



Timetable Planning Rules

London North Eastern

Subsidiary Timetable 2027 (May 27 PCD)

Version 4.1

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Final Rules for Subsidiary Timetable Change 2027
10th July 2026

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1 Introduction and General Notes

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

Timetable Participants' Access Proposals for Train Slots must be compliant with the Timetable Planning Rules. If a 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 detailed investigation, the 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
LN101	London King's Cross to Shaftholme Jn
LN105	Moorgate to Finsbury Park Jn
LN110	Canonbury West Jn to Finsbury Park Jn
LN115	Copenhagen Jn to Camden Road Central Jn
LN120	Wood Green North Jn to Langley Jn (via Hertford)
LN125	Hitchin Cambridge Jn to Royston (inclusive)
LN126	Hitchin North Jn to Hitchin East Jn
LN135	King's Dyke (exclusive) to Crescent Jn
LN145	Marholm Jn to Glinton Jn
LN147	Helpston Jn to Uffington
LN150	Flyover East Jn to Decoy North Jn
LN155	Flyover East Jn to Loversall Jn (Up Loversall Curve)
LN160	Loversall Carr Jn to Flyover West Jn
LN165	Harringay Park Jn to Harringay Jn
LN220	Bessacarr Jn to Black Carr Jn
LN235	Rossington Colliery Branch
LN600	Shaftholme Jn to Reston GSP
LN618	Holgate Jn to Skelton Jn
LN620	King Edward Bridge East Jn to King Edward Bridge North Jn
LN622	Forth branch
LN624	Northallerton Castle Hills Jn to Castle Hills West GF
LN626	Northallerton High Jn to Northallerton East Jn
LN627	Northallerton Longlands Jn to Newcastle East Jn via the Coast
LN628	South Hylton to Sunderland South Jn
LN629	Pelaw Metro Jn to Pelaw South Jn
LN630	Pelaw North Jn to Pelaw Metro Jn
LN631	Darlington South Jn to Eaglescliffe South Jn
LN632	Stockton Cut Jn to Saltburn
LN634	Guisborough Jn to Whitby
LN636	Beam Mill Jn to Slag Road (Lackenby)
LN638	Grangetown Shell Jn to Cleveland Freightliner Terminal (Wilton)
LN640	ICI Wilton Coal Terminal
LN642	Saltburn West Jn to Boulby Mine
LN644	Hartburn Curve
LN646	Norton-on-Tees South to Ferryhill South Jn
LN648	Norton-on-Tees West to Norton-on-Tees East
LN652	Billingham Jn to Seal Sands Storage
LN656	Seaton-on-Tees Branch
LN662	Ryhope Grange Jn to Hendon
LN664	Boldon East Jn to Boldon North Jn
LN666	Boldon West Jn to Tyne Dock
LN670	Jarrow Branch
LN672	Wardley to Pelaw Jn
LN674	High Level Bridge Jn to Greensfield Jn (West Curve)
LN676	Park Lane Jn to King Edward Bridge South Jn
LN678	Darlington North Jn to Eastgate
LN682	King Edward Bridge South Jn to Carlisle North Jn
LN684	Low Fell Jn to Norwood Jn
LN694	Benton North Jn to Morpeth North Jn via Bedlington
LN696	Hepscott Jn to Morpeth Jn
LN698	Butterwell South Branch

LOR	LINE OF ROUTE DESCRIPTION
LN700	Butterwell North Branch
LN702	Bedlington North to Lynemouth Alcan
LN706	West Sleekburn Jn to North Blyth
LN708	Winning Jn to Marchey's House Jn
LN724	Holgate Jn to Skelton Jn
LN736	Cleethorpes to Nunnery Main Line Jn via Retford
LN738	Great Coates No.1 to Union Dock
LN740	Grimsby Marsh West Jn to Humber Road Jn
LN741	Habrough Jn to Ulceby South Jn
LN742	Killingholme to Brocklesby Jn
LN744	Ulceby North Jn to Barton on Humber
LN746	Cottam Power Station Branch
LN748	Retford Western Jn to Thrumpton West Jn
LN750	Woodburn Jn to Deepcar
LN752	Wrawby Jn to Marshgate Jn
LN754	Scunthorpe Foreign Ore Branch
LN756	Scunthorpe Trent Jn to Roxby
LN758	Branccliffe East Jn to Kirk Sandall Jn
LN762	St Catherines Jn to Decoy South Jn
LN764	Low Ellers Curve
LN766	Bentley Jn to Hexthorpe Jn (Doncaster Avoiding Line)
LN768	Mansfield Woodhouse to Shireoaks East Jn
LN772	Warsop Jn to Shirebrook Jn
LN782	Woodend Jn to Shireoaks West Jn
LN784	High Marnham to Shirebrook East Jn
LN786	Bevercotes Colliery Branch
LN788	Thoresby Colliery Branch
LN790	Rufford No.1 Coal Stacking Site to Clipstone East Jn
LN800	Clipstone South Jn to Clipstone West Jn
LN802	Welbeck Colliery Branch
LN804	Tapton Jn to Gascoigne Wood Jn via Sheffield
LN806	Tapton Jn to Masborough Jn via 'Old Road'
LN807	Dore South Jn to Dore West Jn
LN808	Dore Station Jn to Earles Sidings (excl.)
LN809	Shepcote Lane West Jn to Tinsley Yard East End
LN810	Shepcote Lane West Jn to Tinsley South Jn
LN812	Shepcote Lane East Jn to Broughton Lane Jn
LN814	Tinsley North Jn to Sheffield Tram Transfer Line
LN815	Parkgate Jn to Sheffield Tram Parkgate Transfer Line
LN816	Beighton Jn to Woodhouse Jn
LN818	Holmes Jn to Rotherham Central Jn (Holmes Curve)
LN824	Moorthorpe Jn to South Kirkby Jn
LN826	Doncaster South Yorkshire Jn to Swinton
LN828	Mexborough Jn to Aldwarke Jn via Kilnhurst
LN830	Aldwarke Jn to Woodburn Jn
LN832	Doncaster Bridge Jn to St James Jn
LN836	Doncaster Marshgate Jn to Neville Hill East Jn
LN838	Leeds Armley Jn to York Skelton Jn via Harrogate
LN840	Engine Shed Jn & Holbeck Depot Jn to Whitehall East Jn
LN842	Thorpe Marsh Jn to Adwick Jn
LN844	Applehurst Jn to Joan Croft Jn (Applehurst Loop)
LN846	Carcroft Jn to Skellow Jn
LN848	Hare Park Jn to Crofton West Jn
LN850	Wakefield Westgate South Jn to Wakefield Kirkgate West Jn
LN852	Holbeck Jn to Bradford Interchange

LOR	LINE OF ROUTE DESCRIPTION
LN854	Hall Royd Jn (excl.) to Colton Jn
LN858	Milner Royd Jn to Bradford Mill Lane Jn
LN859	Greetland Jn to Dryclough Jn
LN860	Diggle Jn to Copley Hill East Jn
LN861	Bradley Jn to Bradley Wood Jn
LN862	Barnsley Station Jn to Huddersfield
LN864	Dewsbury Railway Street Branch
LN868	Wincobank Jn to Horbury Jn via Barnsley
LN870	Wakefield Turner's Lane Jn to Calder Bridge Jn
LN872	Altofts Jn to Leeds West Jn
LN874	Methley Jn to Whitwood Jn
LN875	Castleford West Jn to Pontefract West Jn
LN876	Castleford East Jn to Ledston
LN878	Sherburn Jn to Gascoigne Wood
LN880	York to Scarborough
LN882	Wakefield Kirkgate West Jn to Goole Potters Grange Jn
LN884	Oakenshaw South Jn to Oakenshaw Jn
LN886	Monk Bretton Loop to Crofton East Jn
LN888	Stainforth Jn to Ferrybridge North Jn
LN889	Shaftholme Jn to Haywood Jn
LN892	Pontefract East Jn to Ferrybridge South Jn
LN894	Knottingley South Jn to Knottingley East Jn
LN896	Drax Power Station Branch
LN898	Neville Hill East Jn to Hull
LN900	Neville Hill West Jn to Hunslet East
LN902	Micklefield Jn to Church Fenton North Jn
LN904	Hambleton South Jn to Hambleton West Jn
LN906	Hambleton East Jn to Hambleton North Jn
LN908	Selby West Jn to Selby Canal Jn
LN910	Temple Hirst Jn to Selby South Jn
LN912	Thorne Jn to Gilberdyke Jn
LN914	Hull (Paragon) to Seamer West Jn
LN916	Hessle Road Jn to Saltend
LN918	Springbank North Jn to Walton Street Jn
LN920	Anlaby Road Jn to West Parade North Jn
LN922	Whitehall West Jn to Hellifield South Jn
LN924	Apperley Jn to Ilkley
LN926	Dockfield Jn to Esholt Jn
LN928	Shipley East Jn to Bradford Forster Square
LN930	Skipton Middle Jn to Rylstone
LN932	Shipley South Jn to Shipley West Jn

1.2 Sectional Appendices and Rule Book

1.2.1 Sectional Appendix

The Sectional Appendix to the Working Timetable 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 rulebook may be located on the RSSB website using the following link:

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

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 Timetable Planning Rules is unclear, please contact the compiler at the email address shown on the cover.

1.3.1 Train Classification

Classification	Description
1	Express passenger train; or Nominated postal or parcels train; or Breakdown or overhead line equipment train going to clear the line or returning from there (1Z99); or Traction unit going to assist a failed train (1Z99) Snow plough going to clear the line (1Z99)
2	Ordinary passenger train; or 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
5	Empty coaching stock train
6	Freight train which can run up to 60 mph
7	Freight train which can run up to 45 mph
8	Freight train which can run up to 35mph
9	Thameslink services via St Pancras International TPE Liverpool Lime Street – Newcastle and Newcastle – Edinburgh services Other passenger services if specially authorised
0	Light locomotive or locomotives

Headcodes / TID list			
Second Character	Train Class	Third and Fourth Number	Route and/or Destination
A	1		Doncaster / Leeds / Bradford Forster Square / Harrogate / Skipton – London King's Cross
			Middlesbrough – York
			Newcastle – York
			Bradford Interchange – London King's Cross
			Bradford Interchange / Sunderland – London King's Cross
			Hull / Beverley – London King's Cross
			Newcastle – Chathill fast
	2		Leeds – Knottingley via Wakefield
			Newcastle – Morpeth/Chathill
			Newcastle – Darlington via ECML
B	1		Liverpool Lime Street / Manchester Airport – Sheffield – Cleethorpes
			Cleethorpes – Sheffield – Manchester Airport / Liverpool Lime Street
			York – Preston / Blackpool North
			Blackpool North / Preston – York
			Lincoln / Newark North Gate (starters) – London King's Cross
			London King's Cross – Newark North Gate (terminators) / Lincoln
	2	00-78	Moorgate or King's Cross to Hertford North
		01-79	Hertford North to Moorgate
		80-96	Moorgate or King's Cross to Hertford North via SL2
		81-97	Hertford North to Moorgate via SL2
			Huddersfield – Sheffield
C	1		Sheffield / Derby / Leicester – London St Pancras
			Leeds – Sheffield – London St Pancras via Derby
			London King's Cross – Cambridge semi-fast services
			Cambridge – London King's Cross semi-fast services
			Sheffield – Derby
	2		King's Cross to Cambridge stopping services
			Cambridge to King's Cross stopping services
			Leeds – York via Harrogate
			Hull - Doncaster
D	1		London King's Cross – Doncaster / Leeds / Bradford Forster Square / Harrogate / Skipton
			London St Pancras – Lincoln via Nottingham
			London St Pancras – Leeds via Nottingham and Sheffield
			Leeds – Chester via Bradford Interchange and Calder Valley
			London King's Cross – Bradford Interchange
			Leeds – Chester (this direction only)
			Carlisle – Saltburn via ECML
	2		Bishop Auckland/Darlington – Saltburn
			Bradford Forster Square – Ilkley
E	1	Even	Moorgate or King's Cross to Stevenage Platform 4 via Hertford North
		Odd	Stevenage, Hertford North or Gordon Hill to King's Cross
			Edinburgh Waverley – Newcastle / Doncaster / Leeds / London King's Cross
			Aberdeen – London King's Cross
			Inverness – London King's Cross
			Aberdeen – Doncaster
			Carlisle – Nottingham via S&C and Leeds

Headcodes / TID list			
Second Character	Train Class	Third and Fourth Number	Route and/or Destination
			Southampton Central / Reading / Guildford – Newcastle
			Plymouth – York / Leeds
			Chester – Leeds via Calder Valley and Bradford Interchange
			Glasgow Central – Newcastle via Carlisle and Tyne Valley
			Willesden PRDC – Low Fell Mail Terminal Mail Train
	2		Middlesbrough – Nunthorpe/Whitby
			Leeds – Knaresborough
	5	00-09	Spare / Non-GTR services to Hornsey EMUD
		10-39	GTR Hornsey EMUD South-End arrivals except from Moorgate
		40-49	GTR Hornsey EMUD South End arrivals from Moorgate
		50-69	GTR Hornsey EMUD North-End arrivals from London via Bowes Park Reversing Siding
		70-79	GTR Hornsey EMUD North-End arrivals from or via Welwyn Garden City
		80-89	GTR Hornsey EMUD North-End arrivals from or via Hertford North / Gordon Hill
		90-99	Test trains and extraordinary services to Hornsey EMUD
F	9		Liverpool Lime Street – Newcastle via Huddersfield and York
	1		St Pancras – Sheffield via Derby
			Leicester – Sheffield via Derby
			Derby – Sheffield
	2		Leeds – Knottingley via Castleford
		00-78	Moorgate or King's Cross to Stevenage Bay via Hertford North
		01-79	Stevenage to Moorgate via Hertford North
		80-98	Moorgate or King's Cross to Stevenage via SL2 and Hertford North
G		81-99	Stevenage to Moorgate via Hertford North and SL2
	1		Hull – Scarborough
			Scarborough – Hull
	2	00-78	Moorgate or King's Cross to Gordon Hill
		01-79	Gordon Hill to Moorgate
		80-98	Moorgate or King's Cross to Gordon Hill via SL2
		81-99	Gordon Hill to Moorgate via SL2
H	1		London King's Cross – Hull / Beverley
			Leeds – Manchester Victoria via Bradford Interchange and Calder Valley
			Sheffield – Hull via Selby
			Scarborough – Hull – Sheffield via Selby
	2		Sheffield – Brigg – Cleethorpes
			Leeds – Morecambe
			Leeds – Skipton
			Leeds - Carlisle
I	1		Not used
	2		Leeds – Wigan via Dewsbury (until May 2027)
			Leeds – Salford via Dewsbury (from May 2027)
J	1		Manchester Victoria – Leeds via Bradford Interchange and Calder Valley
			Leeds – Manchester Victoria via Bradford Interchange and Calder Valley
			Hull – Sheffield via Goole
			Scarborough / Bridlington – Sheffield via Hull and Goole (this direction only)
			Middlesbrough to/from Newcastle (via Hartlepool)

Headcodes / TID list			
Second Character	Train Class	Third and Fourth Number	Route and/or Destination
K	2		Middlesbrough to/from Carlisle (via Hartlepool/Newcastle)
			Newcastle – MetroCentre
			Leeds – Huddersfield via Dewsbury
			Ashington – Newcastle – MetroCentre (this direction only)
	9		Peterborough and Horsham via London Bridge and Redhill
	1		Hull – Liverpool Lime Street via Leeds, Huddersfield and Manchester Victoria
			Liverpool Lime Street– Hull via Manchester Victoria, Huddersfield and Leeds
			Lincoln – Peterborough via Sleaford
		2	Hull – Leeds – Halifax
			Darlington – Hartlepool
			00-96 Moorgate or King's Cross to Welwyn Garden City via SL2
			01-97 Welwyn Garden City to Moorgate via SL2
			98-99 Moorgate staff trains
L	1		Liverpool Lime Street – Nottingham – Norwich
			Birmingham New Street – Leicester – Stansted Airport
			Doncaster – Sheffield – Worksop – Lincoln
			Leeds via Barnsley to Sheffield – Worksop – Lincoln
			Lincoln – Worksop – Sheffield – Barnsley – Leeds
			London King's Cross – Letchworth semi-fast services
	2		King's Cross to Letchworth stopping services via Welwyn Garden City
			Leeds – Sheffield via Barnsley
M	1		Glasgow – Newcastle – Birmingham New Street
			Leeds – Manchester Victoria via Bradford Interchange and Calder Valley
			Manchester Victoria – Leeds via Calder Valley and Bradford Interchange
			Leeds – Carlisle via S&C
			Up Sleeper services via the ECML
			Low Fell Mail Terminal – Willesden PRDC Mail Train
	9		Newcastle – Liverpool Lime Street via York and Huddersfield
N	1		London King's Cross – Newcastle
			London King's Cross – York (terminators)
			London King's Cross – Sunderland
			London King's Cross – Middlesbrough
			York – Middlesbrough
			Newcastle – Carlisle
			Carlisle – Newcastle fast
			Saltburn – Middlesbrough – Newcastle – Carlisle via Darlington and ECML
			Stansted Airport – Leicester – Birmingham New Street
			Leeds to/from Sheffield (via Bolton-Upon-Deane)
			Leeds – Sheffield via Wakefield Westgate fast
			Saltburn – Darlington – Newcastle via ECML
		50	Down ECML Charter Path
	2		Leeds – Sheffield via Wakefield Westgate
			Newcastle – Hexham/Carlisle

Headcodes / TID list			
Second Character	Train Class	Third and Fourth Number	Route and/or Destination
	9		Edinburgh - Newcastle
O	1		Newcastle – Southampton Central / Guildford
P	1	00-78	London King's Cross – Peterborough semi-fast services
		01-79	Peterborough – London King's Cross semi-fast services
		01-09	TPE Manchester Airport – York overnight services
		02-10	TPE York – Manchester Airport overnight services
		11-49	Manchester Victoria – Scarborough via Leeds
		12-50	Scarborough – Manchester Victoria via Leeds
		51-99	Manchester Airport – Leeds - Saltburn via Manchester Victoria
		52-98	Saltburn – Leeds – Manchester Airport via Manchester Victoria
		80-98	London King's Cross – Peterborough fast services (maximum of four stops)
		81-99	Peterborough – London King's Cross fast services (maximum of four stops)
	2		King's Cross to Peterborough stopping services
			Peterborough to King's Cross stopping services
			Doncaster – Scunthorpe
			Sheffield - Lincoln
			Leeds – Bradford Forster Square
Q	1		Test Trains
R	1		Norwich – Nottingham – Liverpool Lime Street
			York – Selby – Hull via Church Fenton or ECML
			York – Hull fast
			London King's Cross – Royston semi-fast services
			Royston / Letchworth – London King's Cross semi-fast services
	2		York – Hull – Bridlington
			Sheffield – Doncaster – Adwick
S	1		King's Cross to Royston stopping services via Welwyn Garden City
			King's Cross to Baldock stopping services via Welwyn Garden City
	2		Royston, Baldock or Letchworth to King's Cross stopping services
	9		London King's Cross – Edinburgh Waverley
			Penzance – Plymouth – Birmingham New Street – Edinburgh – Aberdeen
	9		Bradford Forster Square – Skipton
			Sheffield – Manchester via Hope Valley
T	1		Cambridge and Gatwick Airport / Three Bridges / Brighton via London Bridge and Quarry Lines
			Newcastle - Edinburgh
			London King's Cross – Ely – King's Lynn
			King's Lynn – Ely – London King's Cross
		Odd	York - Scarborough
		Even	Scarborough - York
	2		Grosmont – Whitby NYMR
			Whitby – Grosmont NYMR
			Leeds – York via Micklefield

Headcodes / TID list			
Second Character	Train Class	Third and Fourth Number	Route and/or Destination
			Newcastle – Ashington
U	1		Manchester Piccadilly – Leeds – Scarborough via Guide Bridge
			Scarborough – Leeds – Manchester Piccadilly via Guide Bridge
	2	Odd	Manchester Piccadilly – York via Huddersfield and Wakefield Kirkgate
	2	Odd	Manchester Piccadilly – Leeds via Huddersfield and Dewsbury
	2	Even	York – Manchester Piccadilly via Wakefield Kirkgate and Huddersfield
	2	Even	Leeds – Manchester Piccadilly via Dewsbury and Huddersfield
V	1		Aberdeen – Edinburgh – Birmingham New Street – Plymouth – Penzance
			Newcastle – Reading
	2		Leeds - Ilkley
		00-88	Moorgate to Welwyn Garden City via SL calling at all stations
		01-89	Welwyn Garden City to Moorgate via SL1 calling at all stations
		90-98	Moorgate or King's Cross to Welwyn Garden City via SL not calling at Harringay and Hornsey
		91-99	Welwyn Garden City to Moorgate via SL1 not calling at Hornsey and Harringay
W	1		Sheffield – Hull – Bridlington via Goole (this direction only)
	2		Hull – Bridlington
			Leeds – Huddersfield via Bradford Interchange
			Newcastle – Middlesbrough – Nunthorpe
		80-98	Moorgate or King's Cross to Alexandra Palace via SL2
		81-99	Alexandra Palace to Moorgate or King's Cross via SL2
	9	90-99	Peterborough and Horsham via Hertford Loop, Streatham and Redhill
X	1		Not used
Y	1		York (starters) – London King's Cross
			Newcastle (starters) – London King's Cross
			Middlesbrough – London King's Cross
			Berwick Upon Tweed – London King's Cross
			Leeds – Barnsley – Sheffield – Nottingham
			Nottingham – Sheffield – Barnsley – Leeds
	2		Morecambe – Leeds
			York – Sheffield via Pontefract
		00-98	King's Cross to Welwyn Garden City (includes Thameslink services)
		01-99	Welwyn Garden City to King's Cross (includes Thameslink services)
	9		Welwyn Garden City / Blackfriars and Sevenoaks via Catford and Swanley
Z	1		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, systems will not accept this; there must be a separate entry for Sundays
Suffixes	
O	Adding this indicates that the train will run only on that day or those days shown
X	Adding this indicates that the train will not run on that day or those days shown
General	
BHX	Denotes that this train does not run on a bank holiday

Where specific dates are shown in the TPR document they will always be in the format dd/mm/yyyy.

