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Arrive from Castle Donington when reversing behind DY300	Additional distance travelled (Stopping SRT based off stopping at DY354)	1 XC 170/22x/HST
Pass from Castle Donington towards Burton	Differential Junction speed – to be applied approaching North Staffs Junction	½ XC 170/22x/HST
Pass from Castle Donington towards Burton	Differential Junction speed – to be applied approaching Clay Mills Junction	2 Class 4 Freight 1½ Class 6 Freight
Movement Up		
Movement Up	Reason	Value
From Burton towards Castle Donington Branch	Differential Junction speed – to be applied approaching Stenson Junction	½ XC 170/22x/HST 2 Class 4 Freight 1½ Class 6 Freight
Junction Margins		
First Movement	Second Movement	Margin
Pass to Castle Donington	Pass from Derby	3*
Pass from Derby	Pass to Castle Donington	2
Pass from Derby	Depart to Castle Donington	1
Pass from Derby	Pass from Castle Donington	3
Pass from Derby towards Burton	Depart Stenson Jn from Castle Donington line	2
Pass from Castle Donington	Pass from Derby	3
*3½ where the second train is Class 6 or 7		
Trains reversing at Stenson Jn – Working of diverted services		
When it is necessary to divert services between Derby/Nottingham/Leicester via Sheet Stores Jn and Stenson Jn or vice versa the following will apply:		
Down Trains. These will arrive at Stenson Jn from the direction of Sheets Stores Jn on the Down Castle Donington line and come to a stand clear and in rear of DY300 ground position light signal, which is on the Down Main, for a reversal movement. After reversal they will proceed towards Derby via the Up Main.		
Up Trains. These will arrive at Stenson Jn from the direction of Derby on the Down Main line and come to a stand clear and in rear of DY300 ground position light signal, which is on the Down Main, for a reversal movement. After reversal they will proceed towards Sheets Stores Jn via the Up Castle Donington		
The standard reversal allowances apply in all cases as appropriate to the type of train involved.		

North Stafford Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
From Castle Donington routed towards Burton on Trent	Not at linespeed – to be applied approaching next timing point	½* XC 170/22x/HST
Pass to Stoke	Differential Junction speed	½

*1 for Class 170 not stopping at Willington

Movement Up	Reason	Value
From Burton on Trent routed towards Castle Donington branch	Not at linespeed	1* XC 170/22x 1½ XC HST
Pass from Stoke	Differential Junction speed – to be applied approaching next timing point	½

*½ for Class 170 departing Willington

Junction Margins

First Movement	Second Movement	Margin
Pass towards Tutbury and Hatton	Non-stop passenger pass towards Stenson Jn	3
Pass towards Tutbury and Hatton	Stopping passenger arrive into Willington	2½*
Pass towards Tutbury and Hatton	Freight pass towards Stenson Jn	4
From Clay Mills Jn to Stenson Jn	From Stenson Jn to Tutbury and Hatton	2

Planning Restriction

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

Willington

Adjustment to Sectional Running Times

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

Dwell time

170	½
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Planning Restriction

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

Clay Mills Jn

Adjustments to Sectional Running Times

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

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

Clay Mills Jn

Junction Margins

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

Wetmore Jn

Junction Margins

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

Conflicting train movements towards Derby

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

Conflicting train movements towards Birmingham

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

Burton-on-Trent

Dwell Time

DMU	1
22X	1½

Minimum Turnround

15

Leicester Jn

Junction Margins

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

Branston Jn

Junction Margins

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

Barton South Jn

Planning Note

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

Planning Restriction

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

Wichnor Jn

Adjustments to Sectional Running Times

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

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

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

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

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

Wichnor Jn

Pass from Tamworth towards Central Rivers Depot	Pass from Burton towards Alrewas	2½
Pass from Alrewas towards Burton	Pass from Tamworth towards Central Rivers Depot	3½
Pass from Alrewas towards Burton or Central Rivers Depot	Pass from Burton towards Alrewas	2½
Pass from Alrewas towards Central Rivers Depot	Pass from Tamworth towards Central Rivers Depot	3½