1.3.3 Traction and Rolling Stock

Abbreviation	Description
15x	DMU classes 150/155/156
153	Class 153 DMU / Class 153 VIU (Visual Inspection Unit)
158	Class 158 DMU
170	Class 170 DMU
180	Class 180 DMU
22x	DEMU classes 220/221/222
379	Class 379 (timed as 387/100)
387	Class 387
700	Class 700
717	Class 717
755	Class 755 Bi-Mode
80x	Class 800, 801 and 802 multiple units in 5, 9 or 10-car formation; and Class 803 multiple units in a 5-car formation
91	Class 91 and 7 coaches and DVT
DMU	Any diesel multiple unit (excluding classes 220/221/222)
EMU	Any electric multiple unit
ECS	Empty Coaching Stock includes empty diesel and electric multiple units.
HST	Trains consisting of two Class 43 power cars and Mk 3 passenger vehicles
IMT	Infrastructure Monitoring Train (UTU – Ultrasonic Test Unit, PLPR – Plain Line Pattern Recognition train, and TRU – Track Recording Unit)
LH	A passenger or parcels train hauled or propelled by one or more locomotives
LHCV	Locomotive hauled coaching vehicles
NMT	New Measurement Train (2x Class 43 power cars and 5 trailers)
RHTT	Railhead Treatment Train

1.3.4 Line Codes

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

Abbreviation	Description
A/D	Arrival/Departure Line
AL	Avoiding Line
BS	Leeds Line B
CHC	Copley Hill Chord
CL	Carriage Line
DBH	Down Barrow Hill
DBP	Down Back Platform at Welwyn Garden City
DCF	Down Royston Flyover
DCT	Down Canal Tunnel
DF or DFL	Down Fast Line
DG	Two-way Goods No.2
DGL	Down Goods Line
DH	Down Harrogate
DHF	Down Huddersfield Fast
DHL	Down Hendon Line
DHM	Down Hull Main
DHS	Down Huddersfield Slow
DL	Down Line
DM	Down March
DM	Down Midland – Engine Shed Jn or Leeds West Jn LN872
DM or DML	Down Main Line
DN	Leeds Line D – non-preferred route for ARS
DPV	Down Passenger Loop
DS or DSL	Down Slow Line
DSG	Down Scunthorpe Goods
DSM	Down Saltmarshe
DSN	Down Sunderland
DUG	Down and Up Goods
E	E line between King's Cross and Belle Isle Jn E line between Whitehall Jn and Leeds E line between Mill Lane Jn and Bradford Interchange
ESL	East Slow Line
F	F line between King's Cross and Belle Isle Jn F line between Leeds West Jn and Leeds
FL	Fast Line – can be numbered e.g. FL1
GL	Goods Line
LSL	Leeds Line
M	M line between Mill Lane Jn and Bradford Interchange
MI	March Independent
ML	Main Line
NDS	Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Down Slow Line to King Edward Bridge North Jn
NM	Up Slow Line from Newcastle Platform 7 to Newcastle South Jn., then Up Fast Line to King Edward Bridge North Jn
NNL	Normanton Line
NS	Up Slow Line from Newcastle Platform 7 to King Edward Bridge North Jn
S	Leeds departures from platforms 11A/B to the east routed via platforms 11C/D
SDA	South Down Arrival
SHL	Shunt Line
SL	Slow Line

Abbreviation	Description
SGL	Staveley Goods Line
SL1	Slow Line 1
SL2	Slow Line 2
SUD	South Up Departure
TL	Through Line
TS	Thorne Slow
UB	Up Bradford
UBH	Up Barrow Hill
UCT	Up Canal Tunnel
UD	Up Doncaster
UGL	Up Goods Loop
UH	Up Harrogate
UHF	Up Huddersfield Fast
UHM	Up Hull Main
UHS	Up Huddersfield Slow
UL	Up Line
UM	Up March
UM	Up Midland – Leeds West Jn
UM or UML	Up Main Line
UPV	Up Passenger Loop
US see below	Up Shipley/Up Sidings
USG	Up Scunthorpe Goods
USL	Up Slow Line
USN	Up Sunderland
UWC	Up Whitehall Curve
UWF	Up Welwyn Flyover
W	W line between Mill Lane Jn and Bradford Interchange
WL	Werrington Line
WSL	West Slow Line

1.3.5 Activity and Other Codes

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

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

2 Route Description

2.1 Planning Geography

Network Rail maintains the planning geography and issues it to Timetable Participants using the BPlan system. BPlan data is to be regarded as the master geography and it is the responsibility of 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 e.g. *SW100* are only for reference purposes.

In the tables below, the following codes apply:

F	All freight trains are timed here
P	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

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>King's Cross</u>	A B C C X D E F F X			Platform detail must be shown See Appendix A for supplementary diagrams for routings with X suffix
King's Cross Gasworks Tunnel Reversing Signals	A B C D E F	A B C D E E X F	S	
<u>Belle Isle Jn</u>	SL FL	A B C D E E X F D C T U C T		<i>To/from St Pancras Low Level – Please refer to East Midlands Timetable Planning rules LN3214</i>
Copenhagen Jn	SL	–	X	<i>To/from York Way North Jn – LN115</i>
Copenhagen Jn Signal YA2070		–	S	
<u>Holloway South Jn</u>	FL SL GL	FL SL		
Holloway South Signal K326		SL2	S	
<i>Finsbury Park Jn</i>				For timing purposes this location is shown as Finsbury Park <i>To/from Drayton Park – LN105</i> <i>To/from Highbury Vale Jn – LN110</i>
<u>Finsbury Park</u>	FL SL SL2	FL SL1 SL2		Platform detail must be shown
Finsbury Park Signal K68		FL	S	Timing point for shunts on Down Fast and between Down Fast and Up Fast
<i>Harringay Jn</i>				<i>To/from Harringay Park Jn – LN165</i>
Harringay Up Reversing Sidings	–		S	
Harringay Signal K85		–	S	Timing point for trains reversing to/from flyover or Hornsey EMUD
Harringay Signal K81		–	S	Timing point for trains reversing to/from flyover or Hornsey EMUD
Harringay	SL SL2	SL1 SL2		Platform detail must be shown. Does not apply to trains on SL2 Timing point for stopping trains and all trains on the Up Slow lines and Down Slow 2
Harringay Signal K422		SL2	S	
Ferne Park Shunt Neck	–	–	S	For shunt moves to/from Ferne Park Carriage Sidings
Ferne Park Reception	CL SL2	SL2	S	
Hornsey EMU Down Reversing Sidings		– SL2		TIPLOC HRNSDRS Siding detail must be shown
Hornsey Signal K440		– SL2	S	Timing point for Up direction trains on Down Slow No.2 and for reversals. To note trains from flyover passing Hornsey on SL2 will be at a similar location. TIPLOC HRNS440
Hornsey EMUD	US2	–	S	
Hornsey	SL SL2	SL1 SL2	S X	Timing point for trains coming off the flyover heading towards Alexandra Palace To note trains reversing at Hornsey Signal K440 on SL2 will be at a similar location.
Hornsey Signal K453	SL2		S	
Hornsey Signal K451	CL		S	

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wood Green South Jn</i>				
Alexandra Palace	FL SL	FL SL1 SL2 CL		Platform details must be shown for stopping trains and all trains through platforms
<i>Wood Green North Jn</i>				<i>To/from Hertford North – LN120</i>
Bounds Green TRSMD		–	S	
New Southgate	FL SL	FL SL	S X	
Oakleigh Park	FL SL	FL SL	S	
New Barnet Signal K133	–		S	Timing point on Up Slow for shunt to Platforms 1, 3 or 4
New Barnet	FL SL	FL SL		Platform detail must be shown. Timing point for all trains on the Slow lines and for crossing movements between Fast and Slow lines
Hadley Wood	FL SL	FL SL	S	
Potters Bar Signal K141	–		S	Timing point on Up Slow for shunt to Platforms 1 or 4
Potters Bar	FL SL	FL SL		Platform detail must be shown
Potters Bar Signal K146		–	S	
Potters Bar Signal K148		–	S	
Brookmans Park	FL SL	FL SL	S	
Welham Green	SL	SL	S	
Marshmoor		FL	X	
Hatfield	FL SL	FL SL		Platform detail must be shown. Timing point for all trains on the Slow lines and for crossing movements between Fast and Slow lines
Welwyn Reversing Siding	–		S	
Welwyn Garden City Signal YB2010		–	S	Regulating point for trains from Welwyn Flyover joining Up Slow
Welwyn Garden City Signal YB1021	–		S	Timing point for reversals on Welwyn Reversing Line/Welwyn Flyover
Welwyn Garden City	FL SL	FL SL UWF		Platform detail must be shown for stopping trains and non-stop via platforms
Welwyn Up Yard	FL SL	SL	S	For planning purposes this location is parallel to Welwyn Garden City
Welwyn Garden City Signal YB2040		–	S	Timing point for shunts from Welwyn Garden City TIPLOC WLWY040
Welwyn EMU Sidings		–	S	TIPLOC WLWYCS
Welwyn Garden City Signal YB2044		–	S	Timing point for reversals on Down Slow Line. TIPLOC WLWY044
Welwyn Garden City Signal YB2042		–	S	Timing point for reversals on Down Fast Line. TIPLOC WLWY042
Welwyn Garden City Signal YB2046		–	S	Regulating point for trains on Up Slow approaching Welwyn Garden City
Digswell	FL	FL SL		
Welwyn North	FL	FL	S	
Woolmer Green Jn	FL SL	FL		
Knebworth	FL SL	FL SL	S	
Langley Jn	SL DL –	UL DL		<i>To/from Hertford North – LN120</i> Timing point for all trains running to/from Langley South Jn and moves to Langley Stone Terminal

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Langley Stone Terminal		–	S	
<u>Stevenage</u>	FL SL	FL SL DSL DL		Platform detail must be shown
Stevenage Signal YB2340		FL SL	S	Timing point for ECS reversal on Down Fast Line. TIPLOC STEV340
<i>Hitchin South Jn</i>				
Hitchin Signal YB1491	–		S	TIPLOC HITC491 For Up trains propelling into Hitchin Up Sidings
Hitchin Up Sidings	–	FL SL	S	
<u>Hitchin</u>	FL SL DCF –	FL SL		Platform details must be shown for stopping trains and non-stop via platforms. Trains running via Down Fast through Hitchin to be shown as platform “DFL”.
Hitchin Up Yard	–	–	S	
<i>Cambridge Jn</i>				<i>To/from Letchworth Garden City – LN125</i>
Hitchin Down Yard	SL DCF		S	
Hitchin Signal YB2536		SL –	S	Timing point on Down Slow Line for access to Hitchin Down Yard. TIPLOC HITC536
<i>Hitchin North Jn</i>				<i>To Letchworth Garden City via Down Royston Flyover – LN126</i>
Cadwell		FL	X	Timing point for trains crossing to Fast Line. TIPLOC ARLSCAD
Arlesey	SL	SL	S	
Biggleswade Signal K235	FL SL		S	Reversing point on Up Slow
Biggleswade Plasmor		–	S	
<u>Biggleswade</u>	FL SL	FL SL		Platform details must be shown
<u>Sandy</u>	FL SL	FL SL		Platform details must be shown for stopping trains and non-stop via platforms
St Neots	FL SL	FL SL	S X	Platform detail must be shown for trains calling at St Neots DSL to UFL and DFL to USL or UFL moves not permitted at St Neots
Huntington Signal P33	–		S	Timing point for trains shunting on Up Slow between Platforms 1 and 2
<u>Huntingdon</u>	FL SL	FL SL		Platform details must be shown for stopping trains and all trains through platforms
Huntingdon Down Sidings	FL SL		S	
<i>Huntingdon North Jn</i>				
Huntingdon Signal P38		–	S	Timing point for trains reversing on the Down Slow at Huntingdon North Jn to access Huntingdon Down Sidings
Huntingdon Signal P40		FL SL	S	Timing point for trains reversing on the Down Fast at Huntingdon North Jn
<i>Woodwalton Jn</i>				
Conington Loop (Signal P378)		FL	S	
Conington South Jn	SL	FL SL		Timing point for all Up trains and for Down direction movements form Conington Loop

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Holme Jn	FL			Timing point for all Down trains
Fletton Jn	FL SL	FL –		<i>To/from Nene Valley Railway</i>
Nene Carriage Sidings	–		S	
<i>Crescent Jn</i>				<i>To/from Peterborough East Jn – LN135</i>
<u>Peterborough</u>	FL SL USL –	FL SL UM MI DM GL DSL –		Platform detail must be shown
Peterborough LIP	SHL	–	S	
<i>Spital Jn</i>				
Spital Jn South (Signals P458/P79)	SDA SUD SHL –	–	X	Line code SDA/SUD/SHL to Eastfield Jn Blank '–' line code to Spital Sidings
Peterborough Signal P78		–	S	Reversing point on Down Fast
Peterborough Signal P76		–	S	Reversing point on Down Slow
Peterborough Washer Road	–		S	TIPLOC PBROWSR Accessible only from Spital Sidings
Peterborough Spital Sidings	–	–	S	Thameslink Stabling Sidings
Peterborough Westwood Sidings	GL		S	
Peterborough Signal P84		SUD	S	TIPLOC PBRO84 For GTR Empty Stock Reversals
<i>Eastfield SB</i>				For timing purposes this location is shown as Peterborough Eastfield Jn
Peterborough Eastfield Jn	– GL	SDA SUD SHL	X	Timing point for all trains not on Fast, Slow or Stamford lines.
Peterborough Eastfield Signal E44		–	S	Reversing movement
Peterborough West Yard		–	S	
Peterborough Maintenance Shed		–	S	
Peterborough North Yard	–	–	S	
New England North	– FL SL	FL SL GL	X	
Marholm Jn	SL WL	–		<i>To/from Glinton Jn – LN145 via Werrington Lines</i> Timing point for all trains on the Stamford Lines
Werrington Jn	–	SL	X	<i>To/from Glinton Jn – LN170</i>
Helpston Jn	–	–		<i>To/from Uffington LN147</i> Timing point for all trains on the Stamford Lines
<i>Tallington Crossovers</i>				<i>For train planning purposes this location is shown as Tallington Jn</i>
<u>Tallington Jn</u>	FL SL	FL SL		
Tallington Private Sidings		–	S	
<u>Stoke Jn</u>	–	FL SL		
Highdyke Jn		–	X	
<i>Grantham South Jn</i>				For timing purposes this location is shown as Grantham Shunt Signal D1281/D1283

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN				
TIMING POINT	DOWN	UP	CODE	NOTES
Grantham Shunt Signal D1281	–		S	Timing point for shunt moves from Up Fast to Down Fast, Down Slow, Down Goods, or Platform 1 at Grantham
Grantham Shunt Signal D1283	–		S	Timing point for shunt moves from Up Slow to Down Fast, Down Slow, Down Goods, to/from Grantham Up Sidings, or Platform 1 at Grantham
Grantham Up Sidings		SL	S	TIPLOC GTHMUSG
Grantham	–	– SL		Platform detail must be shown
Nottingham Branch Jn	–	–		Timing point for trains on Down/Up Slow <i>To/from Allington West Jn – LN195</i>
<i>Grantham North Jn</i>				
Claypole Loops	–	–		
<i>Newark South Jn</i>				
Newark North Gate	–	–		Platform detail must be shown
Newark Signal D83	–		S	Regulating point at Newark Crossing South Jn for trains to Newark Crossing East Jn
<i>Newark Crossing South Jn</i>				<i>To/from Newark Crossing East Jn – LN210</i>
Newark Flat Crossing	– DPL	–		
Carlton Loops	–	–		<i>For train planning purposes, this location is known as Carlton On Trent Loop</i>
Retford Signal D1341	–		S	P1 to P2 shunt/access to Worksop line
Retford	– SL	– UPL		Platform detail must be shown for stopping trains and non-stopping via platform lines
<i>Retford Western Jn</i>				<i>To/from Thrumpton West Jn – LN748</i>
Retford Signal D156		–	S	
Babworth Loop	–		S	Bi-directional loop, down slow after Retford
Ranskill Loops	–	–	S	
Loversall Carr Jn	WSL –	–		<i>To/from Flyover West Jn – LN160</i>
<i>Loversall Jn</i>				<i>From Flyover East Jn – LN155</i>
Black Carr Jn	ESL	ESL –		Timing point for all trains on the East Slow Line <i>To/from Bessacarr Jn – LN220</i>
Potteric Carr Jn	– ESL	ESL –		Timing point for all trains on the East Slow Line <i>To/from Low Ellers Curve Jn – LN764</i>
Doncaster Railport		–	S	
Doncaster Up Decoy	ESL	–	S	
Doncaster Sig D254		ESL	S	Crew relief point on Up East Slow
Decoy North Jn	DFL DS1 DS2 DR –		X	<i>To/from Decoy South Jn – LN150</i>
Doncaster Signal D249	–		S	
Doncaster Belmont Down Yard	–	–	S	
Doncaster Carr IEP Depot	–		S	
Sand Bank Jn	–	–	X	For access to/from Doncaster Carr IEP Depot
Bridge Jn	–	–		<i>To/from St James Jn – LN832</i> Timing point for all trains on the West Slow line
<i>South Yorkshire Jn</i>				<i>To/from Hexthorpe Jn – LN826</i>

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Doncaster</u>	–	– ESL		Platform detail must be shown
Doncaster West Yard	–	–	S	
<i>Doncaster North Jn</i>				
Marshgate Jn	–	–	S	<i>To/from Adwick – LN836</i> <i>To/from Bentley Jn – LN752</i>
Doncaster Signal D300		SL TS	X	Timing point for all trains crossing to the Up Slow or Thorne Lines at 2481pts
Arksey Down Passenger Loop	–		S	
<u>Shaftholme Jn</u>	–	–		<i>To/from Temple Hirst Jn – LN600</i> <i>To/from Haywood Jn – LN889</i>

LN105 MOORGATE TO FINSBURY PARK JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Moorgate</u>	–			Platform details must be shown
Old Street	–	–	S	
Essex Road	–	–	S	
Highbury and Islington	–	–	S	Platform detail must be shown
<u>Drayton Park</u>	–	–		All trains must stop for DC/AC change over
<i>Finsbury Park Jn</i>				For timing purposes this location is shown as Finsbury Park
<u>Finsbury Park</u>	FL SL SL2	–		<i>To/from Alexandra Palace – LN101</i>

LN110 CANONBURY WEST JN TO FINSBURY PARK JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Canonbury West Jn</u>	–	–		<i>To/from Navarino Road Jn – Refer to Anglia Timetable Planning Rules – EA1320</i>
<i>Route Boundary; Anglia/East Coast</i>				3 miles 20 chains
<u>Highbury Vale Jn</u>	–	–		
<i>Finsbury Park Jn</i>				For timing purposes this location is shown as Finsbury Park
Finsbury Park Signal K381	GL		S	Regulating point for trains on the Down Goods approaching Finsbury Park
<u>Finsbury Park</u>	SL SL2	–		<i>To/from Alexandra Palace – LN101</i>

LN115 COPENHAGEN JN TO CAMDEN ROAD CENTRAL JN

TIMING POINT	DOWN	UP	CODE	NOTES
Copenhagen Jn	–	SL	X	<i>To/From Holloway South Jn – LN101</i>
<u>York Way North Jn</u>	–	–		<i>To/from Silo Curve Jn – Refer to Kent Timetable Planning Rules - SO410A</i>
<i>Route Boundary: East Coast/Anglia</i>				<i>0 miles 20 chains</i>
<i>Camden Road Incline Jn</i>	–	–		<i>To/from Cedar Jn – Refer to Kent Timetable Planning Rules - SO420</i>
Camden Road Central Jn	–	–	X	<i>To/from Camden Road (West) Jn – Refer to Anglia Timetable Planning Rules – EA1320</i>

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

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wood Green North Jn</i>				<i>To/from King's Cross – LN101</i>
Alexandra Palace Signal K476		SL1 SL2	S	
Bounds Green T&RSMD		–	S	
<u>Bowes Park</u>	–	–		Platform detail must be shown
Bowes Park Reversing Siding		–	S	
Palmers Green	–	–	S	
Winchmore Hill	–	–	S	
Grange Park	–	–	S	
Enfield Chase	–	–	S	
<u>Gordon Hill</u>	–	–		Platform details must be shown
Crews Hill	–	–	S	
Cuffley	–	–	S	
Ponsbourne Tunnel Signal K891	–			Timing point for all trains in Down direction TIPLOC BAYF891
Ponsbourne Tunnel Signal K894		–		Timing point for all trains in Up direction TIPLOC BAYF894
Bayford	–	–	S	
Hertford North CHS	–	–	S	Sidings 1-4
Hertford North DCS	–	–	S	
<u>Hertford North</u>	DL UL	–		Platform details must be shown
<u>Molewood Jn</u>	DL UL	UL DL		
Watton-at-Stone	DL UL	UL	S	
<u>Bragbury Jn</u>	DL UL	UL		Trains reversing at Signal WL1970 to be timed at Bragbury Jn.
Langley Jn Signal WL1971	DL		S	TIPLOC LNGY971
<u>Langley South Jn</u>	DL	UL DL		
Langley Jn Signal WL1974		DL	S	TIPLOC LNGY974
Langley Jn	SL DL	UL DL		<i>To/from Stevenage – LN101</i> Timing point for all trains running to/from Langley South Jn

LN125 HITCHIN CAMBRIDGE JN TO ROYSTON (INCLUSIVE)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Cambridge Jn</i>				<i>To/from Hitchin – LN101</i>
Hitchin Signal YB4202		–	S	Reversing point on Down Royston. TIPLOC HITC202
Hitchin Up Yard	–	–	S	
Hitchin Signal YB4242		–	S	Regulating point on Up Royston for trains joining the ECML TIPLOC HITC242
Hitchin Signal YB4244		–	S	Reversing point on Down Royston for access to Hitchin Up Yard TIPLOC HITC244
Hitchin Signal YB3283	–		S	Protecting signal for Hitchin East Jn TIPLOC HITC283
<i>Hitchin East Jn</i>				<i>From Hitchin via Down Royston Flyover – LN126</i>
<u>Letchworth Garden City</u>	–	–		Platform detail must be shown
Letchworth CSD	–	–	S	Trains into Letchworth CSD to/from the station must run via Letchworth A/D Line and reverse at Letchworth CS Reception
Letchworth A/D Line	–	–	S	
Letchworth CS Reception	–	–	S X	
Baldock Signal K242		–	S	
<u>Baldock</u>	–	–		Platform detail must be shown
Ashwell and Morden	–	–	S	
Royston Signal K245	–		S	Timing point on Up Royston for trains shunting between platforms at Royston or to Royston Down Sidings
<i>Royston Down Sidings</i>				For timing purposes this location is shown as Royston Loop
Royston Loop	–	–	S	
<u>Royston</u>	–	–		Platform details must be shown <i>To/from Foxton – Refer to Anglia Timetable Planning Rules - EA1230</i>
<i>Route Boundary: London North Eastern/Anglia</i>				<i>45 miles 60 chains</i>

LN126 HITCHIN NORTH JN TO HITCHIN EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Hitchin North Jn</i>				<i>From Hitchin via Down Royston Flyover – LN101</i>
Hitchin Signal YB3321	–		S	Protecting signal for Hitchin East Jn TIPLOC HITC321
<i>Hitchin East Jn</i>				<i>To Letchworth Garden City –LN125</i>

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>King's Dyke</u>	–	–		<i>To/from Whittlesea – Refer to Anglia Timetable Planning Rules – EA1560</i>
<i>Route Boundary: Anglia/East Coast</i>				<i>98 miles 40 chains</i>
<u>Peterborough East Jn</u>	DM MI UM GL	–		
Peterborough Signal P434		MI	S	Timing point for regulation on the March Independent.
<i>Crescent Jn</i>				<i>To/from Peterborough – LN101</i>

LN145 MARHOLM JN TO GLINTON JN

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

LN147 HELPSTON JN TO UFFINGTON

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

LN150 FLYOVER EAST JN TO DECOY NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Flyover East Jn</i>				<i>To/from Gainsborough Trent Jn – LN170 To Loversall Jn – LN155. Only accessible in the Up direction from the Down Lincoln</i>
<i>Flyover West Jn</i>				<i>To/from Loversall Carr Jn – LN160</i>
<u>Decoy South Jn</u>	–	– DLF		<i>To/from St Catherines Jn – LN762</i>
Doncaster Down Decoy	–	–	S	
Doncaster RMT	–	–	S	
Down Decoy Reception 5/Back Road	–	–	S	TIPLOC – DONCDD5 Timing Point for runrounds that exceed the length of Down Decoy. Loco detached on Back Road and then runs round train following reversal in Belmont Yard Receptions.
<u>Decoy North Jn</u>	DFL DS1 DS2 DR –	–		Timing point for all trains on Down Slow Lines

LN155 FLYOVER EAST JN TO LOVERSALL JN (UP LOVERSALL CURVE)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Flyover East Jn</i>				<i>From Flyover West Jn – LN150. Line is Up direction only</i>
<i>Loversall Jn</i>				<i>To Loversall Carr Jn – LN101</i>

LN160 LOVERSALL CARR JN TO FLYOVER WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Loversall Carr Jn</u>	–			<i>From Retford – LN101</i>
Rossington Colliery Jn	–	–	X	<i>To/from Rossington Colliery – LN235</i>
<i>Flyover West Jn</i>				<i>To/from Decoy North Jn – LN150</i>

LN165 HARRINGAY PARK JN TO HARRINGAY JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Harringay Park Jn</u>	–	–		<i>To/from Upper Holloway – Refer to Anglia Timetable Planning Rules - EA1370</i>
<i>Route Boundary: Anglia/East Coast</i>				<i>0 miles 14 chains</i>
<i>Harringay Jn</i>				<i>To/from Hornsey – LN101</i>

LN220 BESSACARR JN TO BLACK CARR JN

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

LN235 ROSSINGTON COLLIERY BRANCH

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

LN600 SHAFTHOLME JN TO RESTON GSP

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Shaftholme Jn</u>	–	–		<i>To/from Doncaster – LN101 To/from Haywood Jn – LN889</i>
Joan Croft Jn	–	–	X	<i>To/from Applehurst Jn – LN844</i>
Doncaster Signal D866		–	S	<i>For trains that reverse to propel into Heck Plasmor PS</i>
Heck Plasmor PS		–	S	
<u>Temple Hirst Jn</u>	–	–		<i>To/from Selby – LN910</i>
Hambleton South Jn	–	–	X	<i>To/from Hambleton West Jn – LN904</i>
<u>Hambleton North Jn</u>	–	–		<i>To/from Hambleton East Jn – LN906</i>

LN600 SHAFTHOLME JN TO RESTON GSP				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Colton Jn</u>	– LSL>NNL	– LSL>NNL		Trains to/from Hambleton Jn to be '–' (blank line) unless crossing. Trains to/from Church Fenton to be LSL or NNL <i>To/from Church Fenton – LN854</i>
Colton North Jn	LSL	NNL	X	
Down and Up Holgate Goods Loop	–	LSL	S	TIPLOC YORKHLG
York Holgate Sidings	–	LSL	S	TIPLOC YORKHLS TIPLOC YORKFHH TIPLOC YORKGBF
<i>Holgate Jn</i>				<i>To/from York Yard South Jn – LN618</i>
York Signal Y623	–		S	Shunt signal on the Up Main
York Parcels Sidings		–	S	TIPLOC YORKPSG
<u>York</u>	–	LSL>NNL		Platform detail must be shown
York Signal Y656		–	S	
York NRM	–		S	
York TPE Depot		–	S	
<u>Skelton Jn</u>	FL SL	– DL SL		DL only to be used in Up direction for trains from Poppleton or Slow lines <i>To/from Poppleton – LN838</i> <i>To/from York Yard South Jn – LN618</i>
Skelton Bridge Jn	FL SL	FL SL	X	
<u>Tollerton</u>	FL SL	FL SL		
<u>Thirsk</u>	FL SL	FL SL		Platform detail must be shown for all trains on SL
Thirsk Sidings	FL SL		S	
Thirsk Signal Y686		–	S	
<u>Longlands Jn</u>	–	SL		Required for trains on the Down Slow line and for trains to/from Boroughbridge Road LC <i>To/from Boroughbridge Road LC – LN627</i>
<u>Northallerton</u>	–	– FL SL		
Northallerton Up Sidings		–	S	
<i>Northallerton High Jn</i>				<i>To/from Northallerton East Jn – LN626</i>
Northallerton Reversing Line		–	S	<i>To/from Castle Hills – LN624</i>
East Cowton Crossovers	–	–	S X	Timing point for trains using crossovers to reverse. TIPLOC DLTNECX
Darlington Down Loop	–		S	
Darlington Signal 917	–		S	Shunt moves TIPLOC DLTN917 Located on Down Main
Darlington Signal 919	–		S	Shunt moves TIPLOC DLTN919 Located on Up Main
<i>Darlington South Jn</i>				<i>To/from Dinsdale – LN631</i>
<u>Darlington</u>	–	–		Platform or Loop detail must be shown
Darlington Down Sidings	–		S	
Darlington Up Loop		–	S	TIPLOC DLTNUPL
Darlington Up Sidings	–	–	S	
Darlington Signal 884		–	S	TIPLOC DLTN884 (TBC)
<i>Darlington North Jn</i>				<i>To/from Heighington – LN678</i>

LN600 SHAFTHOLME JN TO RESTON GSP				
TIMING POINT	DOWN	UP	CODE	NOTES
Darlington Signal 866		–	S	TIPLOC DLTN866 <i>Located on Up Main</i>
Darlington Signal 864		–	S	TIPLOC DLTN864 <i>Located on Down Main</i>
<u>Ferryhill South Jn</u>	– SL	–		<i>To/from Norton West Jn – LN646</i>
Ferryhill Old Yard T.C.	–	–	S	
Ferryhill Up Goods Loop	–	–	S	
Thrislington	–	–	S	
<i>Kelloe Access Line Jn</i>				
<u>Tursdale Jn</u>	–	– SL		
<u>Durham</u>	–	–		
Durham Down Siding	–		S	
Durham Signal T358		–	S	Timing point for trains recessed in Durham Up Loop
Durham Signal T364		–	S	Reversal point on the Down Slow
Durham Signal T357	–		S	Regulating point on the Down Slow
Durham Signal T356		–	S	Reversal point on the Down Main
Chester-le-Street	–	–	S	
<u>Birtley Jn</u>	– SL	–		
Tyne Yard Signal T176		–	S	
Tyne S.S.	–	–	S	
Tyne Yard Signal T193	–		S	
<u>Low Fell Jn</u>	–	– SL	X	Timing point for all trains on the Slow Line <i>To/from Norwood Jn – LN684</i>
<u>King Edward Bridge South Jn</u>	– SL UML	–		<i>To/from Norwood Jn – LN682</i> <i>To/from King Edward Bridge East Jn – LN676</i>
King Edward Bridge North Jn		– SL		Slow line only <i>To/from King Edward Bridge East Jn – LN620</i>
<i>Newcastle South Jn</i>				
<i>Newcastle West Jn</i>				<i>To/from Forth Banks – LN622</i>
<u>Newcastle</u>	– ML SL UML	– SL DSL ML DML USN DSN 8SL 8DS 8ML		Platform detail must be shown Standard line designations Line codes apply between Newcastle and High Level Bridge Jn. These line designations only to be used when departing from Platform 7 via Platform 8
<i>Newcastle East Jn</i>				<i>To/from High Level Bridge Jn – LN627</i>
Manors	– ML	ML SL	S	Services travelling on the Down Slow from Newcastle platforms 5 to 8 and stopping at Manors must use the following route codes: Newcastle to Manors – SL Manors to Heaton South Jn – ML Platform detail must be shown
<u>Heaton South Jn</u>	– GL	– ML SL		
Heaton T&RSMD		–	S	
Heaton North Jn	–	– GL	X	

LN600 SHAFTHOLME JN TO RESTON GSP

TIMING POINT	DOWN	UP	CODE	NOTES
Benton North Jn	–	–		<i>To/from Benton East Jn – LN694</i>
Cramlington	–	–	S	
Morpeth	– SL	–		Platform detail must be shown
<i>Morpeth Jn</i>				For timing purposes this location is shown as Morpeth <i>To/from Hepscott Jn – LN696</i>
Morpeth Up Passenger Loop		–	S	
Morpeth North Jn	–		X	<i>To/from Hepscott Jn – LN694</i>
Pegswood	–	–	S	
Butterwell Jn	–	–	X	<i>To/from Butterwell – LN700</i>
Widdrington	–	–	S	
Chevington Down Siding	–		S	Accessed from the Down Loop
Chevington Loops	–	–	S	
Chevington Crossovers	–	–	S X	Timing point for movements shunting via loops or to/from Chevington Down Siding
Acklington	–	–	S	
Wooden Gate Jn	–	–	S	
Alnmouth for Alnwick	–	–		
Chathill APCO	–	–		For 80x services that are changing power for the Marshall Meadows feeder area
Chathill	–	–	S	
Belford	–	–		
Crag Mill Loops	–	–	S	
Tweedmouth FD		–	S	
Berwick upon Tweed	–	–		Platform detail must be shown
Berwick Goods Loops	–	–	S	
<i>Region Boundary: Eastern/Scotland</i>				<i>69 miles 67 chains</i>
Signal EG403	–			<i>Down trains To Reston – SC147</i>
Signal EG402		–		<i>Up trains From Reston – SC147</i>
<i>Reston GSP</i>				

LN618 HOLGATE JN TO SKELTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Holgate Jn</i>				<i>To/from Colton North Jn – LN600</i>
York Yard South Jn	–	LSL –		Trains to Holgate Sidings/Loop to be – (blank line). Trains to Colton Jn/ Colton North Jn must be LSL.
York GR Shed	–	–	S	TIPLOC YORKFAS
York NRM Annex (Warehouse Yard)	–	–	S	TIPLOC YORKNRA
York Engineers' Yard	–	–	S	TIPLOC YORKEY
York Thrall Europa	–		S	TIPLOC YORKCRW
York Yard North	–	–	S	TIPLOC YORKYN TIPLOC YORKYNF
York Skelton OTM Sidings		–	S	TIPLOC YORKOTM
Skelton Jn	FL SL	SL		<i>To/from Skelton Bridge Jn – LN600</i> <i>To/from Poppleton – LN838</i>

LN620 KING EDWARD BRIDGE EAST JN TO KING EDWARD BRIDGE NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>King Edward Bridge East Jn</u>	–	–		<i>To/from Greensfield Jn via Greensfield Reversible – LN676</i> <i>To/from Park Lane Jn via Gateshead Reversible – LN676</i>
King Edward Bridge North Jn	USL	–		<i>To/from Newcastle – LN600</i>

LN622 FORTH BRANCH

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

LN624 NORTHALLERTON CASTLE HILLS JN TO CASTLE HILLS WEST GF

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

LN626 NORTHALLERTON HIGH JN TO NORTHALLERTON EAST JN

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

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Longlands Jn</u>	–	– SL		<i>To/from Thirsk – LN600</i>
<u>Boroughbridge Road LC</u>	–	–		
<u>Northallerton East Jn</u>	–	–		<i>To/from Northallerton High Jn – LN626</i>
<u>Yarm</u>	–	–		
<i>Eaglescliffe South Jn</i>				<i>To/from Dinsdale – LN631</i>
<u>Eaglescliffe</u>	–	–		
<u>Stockton Cut Jn</u>	–	–		<i>To/from Bowesfield Jn – LN632</i>
<u>Hartburn Jn</u>	–	–		<i>To/from Bowesfield Jn – LN644</i>
Stockton Signal B907	–		S	Reversing point on Up line
Stockton	–	–	P	
<u>Norton South Jn</u>	–	–		<i>To/from Norton West Jn – LN646</i>
Norton East Jn	–	–	X	<i>To/from Norton West Jn – LN648</i>
<u>Billingham Jn</u>	–	–		<i>To/from Belasis Lane – LN652</i>
Billingham	–	–	S	
<u>Greatham SB</u>	–	–		
Hartlepool South Works		–	S	

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

TIMING POINT	DOWN	UP	CODE	NOTES
Seaton Snook Jn	–	–	X	<i>To/from Seaton on Tees Branch – LN656</i>
Seaton Carew	–	–	S X	
<i>Seaton Carew Jn</i>				
Cliff House Up Loop Signal GM7110		–	S	Timing point for trains recessed in the Cliff House Up Loop
Cliff House Down Loop	–		S	
<i>Stranton Jn</i>				
Hartlepool	–	– UGL		Platform detail must be shown
<i>Lancaster Road Jn</i>				<i>To/from Hartlepool Docks</i>
Hartlepool Docks		–	S	
Horden Signal 7137	–			Mandatory in the down direction only
Horden Signal 7148		–		Mandatory in the up direction only
Horden	–	–	S	
Seaham Harbour	–		S	
<i>Dawdon Jn</i>				<i>To/from Seaham Harbour</i>
Seaham Engineering Siding		–	S	
Seaham	–	–		
Ryhope Grange Sidings	–		S	
Ryhope Grange Jn	–	–		<i>To/from Hendon – LN662</i>
Sunderland Signal T6211	–		S	
<i>Sunderland South Jn</i>				<i>To/from South Hylton – LN628</i>
Sunderland	–	– DSH		Platform detail must be shown DSH for trains terminating at Park Lane
St Peter's	–	–	S	
Stadium of Light	–	–	S	
Seaburn	–	–	S	
East Boldon	–	–	S	
East Boldon Up Loop		–	S	
Boldon East Jn	–	–	X	<i>To/from Boldon North Jn – LN666</i>
Brockley Whins	–	–	P	
Boldon West Jn	–	–	F	<i>To/from Boldon North Jn – LN666</i>
Fellgate	–	–	S	
Pelaw Metro Jn	–	–	X	<i>Tyne & Wear Metro Trains only</i> <i>To/from Pelaw South Jn – LN629</i> <i>To/from Pelaw North Jn – LN630</i>
Pelaw Jn	–	–		<i>To/from Jarrow – LN670</i> <i>To/from Wardley – LN672</i>
Pelaw Goods Loop	–	–	S	
Heworth	–	–	S	
Tyneside CFD	–	–	S	
Park Lane Jn	–	–		<i>To/from Greensfield Jn – LN676 (via Greensfield Reversible)</i> <i>To/from King Edward Bridge East Jn – LN676 (via Gateshead Reversible)</i>
High Level Bridge Jn	DSN USN	–		<i>To/from Greensfield Jn – LN674</i>
High Level Bridge Central Jn	–	–		
<i>Newcastle East Jn</i>				<i>To/from Newcastle – LN600</i>

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JN

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

LN629 PELAW METRO JN TO PELAW SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Pelaw Metro Jn	–		X	Down direction only <i>From Boldon West Jn – LN627</i>
<i>Pelaw South Jn</i>				<i>To Tyne & Wear Metro</i>

LN630 PELAW NORTH JN TO PELAW METRO JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Pelaw North Jn</i>				<i>From Tyne & Wear Metro</i>
Pelaw Metro Jn		–	X	Up direction only <i>To Boldon West Jn – LN627</i>

LN631 DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Darlington		–		
<i>Darlington South Jn</i>				<i>To/from Darlington – LN600</i>
Darlington Signal 911	–			TIPLOC DLTN911 Located on Down Dinsdale
Dinsdale	–	–		
Teesside Airport				Station is temporarily out of use. No trains able to call until at least February 2028. STNC G1/2024/EAST/004V
Allens West	–	–	S	
<i>Eaglescliffe South Jn</i>				<i>To/from - Eaglescliffe – LN627</i>

LN632 STOCKTON CUT JN TO SALT BURN

TIMING POINT	DOWN	UP	CODE	NOTES
Stockton Cut Jn	–	–		<i>To/from Eaglescliffe – LN627</i>
Bowesfield Jn	–	–		<i>To/from Hartburn Jn – LN644</i>
Thornaby East Jn	GL	–	X	<i>To/from Goods Line/Tees Yard</i>
Thornaby	–	–		Platform detail must be shown
Thornaby TY198		GL2	S	
Thornaby TY197		–	S	
Thornaby TY194		GL1	S	

LN632 STOCKTON CUT JN TO SALT BURN				
TIMING POINT	DOWN	UP	CODE	NOTES
Tees Network Yard	–	–	S	
Down Staging Sidings	–		S	
Tees Yard Signal Box	GL	GL1 GL2		Timing point for trains using the Goods Lines
Tees Up Sidings		–	S	
Newport East Jn Signal DS6875	–		S	
Newport East Jn Signal DS6877	–		S	Shunt signal on Up Goods 2
Middlesbrough Goods Yard		GL1 GL2	S	Timing location is signal DS6852
<u>Newport East Jn</u>	FL SL	ML GL1 GL2		
Middlesbrough Dock	–		S	
<u>Middlesbrough</u>	FL SL	FL SL		Platform detail must be shown
Middlesbrough Carriage Sidings		–	S	
<i>Guisborough Jn</i>				<i>To Cargo Fleet Road Signal MW6993 – LN634 From Cargo Fleet Road Signal MW6984 – LN634</i>
<u>Whitehouse Jn</u>	–	FL SL		
<i>South Bank Jn</i>				<i>To/from Goods Lines</i>
<u>South Bank</u>	ML GL	–		
Beam Mill Jn	GL	GL	X	<i>To/from Lackenby – LN636</i>
<u>Grangetown SB</u>	ML GL	ML GL	F X	
<i>Grangetown Jn</i>				<i>To/from Goods Line and Main Line</i>
Tees Dock		–	S	
<u>Shell Jn</u>	–	ML GL		<i>To/from Wilton – LN638</i>
Redcar Ore Terminal Jn	–	–	X	
Tod Point Jn	–	–	X	Timing point for all trains to Bulk and mineral terminal
Redcar Bulk Terminal	–	–	S	
Redcar Mineral Terminal	–	–	S	
British Steel Redcar	–	–	S	(Currently out of use)
<u>Redcar Central</u>	–	–		Platform detail must be shown
Redcar Central Down Loop				
Redcar East	–	–	S	
<u>Longbeck</u>	–	–		
Marske	–	–	S	
<u>Saltburn West Jn</u>	–	–		<i>To/from Boulby – LN642</i>
<u>Saltburn</u>		–		Platform detail must be shown

LN634 GUISBOROUGH JN TO WHITBY

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

LN636 BEAM MILL JN TO SLAG ROAD (LACKENBY)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Beam Mill Jn</i>	–	GL	F	<i>To/from Middlesbrough – LN632</i>
Slag Road LC	–	–		NR boundary <i>To/from Lackenby BSC</i>

LN638 GRANGETOWN SHELL JN TO CLEVELAND FREIGHTLINER TERMINAL (WILTON)

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

LN640 ICI WILTON COAL TERMINAL

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

LN642 SALTburn WEST JN TO BOULBY MINE

TIMING POINT	DOWN	UP	CODE	NOTES
Saltburn West Jn	–	–		<i>To/from Longbeck – LN632</i>
Saltburn West Signal L209	–			Timing point for all Down trains
Crag Hall Signal Box	–	–		Token Exchange Point
Skinningrove BSC	–	–	S	
<i>Route Boundary: Network Rail/Cleveland Potash</i>				34 miles 29 chains
Boulby Mine Reception	–	–	S	
Boulby Mine Carlin How	–	–	S	

LN644 HARTburn CURVE

TIMING POINT	DOWN	UP	CODE	NOTES
Hartburn Jn	–	–		<i>To/from Stockton Cut Jn – LN627</i>
Bowesfield Jn	–	–		<i>To/from Thornaby – LN632</i>

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Norton South Jn	–	–		<i>To/from Hartburn Jn – LN627</i>
Norton West Jn	–	–		<i>To/from Norton East Jn – LN648</i>
Morden Signal NF7194		–		Conditional timing point for Up direction
Morden Signal NF7195	–			Conditional timing point for Down direction
Ferryhill South Jn	– SL	–		<i>To/from Darlington – LN600</i>

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

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

LN652 BILLINGHAM JN TO SEAL SANDS STORAGE

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

LN656 SEATON-ON-TEES BRANCH

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

LN662 RYHOPE GRANGE JN TO HENDON

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

LN664 BOLDON EAST JN TO BOLDON NORTH JN

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

LN666 BOLDON WEST JN TO TYNE DOCK

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

LN670 JARROW BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Pelaw Jn</u>	–	–		To/from Park Lane Jn – LN627
Route Boundary with Nexus				To/from Jarrow Prax Depot – Nexus infrastructure
Jarrow Prax Depot		–	S	

LN672 WARDLEY TO PELAW JN

TIMING POINT	DOWN	UP	CODE	NOTES
Wardley RJB Mining	–		S	
<u>Wardley</u>				
<u>Pelaw Jn</u>		–		To/from Park Lane Jn – LN627

LN674 HIGH LEVEL BRIDGE JN TO GREENSFIELD JN (WEST CURVE)

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

LN676 PARK LANE JN TO KING EDWARD BRIDGE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Park Lane Jn</u>	–	–		<i>To/from Pelaw Jn – LN627</i>
<u>Greensfield Jn</u>	–	–		<i>To/from High Level Bridge Jn – LN674</i> Timing point for trains on the Greensfield Reversible, or to/from High Level Bridge Jn
<u>King Edward Bridge East Jn</u>	–	–		<i>To/from King Edward Bridge North Jn – LN620</i>
<u>King Edward Bridge South Jn</u>	–	–		<i>To/from Birtley Jn – LN600</i> <i>To/from Norwood Jn – LN682</i>

Although both lines are bi-directional, the normal direction of running is Down from Park Lane Jn via Gateshead Reversible, Up from King Edward Bridge East Jn via Greensfield Reversible.

LN678 DARLINGTON NORTH JN TO EASTGATE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Darlington North Jn</i>				<i>To/from Darlington – LN600</i>
<i>Skerne Bridge Jn</i>				
<u>North Road</u>	–	–		
<i>Hopetown Jn</i>				
<i>Merchant Park Jn</i>				<i>To/from Merchant Park Test Track</i>
<i>Heighington Jn</i>				
<u>Heighington</u>	–	–		
<u>Newton Aycliffe</u>	–	–		
<u>Shildon</u>	–	–		
<i>Bishop Auckland Jn</i>				<i>To/from Bishop Auckland West</i>
<u>Bishop Auckland</u>		–		Platform detail must be shown
<i>Route Boundary: Network Rail Eastern Region/Weardale Railway</i>				<i>11 miles 31 chains</i>
<u>Bishop Auckland West</u>				<i>Bishop Auckland Jn (exclusive) to Eastgate is controlled by the Weardale Railway who should be contacted for permission to access the line.</i>
<u>Wolsingham Coal Handling Plant</u>				
<u>Eastgate</u>		–		

LN682 KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN

Please refer to Line of Route NW9909 (North West & Central Timetable Planning Rules) for Petteril Bridge Jn to Carlisle South Jn and NW4001 for Carlisle South Jn to Carlisle North Jn

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

LN684 LOW FELL JN TO NORWOOD JN

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

LN694 BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON

TIMING POINT	DOWN	UP	CODE	NOTES
Benton North Jn	–	–		<i>To/from Heaton South Jn – LN600</i>
Benton East Jn	–	–		
Northumberland Park	–	–	S	
Holywell Jn	–	–		
Seghill Jn	–	–		
Seaton Delaval	–	–	S	
Red House Farm Jn	–	–		
Newsham	–	–		
Blyth Bebside	–	–	S	
Bedlington Sidings	–	–	S	
Bedlington Signal BA7715	–	–	S	
Bedlington	–	–		<i>To/from West Sleekburn Jn – LN702</i>

LN694 BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hepscott Jn</u>	–	–		<i>To/from Morpeth – LN696</i>
Morpeth North Jn	–	–	X	<i>To/from Alnmouth for Alnwick – LN600</i>

LN696 HEPSCOTT JN to MORPETH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hepscott Jn</u>	–	–		<i>To/from Bedlington – LN694</i>
Morpeth Jn				<i>To/from Morpeth – LN600</i>

LN698 BUTTERWELL SOUTH BRANCH

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

LN700 BUTTERWELL NORTH BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
Butterwell Jn	–	–	X	<i>To/from Morpeth – LN600</i>
Butterwell Opencast		–	S	
Potland Burn		–	S	

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN

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

LN706 WEST SLEEKBURN JN TO NORTH BLYTH

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

LN708 WINNING JN TO MARCHEY'S HOUSE JN

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

LN724 HOLGATE JN TO SKELTON JN

TIMING POINT	DOWN	UP	CODE	NOTES
Refer to LN618 Holgate Jn to Skelton Jn				

LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Cleethorpes</u>		–		Platform detail must be shown
New Clee	–	–	S	
Grimsby Docks	–	–	S	
Pasture Street Signal 1000		–	S	<i>Located Cleethorpes end of Grimsby Loop</i>
Pasture Street Signal 981	–		S	<i>Located on Cleethorpes Single approaching Grimsby Town</i>
<u>Grimsby Town</u>	–	–		Platform detail must be shown
Marsh West Jn	–	–	X	<i>To/from Great Coates No.1 S.B. – LN740</i>
Great Coates	–	–	S	
Healing	–	–	S	
<u>Stallingborough</u>	–	–		
<u>Habrough</u>	–	–		
<i>Habrough Jn</i>				<i>To/from Ulceby – LN741</i>
<i>Brocklesby East Jn</i>				<i>For timing purposes this location is shown as Brocklesby Jn</i>
<u>Brocklesby Jn</u>	ML GL	–		<i>To/from Ulceby – LN742</i>
<i>Brocklesby West Jn</i>				<i>For timing purposes this location is shown as Brocklesby Jn</i>
<i>Barnetby East Jn</i>				
<u>Barnetby</u>	FL GL DGL SL	–		Platform detail must be shown
Barnetby Down Yard	–	–	S	
<u>Wrawby Jn</u>	–	FL SL DGL		<i>To/from Foreign Ore Branch Jn – LN752</i> <i>To/from Holton-le-Moor – LN200</i>
<u>Brigg</u>	–	–		
<u>Kirton Lime Sidings SB</u>	–	–		
<u>Kirton Lindsey</u>	–	–		
<u>Northorpe SB</u>	–	–		
<u>Gainsborough Central</u>	–	–		
<i>Trent East Jn</i>				<i>For timing purposes this location is shown as Gainsborough Trent Jns</i>
<u>Gainsborough Trent Jns</u>	–	–		<i>To/from Bessacarr Jn – LN170 – Refer to East Midlands Timetable Planning Rules</i> <i>To/from Gainsborough Lea Road LN170 – Refer to East Midlands Timetable Planning Rules</i>
<i>Trent West Jn</i>				<i>For timing purposes this location is shown as Gainsborough Trent Jns</i>
<i>West Burton East Jn</i>				<i>To/from West Burton Power Station</i>

LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

TIMING POINT	DOWN	UP	CODE	NOTES
West Burton Power Station	–	–	S	
<i>West Burton West Jn</i>				<i>To/from West Burton Power Station</i>
Clarborough Jn	–	–		<i>To/from Cottam Power Station – LN746</i>
Thrumpton Up Loop		–	S	
Retford Low Level	–	–		Platform detail must be shown
Thrumpton West Jn	–	–		To/from Retford High Level – LN748
Manton Wood Siding	–		S	
Worksop	–	–		Platform detail must be shown
<i>Worksop West Jn</i>				
Worksop SS	–	–	S	
Shireoaks East Jn	–	–		<i>To/from Woodend Jn – LN768</i>
Shireoaks West Jn	–	–	X	<i>To/from Woodend Jn – LN782</i>
Shireoaks	–	–		
Branccliffe East Jn	–	–		<i>To/from Dinnington Jn – LN758</i>
Kiveton Park	–	–		
Kiveton Bridge	–	–	S	
Woodhouse Jn	–	–		<i>To/from Beighton Jn – LN816</i>
Woodhouse Sidings		–	S	
Woodhouse	–	–	S	
Darnall	–	–	S	
Woodburn Jn	–	–		<i>To/from Broughton Lane Jn – LN830</i>
Nunnery Main Line Jn	–	–		<i>To/from Sheffield – LN804</i>

LN738 GREAT COATES NO.1 TO UNION DOCK

TIMING POINT	DOWN	UP	CODE	NOTES
Great Coates No.1 SB	–	–		<i>To/from Marsh West Jn – LN740</i>
<i>Network Rail/ABP Boundary</i>				<i>108 miles 44 chains</i>
Union Dock		–		

LN740 MARSH WEST JN TO HUMBER ROAD JN

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

LN741 HABROUGH JN TO ULCEBY SOUTH JN

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

LN742 KILLINGHOLME TO BROCKLESBY JN

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

LN744 ULCEBY NORTH JN TO BARTON ON HUMBER

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Ulceby North Jn</i>				<i>To/from Ulceby – LN742</i>
Thornton Abbey	–	–	S	All trains in the Down direction must come to a stand to wait for the Drivers White Lights for Barton Road Level Crossing
Goxhill	–	–	S	
Oxmarsh	–	–		All trains must stop for Token working
New Holland	–	–	S	
Barrow Haven	–	–		All trains in the Down direction must stop here before proceeding over level crossing
Barton on Humber	–	–		

LN746 COTTAM POWER STATION BRANCH

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

LN748 RETFORD WESTERN JN TO THRUMPTON WEST JN

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

LN750 WOODBURN JN TO DEEPCAR

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

LN752 WRAWBY JN TO MARSHGATE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Wrawby Jn	–	FL SL DGL		<i>To/from Barnetby – LN736</i>
Wrawby Jn Signal BD8850		–	S	For reversals at Wrawby Jn towards Barnetby
Foreign Ore Branch Jn	–	–		<i>To/from Santon Foreign Ore Terminal– LN754</i>
North Lincoln Jn	DSG	–	X	
Scunthorpe Corus CHP	–		S	
Scunthorpe Anchor Exchange	–		S	
Scunthorpe Container Terminal	–		S	
Scunthorpe Entrance 'C'	–		S	
Scunthorpe Trent TC	– DSG		S	
Scunthorpe Trent Jn	–	–	X	<i>To/from Roxby Gullet – LN756</i>
Scunthorpe FD	–	–	S	
Frodingham Jn	–	– ML USG	X	
Scunthorpe	–	–		Platform detail must be shown
<i>Scunthorpe West Jn</i>				
Gunhouse Loop		–	S	
Althorpe	–	–	S	
Crowle	–	–		
Thorne South	–	–	S	
Kirton Lane	SL	–	X	Timing point for trains crossing to/from Slow Lines
Thorne Jn	FL SL	FL SL		<i>To/from Goole – LN912</i>
Hatfield & Stainforth	FL SL	FL SL		
<i>Stainforth Jn</i>				<i>To/from Thorpe Marsh Jn – LN888</i>
Kirk Sandall	–	FL SL		
<i>Kirk Sandall Jn</i>				<i>To/from Low Ellers Curve Jn – LN758</i>
Bentley Jn	– AL	–		<i>To/from Hexthorpe Jn – LN766</i>
<i>Marshgate Jn</i>				<i>To/from Doncaster – LN101</i>

LN754 SCUNTHORPE FOREIGN ORE BRANCH

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

LN756 SCUNTHORPE TRENT JN TO ROXBY

TIMING POINT	DOWN	UP	CODE	NOTES
Scunthorpe Trent Jn	–	–	X	<i>To/from Foreign Ore Branch Jn – LN752</i>
Normanby Park GF	–	–	S	
Dragonby Sidings	–	–	S	
Flixborough Wharf	–		S	
<u>Roxby Gullet</u>		–		

LN758 BRANCLIFFE EAST JN TO KIRK SANDALL JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Brancliffe East Jn</u>	–	–		<i>To/from Shireoaks – LN736</i>
<u>WP605 Signal</u>	–			Conditional timing point for all Down trains. TIPLOC DNNG605
<u>WP606 Signal</u>		–		Conditional timing point for all Up trains. TIPLOC DNNG606
<u>Dinnington Jn</u>	–	–		
Maltby RJB Mining			S	
<u>Maltby Colliery SB</u>	–	–		
<u>Firbeck Jn</u>	–	–		
<u>St Catherines Jn</u>	–	–		<i>To/from Decoy South Jn – LN762</i>
<u>Low Ellers Curve Jn</u>	–	–		<i>To/from Potteric Carr Jn – LN764</i>
<i>Kirk Sandall Jn</i>				<i>To/from Kirk Sandall – LN752</i>

LN762 ST CATHERINES JN TO DECOY SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>St Catherines Jn</u>	–	–		<i>To/from Brancliffe East Jn – LN758</i>
<u>Decoy South Jn</u>	–	–		<i>To/from Decoy North Jn – LN150</i>

LN764 LOW ELLERS CURVE

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Low Ellers Curve Jn</u>	–	–		<i>To/from St Catherines Jn – LN758</i>
<u>Potteric Carr Jn</u>	–	–		<i>To/from Doncaster Up Decoy – LN101</i>

LN766 BENTLEY JN TO HEXTHORPE JN (DONCASTER AVOIDING LINE)

TIMING POINT	DOWN	UP	CODE	NOTES
Bentley Jn	AL	–		To/from Kirk Sandall – LN752
Bentley Jn Signal D696		AL	S	Regulating point on the Up Avoiding Line
Hexthorpe Jn	–	AL		To/from Mexborough – LN826

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN

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

LN772 WARSOP JN TO SHIREBROOK JN

TIMING POINT	DOWN	UP	CODE	NOTES
Warsop Jn	–	–		To/from Welbeck Colliery Jn – LN784
Shirebrook Jn	–	–	X	To/from Mansfield – LN768

LN782 WOODEND JN TO SHIREOAKS WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
Woodend Jn	–	–		To/from Whitwell – LN757
Shireoaks West Jn	–	–	X	To/from Shireoaks – LN736

LN784 HIGH MARNHAM TO SHIREBROOK EAST JN

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

LN786 BEVERCOTES COLLIERY BRANCH

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

LN788 THORESBY COLLIERY BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Thoresby Colliery Jn</u>	–	–		<i>To/from High Marnham – LN784</i>
Thoresby Colliery		–	S	

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

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

LN800 CLIPSTONE SOUTH JN TO CLIPSTONE WEST JN

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

LN802 WELBECK COLLIERY BRANCH

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

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Tapton Jn</u>	–	ML UBH DBH		<i>To/from Chesterfield – LN3201 To/from Barrow Hill North Jn – LN806</i>
Dronfield	–	–	S	
Dore South Jn	–	–	X S	<i>To/from Dore West Jn – LN807</i>
<u>Dore Station Jn</u>	–	–		<i>To/from Dore West Jn – LN808</i>
Heeley Up Loop		–	S	
Sheffield Signal S77	DPL		X	Timing point for trains routed via DPL (Down Heeley Loop)
Sheffield Signal S81	–		S	Timing point if stopping in Down Heeley Loop
Sheffield HS	–		S	
<i>Sheffield South Jn</i>				
<u>Sheffield</u>	–	–		<i>Platform detail must be shown</i>
<i>Sheffield North Jn</i>				
<u>Nunnery Main Line Jn</u>	–	–		<i>To/from Woodburn Jn – LN736</i>

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD				
TIMING POINT	DOWN	UP	CODE	NOTES
Mill Race Jn	–	–	X	
Attercliffe Sidings	–	–	S	Operator specific TIPLOCs apply at this location.
Brightside Up & Down East Slow	–	–	S	
Brightside Receptions 1 & 2	–	–	S	TIPLOC - BTSDN1R Line detail must be shown. Timing point for all movements to/from Attercliffe Sidings
Brightside Jn	– SL	– GL	X	
Wincobank Jn	–	– SL		<i>To/from Ecclesfield West SB – LN868</i>
Meadowhall	–	–	S	
Holmes Jn	– DGL	–		<i>To/from Rotherham Central – LN818</i>
Masborough Jn	–	–	X F	Timing point for all freight and all crossing moves <i>To/from Beighton Jn – LN806</i>
Aldwarke Jn	–	–		<i>To/from Rotherham Central – LN830</i> <i>To/from Thrybergh Jn – LN828</i>
<i>Swinton Jn South</i>				For timing purposes this location is shown as Swinton
Swinton	–	–		<i>To/from Mexborough – LN826</i>
<i>Swinton Jn North</i>				For timing purposes this location is shown as Swinton
Bolton-upon-Deane	–	–	S	
Goldthorpe	–	–	S	
Thurnscoe	–	–	S	
Moorthorpe Loops	–	–	S	Up and Down Loops
Moorthorpe	–	–		
<i>Moorthorpe Jn</i>				<i>To/from South Kirkby Jn – LN824</i>
Moorthorpe Signal L6586		–	S	
Pontefract Baghill	–	–	S	
<i>Ferrybridge South Jn</i>				<i>To/from Pontefract East Jn – LN882</i>
Ferrybridge North Jn	–	–		<i>To/from Knottingley – LN888</i>
<i>Ferrybridge Power Station Jn</i>				<i>To/from Ferrybridge Power Station</i>
Ferrybridge Holding Sidings		–	S	
Milford Jn	–	–		<i>To/from Castleford – LN854</i> <i>To/from Church Fenton – LN854</i>
Milford West Sidings	–	–	S	
Gascoigne Wood Jn	–	–		<i>To/from Hambleton West Jn – LN898</i>

LN806 TAPTON JN TO MASBOROUGH JN VIA 'OLD ROAD'

TIMING POINT	DOWN	UP	CODE	NOTES
Tapton Jn	–	–		<i>To/from Chesterfield – LN3201</i>
Barrow Hill South Jn	– GL	–	X	
Barrow Hill SS	–	–	S	
Barrow Hill North Jn	–	– SGL		
Foxlow Jn	–	–	X	
Beighton Jn	– DGL	–		<i>To/from Woodhouse Jn – LN816</i>
Treeton Jn	–	–		
Canklow Loop	–	–	S	
Masborough Sorting Sidings South Jn	–	–	X S	
Rotherham Steel Terminal/Intermodal Terminal		–	S	
Masborough Jn	–	–	X	<i>To/from Aldwarke Jn – LN804</i>

LN807 DORE SOUTH JN TO DORE WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
Dore South Jn	–	–	X S	<i>To/from Tapton Jn – LN804</i>
Dore West Jn	–	–		<i>To Totley Tunnel East – LN808 From Grindleford – LN808</i>

LN808 DORE STATION JUNCTION TO EARLES SIDINGS (EXCL.)

TIMING POINT	DOWN	UP	CODE	NOTES
Dore Station Jn	–	–		<i>To/from Sheffield – LN804</i>
Dore & Totley	–	–	S	
Dore West Jn	–	–		<i>To/from Dore South Jn – LN807</i>
Totley Tunnel East	–			Timing point for all trains in the Down direction For planning purposes, the location of Signal DE5113 is equivalent to former Totley Tunnel East SB
Grindleford	–	–		
Grindleford Down Siding	–		S	
Grindleford Signal DE5128		–	S	Reversing location for trains to Grindleford Down Siding
Hathersage	–	–	S	Timing point for all trains in the Up direction and all stopping trains
Bamford Up Loop		–	S	Tiploc BAMFDLP
Bamford	–	–		
Hope (Derbyshire)	–	–	S	<i>To/from Earles Sidings SB - Refer to NW&C Timetable Planning Rules – NW9001</i>
<i>Region Boundary: Eastern/NW&C</i>				164 miles 66 chains

LN809 SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

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

LN810 SHEPCOTE LANE WEST JN TO TINSLEY SOUTH JN

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

LN812 SHEPCOTE LANE EAST JN TO BROUGHTON LANE JN

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

LN814 TINSLEY NORTH JN TO SHEFFIELD TRAM TRANSFER LINE

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

LN815 SHEFFIELD TRAM PARKGATE TRANSFER LINE TO PARKGATE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Parkgate Tram Stop</i>	–			
<i>Parkgate Jn</i>				Tram-train only to/from Parkgate Tram Stop <i>To/from Rotherham Central – LN830</i>

LN816 BEIGHTON JN TO WOODHOUSE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Beighton Jn</i>	–	–		<i>To/from Barrow Hill North Jn – LN806</i>
<u>Woodhouse Jn</u>	–	–		<i>To/from Woodburn Jn – LN736</i>

LN818 HOLMES JN TO ROTHERHAM CENTRAL JN (HOLMES CURVE)

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

LN824 MOORTHORPE JN TO SOUTH KIRKBY JN

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

LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON

TIMING POINT	DOWN	UP	CODE	NOTES
<i>South Yorkshire Jn</i>				<i>To/from Doncaster – LN101</i>
St James Jn	GL	GL	X	<i>To/from Bridge Jn – LN832</i>
Doncaster Signal D1470		–	S	
Hexthorpe Sidings	GL	GL	S	
Hexthorpe Jn	–	– GL AL		<i>To/from Bentley Jn – LN766</i>
<i>Cadeby</i>				
Conisbrough Up Goods Loop		–	S	
Conisbrough	–	–	S	
Mexborough	–	–		
Mexborough Jn		–	S	<i>To/from Thrybergh Jn – LN828</i>
<i>Swinton Jn North</i>				For timing purposes this location is shown as Swinton
Swinton	–	–		<i>To/from Aldwarke Jn – LN804</i>
<i>Swinton Jn South</i>				For timing purposes this location is shown as Swinton

LN828 MEXBOROUGH JN TO ALDWARKE JN VIA KILNHURST

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

LN830 ALDWARKE JN TO WOODBURN JN

TIMING POINT	DOWN	UP	CODE	NOTES
Aldwarke Jn	–	–		<i>To/from Swinton – LN804</i> <i>To/from Thrybergh Jn – LN828</i>
Aldwarke New Site	–		S	
Aldwarke Jn Signal S738		–	S	Reversing point on Up Tinsley Line
Aldwarke Jn Signal S1092		–	S	Reversing point on Down Tinsley Line
<i>Parkgate Jn</i>	–	–		<i>To/from Parkgate Tram Stop – LN815</i> <i>(Tram-train only)</i>
Rotherham Central	–	–		Platform detail must be shown
<i>Rotherham Central Jn</i>				<i>To/from Holmes Jn – LN818</i>
Magna Tram Stop	–	–	S	For Tram-train only
Tinsley East Jn	–	–		
Tinsley North Jn	–	–	X	<i>To/from Sheffield Tram W210, Tram-train only – LN814</i>
Tinsley South Jn	–	–		<i>To/from Shepcote Lane West Jn – LN810</i>

LN830 ALDWARKE JN TO WOODBURN JN

TIMING POINT	DOWN	UP	CODE	NOTES
Broughton Lane Jn	–	–		<i>To/from Shepcote Lane East Jn – LN812</i>
Woodburn Jn	–	–		<i>To/from Nunnery Main Line Jn – LN736</i>

LN832 DONCASTER BRIDGE JN TO ST JAMES JN

TIMING POINT	DOWN	UP	CODE	NOTES
Bridge Jn	GL –	– WSL		<i>To/from Potteric Carr Jn – LN101</i>
St James Jn	GL	GL		<i>To/from Hexthorpe Jn – LN826</i>

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN

TIMING POINT	DOWN	UP	CODE	NOTES
Doncaster Marshgate Jn	–	–	S	<i>To/from Doncaster – LN101</i>
Bentley	–	–	S	
Adwick	–	–		
Carcroft Jn	–	–	X	<i>To/from Skellow Jn – LN846</i>
Adwick Jn	–	–		<i>To/from Skellow Jn – LN842</i>
South Elmsall	–	–	S	
South Kirkby Jn	–	–		<i>To/from Moorthorpe – LN824</i>
Hemsworth Loops	–	–	S	
Fitzwilliam	–	–	S	
Winterset	–		S	Out of Use STNC/G1/2017/LNE/001
Hare Park Jn	–	–		<i>To/from Crofton West Jn – LN848</i>
Sandall and Agbrigg	–	–	S	
<i>Wakefield Westgate South Jn</i>				<i>To/from Wakefield Kirkgate – LN850</i>
Wakefield Westgate	–	–		Platform detail must be shown
Prison Sidings		–	S	
Wrenthorpe Sidings		–	S	
Outwood	–	–	S	
Copley Hill West Jn	CHC	–	X	Timing point when crossing to/from E or F lines via Copley Hill Chord.
Holbeck Jn	–	– UD		Not a timing point for trains via Copley Hill Chord <i>To/from Mill Lane Jn – LN852</i>
<i>Copley Hill East Jn</i>				<i>To/from Morley – LN860</i> <i>To/from Copley Hill West Jn via Copley Hill Chord</i>
<i>Whitehall West Jn</i>				For planning purposes this location is shown as Whitehall Jn. <i>To/from Armley Jn – LN922</i>
Whitehall Road GF	–		S	Located at signal L3625
Whitehall Goods Yard		–	S	
Whitehall Jn	C D E DWC UWC	– CHC DS		Not a timing point on A or B lines.
<i>Whitehall East Jn</i>				For planning purposes this location is shown as Whitehall Jn. <i>To/from Engine Shed & Holbeck Depot Jn – LN840</i>

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<u>Leeds West Jn</u>	A B C D E F BS CS CN CNS EN	DH D E F UM DM		The line codes shown between Leeds West Jn and Leeds in both directions are the lines the train is on at Leeds West Jn. The line codes shown between Leeds West Jn and Whitehall Jn are the lines the trains are on at the east side of Whitehall Jn. Line codes other than those shown are available for ARS/SSI alternative routes but should not be used for normal timetabling purposes. Further details are available from the Operational Planning Manager, Network Rail. F Line to be used in Down direction for Platform 16/17 only. Down direction line codes ending in 'S' are for trains to platforms 11C/D or 12C/D via the A/B ends of those platforms from Leeds West Jn Line codes containing 'N' are ARS non-preferred routes. <i>To/from Engine Shed & Holbeck Depot Jn – LN872</i>
<u>Leeds</u>	– S	B D E F BS DS DN DNS EN ES FS		Platform detail must be shown. Down direction 'S' line code applies only to platforms 11A/B departing to the east via platforms 11C/D. Up direction line codes ending in 'S' are for trains from platforms 11C/D or 12C/D via the A/B ends of those platforms towards Leeds West Jn. Line codes containing 'N' are ARS non-preferred routes.
Marsh Lane Jn	– GL	–	X	Timing point for trains to/from Neville Hill T&RSMD
Marsh Lane Tilcon	–		S	
<u>Neville Hill West Jn</u>	–	FL GL		<i>To/from Hunslet East - LN900</i>
Neville Hill T&RSMD	–	–	S	
Neville Hill Up Sidings	–	GL	S	
Neville Hill East Jn	–	GL –	X	<i>To/from Cross Gates – LN898</i>

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

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

LN840 ENGINE SHED JN & HOLBECK DEPOT JN TO WHITEHALL EAST JN

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

LN842 THORPE MARSH JN TO ADWICK JN

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

LN844 APPLEHURST JN TO JOAN CROFT JN (APPLEHURST LOOP)

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

LN846 CARCROFT JN TO SKELLOW JN

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

LN848 HARE PARK JN TO CROFTON WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hare Park Jn</u>	–	–		To/from South Kirby Jn – LN836
<u>Crofton West Jn</u>	–	–		To/from Calder Bridge Jn – LN882

LN850 WAKEFIELD WESTGATE SOUTH JN TO WAKEFIELD KIRKGATE WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wakefield Westgate South Jn</i>				To/from Wakefield Westgate – LN836
Wakefield Kirkgate Signal K1215	–	–	S	
<i>Wakefield Kirkgate West Jn</i>				To/from Wakefield Kirkgate – LN854

LN852 HOLBECK JN TO BRADFORD INTERCHANGE

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

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

(To be used until EiS L commissioning in 2027)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Region Boundary: Eastern/NW&C</i>				22 miles 62 chains
<u>Hebden Bridge</u>	–	–		Platform detail must be shown To/from Hall Royd Jn – Please refer to North West & Central Timetable Planning Rules - NW7001
Hebden Bridge Signal HG1504	–	–	S	For Shunting Movements
Hebden Bridge Siding		–	S	
Mytholmroyd	–	–	S	
Sowerby Bridge	–	–	S	
<u>Milner Royd Jn</u>	–	–		To/from Dryclough Jn – LN858
<u>Greetland Jn</u>	–	–		To/from Dryclough Jn – LN859
Greetland Jn Signal DH5307	–		S	
Greetland Jn Signal DH5308		–	S	
Elland	–	–	S	
Brighouse	–	–	S	
<u>Bradley Wood Jn</u>	–	–		To/from Bradley Jn – LN861
<u>Heaton Lodge West Jn</u>		–		Timing point for Up trains only To Bradley Jn – LN860

LN854 HALL ROYD JN (EXCL.) TO COLTON JN				
(To be used until EiS L commissioning in 2027)				
TIMING POINT	DOWN	UP	CODE	NOTES
Heaton Lodge East Jn	–			Timing point for Down Trains only <i>From Bradley Jn – LN860</i>
Mirfield	–	FL SL	S	
Mirfield East Jn	–	FL SL		<i>To Dewsbury – LN860</i>
Thornhill LNW Jn	–	–		Timing point for trains from Dewsbury and trains towards Healey Mills only <i>From Dewsbury – LN860</i>
Dewsbury East Jn	–	–	X	<i>To/from Dewsbury Cement Facility – LN864</i>
Healey Mills Signal HM147		–	X	Timing point for trains exiting from Healey Mills SCO Yard. Trains not to be planned to stop at this location due to gradient departing from SCO Yard.
Healey Mills C Jn	–			42m 70ch. TIPLOC: HLYM149 Timing point for all trains on the Down L&Y
<i>Healey Mills Signal HM164</i>				<i>For trains using Up Healey Mills Departure Line 'B'. For planning purposes this location is shown as Healey Mills SCO Yard.</i>
Healey Mills SCO Yard	–	–	S	TIPLOC HLYMSCO No access from Thornhill LNW Jn / Healey Mills A Jn.
Healey Mills Engine Lines P and V	–	–	S	TIPLOC HLYMLS Down direction only. Trains will be held at the exit signal HM209.
Healey Mills B Jn		–	S X	Timing point for all trains on Up L&Y Slow only
Healey Mills Signal HM191		–	S	TIPLOC HLYM191 Timing point and mandatory stop for all trains entering Healey Mills SCO Yard. Standage 430m clear of Up L&Y Slow/Up L&Y Fast lines at Healey Mills D Jn
Healey Mills D Jn		– SL		Timing point for all trains in the Up direction and trains recessed on the Healey Mills Up Goods Loop.
Horbury Station Jn		GL	X	TIPLOC HORBRSJ Timing point for trains accessing Up Healey Mills Goods Loop
Horbury Jn	FL SL	–		<i>To/from Barnsley – LN868</i>
<i>Wakefield Kirkgate West Jn</i>				<i>To/from Wakefield Westgate South Jn – LN850</i>
Wakefield Kirkgate	– GL	FL SL		Platform detail must be shown. <i>To/from Calder Bridge Jn – LN882</i>
Wakefield Kirkgate Signal K1234			S	For Shunting Movements
Turners Lane Jn	–	– GL	X	<i>To/from Calder Bridge Jn – LN870</i>
Normanton	–	–	S	
Altofts Jn	–	–		<i>To/from Methley Jn – LN872</i>
Whitwood Jn	–	–	X	<i>To/from Methley Jn – LN874</i>
<i>Castleford West Jn</i>				<i>To/from Pontefract Monkhill – LN875</i>
Castleford	–	–		Platform detail must be shown
<i>Castleford East Jn</i>				<i>To/from Wheldon Road A/D Line – LN876</i>