Elford Goods Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Elford Goods Loop	Down Passenger pass Wichnor Jn towards Tamworth	1½* before first train arrives loop
Arrive Elford Goods Loop	Down Freight pass Wichnor Jn towards Tamworth	2½^ before first train arrives loop
Down Passenger pass Tamworth	Depart Elford Goods Loop (on Single Yellow)	1½ before first train passes Tamworth
Down Freight pass Tamworth	Depart Elford Goods Loop (on Single Yellow)	2½ before first train passes Tamworth
* 1 if first train is over 450m long		
^ 3 if second train is a Class 7 or 8		

LN3505 NORTH STAFFORD JUNCTION TO STOKE JUNCTION (EXCLUSIVE)

Uttoxeter

Dwell Time

DMU	1
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LN3520 SHEET STORES JUNCTION TO STENSON JUNCTION

Gateway West Junction

Junction Margins

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

LN3525 KNIGHTON JUNCTION TO LEICESTER JUNCTION

Suggested method of working for trains entering Bardon Hill Quarry from the Burton direction

Mantle Lane – Bardon Hill P/P
Bardon Hill – Cliff Sidings P/S (detach loco and run round)
Cliff Sidings – Bardon Hill S/S
Bardon Hill – Bardon Hill Quarry S/S (propel back into Quarry)

Bagworth Junction

Junction Margins

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

Cliffe Hill Stud Farm Quarry

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

LN3601 KETTERING NORTH JUNCTION to MANTON JUNCTION

Corby

Attachment of units

Inclusive of turnround and shunt involved	15
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Detachment of units

Inclusive of turnround and no shunt involved	10
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Maximum Dwell Time	18
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Minimum Turnround	7
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LN3601 KETTERING NORTH JUNCTION to MANTON JUNCTION

Corby

Adjustment to Sectional Running Times		
Movement	Reason	Value
Up Corby to AB or BSC	Approach control signal KM3962	2
Junction Margins/Platform Re-occupation		
First Movement	Second Movement	Margin
Up Corby to Manton Jn	From Up Corby	5
Up Corby to Manton Jn	From Reception & Run-Round	4
Up Corby to Manton Jn	AB or BSC* to R & R-R	4
Up Corby to Manton Jn	AB or BSC to Manton Jn	Standard headway
Up Corby to R & R-R	From Up Corby	5
Up Corby to Kettering	From R & Run-Round to Corby	4
Up Corby to Kettering	From R & Run-Round to Kettering	Standard headway
Up Corby to AB or BSC	Up Corby to M Jn/R & R-R	5
Up Corby to AB or BSC	AB or BSC to M Jn/R & R-R	5
R & R-R to AB or BSC	AB or BSC to M Jn/R & R-R	5
AB or BSC to R or R-R	Up Corby to Manton Jn	5
AB or BSC to Manton Jn	Up Corby to R & R-R	5
AB or BSC to Manton Jn	Up Corby to AB & BSC	5
AB or BSC to Manton Jn	R & R-R to Corby	5
AB or BSC to Manton Jn	R & R-R to AB or BSC	5

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

Corby North Run-Round Loop

Planning Restriction

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

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

Uffington

Reversals

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

Planning Note

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

Stamford

Dwell Time

170 1

Ketton					
Trains to Wards Sidings. Trains can only arrive or depart as shown below					
Trains from Manton Junction			Trains to Helpston Junction		
	Arr	Dep		Arr	Dep
Manton Jn		XX/XX	Ketton W.S.		XX:XX
Ketton S.B.		XX/XX	Ketton WS GF	XXOPXX	XXOPXX
Ketton WS GF	XXRMOPXX	XXRMOPXX	Uffington		XX/XX
Ketton W.S.	XX:XX				
The shunter controls movements at the ground frame using a radio to communicate with the driver. The driver of inwards trains collects the radio at the ground frame as the locomotive passes.					
If there is a movement to reverse from Down Main line to Up Main line at Ketton, a following train cannot leave Uffington until 2 minutes after the first service clears the Down Main line					