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

(To be used until EiS L commissioning in 2027)

TIMING POINT	DOWN	UP	CODE	NOTES
Milford Jn	–	–		To/from Ferrybridge North Jn/Gascoigne Wood Jn – LN804
Milford Loops	–	–	S	
Sherburn Jn	–	–	X	To/from Gascoigne Wood – LN878
Sherburn-in-Elmet	–	–	S	
Church Fenton South Jn				
Church Fenton	NNL LSL	–		Platform detail must be shown To/from Micklefield – LN898 (via LN902)
Church Fenton North Jn				To/from Micklefield – LN898 (via LN902)
Ulleskelf	NNL	NNL	S	
Colton South Jn	LSL	NNL	X	
Colton Jn	NNL LSL	NNL LSL		To/from York – LN600

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

(To be used from EiS L commissioning in 2027)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Region Boundary: Eastern/NW&C</i>				22 miles 62 chains
Hebden Bridge	–	–		Platform detail must be shown To/from Hall Royd Jn – Please refer to North West & Central Timetable Planning Rules - NW7001
Hebden Bridge Signal HG1504	–	–	S	For Shunting Movements
Hebden Bridge Siding		–	S	
Mytholmroyd	–	–	S	
Sowerby Bridge	–	–	S	
Milner Royd Jn	–	–		To/from Dryclough Jn – LN858
Greetland Jn	–	–		To/from Dryclough Jn – LN859
Greetland Jn Signal DH5307	–		S	
Greetland Jn Signal DH5308		–	S	
Elland	–	–	S	
Brighouse	–	–	S	
Bradley Wood Jn	–	–		To/from Bradley Jn – LN861
Heaton Lodge West Jn		–		Timing point for Up trains only To Bradley Jn – LN860
Heaton Lodge East Jn	–			Timing point for Down Trains only From Bradley Jn – LN860
Mirfield	–	–	S	
Ravensthorpe	–	–		
Ravensthorpe Signal RW4552		–	S	Timing point for freight in the Up direction only
Dewsbury East Jn	–	–	X	To/from Dewsbury Cement Facility – LN864
Healey Mills Signal HM147		–	X	Timing point for trains exiting from Healey Mills SCO Yard. Trains not to be planned to stop at this location due to gradient departing from SCO Yard.
Healey Mills C Jn	–			42m 70ch. TIPLOC: HLYM149 Timing point for all trains on the Down L&Y

LN854 HALL ROYD JN (EXCL.) TO COLTON JN				
(To be used from EIS L commissioning in 2027)				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Healey Mills Signal HM164</i>				<i>For trains using Up Healey Mills Departure Line 'B'. For planning purposes this location is shown as Healey Mills SCO Yard.</i>
Healey Mills SCO Yard	–	–	S	TIPLOC HLYMSCO No access from Thornhill LNW Jn / Healey Mills A Jn.
Healey Mills B Jn		–	S X	Timing point for all trains on Up L&Y Slow only
Healey Mills Signal HM191		–	S	TIPLOC HLYM191 Timing point and mandatory stop for all trains entering Healey Mills SCO Yard. Standage 430m clear of Up L&Y Slow/Up L&Y Fast lines at Healey Mills D Jn
Healey Mills Engine Lines P and V	–	–	S	TIPLOC HLYMLS Down direction only. Trains will be held at the exit signal HM209.
Healey Mills D Jn		– SL		Timing point for all trains in the Up direction and trains recessed on the Healey Mills Up Goods Loop.
Horbury Station Jn		GL	X	TIPLOC HORBRSJ Timing point for trains accessing Up Healey Mills Goods Loop
<u>Horbury Jn</u>	FL SL	–		<i>To/from Barnsley – LN868</i>
<i>Wakefield Kirkgate West Jn</i>				<i>To/from Wakefield Westgate South Jn – LN850</i>
<u>Wakefield Kirkgate</u>	– GL	FL SL		Platform detail must be shown. <i>To/from Calder Bridge Jn – LN882</i>
Wakefield Kirkgate Signal K1234			S	For Shunting Movements
Turners Lane Jn	–	– GL	X	<i>To/from Calder Bridge Jn – LN870</i>
Normanton	–	–	S	
<u>Altofts Jn</u>	–	–		<i>To/from Methley Jn – LN872</i>
Whitwood Jn	–	–	X	<i>To/from Methley Jn – LN874</i>
<i>Castleford West Jn</i>				<i>To/from Pontefract Monkhill – LN875</i>
<u>Castleford</u>	–	–		Platform detail must be shown
<i>Castleford East Jn</i>				<i>To/from Wheldon Road A/D Line – LN876</i>
<u>Milford Jn</u>	–	–		<i>To/from Ferrybridge North Jn/Gascoigne Wood Jn – LN804</i>
Milford Loops	–	–	S	
Sherburn Jn	–	–	X	<i>To/from Gascoigne Wood – LN878</i>
Sherburn-in-Elmet	–	–	S	
<i>Church Fenton South Jn</i>				
<u>Church Fenton</u>	NNL LSL	–		Platform detail must be shown <i>To/from Micklefield – LN898 (via LN902)</i>
<i>Church Fenton North Jn</i>				<i>To/from Micklefield – LN898 (via LN902)</i>
Ulleskelf	NNL	NNL	S	
Colton South Jn	LSL	NNL	X	
<u>Colton Jn</u>	NNL LSL	NNL LSL		<i>To/from York – LN600</i>

LN858 MILNER ROYD JN TO BRADFORD MILL LANE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Milner Royd Jn	–	–		<i>To/from Sowerby Bridge – LN854</i>
Dryclough Jn	–	–		<i>To/from Greetland Jn – LN859</i>
<i>Lily Lane Jn</i>				
Halifax Siding	–	–	S	
Halifax	–	–		
Low Moor	–	–	S	
<i>Ripley Jn</i>				
Mill Lane Jn	W M	–		<i>To/from Bradford Interchange – LN852</i>

LN859 GREETLAND JN TO DRYCLOUGH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Greetland Jn	–	–		<i>To/from Brighouse – LN854</i>
Dryclough Jn	–	–		<i>To/from Halifax – LN858</i>

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used until EiS L commissioning in 2027)

TIMING POINT	DOWN	UP	CODE	NOTES
Greenfield	–	–		<i>To/from Stalybridge – NW7021 – Refer to NW&C Timetable Planning Rules</i>
<i>Regional Boundary: NW&C/Eastern</i>				13 miles 8 chains
Uppermill Jn	–	–	X	
Diggle Jn	–	–		
Down Diggle Loop	–	–	S	
Marsden	–	– UPL		Platform detail must be shown
Marsden Signal SL4726		–	S	
Slaithwaite	–	–	S	
<i>Springwood Jn</i>				<i>To/from Stocks Moor – LN862</i>
Huddersfield	–	–		Platform detail must be shown
Huddersfield Signal SL4778		–	S	
Hillhouse Carriage Sidings		–	S	Access to/from Huddersfield direction only TIPLOC HUDHCS
Hillhouse East Siding	–		S	Access to/from Bradley Jn direction only TIPLOC HUDHESD
Deighton	–	–	S	
Bradley Jn	–	–		<i>To/from Bradley Wood Jn – LN861</i>
Heaton Lodge West Jn		–		Timing point for Up trains only <i>To Bradley Wood Jn – LN854</i>
Heaton Lodge East Jn	–			Timing point for Down trains only <i>From Bradley Wood Jn – LN854</i>
Mirfield	–	FL SL	S	
Mirfield East Jn	–	FL SL		<i>From Horbury Jn – LN854</i>
Thornhill LNW Jn	–	–		Timing point for trains from Dewsbury and trains towards Healey Mills only <i>To Horbury Jn – LN854</i>
Ravensthorpe	–	–	S	OOU until 2028

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used until EiS L commissioning in 2027)

TIMING POINT	DOWN	UP	CODE	NOTES
Dewsbury	–	–		Line/Platform detail must be shown
Batley	–	– DL	S	
Batley East Jn	–	– DL	X	
Morley	–	–		
White Rose	–	–	S	
Cottingley	–	–	S	To close when White Rose opens
<i>Copley Hill East Jn</i>				<i>To/from Copley Hill West Jn via Copley Hill Chord – LN836</i> <i>To/from Whitehall East Jn – LN836</i>

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used from EiS L commissioning in 2027)

TIMING POINT	DOWN	UP	CODE	NOTES
Greenfield	–	–		<i>To/from Stalybridge – NW7021 – Refer to NW&C Timetable Planning Rules</i>
<i>Regional Boundary: NW&C/Eastern</i>				13 miles 8 chains
Uppermill Jn	–	–	X	
Diggle Jn	–	–		
Down Diggle Loop	–	–	S	
Marsden	–	– UPL		Platform detail must be shown
Marsden Signal SL4726		–	S	
Slaithwaite	–	–	S	
<i>Springwood Jn</i>				<i>To/from Stocks Moor – LN862</i>
Huddersfield	–	–		Platform detail must be shown
Huddersfield Signal SL4778		–	S	
Hillhouse Carriage Sidings		–	S	Access to/from Huddersfield direction only TIPLOC HUDHCS
Hillhouse East Siding	–		S	Access to/from Bradley Jn direction only TIPLOC HUDHESD
Deighton	–	–	S	OOU until December 2027
Bradley Jn	–	–		<i>To/from Bradley Wood Jn – LN861</i>
Heaton Lodge West Jn		–		Timing point for Up trains only <i>To Bradley Wood Jn – LN854</i>
Heaton Lodge East Jn	–			Timing point for Down trains only <i>From Bradley Wood Jn – LN854</i>
Mirfield	–	–	S	
Ravensthorpe	–	–		
Ravensthorpe Signal SL4842		–	S	Regulating point in the Up direction
Baker Jn	–	–		
Dewsbury	–	–		Line/Platform detail must be shown
Batley	–	– DL	S	
Batley East Jn	–	– DL	X	
Morley	–	–		
White Rose	–	–	S	
Cottingley	–	–	S	To close when White Rose opens

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used from EiS L commissioning in 2027)

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Copley Hill East Jn</i>				<i>To/from Copley Hill West Jn via Copley Hill Chord – LN836 To/from Whitehall East Jn – LN836</i>

LN861 BRADLEY JN TO BRADLEY WOOD JN

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

LN862 BARNSELY STATION JN TO HUDDERSFIELD

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Barnsley Station Jn</i>				<i>To/from Barnsley – LN868</i>
<i>Summer Lane Jn</i>				
Dodworth	–	–	S	
Silkstone Common	–	–	S	
Penistone	–	–		
Denby Dale	–	–	S	
Clayton West Jn	–	–		
Shepley	–	–	S	
Stocks Moor	–	–		
<i>Stocks Moor Jn</i>				
Brockholes	–	–	S	
Honley	–	–	S	
Berry Brow	–	–	S	
Lockwood	–	–	S	
Springwood Jn	–	–	X	Only trains crossing to Up Huddersfield
Huddersfield	–	–		Platform detail must be shown <i>To/from Heaton Lodge East Jn – LN860</i>

LN864 DEWSBURY RAILWAY STREET BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
Dewsbury Cement Facility	–			Operator specific TIPLOCs apply at this location.
<i>Network Rail Boundary</i>				<i>0 miles 27 chains</i>
Dewsbury East Jn	–	–	X	<i>To Healey Mills C Jn – LN854 From Healey Mills B Jn – LN854</i>

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSELEY

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

LN870 WAKEFIELD TURNERS LANE JN TO CALDER BRIDGE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Turners Lane Jn	–	–	X	<i>To/from Altofts Jn – LN854</i>
Calder Bridge Jn	–	–		<i>To/from Crofton West Jn – LN882</i>

LN872 ALTOFTS JN TO LEEDS WEST JN

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

LN874 METHLEY JN TO WHITWOOD JN

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

LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Castleford West Jn</i>				<i>To/from Castleford – LN854</i>
Castleford Signal CD5209		–	S	Shunt signal on the Down Cutsyke for shunting between platforms at Castleford
Glasshoughton	–	–	S	
<i>Pontefract West Jn</i>				<i>To/from Pontefract Monkhill – LN882</i>

LN876 CASTLEFORD EAST JN TO LEDSTON

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Castleford East Jn</i>				<i>To/from Castleford – LN854</i>
<u>Wheldon Road A/D Line</u>	–	–		ECS reversals or trains to/from Wheldon Road Sidings
Wheldon Road Sidings		–	S	The line beyond temporary buffer stop at 20 miles 24 chains is currently out of use.

LN878 SHERBURN JN TO GASCOIGNE WOOD

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

LN880 YORK TO SCARBOROUGH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>York</u>	–	– NNL LSL		Platform detail must be shown <i>To/from Colton Jn – LN600</i>
<u>Scarborough Bridge Jn</u>	–	–		
Bootham			S	Steam locomotive watering point in down direction
<u>Strensall SB</u>	–	–		
<u>Barton Hill SB</u>	–			
<u>Kirkham Abbey SB</u>	–	–		
<u>Malton</u>	–	–		
<u>Weaverthorpe SB</u>	–	–		
Seamer Signal SR221	–		S	Timing point for trains reversing from Up Scarborough to Down Scarborough or to Up Sidings
<i>Seamer West Jn</i>				<i>To/from Filey – LN914</i>
<u>Seamer</u>	–	–		
Scarborough TMD	–			Accessible via Scarborough Platform 1 only
<u>Scarborough</u>		–		Platform detail must be shown

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN				
TIMING POINT	DOWN	UP	CODE	NOTES
<i>Wakefield Kirkgate West Jn</i>				
<u>Wakefield Kirkgate</u>	–	–		Platform detail must be shown <i>To/from Horbury Jn – LN854</i> <i>To/from Wakefield Westgate – LN850</i>
Wakefield Withams Cobra	–	–	S	
<u>Calder Bridge Jn</u>	– UGL	–		<i>To/from Turners Lane Jn – LN870</i> Trains from Oakenshaw Jn stopping in the Loop must show the stop at Calder Bridge Junction
Oakenshaw Jn	–	– UGL	X S	<i>To/from Oakenshaw South Jn – LN884</i> Trains from Calder Bridge Jn stopping in the Loop must show the stop at Oakenshaw Jn
<u>Crofton West Jn</u>	–	–		<i>To/from Hare Park Jn – LN848</i>
<u>Crofton East Jn</u>	–	–		<i>To/from Oakenshaw South Jn – LN886</i>
Crofton Depot	–		S	
Crofton Down Sidings Headshunt	–	–	S	
Streethouse	–	–	S	
Featherstone	–	–	S	
Pontefract Tanshelf	–	–	S	
<i>Pontefract West Jn</i>				<i>To/from Castleford – LN875</i>
<u>Pontefract Monkhill</u>	–	–		Platform detail must be shown
Pontefract East Jn	–	–	X	<i>To/from Ferrybridge South Jn – LN892</i>
<u>Knottingley West Jn</u>	–	–		<i>To/from Ferrybridge North Jn – LN888</i> <i>To/from Knottingley South Jn – LN888</i>
Knottingley	– UGL	–	S X	Platform detail must be shown. Trains to or from the Goods Loop must be planned via Platform 1
Knottingley Wagon Repair Depot	UGL		S	
Knottingley TMD	–		S	
Knottingley Signal FE6418		–	S	Crew change location
Knottingley Signal FE6402		–	S	Timing point for trains on the Goods Loop Up direction
<u>Knottingley East Jn</u>	UGL	– UGL		Timing point for trains on the Goods Loop only <i>To/from Knottingley South Jn – LN894</i>
Knottingley Signal FE6423	–		S	Timing point for trains on Goods Loop Down direction
<u>England Lane Level Crossing</u>	–	– UGL		
Kellingley Colliery	–		S	
Sudforth Lane Up Siding		–	S	
Sudforth Lane Receptions 1-3	–	–	S	For access to/from Kellingley Colliery
<i>Sudforth Lane East Jn</i>				
<u>Whitley Bridge</u>	–	–		
<i>Whitley Bridge Jn</i>				<i>To/from Eggborough Power Station</i>
Eggborough Power Station		–	S	

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Hensall</u>	–	–		
<u>Drax Branch Jn</u>	–	–		<i>To/from Drax Power Station – LN896</i>
<u>Gowdall Lane Jn</u>	–	–		TIPLOC GOWDLLN Single Line to/from Potters Grange Jn
<u>Snaith</u>	–	–		Timing point for all trains in the Up direction. An OP stop of ½ is required in Up direction for all trains not stopping to set down or pick up passengers, for operation of the level crossing.
<u>Rawcliffe</u>	–	–		Timing point for all trains in the Down direction. An OP stop of ½ is required in Down direction for all trains not stopping to set down or pick up passengers, for operation of the level crossing.
Engine Shed Jn	–	–	X	TIPLOC GOOLESJ <i>To/from Goole Docks</i>
Siemens Mobility UK	–		S	
Guardian Glass	–		S	
Oakhill Siding	–	–	S	<i>To/from Siemens Mobility UK</i> <i>To/from Guardian Glass</i>
<u>Potters Grange Jn</u>	DSM GL	–		<i>To/from Thorne Jn – LN912</i> <i>To/from Goole Oakhill Siding</i> Platform code 527 for reversals at Signal GP6527

LN884 OAKENSHAW SOUTH JN TO OAKENSHAW JN

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

LN886 MONK BRETTON LOOP TO CROFTON EAST JN

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

LN888 STAINFORTH JN TO FERRYBRIDGE NORTH JN

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

LN889 SHAFTHOLME JN TO HAYWOOD JN

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

LN892 PONTEFRACT EAST JN TO FERRYBRIDGE SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Pontefract East Jn	–	–	X	To/from Pontefract Monkhill – LN882
Ferrybridge South Jn				To/from Ferrybridge North Jn – LN804

LN894 KNOTTINGLEY SOUTH JN TO KNOTTINGLEY EAST JN

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Knottingley South Jn</u>	–	–		To/from Haywood Jn – LN888
Knottingley Signal FE6417	–		S	
Knottingley East Jn	–	–	X	To/from England Lane Level Crossing – LN882

LN896 DRAX POWER STATION BRANCH

TIMING POINT	DOWN	UP	CODE	NOTES
<u>Drax Branch Jn</u>	–	–		To/from Hensall – LN882
<u>Drax Power Station Signal D17</u>	–			Timing point for all trains to Drax Power Station
Boundary: Network Rail/Drax Power Station				4miles 16chains
<u>Drax Power Station</u>		–		

LN898 NEVILLE HILL EAST JN TO HULL

TIMING POINT	DOWN	UP	CODE	NOTES
Neville Hill East Jn	–	GL –	X	To/from Leeds – LN836
<u>Cross Gates</u>	–	–		
Garforth	–	–	S	
East Garforth	–	–	S	
<u>Micklefield</u>	–	–		
Micklefield Jn				To/from Church Fenton – LN902
South Milford	–	–	S	
<u>Gascoigne Wood Jn</u>	–	–		To/from Sherburn Jn – LN878 To/from Milford Jn – LN804
Gascoigne Wood Down Loop	–	–	S	
Gascoigne Wood Down Sidings	–	–	S	
Gascoigne Wood Up Sidings	–	–	S	
<u>Hambleton West Jn</u>	–	–		To/from Hambleton South Jn – LN904
<u>Hambleton East Jn</u>	–	–		To/from Hambleton North Jn – LN906
Selby West Jn	– UL	–	X	To Selby Platform 3 To/from Selby Canal Jn – LN908

LN898 NEVILLE HILL EAST JN TO HULL

TIMING POINT	DOWN	UP	CODE	NOTES
Selby Signal S587	–		S	Timing point for shunts between platforms at Selby
<i>Selby South Jn</i>				<i>To/from Selby Canal Jn – LN910</i>
Selby	–	–		Platform detail must be shown
Barlby Loop	–	–	S	
Barlby North Jn		–	S	Reversal point on Up Hull
Selby Potter Group		–	S	
Wressle	–	–	S	
Howden	–	–		
Eastrington	–	–	S	
<i>Gilberdyke Jn</i>				<i>To/from Goole – LN912</i>
Gilberdyke	–	–		
Broomfleet	–	–	S	
Brough	–	–		
Melton (Ferriby) Omya	–		S	
Melton Lane LC		–	S	
Ferriby	–	– SL	S X	
Hessle	–	–	S	
Hull Yard	–		S	
Hessle East Jn	–	–	X S	<i>To/from Hull Dairycoates – LN899</i>
Hessle Road Jn	–	–		<i>To/from Hull Saltend – LN916</i>
Anlaby Road Jn	–	–	X	<i>To/from West Parade North Jn – LN920</i>
Botanic Gardens TMD	–		S	
<i>West Parade Jn</i>				<i>To/from West Parade North Jn – LN914</i>
Hull Shunt Signal HP1005	–		S	
Hull Station Sidings Headshunt	–		S	
Hull Station Sidings		–	S	
Hull		–		Platform detail must be shown

LN899 HESSLE EAST JN TO HULL DAIRYCOATES

TIMING POINT	DOWN	UP	CODE	NOTES
Hessle East Junction	–	–	X	<i>To/from Brough – LN898</i>
Hessle Road Signal HR37		–	S	Timing point for trains reversing on the Up and Down Departure Line
Hessle vaTTUK Logistics Hub		–	S	
Hessle Road Stop Board HR29		–	S	Timing point and mandatory stop for all trains departing from Dairycoates Aggregates Terminal. For planning purposes this location is parallel to Hessle vaTTUK Logistics Hub
Dairycoates Aggregates Terminal		–		

LN900 NEVILLE HILL WEST JN TO HUNSLET EAST

TIMING POINT	DOWN	UP	CODE	NOTES
Neville Hill West Jn	–	– FL GL		<i>To/from Neville Hill – LN836</i>
Hunslet East		–		

LN902 MICKLEFIELD JN TO CHURCH FENTON NORTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Micklefield Jn</i>				<i>To/from Leeds – LN898</i>
Church Fenton	NNL LSL	–		Platform detail must be shown
<i>Church Fenton North Jn</i>				<i>To/from York – LN854</i>

LN904 HAMBLETON SOUTH JN TO HAMBLETON WEST JN

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

LN906 HAMBLETON EAST JN TO HAMBLETON NORTH JN

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

LN908 SELBY WEST JN TO SELBY CANAL JN

TIMING POINT	DOWN	UP	CODE	NOTES
Selby West Jn	–	–	X	<i>To/from Hambleton East – LN898</i>
Selby Canal Jn	–	–	X S	<i>To/from Temple Hirst Jn – LN910</i>

LN910 TEMPLE HIRST JN TO SELBY SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Temple Hirst Jn	–	–		<i>To/from Shaftholme Jn – LN600</i>
Selby Canal Jn	–	–	X S	<i>To/from Selby West Jn – LN908</i>
<i>Selby South Jn</i>				<i>To/from Selby – LN898</i>

LN912 THORNE JN TO GILBERDYKE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Thorne Jn	–	– SL		<i>To/from Hatfield & Stainforth – LN752</i>
Thorne North	–	–	S	
Potters Grange Jn	– DSM GL	–		<i>From Rawcliffe – LN882</i> <i>To Snaith – LN882</i> GL line code required for trains from LN882 to Platform 2 Platform code 661 for reversals at Signal TG1661
Goole Shunt Spur		–	S	TIPLOC GOOLESS <i>To/from Goole Docks</i>
Goole Docks	–		S	
Goole Up & Down Goods Loop		–	S	
Goole	–	– DSM		Platform detail must be shown

LN912 THORNE JN TO GILBERDYKE JN

TIMING POINT	DOWN	UP	CODE	NOTES
Saltmarshe	–	–	S	
<i>Gilberdyke Jn</i>	–	–		<i>To/from Gilberdyke – LN898</i>

LN914 HULL (PARAGON) TO SEAMER WEST JN

TIMING POINT	DOWN	UP	CODE	NOTES
Hull	–			Platform detail must be shown
<i>West Parade Jn</i>				<i>To/from Anlaby Road Jn – LN898</i>
Hull Botanic Gardens TMD	–	–	S	
West Parade North Jn	–	–	X	<i>To/from Anlaby Road Jn – LN920</i>
Walton St. Jn	–	–	X	<i>To/from Springbank North Jn – LN918</i>
Cottingham	–	–	S	
Beverley	–	–		Platform detail must be shown
Arram	–	–	S	
Hutton Cranswick	–	–	S	
Driffield	–	–		
Driffield Siding	–		S	TIPLOC DRIFSDG
Driffield Signal D54		–	S	Timing point for trains to Driffield Siding TIPLOC DRIFD54
Nafferton	–	–	S	
Bridlington	–	–		Platform detail must be shown
Bempton	–	–	S	
Hunmanby	–	–		
Filey	–	–		
<i>Seamer West Jn</i>				<i>To/from Scarborough – LN880</i>

LN916 HESSLE ROAD JN TO SALTEND

TIMING POINT	DOWN	UP	CODE	NOTES
Hessle Road Jn		–		<i>To/from Brough – LN898</i>
Springbank South Jn	–	–		
Springbank North Jn	–	–		<i>To/from Walton St. Jn – LN918</i>
Bridges Jn	–	–		
<i>Network Rail/ABP Boundary</i>				5 miles 62 chains
Hull Dock Security Gates	–	–		
Hedon Road Sidings	–	–		
Hull Coal Terminal		–	S	
Kingston Bulk Terminal		–	S	
Hull Saltend BP		–	S	

LN918 SPRINGBANK NORTH JN TO WALTON STREET JN

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

LN920 ANLABY ROAD JN TO WEST PARADE NORTH JN

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

LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

TIMING POINT	DOWN	UP	CODE	NOTES
Whitehall Jn	DS US	C D E UWC DWC		Not a timing point on A or B/Down or Up Harrogate lines To/from Leeds West Jn – LN836 To/from Engine Shed Jn – LN840
<i>Whitehall West Jn</i>				For planning purposes this location is shown as Whitehall Jn. To/from Holbeck Jn – LN836
Armley Jn	–	US UH DS DH		To/from Horsforth – LN838 To/from Leeds West Jn – LN836 via Down/Up Harrogate lines
Kirkstall Down Loop	–	–	S	
Kirkstall Up Loop		–	S	
Kirkstall Forge	–	–	S	
Apperley Jn	–	–		To/from Guiseley – LN924
Apperley Bridge	–	–	S	
Dockfield Jn	–	–		To/from Baildon – LN926
<i>Shipley East Jn</i>				To/from Bradford Forster Square – LN928
Shipley	–	–		Platform detail must be shown
<i>Shipley West Jn</i>				To/from Shipley South Jn – LN932
Saltaire	–	–	S	
Bingley	–	–	S	
Crossflatts	–	–	S	
Keighley	–	–		Platform detail must be shown
Keighley Station Jn	–	–	S	To/from Keighley & Worth Valley Railway
Steeton and Silsden	–	–	S	
Cononley	–	–	S	
Skipton Signal L4031	–		S	Regulation/reversal point on Down Shipley Main
Skipton Signal L4549	–		S	Reversal point on Up Shipley Main
<i>Skipton South Jn</i>				
Skipton Down Stabling Siding	–		S	TIPLOC SKPTDSS
Skipton	–	–		Platform detail must be shown
<i>Skipton Middle Jn</i>				To/from Rylstone – LN930
Skipton Up Sidings	–	–	S	Also known as Broughton Road CS
Skipton Signal L4046		–	S	Regulation point on Up Shipley Main
Skipton North Jn				Timing point for all Down trains via Skipton Platform 4, and to/from Rylstone. TIPLOC SKPTS NJ
Gargrave	–	–		To/from Hellifield – NW9901 – Refer to NW&C Timetable Planning Rules
<i>Route Boundary: North & East/North West</i>				230 miles 0 chains

LN924 APPERLEY JN TO ILKLEY

TIMING POINT	DOWN	UP	CODE	NOTES
Apperley Jn	–	–		<i>To/from Leeds – LN922</i>
<i>Esholt Jn</i>				<i>To/from Dockfield Jn – LN926</i>
Guiselley	–	–		
Menston	–	–	S	
Burley in Wharfedale	–	–		
Ben Rhydding	–	–	S	
Ilkley		–		Platform detail must be shown

LN926 DOCKFIELD JN TO ESHOLT JN

TIMING POINT	DOWN	UP	CODE	NOTES
Dockfield Jn	–	–		<i>To/from Shipley – LN922</i>
Baildon	–	–	S	
<i>Esholt Jn</i>	–	–		<i>To/from Ilkley – LN924</i>

LN928 SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Shipley East Jn</i>				<i>To/from Leeds – LN922</i>
Shipley	–	–		Platform detail must be shown
<i>Shipley South Jn</i>				<i>To/from Shipley West Jn – LN932</i>
Shipley Crossley Evans		–	S	
Frizinghall	–	–	S	
Bradford Forster Square Signal L4539	–		S	TIPLOC BRADF39
Bradford Forster Square		–		Platform detail must be shown

LN930 SKIPTON MIDDLE JN TO RYLSTONE

TIMING POINT	DOWN	UP	CODE	NOTES
<i>Skipton Middle Jn</i>				<i>To/from Down Shipley Slow – LN922</i>
<i>Route Boundary</i>				<i>6 miles 50 chains</i>
Rylstone		–		

LN932 SHIPLEY SOUTH JN TO SHIPLEY WEST JN

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

2.2 Route Opening Hours

Subject to constraints imposed by the Engineering Access Statement all routes are open continuously, except as shown below. For a complete listing of current signal box opening hours please refer to the 'Compendium of Signal Box Opening Times 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. Route opening hours may differ from Signal Box opening hours.

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.

LN632 STOCKTON CUT JN TO SALT BURN			
ROUTE SECTION	SX	SO	SUN
South Bank Jn (inclusive) to Saltburn	Continuous	0000 – 0059 (SUN)	0600 - 2400

LN634 GUISBOROUGH JN TO WHITBY			
ROUTE SECTION	SX	SO	SUN
Guisborough Jn to Whitby	Continuous	Continuous	0000 – 0030 0730 – 2400

LN642 SALT BURN WEST JN TO BOULBY MINE			
ROUTE SECTION	SX	SO	SUN
Saltburn West Jn to Boulby	Continuous	0000 – 2359	0830 – 2359

LN664 BOLDON EAST JN TO BOLDON NORTH JN			
ROUTE SECTION	SX	SO	SUN
Boldon East Jn to Boldon North Jn	Continuous	0000 – 2300	0800 – 2400

LN666 BOLDON WEST JN TO TYNE DOCK			
ROUTE SECTION	SX	SO	SUN
Boldon West to Green Lane Jn	Continuous	0000 – 2300	0800 – 2400
Green Lane Jn to Tyne Biomass/Coal Loading Sidings	Not NR Infrastructure	Not NR Infrastructure	Not NR Infrastructure

LN678 DARLINGTON NORTH JN TO EASTGATE

ROUTE SECTION	SX	SO	SUN
Darlington North Jn to North Road (inclusive)	Continuous	Continuous	Continuous
North Road (exclusive) to Bishop Auckland and Eastgate	0610-2225	0610-2225	0720-2116

LN682 KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN

Please refer to Line of Route NW9909 (North West & Central Timetable Planning Rules) for Petheril Bridge Jn to Carlisle South Jn and NW4001 for Carlisle South Jn to Carlisle North Jn

ROUTE SECTION	SX	SO	SUN
Blaydon to Petheril Bridge	Open continuously from 0540 (Mon)	Continuous	0000 – 0010 0815 – 2245

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN

ROUTE SECTION	SX	SO	SUN
Bedlington North Jn to Ashington (inc)	Continuous	Continuous	Continuous
Ashington (exc) to Lynemouth	0530-2200*	0530-2200*	Closed

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

Ashington (exc) to Lynemouth Closes at 22:00 vice 21:00 SX

Ashington (exc) to Lynemouth Opens at 05:30 vice 09:00 AND Closes at 22:00 vice 15:30 SO

LN706 WEST SLEEKBURN JN TO NORTH BLYTH

ROUTE SECTION	SX	SO	SUN
West Sleekburn Jn to North Blyth	0530 – 2200*	0530 – 2200*	Closed

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

West Sleekburn to Blyth closes at 22:00 vice 21:00 SX

West Sleekburn to Blyth opens at 05:30 vice 09:00 AND closes at 22:00 vice 15:30 SO

LN708 MARCHEY'S HOUSE TO WINNING JN

ROUTE SECTION	SX	SO	SUN
Marchey's House to Winning Jn	0530 – 2200*	0530 – 2200*	Closed

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

Marchey's House to Winning closes at 22:00 vice 21:00 SX

Marchey's House to Winning opens at 05:30 vice 09:00 AND closes at 22:00 vice 15:30 SO

LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

ROUTE SECTION	SX	SO	SUN
Habrough to Grimsby (excl)	0450 – 0002	0450 – 0002	0930 – 0045
Wrawby Jn (excl) to Gainsborough Central (excl)	0622 – 1422 (Mon – Fri) 2222 – 2359 (Mon – Fri) 0000 – 0622 (Tue – Fri)	0000 – 2222	Closed
Gainsborough Central to Gainsborough Trent East Jn (excl)	0600 – 2359 (Mon – Fri)	0000 – 2222	Closed
Gainsborough Trent East Jn to West Burton East Jn (excl)	0540 – 2359	0000 – 2320	09:25* – 23:15*
West Burton to Shireoaks (incl)	Continuous	Continuous	Continuous
Shireoaks (excl) to Woodhouse Jn (excl)	Continuous	0500 – 2359	08:30* – 23:50*
Woodhouse Jn (incl) to Nunnery Main Line Jn	Continuous	0000 SO – 0005 SUN Continuous	08:30* – 24:00 Continuous

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

Gainsborough Trent Jn opens at 09:25 vice 13:40 on Sundays.

Shireoaks to Woodburn Jn and Woodburn Jn to Nunnery Main Line opens at 08:30 vice 13:50 on Sundays.

Gainsborough Trent Jn closes at 23:15 vice 23:00 on Sundays.

Shireoaks to Woodburn Jn closes at 23:50 vice 23:00 Sundays.

LN740 GRIMSBY MARSH WEST JN TO HUMBER ROAD JN

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

LN742 KILLINGHOLME TO BROCKLESBY JN

ROUTE SECTION	SX	SO	SUN
Humber Road Jn to Immingham West	Continuous	0000 – 2400	0801 – 2400

LN744 ULCEBY NORTH JN TO BARTON ON HUMBER

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

LN758 BRANCLIFFE EAST JN TO KIRK SANDALL JN

ROUTE SECTION	SX	SO	SUN
Branccliffe East Jn to St Catherines Jn	Continuous	0000 – 1530	1400 – 2400

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN

ROUTE SECTION	SX	SO	SUN
Mansfield Woodhouse to Shireoaks Jns	Continuous	0000 – 2300	1400 – 2400

LN784 HIGH MARNHAM TO SHIREBROOK EAST JN

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

LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE

ROUTE SECTION	SX	SO	SUN
Armley Junction to Harrogate	Continuous	Continuous	Continuous
Harrogate (excl) to Knaresborough	0610-2320	0610-2320	0920-2320
Knaresborough (excl) to Skelton Jn	0610-2330	0610-2330	0915-2320

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

ROUTE SECTION	SX	SO	SUN
Healey Mills to Horbury Jn	Continuous	0001 – 2359	0845 – 2359
Horbury Jn to Castleford	Continuous	0001 SO – 0005 SUN	0835* – 2400
Castleford to Milford Jn	Continuous	0000 – 2300 0000 – 2400	0800 – 2400 0840 – 2400
Milford Jn to Church Fenton (excl)	Continuous	0000 – 2300	0750 – 2400

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

Horbury Jn to Castleford Opens 0835 vice 0845 Sun

LN862 BARNSELY STATION JN TO HUDDERSFIELD

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

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

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

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

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSELY

ROUTE SECTION	SX	SO	SUN
Wincobank Jn (excl) to Barnsley	0445 –0012* FSX 0445 –0012* FO	0445 –0012	0825 – 2330
Barnsley Station Jn to Horbury Jn	0555 - 2400	0000 – 0005 and 0555 – 2400	0000-0005 and 0855* – 2325

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

Wincobank Jn (excl) to Barnsley closes 0012 vice 0005 FSX

Wincobank Jn (excl) to Barnsley closes 0012 vice 2350 FO

Barnsley to Horbury Jn opens 0855 vice 0915 SUN

LN872 ALTOFTS JN TO LEEDS WEST JN

ROUTE SECTION	SX	SO	SUN
Altofts Jn – Methley (incl)	Continuous	Continuous	0820* – 2400
Methley (excl) to Leeds (excl)	Continuous	Continuous	Continuous

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

Altofts Jn to Methley (incl) opens 0820 vice 0830 SUN

LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN

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

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

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

LN880 YORK TO SCARBOROUGH

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

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

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

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

ROUTE SECTION	SX	SO	SUN
Wakefield Kirkgate to Pontefract East Jn (excl)	Continuous	Continuous*	0000 –0005* 0845 – 2400
Pontefract East Jn (incl) to Drax Branch Jn (incl)	Continuous	Continuous	Continuous
Drax Branch Jn (excl) to Potters Grange Jn	Continuous	Continuous	0845 – 2400

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

Wakefield Kirkgate to Pontefract East Jn (excl) closes 0005 vice 2400 SO

LN886 MONK BRETTON LOOP TO CROFTON EAST JN

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

LN898 NEVILLE HILL EAST JN TO HULL

ROUTE SECTION	SX	SO	SUN
Micklefield/Milford/Sherburn in Elmet to Hambleton East	Continuous	0000 – 2325**	0735** – 2400
Hambleton East to Gilberdyke (excl)	0525** – 2325**	0525** - 2345**	0745** –2335**
Gilberdyke to Hull (excl)	Continuous	Continuous	Continuous

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

Micklefield/Milford/Sherburn in Elmet to Hambleton East opens 0735 SUN vice 0800 SUN and closes 2325 SO vice 2300 SO

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

Hambleton East to Gilberdyke (excl) opens 0525 SO vice 0602 SO and closes 2345 SO vice 2245 SO

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

LN912 THORNE JN TO GILBERDYKE JN

ROUTE SECTION	SX	SO	SUN
Thorne Jn to Gilberdyke	0522 – 2355*	0522 – 2355*	0835*– 0005*

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

Thorne Jn to Gilberdyke closes 2355 SX vice 2310 SX
Thorne Jn to Gilberdyke closes 2355 SO vice 2310 SO
Thorne Jn to Gilberdyke opens 0835 SUN vice 0845 SUN and closes 0005 SUN vice 2340 SUN

LN914 HULL (PARAGON) TO SEAMER WEST JN

ROUTE SECTION	SX	SO	SUN
Filey (excl) to Seamer	0615 - 2215	0625 - 2215	0920 – 2205

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.

Line of Route

LN600 SHAFTHOME JUNCTION TO RESTON GSP

Due to power supply constraints in the Hutton Bonville and Marshall Meadows feeder areas, restrictions apply to a selection of electric services which can operate through this section.

Please consult NESA for a full list and description of this restriction.

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 outside standard gauge (W6A) require an RT3973 form.

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.

5 Running Times, Margins and Allowances

5.1 Sectional Running Times

The definition for Sectional Running Times (SRTs) is listed in 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 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/route combinations in the following circumstances:

- i) Where a 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 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 a number of ways including, but not limited to:

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

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

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

5.1.3 New and Revised Sectional Running Times

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

5.1.4 Timing of Trains Consisting of Passenger Vehicles on Goods Lines

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

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

5.2 Headways

The definition for Headways is listed in Section 1.5 of the National Section 6.5 of the National TPRs.

5.2.1 Headway Values

All times are in minutes. All routes are shown.

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

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

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

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

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

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

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

Where headways are shown as being "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 the timing point in question. 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.

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

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

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN

TIMING POINT	DOWN	UP	NOTES
King's Cross to Hitchin (inclusive)	3	3*	Includes Down Slow line up to Hitchin North Jn (inclusive) *May be reduced to 2½ where a train from the USL at Woolmer Green is following a non-stop train on the UFL that is timed at 100mph or above
Hitchin (exclusive) to Holme Jn (exclusive)	3 – Fast Line 4 – Slow Line	3 – Fast Line 4 – Slow Line	
Holme Jn (inclusive) to Peterborough (inclusive)	3	3	
Peterborough (exclusive) to Helpston Jn (Stamford Lines)	3	3	
Peterborough (exclusive) to Loversall Carr Jn (inclusive)	3 following non-stop passenger 4 Other	3 following non-stop passenger 4 Other	
Loversall Carr Jn (exclusive) to Shaftholme Jn (inclusive)	3 – behind non-stop passenger service on Fast Lines 4 Other	3 – behind non-stop passenger service on Fast Lines 4 Other	

LN105 MOORGATE TO FINSBURY PARK JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	3	3	

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

TIMING POINT	DOWN	UP	NOTES
Alexandra Palace to Gordon Hill (inclusive)	3	3	
Gordon Hill (exclusive) to Ponsbourne Tunnel Signal K891 (exclusive)	3		
Ponsbourne Tunnel Signal K891 (inclusive) to Hertford North (exclusive)	4 following non-stop passenger 4½ other		

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

TIMING POINT	DOWN	UP	NOTES
Gordon Hill (exclusive) to Ponsbourne Tunnel Signal K894 (inclusive)		4	
Ponsbourne Tunnel Signal K894 (exclusive) to Hertford North		3	
Hertford North to Langlely	3½	3½	

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

TIMING POINT	DOWN	UP	NOTES
Standard Headway	3 following passenger % 4 following freight	3 following passenger 4 following freight	% 3½ applies at Letchworth if following a train that has stopped at Baldock

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN145 MARHOLM JN TO GLINTON JN

TIMING POINT	DOWN	UP	NOTES
Marholm Jn (inclusive) to Glinton Jn (Inclusive)	TCB	TCB	TCB planned as AB+2

LN600 SHAFTHOLME JN TO RESTON GSP

TIMING POINT	DOWN	UP	NOTES
Shaftholme Jn to York	3 Following Passenger 4 Following Freight	3 Following Passenger 4 Following Freight	
York to Skelton Jn (inclusive)	3	3	
Skelton Jn (exclusive) to Northallerton	3 Fast Line Following non stop 4 Fast line Following Freight/ Stopping 5 Slow Line	3 Fast Line Following non stop 4 Fast line Following Freight/ Stopping 5 Slow Line	

LN600 SHAFTHOLME JN TO RESTON GSP

TIMING POINT	DOWN	UP	NOTES
Northallerton to King Edward Bridge South Jn (exclusive)	3 Following Non Stop 4 Following Freight/Stopping	3 Following Non Stop 4 Following Freight/Stopping	
King Edward Bridge South Jn (inclusive) to Heaton South Jn (inclusive)	3	3	
Heaton South Jn (exclusive) to Benton North Jn	3 Following passenger* 4 Following Freight	3 Following passenger * 4 Following Freight	*Increased to 4 for trains timed at speeds below 100mph
Benton North Jn (exclusive) to Reston Signal EG402/403	5*	5*	* Reduced to 4 following Timing Loads at 100mph or above

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

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

LN626 NORTHALLERTON HIGH JN TO NORTHALLERTON EAST JN

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

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST Down Direction

HEADWAY AT	FOLLOW PASSENGER	FOLLOW TWM	FOLLOW FREIGHT	NOTES
Longlands Jn	n/a	n/a	3½	
Boroughbridge Road LC	n/a	n/a	3½	
Northallerton East Jn	4½	n/a	5½	
Yarm	5*	n/a	3½	*If 1 st train stops at Yarm; 3 if not
Eaglescliffe	4	n/a	4	
Stockton Cut Jn	4	n/a	4	
Hartburn Jn	4	n/a	4	
Norton South Jn	3½	n/a	5½	
Billingham Jn	4½*	n/a	4½	* If first train stops at Billingham, 3½ if not
Greatham SB	4	n/a	4	

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Down Direction

HEADWAY AT	FOLLOW PASSENGER	FOLLOW TWM	FOLLOW FREIGHT	NOTES
Hartlepool	AB+1*	n/a	AB+2*	*A train stopping at Hartlepool can depart 4" after preceding train but requires (2) before Horden Signal 7137
Horden Signal 7137	AB+1*	n/a	AB+2*	* A freight from Seaham Harbour does not affect headway from Horden
Seaham	4	n/a	4	
Ryhope Grange Jn	4	n/a	4	
Sunderland	3	4	4	If 2 nd train freight, see margins
Boldon West/ Brockley Whins	2½	3	3½	
Pelaw Jn	5*	3**	3	* If first train stopping Heworth; 2 applies if not stopping Heworth ** TWM passing Pelaw Metro Jn followed by mainline train passing Pelaw Jn.
Park Lane Jn (to Newcastle)	3	n/a	n/a	
High Level Bridge Jn	3	n/a	n/a	

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Up Direction

HEADWAY AT	FOLLOW PASSENGER	FOLLOW TWM	FOLLOW FREIGHT	NOTES
High Level Bridge Jn	2½	n/a	n/a	
Park Lane Jn	2½	n/a	5	
Pelaw Jn	2½	See margins	4½	
Pelaw Metro Jn	n/a	2½	n/a	
Boldon West/ Brockley Whins	2½	2½	5½*	*High figure due to signalling restriction; see Margins
Sunderland	5	n/a	5	
Ryhope Grange Jn	4	n/a	5½	

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Up Direction

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

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
South Hylton to Sunderland	4	4	

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

LN632 STOCKTON CUT JUNCTION TO SALTBURN

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

LN634 GUISBOROUGH JUNCTION TO WHITBY

TIMING POINT	DOWN	UP	NOTES
Middlesbrough (excl) to Cargo Fleet Road Signal MW6993	AB+2*		*Single Line, TCB timed as AB
Cargo Fleet Road Signal MW6993 to Nunthorpe	AB+2*		*Single Line, TCB timed as AB
Nunthorpe to Middlesbrough		AB+2*	*Single Line, TCB timed as AB
Nunthorpe to Battersby		AB+5 [^]	[^] Single Line, NSTR timed as AB*
Battersby to Glaisdale		AB+5 [^]	[^] Single Line, NSTR timed as AB*
Glaisdale to Whitby		AB+5 [^]	[^] Single Line, NSTR timed as AB*. See Restrictions at Glaisdale and Whitby
Passing points:			
Nunthorpe			
Battersby			
Glaisdale			

LN642 SALTBURN WEST JUNCTION TO BOULBY MINE

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

LN644 HARTBURN CURVE

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

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

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

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE

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

LN662 RYHOPE GRANGE JUNCTION TO HENDON

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

LN664 BOLDON EAST JUNCTION TO BOLDON NORTH JUNCTION

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

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

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

LN674 HIGH LEVEL BRIDGE JN TO GREENSFIELD JN (WEST CURVE)

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

LN676 PARK LANE JN TO KING EDWARD BRIDGE SOUTH JN

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

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

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

LN682 KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN

Please refer to Line of Route NW9909 (North West & Central Timetable Planning Rules) for Petteiril Bridge Jn to Carlisle South Jn and NW4001 for Carlisle South Jn to Carlisle North Jn

TIMING POINT	DOWN	UP	NOTES
King Edward Bridge South Jn to Blaydon	4 following non-stop, 5½ following stopping	4 following non-stop, 5½ following stopping	
Blaydon to Wylam	AB+2	AB+2	
Wylam to Prudhoe	AB+2	AB+2	
Prudhoe to Hexham	7 following non-stop 10 following stopping	7 following non-stop 9½ following stopping	
Hexham to Haydon Bridge	AB+2	AB+2	
Haydon Bridge to Haltwhistle	AB+2	AB+2	
Haltwhistle to Low Row	AB+2	AB+2	
Low Row to Brampton Fell	AB+2	AB+2	
Brampton Fell to Corby Gates	AB+2	AB+2	
Corby Gates to Petteiril Bridge Jn	4	4	

LN684 LOW FELL JN TO NORWOOD JN

TIMING POINT	DOWN	UP	NOTES
Low Fell Jn to Norwood Jn	4	4	Singe Line

LN694 BENTON NORTH JUNCTION TO MORPETH NORTH JUNCTION VIA BEDLINGTON

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5 following stopping passenger 6 following freight	5½ following stopping passenger 6 following freight under 799 tonnes 8 following freight 800 tonnes and over	
Exceptions:			
Hepscott Junction to Bedlington North Junction	AB+2		Single Line
Red House Farm to Seghill Level Crossing	AB+2: All moves except AB+3: first move freight, second move freight		Single Line
Holywell Level Crossing to Benton East Junction	AB+2 first train is a passenger, followed by a freight AB+2½ first train freight, second train is passenger AB+3 freight following freight		Single Line

LN696 HEPSCOTT JUNCTION TO MORPETH JUNCTION

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

LN700 BUTTERWELL NORTH BRANCH

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

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5 following stopping passenger 6 following freight	5½ following stopping passenger 6 following freight under 799 tonnes 8 following freight 800 tonnes and over	
Exceptions:			
Ashington	1½ following passenger 2½ passenger following freight	2½ following passenger	TCB
Ashington to Lynemouth Power Station	AB+2	AB+2	Freight route only between Ashington Junction and Lynemouth P.S. Movements between Hirst Lane L.C and Lynemouth P.S are under the control of Lynemouth P.S.