Manton Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Corby – Down Corby to Down Main a) Passenger trains and Class 6 Freight up to 600t trailing b) Class 6 Freight Trains 800t to 1200t trailing (including TR40/55/70), also Class 4 Freight trains up to 1200t trailing	Crossover speed	1 a) ½ b) to be applied approaching Oakham
Movement Up	Reason	Value
Pass to Corby Signal KM3974 – Up Main to Up Corby	Crossover speed	½ All
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		3

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

Langham Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Depart from Down Goods	Speed Differential	½ Class 4 400-800t (including TR40) #
# Applies approaching Whissendine		
Movement Up	Reason	Value
Approaching Langham Jn	Slow speed turn-out to Up Goods and 'approach control'	1½ freight trains only to Up Goods Loop

Melton Mowbray

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Approaching Frisby a) Class 6 3200t b) Class 6 2800-3000t c) Class 4 1600t and Class 6 2400-2600t or TR130 d) Class 4 400-1400t (including TR40) and Class 6 2000-2200t or TR115 e) Class 6 1600-1800t or TR85/100 f) Class 6 up to 1400t or TR70	Slow speed departure from Down Goods Loop	2½ a) 2 b) 1½ c) 1 d) ½ e) 0 f) Freight trains only from Down Goods Loop
Movement Up	Reason	Value
Approaching Melton Mowbray	Slow speed turn-out Main to Goods Loop and associated signalling controls	1½ all trains planned to use the Up Goods Loop

Dwell Time

DMU	1
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Turnrounds

Down Trains:

12 Shunt from Down Platform to Up Platform. Requires that the Down Main is clear to Melton Mowbray 28 signal.

Up Trains:

5 Trains arrive and depart from the Up Platform. Add 1½ minutes approaching Syston East Jn for 'weave' from Up Main to Down Main on departure from Melton Mowbray

Syston East Junction

Adjustments to Sectional Running Times

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

Syston East Junction

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

Junction Margins

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

LN3625 NOTTINGHAM TO NEWARK FLAT CROSSING (EXCLUSIVE)

Carlton

Dwell Time

All	1
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Burton Joyce

Dwell Time

All	1
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Lowdham

Dwell Time

All	1
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Fiskerton

Dwell Time

All	1
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Newark Castle

Dwell Time

All	1
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Minimum Turnround

8

LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN

Aslockton

Planning Note

To prevent incorrect application of stopping controls for nearby level crossings, trains must not be planned to stop here for pathing purposes.

Bingham

Planning Note

To prevent incorrect application of stopping controls for nearby level crossings, trains must not be planned to stop here for pathing purposes.

Radcliffe

Planning Note

To prevent incorrect application of stopping controls for nearby level crossings, trains must not be planned to stop here for pathing purposes.

Rectory Jn

Junction Margins

First Movement	Second Movement	Margin
Down pass to sidings	Up pass Radcliffe	7
Up pass Radcliffe	Down pass to sidings	1