LN706 WEST SLEEKBURN JUNCTION TO NORTH BLYTH

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

LN708 WINNING JUNCTION TO MARCHEY'S HOUSE JUNCTION

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

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

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

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

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

LN741 HABROUGH JUNCTION TO ULCEBY SOUTH JUNCTION

TIMING POINT	DOWN	UP	NOTES
Habrough Junction to Ulceby	4	4	

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

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

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

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

LN750 WOODBURN JUNCTION TO DEEPCAR

Restriction:			
Tokenless One Train Working on Stocksbridge Line			

LN752 WRAWBY JN TO MARSHGATE JN

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

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

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

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

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

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

TIMING POINT	DOWN	UP	NOTES
Standard Headway	5	5	

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Mansfield Woodhouse to Shirebrook Jn	AB+2	AB+2	
Shirebrook Jn to Shireoaks East Jn	AB+2	AB+2	

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

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

LN786 BEVERCOTES COLLIERY BRANCH

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

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD			
TIMING POINT	DOWN	UP	NOTES
Tapton Jn to Sheffield (exclusive)	4	4	See Section 5.3 - converging margin at Dore Station Jn for trains having stopped at Dore & Totley
Sheffield (inclusive) to Nunnery Main Line Jn	3	3	<u>Down</u> 2 <u>when</u> consecutive departures from Sheffield diverging at Nunnery Main Line Jn <u>Up</u> 2½ when preceding/following train from Woodburn Jn
Nunnery Main Line Jn to Wincobank Jn	3	3	
Wincobank Jn to Holmes Jn	3	3	<u>Up</u> 2½ from Rotherham Central when following non-stop
Holmes Jn to Swinton	3	3	
Swinton to Ferrybridge North Jn	4	4	
Ferrybridge North Jn to Milford Jn	4 passenger 6 freight	4 passenger 6 freight	
Milford Jn to Gascoigne Wood Jn	AB+2*	AB+2*	*TCB plan as AB

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

LN807 DORE SOUTH JN TO DORE WEST JN			
TIMING POINT	DOWN	UP	NOTES
Dore South Jn to Dore West Jn	AB+2*		*Single Line TCB

LN808 DORE STATION JN TO EARLES SIDINGS (EXCL.)

TIMING POINT	DOWN	UP	NOTES
Down Direction			
Dore Station Jn to Totley Tunnel East*	4		*Signal DE5113
Totley Tunnel East* to Grindleford (incl)	AB+1^		*Signal DE5113 ^TCB planned as AB+1 based on time preceding train departs / passes Grindleford
Grindleford (excl) to Bamford (incl)	5		
Bamford (excl) to Earles Sidings SB	4 non-stop 6 stopping or freight		
Up Direction			
Dore West Jn to Dore Station Jn		4	
Grindleford (excl) to Dore West Jn		AB+1	TCB planned as AB+1
Hathersage (excl) to Grindleford (incl)		3½ non-stop 5½ stopping or freight	
Bamford (excl) to Hathersage (incl)		3 non-stop 5 stopping or freight	
Earles Sidings SB to Bamford (incl)		AB+2	TCB planned as AB+2

LN809 SHEPCOTE LANE WEST JN TO TINSLEY YARD EAST END

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

LN814 TINSLEY NORTH JN TO SHEFFIELD TRAM TRANSFER LINE

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

LN815 PARKGATE JN TO SHEFFIELD TRAM PARKGATE TRANSFER LINE

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

LN816 BEIGHTON JN TO WOODHOUSE JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN818 HOLMES JN TO ROTHERHAM CENTRAL

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

LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON

TIMING POINT	DOWN	UP	NOTES
Doncaster to Swinton	3*	3*	* 4 applies following Class 7 or 8 freight

LN828 MEXBOROUGH JN TO ALDWARKE JN VIA KILNHURST

TIMING POINT	DOWN	UP	NOTES
Mexborough to Thrybergh Jn	4½	4	
Thrybergh Jn to Aldwarke Jn	AB+2*	AB+2*	* AB+1 applies when the second train has stopped at Thrybergh Jn

LN830 ALDWARKE JN TO WOODBURN JN

TIMING POINT	DOWN	UP	NOTES
Aldwarke Jn to Tinsley East Jn	4	4	
Tinsley East Jn to Woodburn Jn	AB+2*		*Single Line, TCB to be planned as AB

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	
Exceptions:			
South Kirkby Jn to Hare Park Jn	4 [^]	4 [^]	[^] 3 A Class 2 stopping service following a Class 1 non-stop
Wakefield Westgate to Holbeck Jn (exclusive)	4	4	<u>Down</u> 3½ on approach to Holbeck Jn if 1 st train has an excess of pathing, engineering or performance allowances. <u>Up</u> 3½ Loco hauled or stopping DMU following electric service
Armley Jn** to Leeds West Jn	2½	2½	A and B Lines / Up/Down Harrogate Lines only ** Whitehall Jn not a timing point on A or B / Harrogate Lines
Holbeck Jn (inclusive) to Leeds	2	2	
Leeds to Neville Hill East Jn	3	3	

LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE

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

LN842 THORPE MARSH JN TO ADWICK JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN848 HARE PARK JN TO CROFTON WEST JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN850 WAKEFIELD WESTGATE SOUTH JN TO WAKEFIELD KIRKGATE WEST JN

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

LN852 HOLBECK JN TO BRADFORD INTERCHANGE

TIMING POINT	DOWN	UP	NOTES
Holbeck Jn (inclusive) to Mill Lane Jn (exclusive)	4½ 6	5 5½	Following passenger Following freight
Mill Lane Jn to Bradford Interchange			Refer to 5.3 – Bradford Interchange for details of margins between movements.

LN854 HALL ROYD JN (EXCL.) TO COLTON JN			
(To be used until EiS L commissioning in 2027)			
TIMING POINT	DOWN	UP	NOTES
Hebden Bridge to Milner Royd Jn	3½ 4½ 4½	3 4 4½	Following non-stop passenger Following stopping passenger Following freight
Milner Royd Jn to Bradley Wood Jn	3½ 4½ 3½	3 4 4	Following non-stop passenger Following stopping passenger Following freight
Bradley Wood Jn to Heaton Lodge	4½	4½	
Heaton Lodge (West/East) Jns to Mirfield East Jn/Thornhill LNW Jn			See LN860 for details
Thornhill LNW Jn to Horbury Junction	4	4	
Horbury Jn to Wakefield Kirkgate	4 Passenger 5 Freight (Fast Line) 4 Freight (Slow Line)	3 Passenger 5 Freight	
Wakefield Kirkgate to Altofts Jn	3*	4 Passenger 5 Following Freight	* 4 if the 1 st train stops at Normanton
Altofts Jn to Castleford	4*	5*	* Trains converging or diverging at Whitwood Jn can be 3 minutes apart at Castleford
Castleford to Milford Jn	4 Passenger 6 Freight	4 Passenger 6 Freight	
Milford Jn to Church Fenton	4	5	
Church Fenton to Colton Jn	3 LSL * 4	3 LSL * 4	* Following non-stop passenger (LSL only)

LN854 HALL ROYD JN (EXCL.) TO COLTON JN			
(To be used from EiS L commissioning in 2027)			
TIMING POINT	DOWN	UP	NOTES
Hebden Bridge to Milner Royd Jn	3½ 5 4½	3 4½ 4½	Following non-stop passenger Following stopping passenger Following freight
Milner Royd Jn to Bradley Wood Jn	3½ 4½ 3½	3 4 4	Following non-stop passenger Following stopping passenger Following freight
Bradley Wood Jn to Heaton Lodge	3	3 4	Following passenger Following freight
Heaton Lodge (West/East) Jns to Ravensthorpe			See LN860 for details
Ravensthorpe to Horbury Jn	4	4	

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

(To be used from EIS L commissioning in 2027)

TIMING POINT	DOWN	UP	NOTES
Horbury Jn to Wakefield Kirkgate	4 Passenger 5 Freight (Fast Line) 4 Freight (Slow Line)	3 Passenger 5 Freight	
Wakefield Kirkgate to Altofts Jn	3*	4 Passenger 5 Following Freight	* 4 if the 1 st train stops at Normanton
Altofts Jn to Castleford	4*	5*	* Trains converging or diverging at Whitwood Jn can be 3 minutes apart at Castleford
Castleford to Milford Jn	4 Passenger 6 Freight	4 Passenger 6 Freight	
Milford Jn to Church Fenton	4	5	
Church Fenton to Colton Jn	3 LSL * 4	3 LSL * 4	* Following non-stop passenger (LSL only)

LN858 MILNER ROYD JN TO MILL LANE JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN859 GREETLAND JN TO DRYCLOUGH JN

TIMING POINT	DOWN	UP	NOTES
Greetland Jn to Drycough Jn	4	4½ 5½	Following passenger Following freight

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used until EiS L commissioning in 2027)

DOWN DIRECTION

HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	NOTES
Greenfield	3	3	
Diggle Jn	3	3½	
Marsden	3½	5	
Huddersfield	3	3½	
Bradley Jn	2½	2½	
Heaton Lodge East Jn	2½*	3½	* 3 following freight going towards Healey Mills
Mirfield East Jn	2½	4*	* 3 if only stopping at Mirfield
Dewsbury	2½	5*	* 3½ if not stopping at Batley 4 for a Class 185 stopping at Batley
Morley	3	4½*	* 3 if not stopping at Cottingley/White Rose

Trains maybe timed 2 minutes apart at Whitehall Jn

Stopping headway from Mirfield East Jn is based on stopping at Mirfield, Ravensthorpe, Dewsbury, Batley, Morley, Cottingley/White Rose.

(To be used from EiS L commissioning in 2027)

DOWN DIRECTION

HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	FOLLOWING FREIGHT	NOTES
Greenfield	3	3	3	
Diggle Junction	3	3½	3	
Marsden	3½	5	3½	
Huddersfield	3	4	4	* 4 following train that has stopped at Deighton
Bradley Jn	2½ *	N/A	3	
Heaton Lodge East Jn	2½	3½	3	
Ravensthorpe	2½	4	3	
Baker Jn	2½	4	3	
Dewsbury	2½	4½	4	
Morley	3	5**	4	** 3 following train that has not stopped at Cottingley/White Rose

Trains may be timed 2 minutes apart at Whitehall Jn

LN860 DIGGLE JN TO COPLEY HILL EAST JN

(To be used until EiS L commissioning in 2027)

UP DIRECTION

HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	NOTES
Whitehall Jn	2½ ^{\$}	5	\$ Can be reduced to 2 minutes if ½ pathing is included in the second train approaching the next timing point after Whitehall Jn
Morley	2½	5	
Dewsbury	2½	4½*	* 3 if not stopping at Ravensthorpe
Thornhill LNW Jn	2½	2½	
Mirfield East Jn (FL)	2½	4	
Mirfield East Jn (SL)	4	4	
Heaton Lodge West Jn	2½	3½	
Bradley Jn	2½	2½	
Huddersfield	3½	3½	
Marsden	3½	3½	
Diggle Jn	3½	3½	

Stopping headway to Thornhill LNW Jn is based on a train stopping at White Rose/Cottingley, Morley, Batley, Dewsbury.

(To be used from EiS L commissioning in 2027)

UP DIRECTION

HEADWAY AT	FOLLOWING NON-STOP	FOLLOWING STOPPER	FOLLOWING FREIGHT	NOTES
Whitehall Jn	2½ *	3½	4½	* Can be reduced to 2 minutes if ½ pathing is included in the second train approaching the next timing point after Whitehall Jn
Morley	2½	5	5½	
Dewsbury	2½	5	3	
Baker Jn	2½	5	3	
Ravensthorpe	2½	4½	3½	
Heaton Lodge West Jn	2½	N/A	3½	
Bradley Jn	2½	4	3½	
Huddersfield	2½	3½	3½	
Marsden	3½	3½	3½	
Diggle Jn	3½	3½	3½	

LN862 BARNSELY STATION JN TO HUDDERSFIELD

STATION			
TIMING POINT	DOWN	UP	NOTES
Standard Headway	AB+2*		*Single Line TCB
Exceptions:			
Clayton West Jn to Stocksmoor	AB+2	AB+2	

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSELY

TIMING POINT	DOWN	UP	NOTES
Wincobank Jn to Ecclesfield West	5	5	
Ecclesfield West to Barnsley	8	8	
Barnsley to Woolley Coal Siding SB	AB+2*	AB+2	When Woolley Coal Siding SB is closed, the AB section becomes Barnsley to Horbury Jn. (Refer to Compendium of Signal Box Opening Times for Signal Box opening hours.) * In the Down direction, the Headway at Barnsley can be reduced to AB+0 if the second train has {1} after Barnsley to allow for passing / departing under a Single Yellow signal. This applies regardless of whether Woolley Coal Siding SB is closed or not.
Woolley Coal Siding SB to Horbury Jn	AB+2	AB+2	

LN870 WAKEFIELD TURNERS LANE JN TO CALDER BRIDGE JN

TIMING POINT	DOWN	UP	NOTES
Turners Lane Jn to Calder Bridge Jn	AB+2	AB+2	TCB plan as AB

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN874 METHLEY JUNCTION TO WHITWOOD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	3	3	

LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	3½ 4 5	4½ 5 5	following non-stop passenger following stopping passenger following freight

LN880 YORK TO SCARBOROUGH

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

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

TIMING POINT	DOWN	UP	NOTES
Wakefield Kirkgate to Crofton East Jn	4	4	
Crofton East Jn to England Lane Level Crossing	4 4 5	4 5 6	following non-stop passenger following stopping passenger following freight
England Lane Level Crossing to Drax Branch Jn	5 Pass 6 Freight	5 Pass 6 Freight	
Drax Branch Jn to Goole Potters Grange Jn	AB+2*	AB+2*	*Single Line TCB planned as AB

LN886 MONK BRETTON LOOP TO CROFTON EAST JUNCTION

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

LN888 STAINFORTH JN TO FERRYBRIDGE NORTH JN

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

LN889 SHAFTHOLME JUNCTION TO HAYWOOD JUNCTION

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN892 PONTEFRACT EAST JN TO FERRYBRIDGE SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Pontefract East Jn to Ferrybridge North Jn	AB+2	AB+2	TCB, single line planned as AB

LN896 DRAX POWER STATION BRANCH

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

LN898 NEVILLE HILL EAST JN TO HULL

TIMING POINT	DOWN	UP	NOTES
Cross Gates	3 following non-stop 3½ following freight 4½* following stopping	3 following non-stop 4 following freight 4 following stopping	*5½ required for a train calling at Garforth and East Garforth
Micklefield	3 following non-stop 3½ following freight 4½ following stopping	3 following non-stop 4 following freight 4½* following stopping	For converging and diverging interactions, please see section 5.3 *5½ required for a train calling at Garforth and East Garforth
Micklefield (exclusive) to Hambleton West Jn (inclusive)	3 following passenger 3½ following freight	3 following non-stop 4 following stopping	
Hambleton West Jn (exclusive) to Selby (inclusive)	3 following passenger 3½ following freight	3½	
Selby (exclusive) to Gilberdyke (exclusive)	4½ following passenger 5½ following freight	4 following passenger % 4½ following freight	% 5½ required at Gilberdyke following a service that has stopped at Howden
Gilberdyke (inclusive) to Brough (exclusive)	3 following passenger 3½ following freight	4 following passenger 5 following freight	
Brough (inclusive) to Hessle Road Jn (exclusive)	3	3½ following nonstop 4½ following stopping	
Hessle Road Jn (inclusive) to Hull	3	3	

LN899 HESSLE EAST JN TO HULL DAIRYCOATES

TIMING POINT	DOWN	UP	NOTES
Hessle East Jn to Hessle vaTTUK Logistics Hub (excl)	One train working*		Single Line *Note a freight train may be "locked in" at either terminal

LN902 MICKLEFIELD JN TO CHURCH FENTON NORTH JN

TIMING POINT	DOWN	UP	NOTES
Refer to entries under LN854 and LN898			

LN910 TEMPLE HIRST JN TO SELBY SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN912 THORNE JN TO GILBERDYKE JN

TIMING POINT	DOWN	UP	NOTES
Thorne Jn to Goole (exc.)	3½ 5 5	3 4½ 4	following non-stop passenger following stopping passenger following freight
Goole (inc.) to Gilberdyke	3½ 5 5½	3½ 5 5½	following non-stop passenger following stopping passenger following freight

LN914 HULL (PARAGON) TO SEAMER WEST JN

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

LN916 HESSLE ROAD JN TO SALTEND

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

LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

TIMING POINT	DOWN	UP	NOTES
Whitehall Jn to Armley Jn	3	3	Down/Up Shipley Main Lines only
Leeds West Jn** to Armley Jn	2½	2½	Down/Up Harrogate Lines only ** Whitehall Jn not a timing point on A or B / Harrogate Lines
Armley Jn to Apperley Jn (incl)	3	3	
Apperley Jn (excl) to Shipley	4	4	
Shipley to Keighley	4 (6 at Shipley following train stopping at Saltaire)	4 (6 at Keighley following train stopping at Crossflats)	
Keighley to Skipton	5	5 (6 at Skipton following train stopping at Cononley)	
Skipton to Gargrave	8½ following non-stop 10 following stopping	8½ following non-stop 10 following stopping	
Gargrave to Hellifield	AB+2	AB+2	

LN924 APPERLEY JN TO ILKLEY

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

LN926 DOCKFIELD JN TO ESHOLT JUNCTION

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

LN928 SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE

TIMING POINT	DOWN	UP	NOTES
Standard Headway	4	4	

LN930 SKIPTON MIDDLE JUNCTION TO RYLSTONE			
TIMING POINT	DOWN	UP	NOTES
Skipton to Rylstone	AB+2*		*Single Line, ETB

5.2.2 General Capacity Constraints

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

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

Where stated, a “Max Trains / Hour” restriction is applied as xx:00 (inc.) to xx+1:00 (exc.)

LN101 LONDON KING’S CROSS TO SHAFTHOLME JN	
Location	Max Trains / Hour
Digswell Jn (Down direction)	18
Woolmer Green Jn (Up direction)	18
Exceptions:	
19 trains per hour are permitted to run over Welwyn Viaduct in the following hours between Digswell Jn and Woolmer Green Jn:	
SX in the Up Direction between 08:00:00 and 08:59:30.	
SX in the Down Direction between 16:00:00 and 16:59:30.	
SX in the Down Direction between 19:00:00 and 19:59:30.	

A list of level crossings which have been deemed high risk due to barrier downtime is recorded below. Any increase to the quantum of services over this level crossing within the high-risk periods, when compared to the number of services issued in the last Working Timetable, needs to be risk assessed alongside Capacity Planning and the relevant route team.

Route	Crossing Name	ELR	Line of Route	Mandatory Timing Point	TIPLOC	Section	Barrier Down Time >40 mins in hour (67%) any hour	Station Crossing with no alternative platform access	Fouling crossings on approach to controlled signal and / or blocking sighting.	Time of day trains require assessment	Pedestrian / Road usage
North & East	Ings UWC FP	HPC	LN848 - Hare Park Jn to Crofton West Jn	Hare Park Jn	HAREPKJ	Crofton West Jn to Hare Park (Up direction)	N/A	N	Y	All day, everyday	6 per day
East Coast	Scalm Lane MSL	HSC	LN904 - Hambleton South Jn to Hambleton West Jn	Hambleton South Jn (Up direction) and Hambleton West Jn (Down direction)	HAMBLSJ HAMBWLJ	Hambleton South Jn to Hambleton West Jn (Both Directions)	N/A	N	Y	All day, everyday	N/A

5.3 Junction Margins and Station Planning Rules

The definition for Junction Margins and Station Planning Rules is listed in Sections 1.6 to 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 B Plan. Negative adjustments are specially identified.

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

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

Standard Values

STANDARD VALUES – MINIMUM		
Adjustments to Sectional Running Times		
CrossCountry schedules must depart from origin and terminate at destination on a whole minute due to limitations with TOC Resourcing IT software (Integrale).		
Freight schedules must depart from origin and terminate at destination on a whole minute. (This is due to TOPS requirements).		
Arrivals at Destination		
The following operators' services are not required to arrive at destination on a full minute:		
Grand Central		
LNER		
Nexus (Tyne and Wear Metro)		
Northern		
Transpennine Express		
Arrivals from/departures to ECS		
LNER minimum platform standing allowance between ECS arrival and passenger train departures		
80x, 91		20
LNER minimum platform standing allowance between passenger train arrival and ECS departure		
80x, 91		10
Generic Rolling Stock Classes		
Train Class	TPS Timing Load	TPR Values
Class 150, 155 and 156 DMU	150 timing load	Class 150 values
Class 379 EMU	387/100 timing load	Class 379 values
Class 387 EMU	387/100 timing Load	Class 387 values
Class 387 EMU (stock transfers through TL Core)	375 timing load	Class 387 values
CrossCountry Class 170 Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot		
1 x 170		5
2 x 170		10

STANDARD VALUES – MINIMUM	
CrossCountry 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 170/22x 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) and may be reduced after discussion and agreement between CrossCountry and Network Rail	
CrossCountry 22x Safety Check Unit (SCU) Allowances – minimum platform standing allowance between passenger train arrival and ECS departure to depot	
1 x 22x departing in same direction as arrival	8
1 x 22x departing in reverse direction to arrival	10
2 x 22x departing in same direction as arrival	15
2 x 22x departing in reverse direction to arrival	20
GTR minimum platform standing allowance between ECS arrival and passenger train departures	
Class 379/387/700/717 departing in same direction	1 (unless otherwise specified)
GTR minimum platform standing allowance between passenger train arrival and ECS departure	
Class 379/387/700/717 departing in same direction	4 (unless otherwise specified)
Lumo Trains minimum platform standing allowance between passenger train arrival and ECS departure to depot in same direction	
Class 803	10
Attachment of Locomotives/Units	
22x	7
DMU	6
EMU (gangwayed)	4
EMU (Non gangwayed)	3
EMU (Northern Trains)	7
Locomotive	15
Govia Thameslink Railway Class 387 and 379 units	6
LNER 80x	7
XC 170	4
Connectional Allowance	5 minutes

STANDARD VALUES – MINIMUM		
Detachment of Locomotives/Units:		
22X	7	
DMU	5	
EMU (gangwayed)	3	
EMU (non gangwayed)	2	
EMU (Northern Trains)	7	
Locomotive	10* *12 if locomotive attached at other end of train	
Govia Thameslink Railway Class 387 and 379 units	5	
LNER 80x	7	
XC 170	4	
Dwell Time – passenger services		
Class 158	1	
DMU (Other)	45 seconds – to be shown as alternating ½ and 1 minute stops	
EMU	½	
LH/22X/180/80X	1½	
LNER Class 91 and 80x	2	
Tyne & Wear Metro (Nexus)	24 seconds – to be shown as ½ stop and SRT shortened by 6 seconds	
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	
Minimum Turnround		
DMU*	4	
*Where turnround times are specified at locations for trains from specific origins, request should be made to the Operational Planning Manager LNE, Network Rail for times from other locations as a longer turnround may apply.		
LH	35	
4 car class 379 or 387	8	
8 car class 379 or 387	9	
12 car class 379 or 387	10	
8 car class 700	8	
12 car class 700	10	
6 car class 717	6	
Class 80x	25 (does not apply to TPE)	
Platform Re–occupation		
Standard	3	

STANDARD VALUES – MINIMUM	
Reversals	
Standard	8
Exceptions	
DMU	3*
EMR 222, NMT, 5-car 80X (except TPE and Hull Trains)	7
XC 170	4 (2-4 cars), 5 (5-6 cars), 7 (7-9 cars)
XC 22x	5 single set 6 double set
80X where a change of traincrew is planned	4
Freight – Reversal before/after propelling movement	2
Light engines	2
New Measurement Train	10 [^] (except 7 when reversal in a platform)
PLPR/UTU	10 [^]
TRU	4 [^]
VIU	2
*4 minutes for East Midlands Railway Services	
[^] can be reduced under agreement with the IM team.	