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	USABLE LENGTH	NOTES
Alfreton	1 (Down)	191	
Alfreton	2 (Up)	189	
Ambergate	Single	105	
Aslockton	1 (Down)	76	
Aslockton	2 (Up)	73	
Attenborough	1 (Down)	99	
Attenborough	2 (Up)	97	
Barrow-Upon-Soar	1 (Up)	59	
Barrow-Upon-Soar	2 (Down)	59	
Bedford	1 (Up Slow)	261	
Bedford	1A (Bay)	81	
Bedford	2 (Down Slow)	261	
Bedford	3 (Platform Loop)	261	
Bedford	4 (Down Fast)	240	
Bedford St Johns	Single	41	
Beeston	1 (Down)	142	
Beeston	2 (Up)	142	
Belper	1 (Down)	116	
Belper	2 (Up)	118	
Bingham	1 (Down)	98	
Bingham	2 (Up)	98	
Bleasby	1 (Up)	81	
Bleasby	2 (Down)	90	
Blythe Bridge	1 (Up)	91	
Blythe Bridge	2 (Down)	91	
Bottesford	1 (Down)	120	
Bottesford	2 (Up)	116	
Brent Cross West	1 (Up Slow)	255	
Brent Cross West	2 (Down Slow)	255	
Brent Cross West	3 (Up Fast)	255	
Brent Cross West	4 (Down Fast)	255	
Bulwell	Single	80	
Burton Joyce	1 (Up)	94	
Burton Joyce	2 (Down)	102	
Burton-on-Trent	1 (Up)	217	
Burton-on-Trent	2 (Down)	217	
Carlton	1 (Up)	111	
Carlton	2 (Down)	106	
Chesterfield	1 (Down Main)	212	
Chesterfield	2 (Up Main)	204	
Chesterfield	3 (Down Barrow Hill)	240	
Corby	4 Single	246	

STATION	PLATFORM	USABLE LENGTH	NOTES
Cricklewood	1 (Up Slow)	171	
Cricklewood	2 (Down Slow)	171	
Cricklewood	3 (Up Fast)	171	
Cricklewood	4 (Down Fast)	183	
Cromford	Single	114	
Derby	1	331	
Derby	2	334	
Derby	3	334*	*320 metres between signals for reversing services
Derby	4	337*	*320 metres between signals for reversing services
Derby	5	337*	*290 metres between signals for reversing services
Derby	6	338*	*337 metres between signals for reversing services
Duffield	1 (Up)	128	
Duffield	2 (Down)	128	
East Midlands Parkway	1 (Down Fast)	240	
East Midlands Parkway	2 (Up Fast)	240	
East Midlands Parkway	3 (Down Slow)	120	
East Midlands Parkway	4 (Up Slow)	120	
Elton and Orston	1 (Down)	105	
Elton and Orston	2 (Up)	105	
Elstree and Borehamwood	1 (Up Slow)	245	
Elstree and Borehamwood	2 (Down Slow)	245	
Elstree and Borehamwood	3 (Up Fast)	176	
Elstree and Borehamwood	4 (Down Fast)	177	
Farringdon	3 (Southbound)	269	
Farringdon	4 (Northbound)	269	
Fiskerton	1 (Up)	96	
Fiskerton	2 (Down)	103	
Flitwick	1 (Up Slow)	245	
Flitwick	2 (Down Slow)	245	
Flitwick	3 (Up Fast)	245	
Flitwick	4 (Down Fast)	245	
Harlington	1 (Up Slow)	245	
Harlington	2 (Down Slow)	245	
Harlington	3 (Up Fast)	168	
Harlington	4 (Down Fast)	178	
Harpenden	1 (Up Slow)	245	
Harpenden	2 (Down Slow)	245	
Harpenden	3 (Up Fast)	245	
Harpenden	4 (Down Fast)	245	
Hendon	1 (Up Slow)	166	
Hendon	2 (Down Slow)	170	
Hendon	3 (Up Fast)	172	
Hendon	4 (Down Fast)	166	
Hinckley	1 (Up)	104	
Hinckley	2 (Down)	104	
Hucknall	Single	79	

STATION	PLATFORM	USABLE LENGTH	NOTES
Ilkeston	1 (Down)	99	
Ilkeston	2 (Up)	99	
Kentish Town	1 (Southbound)	192	
Kentish Town	2 (Northbound)	201	
Kentish Town	3	201	
Kentish Town	4	174	
Kettering	1 (Up Slow)	247	
Kettering	2 (Down Slow)	247	
Kettering	3 (Up Fast)	247	
Kettering	4 (Down Fast)	247	
Kirkby in Ashfield	1 (Down)	80	
Kirkby in Ashfield	2 (Up)	80	
Langley Mill	1 (Down)	96	
Langley Mill	2 (Up)	96	
Leagrave	1 (Up Slow)	245	
Leagrave	2 (Down Slow)	245	
Leagrave	3 (Up Fast)	177	
Leagrave	4 (Down Fast)	245	
Leicester	4	270	Northbound
Leicester	1	272	Southbound
Leicester	2	281	
Leicester	3	281	
Leicester	4	288	
London St Pancras			See St Pancras International
Long Eaton	2 (Down)	110	
Long Eaton	1 (Up)	113	
Longton	2 (Down)	88	
Longton	1 (Up)	85	
Loughborough	1 (Down)	242	
Loughborough	2 (Up)	242	
Loughborough	3 (Up & Down Slow)	148	
Lowdham	2 (Down)	82	
Lowdham	1 (Up)	119	
Luton	1 (Up Slow)	255	
Luton	2 (Platform Loop)	255	
Luton	3 (Down Slow)	254	
Luton	4 (Up Fast)	255	
Luton	5 (Down Fast)	251	
Luton Airport Parkway	1 (Up Slow)	245	
Luton Airport Parkway	2 (Down Slow)	245	
Luton Airport Parkway	3 (Up Fast)	245	
Luton Airport Parkway	4 (Down Fast)	245	
Mansfield Town	1 (Down)	144	
Mansfield Town	2 (Up)	102	
Mansfield Woodhouse	1 (Down)	79	
Mansfield Woodhouse	2 (Up)	76	
Mansfield Woodhouse	3 (Bay)	76	

STATION	PLATFORM	USABLE LENGTH	NOTES
Market Harborough	1 (Down)	250	
Market Harborough	2 (Up)	265	
Matlock	1 Single	123	Network Rail
Matlock	2	144	Peak Rail
Matlock Bath	Single	185	
Melton Mowbray	2 (Down)	84	Barrow crossing misuse mitigation
Melton Mowbray	1 (Up)	86	Barrow crossing misuse mitigation
Mill Hill Broadway	1 (Up Slow)	245	
Mill Hill Broadway	2 (Down Slow)	245	
Mill Hill Broadway	3 (Up Fast)	245	
Mill Hill Broadway	4 (Down Fast)	245	
Narborough	1 (Up)	100	
Narborough	2 (Down)	100	
Netherfield	1 (Down)	155	
Netherfield	2 (Up)	155	
Newark Castle	1 (Up)	66	
Newark Castle	2 (Down)	97	
Newstead	Single	94	
Nottingham	1	306	313m train can be accommodated westbound (not reversing) 343m can be accommodated eastbound (not reversing)
Nottingham	2 (Bay)	92	
Nottingham	3	288	319m train can be accommodated eastbound (not reversing)
Nottingham	4	108	119 m train can be accommodated westbound (not reversing) 115 m train can be accommodated eastbound (not reversing)
Nottingham	5 (Bay)	146	
Nottingham	6	276	327m train can be accommodated westbound (not reversing)
Nottingham	7	261	
Oakham	1 (Up)	139	
Oakham	2 (Down)	102	
Peartree	1 (Up)	61	
Peartree	2 (Down)	64	
Radcliffe	1 (Down)	143	
Radcliffe	2 (Up)	187	
Radlett	1 (Up Slow)	245	
Radlett	2 (Down Slow)	245	
Radlett	3 (Up Fast)	170	
Radlett	4 (Down Fast)	170	
Rolleston	1 (Up)	140	
Rolleston	2 (Down)	142	

STATION	PLATFORM	USABLE LENGTH	NOTES
St Pancras International	1	260	East Midlands High Level platform
St Pancras International	2	260	East Midlands High Level platform
St Pancras International	3	260	East Midlands High Level platform
St Pancras International	4	260	East Midlands High Level platform
St Pancras International	A 14	274	Thameslink Low Level platform
St Pancras International	B 15	274	Thameslink Low Level platform
Sileby	1 (Up)	58	
Sileby	2 (Down)	58	
South Wigston	1 (Down)	97	
South Wigston	2 (Up)	95	
Spondon	1 (Up)	72	
Spondon	2 (Down)	108	
St. Albans City	1 (Up Slow)	245	
St. Albans City	2 (Down Slow)	245	
St. Albans City	3 (Up Fast)	245	
St. Albans City	4 (Down Fast)	245	
Stamford	1 (Up)	92	
Stamford	2 (Down)	92	
Sutton Parkway	1 (Down)	80	
Sutton Parkway	2 (Up)	80	
Syston	Single	56	
Thurgarton	1 (Up)	70	
Thurgarton	2 (Down)	70	
Tutbury and Hatton	1 (Up)	93	
Tutbury and Hatton	2 (Down)	93	
Uttoxeter	1 (Up)	77	
Uttoxeter	2 (Down)	69	
Wellingborough	1 (Down Fast)	245	
Wellingborough	2 (Up Fast)	245	
Wellingborough	3 (Down Slow)	245	
Wellingborough	4 (Up Slow)	245	
West Hampstead Thameslink	1 (Up Slow)	245	
West Hampstead Thameslink	2 (Down Slow)	245	
West Hampstead Thameslink	3 (Up Fast)	245	
West Hampstead Thameslink	4 (Down Fast)	245	
Whatstandwell	Single	69	
Willington	1 (Up)	81	
Willington	2 (Down)	81	
Wixams	1 (Up)	247	
Wixams	2 (Down)	247	

5.4.1 Loop Lengths

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

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

LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)				
LOCATION	DIRECTION	USABLE LENGTH		NOTES
		SLU	METRES	
Down Sunny Hill Loop	Down	125	798	
Up Sunny Hill Loop	Up	157	1004	
Elford Goods Loop	Down	133	852	

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

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

LN3615 HELPSTON JUNCTION TO SYSTON SOUTH JUNCTION

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

5.5 Timing Allowances

All allowances shown are in minutes.

Allowances apply at all times except where specified differently. ~~The locations at which allowances are included within a Train Slot may vary. The total allowance included within a Train Slot will not exceed the maximum value allowed.~~

E refers to engineering allowance

P refers to performance allowances

5.5.1 Timing Allowances by Line of Route

~~Allowances apply at all times except where specified differently.~~

LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY)					
Timing Section	Type	FL/ML	SL	GL	Remarks
Down					
Approaching St Albans City	E		1*		*Services terminating at St Albans City and Luton only
Approaching Luton	E	1*	1*		*Services terminating at Luton and Bedford only. May be applied approaching Luton Airport Parkway to maintain correct margin behind previous train arriving at Luton (see Section 5.3).
Approaching Bedford South Jn	E	1*	1*		Does not apply to GTR
Approaching Bedford	E		1*		*Services terminating at Bedford only. May be moved to Bedford South Jn if appropriate.
At next timing point after Kilby Bridge	E	1*	1*		* Does not apply to EMR
Approaching Derby Way & Works Junction	E	1			
Up					
Approaching Derby	E	1**			*Does not apply to services from Matlock #Can be applied approaching St Mary's South Junction if required
Approaching Bedford North Jn	E	1	1		
Approaching Brent Curve Jn (Hendon Lines)	E		1		
Approaching Carlton Road Jn (Fast Lines) or Kentish Town (Slow Lines)	E	1	1		May be moved to approaching West Hampstead Thameslink if appropriate. Trains terminating at Kentish Town should have the allowance applied approaching Carlton Road Jn. Does not apply to Thameslink services starting from Cricklewood Sidings complex, Cricklewood, West Hampstead or Kentish Town

LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down					
Approaching Mansfield Jn	E	1			

LN3207 TRENT EAST JN TO CLAY CROSS NORTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down					
Approaching Trowell Jn	E	1			Also applies to trains from Radford Jn (LN3252)
Up					
Approaching Trowell Jn	E	1			Can be applied approaching Langley Mill or Ironville Jn as appropriate

LN3213 FARRINGDON TO KENTISH TOWN JN (MOORGATE LINES)

Timing Section	Type	FL/ML	MOL	SB/NB	Remarks
Down					
Approaching Dock Jn North	P			1	
Up					
Approaching Dock Jn North	P		1*		*Does not apply to Thameslink services starting from St Albans City, West Hampstead or Kentish Town
Approaching St Pancras Low Level	P			1	

LN3214 CANAL TUNNELS JN TO BELLE ISLE JN

Timing Section	Type	FL/ML	SL	DCT/UCT	Remarks
Down					
Approaching Belle Isle Jn	P			1	
Up					
Approaching St Pancras Low Level	P			1	

LN3232 WIGSTON NORTH JN TO HINCKLEY (INCLUSIVE)

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

LN3273 IRONVILLE JN TO SHIREBROOK JN

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

LN3501 DERBY LONDON ROAD JN TO TAMWORTH (EXCLUSIVE)

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

LN3520 SHEET STORES JN TO STENSON JN

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

LN3525 KNIGHTON JN TO LEICESTER JN

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

LN3601 KETTERING NORTH JN TO MANTON JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down					
Approaching Manton Jn	E	1			
Up					
Approaching Corby Signal KM3974	E	1			

LN3615 HELPSTON JN TO SYSTON SOUTH JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down					
Approaching Syston East Jn	E	1			

LN3625 NOTTINGHAM EAST JN TO NEWARK FLAT CROSSING (EXCLUSIVE)

Timing Section	Type	FL/ML	SL	GL	Remarks
Down					
Approaching Newark Castle	E	1			
Approaching Newark Flat Crossing	P	1			EMR services only
Up					
Approaching Netherfield Jn	E	1			

LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN

Timing Section	Type	FL/ML	SL	GL	Remarks
Down					
Approaching Netherfield Jn	E	1			
Up					
Approaching Allington West Jn	E	1			

6 Timetabling Considerations

6.1 Advertised and Working Times

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

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

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

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

6.2 Timing of Light Locomotives

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

6.3 Two Track Railway Timetable

The following information and table of additional allowances is applicable to Thameslink services only.

For times when Two Track Railway Operation applies, refer to Section 4 within the relevant Engineering Access Statement. During periods when the Midland Main Line timetable is planned to run over two tracks (instead of four) between Carlton Road Jn and Bedford, the following allowances are to be added to allow for crossing movements between Slow and Fast Lines:

Down / Northbound		
Location	Allowance	Comments
Approaching Radlett Junction	{½}	
Approaching St Albans	{½}	Not calling at Radlett
	{1}	Not calling at Radlett or St Albans
Approaching Harpenden Junction	{½}	Stopping at Harpenden
	{1}	Not stopping at Harpenden
Approaching Luton Airport or Luton	{1}	Not stopping at Harpenden
Approaching Leagrave	{½}	Stopping at Leagrave
Approaching Leagrave Junction	{1}	Not stopping at Leagrave
Approaching Flitwick	{1}	Not stopping at Leagrave or Flitwick

Up / Southbound		
Location	Allowance	Comments
Approaching Leagrave Junction	{1/2}	Stopping at Leagrave
	{1}	Not stopping at Flitwick or Leagrave
Approaching Luton	{1}	Not stopping at Leagrave
Approaching Harpenden	{1/2}	Stopping at Harpenden
	{1}	Not stopping at Harpenden
Approaching St Albans	{1}	Not stopping at Harpenden
Approaching Radlett	{1/2}	Stopping at Radlett
Approaching Radlett Junction	{1/2}	Not stopping at Radlett
Approaching Silkstream Junction	{1/2}	Not stopping at Elstree or Mill Hill