THE FOLLOWING PAGES SHOW THE EXCEPTIONS TO THESE STANDARD VALUES

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN

London King's Cross

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Entering a platform that is already occupied	Calling-on from signals protecting platforms	{ $\frac{1}{2}$ } *

* Where this results in an arrival at King's Cross on a half-minute for a service not permitted to do so, < $\frac{1}{2}$ > should be added to round up to a full minute

Connectional Allowance	15
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Minimum Turnround

	All Times
From Middlesbrough, Yorkshire and stations south thereof (LNER)	30
From Newcastle, Sunderland (LNER) and Berwick-upon-Tweed	35
From Scotland (LNER)	40*
	* May be reduced to no less than 35 with prior agreement between Network Rail and Train Operator
LNER passenger service forming ECS	15 (may be reduced with prior agreement between Network Rail and train operator)
From Hull (Hull Trains)	30 20 for arrivals during the following hours: Monday-Friday 0700-1000 and 1600-1900 Saturday all day Sunday 1700 – 2100
Grand Central	40* except for: 20 where an ECS forms a passenger service 15 where a passenger service forms ECS * May be reduced to no less than 20 with prior agreement between Network Rail and Train Operator
Lumo	20* for trains entering passenger service from ECS or for trains leaving passenger service to ECS 42** for passenger service forming passenger service *May be reduced to no less than 15 with prior agreement between Network Rail and Train Operator **May be reduced to no less than 35 with prior agreement between Network Rail and Train Operator

Permissive Working

When planning permissive working at King's Cross, a standage allowance must be included in the calculations as per the below:

- All types of services except below – 18m (2m from buffer stops to first train, 6m between trains and 10m signal sighting allowance)
- Class 387 & 717 in Platforms 0,1,3,4,5,7 or 9 – 27m (due to increased signal sighting allowance)

A 5-car 80x/180 can platform share with up to 6-car 717, or 4-car 379/387 in any platform 0-8

A 4-car 379/387 can platform share with another service formed of up to 8 cars in any platform 0-8

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN

London King's Cross

Platform end conflicts: departure before arrival

First movement	Second movement	Margin
Depart platform 0 via Line A	Arrive platform 0 or 1 via Line A	5
Depart platforms 0 or 1 to Down Fast via Line A or B	Arrive platforms 2 to 7 from Up Fast via Line B, C or D	6 \$
Depart platforms 0 to 7 to Down Fast via Line A, B, C, CX or D	Arrive platform 7 or 8 via Up Fast and Line E	6 \$
Depart platforms 0 to 7 to Down Fast via Line A, B, C, CX or D	Arrive platforms 8 to 10 via Up Fast and Line EX	6 \$
Depart platform 1 via Line A	Arrive platform 0 or 1 via Line A	5
Depart platform 1 via Line B	Arrive platform 1 via Line A	4
Depart platform 2 via Line B	Arrive platform 2 via Line B or C	6 \$
Depart platform 2 via Line C	Arrive platform 2 via Line B or C	6 \$
Depart platform 2 via Line CX	Arrive platform 2 via Line B	4
Depart platforms 2, 3 or 4 via Line CX	Arrive platforms 2 to 7 via Line C	5
Depart platforms 3, 4 or 5 via Line C	Arrive platforms 2 to 7 via Line C	6 \$
Depart platforms 2, 3, 4 or 5 via Line C	Arrive platforms 5, 6 or 7 via Line D	6 \$
Depart platform 5 via Line D	Arrive platform 5 via Line C	4
Depart platform 5, 6 or 7 via Line D	Arrive platform 6 or 7 via Line C	5
Depart platform 5, 6 or 7 via Line D	Arrive platform 6 or 7 via Line D	6 \$
Depart platform 7 via Line D	Arrive platform 7 via Up Slow and Line E	4
Depart platform 7 via Line E to Down Fast	Arrive platform 7 via Line C	4
Depart platform 7 or 8 via Line E	Arrive platforms 7 to 10 via Line E or EX	6 \$
Depart platform 8 via Line F	Arrive platform 8 via Line E	4
Depart platform 8, 9 or 10 via Line FX to Down Fast	Arrive platform 7 to 10 via Line E or EX	6 \$
Depart platform 8, 9 or 10 via Line F to Down Slow	Arrive platform 8, 9 or 10 via Line EX	5
Depart platform 8, 9 or 10 via Line F to Down Slow	Arrive platform 8, 9 or 10 via Line F	6 \$

\$ Conflict occurs at Belle Isle Jn where the 2 minute margin is included in re-occupation margin.

Platform end conflicts: arrival before departure

First movement	Second movement	Margin
Arrive any platform	Conflicting departure from any platform	1*
Arrive platform 0 via Line A	Depart platform 1 via Line B	Parallel
Arrive platform 1 or 2 via Line B	Depart platform 0 via Line A	Parallel
Arrive platform 2 via Line B	Depart platform 1 via Line A	Parallel
Arrive platform 2, 3 or 4 via Line C	Depart platform 5 via Line D	Parallel
Arrive platform 5, 6 or 7 via Line D	Depart platforms 2 to 5 via Line C or CX	Parallel
Arrive platform 6 or 7 via Line C	Depart platforms 2 to 5 via Line C or CX	Parallel
Arrive platform 8, 9 or 10 via Line EX	Depart platform 7 via Line E	Parallel
Arrive platform 9 or 10 via Line EX	Depart platform 8 via Line E	Parallel
Arrive platform 8, 9 or 10 via Line F	Depart platform 7 via Line E	Parallel
Arrive platform 9 or 10 via Line F	Depart platform 8 via Line E	Parallel

* Unless otherwise stated.

Planning Notes

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN

London King's Cross

Arrivals at platforms 6 and 7 via Line C use the facing crossover in Gasworks Tunnel.

Arrivals at platforms 5 to 10 via Up Fast and Line D, E or EX use the facing crossover at Belle Isle Jn.

Arrivals at platforms 8, 9 or 10 via Up Slow and Line F use the facing crossover at Copenhagen Jn.

A 0, 1 or 2 minute margin is possible providing that an arriving train passes Belle Isle Jn first, is using a different line and arrives at a higher numbered platform. For example:

- Train from Up Fast Line passes Belle Isle Jn at 12/00 then runs via Line C, D, E or EX to one of platforms 3 to 10 arrive 12:02;
- Train departs one of platforms 0 to 2 at 12:00 then runs via Line B and passes Belle Isle Jn at 12/02 to Down Fast Line.

Diesel traction cannot be planned into Platform 0.

Diesel traction where possible should not be planned to use Platforms 9 or 10. This is due to exhaust fumes coalescing under the low roof, and affecting the station concourse.

Station Watering Points	Platforms 0–10
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Belle Isle Jn

Junction Margins

First Movement	Second Movement	Margin
Between all conflicting crossing movements		2
Up Slow to Line F (movement takes place at Copenhagen Jn)	Canal Tunnels to Down Slow (applies to both DCT and UCT)	2

Copenhagen Jn

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

Junction Margins

First Movement	Second Movement	Margin
Pass from York Way North Jn to Down Slow	Pass from Up Slow to York Way North Jn	3½
Pass from Up Slow to York Way North Jn	Pass Belle Isle Jn on Down Slow	3½
Pass from Up Slow to York Way North Jn	Pass Belle Isle Jn on Up Slow	3
Pass Belle Isle Jn on Down Slow	Pass from Up Slow Line to York Way North Jn	2½
Pass Belle Isle Jn on Down Slow	Pass from York Way North Jn to Down Slow	2½
Pass from York Way North Jn to Down Slow	Pass Belle Isle Jn on Down Slow	2½

Holloway South Jn

Adjustment to sectional running times

Movement Down	Reason	Value
Down Fast or Down Slow to Down Goods	Approach control	{1}
Down Fast to Down Slow	Approach control	{½}
Down Slow to Down Fast	Approach control and acceleration	{½}* * approaching next timing point

Movement Up	Reason	Value
Up Fast to Up Slow	Approach control	{½}
Up Slow to Up Fast	Approach control and acceleration	{½} and {½} *
Up Slow 2 to Up Slow	Acceleration	{½} * approaching next timing point
Up Slow 2 to Up Fast (not stopping at Signal K326)	Approach control and acceleration	{½} and {½} *
Up Slow 2 to Up Fast (having stopped at Signal K326)	Acceleration	{½} *
* approaching next timing point		

Junction Margins

First Movement	Second Movement	Margin
All Conflicting Moves (unless stated below)		2
Up Fast pass	Up Slow 2 to Up Fast	2½
Up Slow pass	Up Slow 2 to Up Slow	2½
Up Slow pass	Up Slow 2 to Up Fast	2½

Planning restriction

Any train exceeding 321m in length held at K326 on Up Slow 2 will prevent another entering Platform 1 at Finsbury Park

Finsbury Park

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Finsbury Park to Alexandra Palace DS to DF (all movements)	Differential Junction Speed	{½}
Finsbury Park to Alexandra Palace DS to DS2	Slow crossover	{1} *
* approaching next timing point		

Movement Up	Reason	Value
Alexandra Palace to Finsbury Park UF to US (all movements)	Approach Control and Differential Junction Speed	{1} EMU {1½} HST / LH / 180 / 91 / 80X

Dwell Time

Class 379 and 387	1
Class 700 and 717	1½ - may be reduced to 1 with prior agreement between Network Rail and Train Operator

Junction Margins

Finsbury Park		
First Movement	Second Movement	Margin
Depart Platform 7 to SL or SL2	Depart Platform 8 to SL	2
Depart/Pass Platform 8 to SL	Depart Platform 7 to SL2	2
Arrive USL from UFL	Pass UFL	2½
Depart Platform 4 to DFL	Arrive Platform 4 from UFL	4
Pass DFL	Depart DSL to DFL	1½ [^]
Pass DFL	Pass DSL to DFL	2 ^{\$}
^{\$} May be 1½ if second train has 1 minute or more pathing time approaching Finsbury Park		
[^] Headway between these services may be reduced to 2½ minutes as far as Potters Bar		
Overlap Margin		
First Movement	Second Movement	Margin
Depart Platform 7 to SL2	Arrive Platform 8 frown Down Moorgate	2
Platform Re-occupation		
In Down direction	2	
In Up direction	2½	

Harringay Up Reversing Siding

Permissive Working

Permissive Working is allowed in the siding.

The maximum standage is 322 metres/50 SLU from the buffer stop to signal K421. This excludes any allowance for stand back from the signal and standage required between different trains.

Harringay

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass SL2 to Ferme Park	Approach control at signal K413	{1}
Pass SL2 to Hornsey Down Reversing Sidings	Approach control at signal K431	{½}
Pass from Harringay Park Jn towards Alexandra Palace	Acceleration from lower line speed	{1} * freight ≤800t/TR40 {1½} * passenger/ECS or freight ≤1400t/TR85 {2} * freight ≥1600t/TR100

* applies approaching next timing point. Does not apply to trains routed towards Ferme Park.

Movement Up	Reason	Value
Cross from SL2 to SL1	Slow speed crossover and approach control at Signal K422	{1} and {½} *
Trains from Hornsey EMUD or from Hornsey Down Reversing Sidings / Signal K440 via flyover	Slow speed crossovers	{½} *

* applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Depart Up Reversing Siding towards Hornsey EMUD	Arrive Up Reversing Siding from Flyover or Up Slow 2	3
Depart Up Reversing Siding towards Hornsey via Flyover	Arrive Up Reversing Siding from Hornsey EMUD or Up Slow 2	3
Pass Harringay from Flyover or Hornsey EMUD	Depart Up Reversing Siding towards Hornsey EMUD or Flyover	1
Depart SL2 (K85) to Hornsey EMUD	Pass Harringay from Alexandra Palace or Flyover on SL2	3
Cross from SL2 to SL1	Arrive from SL1	2
Cross from SL2 to SL1	Pass from SL1	3

Ferme Park Reception

Planning Note

- LNER Class 80X arrivals are restricted to a maximum of 4 per any 60 minute period and must be at least 10 minutes apart.
- LNER Class 80X departures are restricted to a maximum of 4 per any 60 minute period and must be at least 10 minutes apart.

Hornsey Down Reversing Sidings

Junction Margins

First movement	Second Movement	Margin
Depart Down Reversing Siding No 1 towards Flyover	Arrive Down Reversing Siding No. 1 from SL1 or SL2	3
Depart Down Reversing Siding No 1 towards Flyover	Arrive Down Reversing Siding No. 2 from SL2	Parallel
Depart Down Reversing Siding No 2 towards Flyover	Arrive Down Reversing Siding No. 1 or 2 from SL2	3
Depart Down Reversing Siding No 2 towards Flyover	Arrive Down Reversing Siding No. 1 from SL1	Parallel
Arrive at or pass Hornsey from Flyover	Depart Down Reversing Siding No. 1 or 2 towards Flyover or Down Slow 2	1

Planning Notes

Siding No. 1 – Usable length of 25 SLU/161 metres; capable of accommodating up to 8x20m vehicles
Siding No. 2 – Usable length of 37 SLU/241 metres; capable of accommodating up to 12x20m vehicles

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

Hornsey Signal K440

Junction Margins

First movement	Second Movement	Margin
Up departure from Hornsey Signal K440	Down arrival at Down Reversing Siding No.1 or at Hornsey Signal K440 from SL2	4

Hornsey EMU Depot

Junction Margins

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

Hornsey

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Pass from Flyover to Down Slow or SL2	Acceleration via slow speed crossover	{ ¹ / ₂ }*
* applies approaching next timing point		

Alexandra Palace		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass Platform 3 from FL	Approach Control and differential junction speed	1 except 1½^ (HST/LH/180/91/80X)
	Acceleration	1*
Pass Platform 4 from FL	Approach Control and differential junction speed	1 except 1½^ (HST/LH/180/91/80X)
Arrive Platform 3 or 4 from FL	Approach Control and differential junction speed	½
Depart Platform 3 to FL	Acceleration via slow speed crossover	½*
Pass Platform 3 to FL from SL or SL2	Approach Control and differential junction speed	½
	Acceleration	1* except 1½* (HST/LH/180/91/80X)
Arrive/Pass Platform 3 to SL from SL2	Approach Control and differential junction speed	½**
Arrive/Pass Platform 4 from SL	Approach Control and differential junction speed	½
Movement Up	Reason	Value
Pass Platform 2 to FL from Potters Bar	Approach Control and differential junction speed	1
	Acceleration	1* except 1½* (HST/LH/180/91/80X)
Pass Platform 2 to FL from Bowes Park	Acceleration	1* except 1½* (HST/LH/180/91/80X)
Pass Platform 2 to SL2 from Potters Bar	Approach Control	½
Pass Platform 2 to SL1 from Bowes Park	Acceleration	½* except 1* (HST/LH/180/91/80X)
Pass Platform 1 to SL1 from Bowes Park	Acceleration	1*
Pass from SL to Platform 1	Flashing Yellow Aspects	½
Pass from Bounds Green Depot to SL2	Acceleration	1½* (HST/LH/180/91/80X)
*approaching next timing point		
^reduce to 1 if stopped at Finsbury Park		
** Does not apply if coming from a stand at signal K453		
Dwell Time		
All trains	1 minute unless reduced to 30 seconds by agreement with Train Operator	
Junction Margins		
When first movement is in the Down direction		

Alexandra Palace

First Movement	Second Movement	Margin
Pass FL	Depart SL to FL	1½
Pass FL	Pass SL to FL	2*
Arrive/pass SL from FL	Pass FL	3

When first movement is in the Up direction

First Movement	Second Movement	Margin
Pass FL	Pass SL1 to FL	2*
Pass FL	Depart SL1 to FL	1½
Pass SL1	Depart SL2 to SL1	1½
Pass SL1	Pass SL2 to SL1	2*
Depart SL1 not calling at Hornsey	Depart SL2 to SL1 calling at Hornsey	2
Pass SL2	Pass SL1 to SL2	2*

*May be reduced to 1½ if second train has 1 minute or more pathing time approaching Alexandra Palace

Platform Re-occupation

In Down direction	2
In Up direction	2½

Bounds Green T&RSMD

Planning Note

- LNER departures via the South Connection (Alexandra Palace) are restricted to a maximum of 5 per any 60 minute period and must be at least 10 minutes apart.
- LNER departures via the North Connection (Bowes Park) must be at least 20 minutes apart.

New Southgate

Junction Margins

First Movement	Second Movement	Margin
Cross UFL to USL	Up fast passes Potters Bar	Same time

New Barnet

Adjustment to Sectional Running Times (applies to Slow Lines only)

Movement	Reason	Value
Down Slow to Down Fast not stopping at New Barnet	Approach control at Signal K509 and slow speed crossover	{1}
Down Slow to Down Fast stopping at New Barnet	Approach control at Signal K509 and slow speed crossover	{½}
Down Fast to Down Slow not stopping at New Barnet	Acceleration from slow speed crossover	{1}*
Up Slow to Up Fast not stopping at New Barnet	Approach control at Signal K508 and slow speed crossover	{1}
Up Slow to Up Fast not stopping at New Barnet	Approach control at Signal K508 and slow speed crossover	{½}
Up Fast to Up Slow not stopping at New Barnet	Acceleration from slow speed crossover	{1}*

* applies approaching next timing point after New Barnet

New Barnet

Adjustment to Sectional Running Times (applies to Slow Lines only)

Movement	Reason	Value
Dwell Time		
1 – May be reduced to ½ minute outside SX peak hours with prior agreement between Network Rail and Train Operator.		

Junction Margins

First Movement	Second Movement	Margin
Depart/pass Down Fast to Down Slow	Next fast train passes Alexandra Palace	½
Depart/pass Up Fast to Up Slow	Next train passes Potters Bar	1
Fast passes Alexandra Palace	Depart Up Slow to Up Fast	1 before
Fast passes Alexandra Palace	Pass Up Slow to Up Fast	Same time
Fast passes Potters Bar	Depart/pass Down Slow to Down Fast	Same time
Arrive Platform 4 from signal K133	Up pass Potters Bar	1
Arrive Platform 4 from signal K133	Down pass Alexandra Palace	1
Arrive Platform 4 from signal K133	Up arrive Platforms 1 or 2	1
Arrive Platform 4 from signal K133	Pass Platform 1	3
Up arrive Platform 1	Depart signal K133 to Platform 4	1

Platform re-occupation	2½
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Potters Bar

Adjustment to sectional running times

Movement Down	Reason	Value
Pass Down Fast to Down Slow	Approach control and differential junction speed	{½}
	Acceleration	{1}*
Pass Down Slow to Down Fast	Approach control and differential junction speed	{½} EMU {1} HST/LH/ 180 / 91/80X
	Acceleration	{1}* EMU/180 {1½}* HST / LH / 91 / 80X

* applies approaching next timing point after Potters Bar

Movement Up	Reason	Value
Pass Up Fast to Up Slow	UF to US pass to pass; approach control and differential junction speed	{1}
	Acceleration	{1}*
Pass Up Slow to Up Fast	Approach control and differential junction speed	{1}
	Acceleration	{½}* EMU / 180 {1}* HST / LH / 91 / 80X

* applies approaching next timing point after Potters Bar

Junction Margins

First Movement	Second Movement	Margin
Down cross to SL	Before next pass Down Fast	2½
Pass Up Fast to Up Slow	Pass Up Fast	2½
Pass Up Fast	Depart Up Slow to Up Fast	1½
Pass Up Fast	Pass Up Slow to Up Fast	2½
Pass Down Fast	Depart Down Slow to Down Fast	1½

Potters Bar

Pass Down Fast	Pass Down Slow to Down Fast	2
Up arrive Platform 1 or 2	Depart signal K141 to Platform 1 or 4	1
Arrive Platform 4 from signal K141	Up arrive Platform 1 or 2	1
Arrive Platform 4 from signal K141	Pass Platforms 1, 2 or 3	3

Marshmoor Crossover

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

Hatfield		
Adjustment to Sectional Running Times (applies to Slow Lines only)		
Movement	Reason	Value
Down Slow to Down Fast not stopping at Hatfield	Approach control at Signal K583 and slow speed crossover	1
Down Slow to Down Fast stopping at Hatfield	Approach control at Signal K583 and slow speed crossover	½
Up Fast to Up Slow not stopping at Hatfield	Acceleration from slow speed crossover	½ approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Cross to USL at Hatfield North	Before next train passes Welwyn Garden City	1½
Down fast pass Welwyn Garden City	Pass DSL to DFL	1
Platform re-occupation		2½

Welwyn Garden City		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Down Fast to Down Slow (not stopping)	Approach control on Signal YB1007 and 40mph crossover	1
Down Slow to Platform 4 (not stopping)	Approach control on Signal YB1005 and 25mph crossover	1
Down Slow to Platform 4 (stopping)	Approach control on signal YB1005 and 25mph crossover	½
Down Slow to Platform 3 for trains terminating at Welwyn Garden City or crossing to Down Fast	Slow speed approach to platform for signal YB1035	½
Pass Platform 3 to Down Fast	Acceleration	1*
Pass Platform 4 to Down Slow or Down Fast	Acceleration	1*
Depart Platform 4 to Down Slow	Acceleration	½*
* Applies approaching next timing point		
Movement Up	Reason	Value
FL to Platform 1 or 2	Approach Control	1
SL to Platform 1	Approach Control	1
Pass Platform 2 from SL to FL	Approach Control	1 (EMU/180) 2 (HST / LH / 91 / 80X)
	Acceleration	1*
Platform 1 to SL	Acceleration	1*
*Approaching next timing point		
Connectional Allowance		4
Dwell Time		
Class 379 and 387	1	
Class 700 and 717	1½ - May be reduced to 1 minute with prior agreement between Network Rail and Train Operator	

Welwyn Garden City

Junction Margins

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

Passenger to ECS in same direction

GTR class 379, 387, 700 and 717 trains to Welwyn Garden City CS require a 4-minute operational stop in the platforms to clear the train of passengers and lock the doors.

Platform Re-occupation

3

Digswell

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Slow to Down Main	Acceleration – to be applied after Digswell	½* 180/80x/91/HST
Depart Welwyn Up Yard to Down Main (including via Down Slow)	Acceleration – to be applied after Digswell	<u>Freight</u> 1,000t – 1,400t ½ 1,600t – 2,000t 1 2,000t – 3,200t 1½

*Not required for services calling at Welwyn North

Movement Up	Reason	Value
Up Fast to Up Slow	Deceleration	½* 180/80x/91/HST/EMU

*Not required for services calling at Welwyn North

Junction Margins – Down Direction

First Movement	Second Movement	Margin
Down Fast to Down Main passenger (not calling at Welwyn North)	Pass Down Slow to Down Main (not calling at Welwyn North)	2 [#]
Down Fast to Down Main passenger (not calling at Welwyn North)	Depart Down Slow (Signal YB1051) to Down Main	1½ [#]
Down Fast to Down Main passenger (calling at Welwyn North)	Down Fast to Down Main (not calling at Welwyn North)	4½
Down Slow to Down Main passenger (not calling at Welwyn North)	Down Fast to Down Main (calling at Welwyn North)	2
Down Slow to Down Main passenger (calling Welwyn North)	Down Fast to Down Main (not calling at Welwyn North)	4½
Down Fast to Down Main passenger (not calling at Welwyn North)	Down Slow to Down Main (calling at Welwyn North)	1½

[#]Where the first train is an express service timed at 100mph or above, the converging margin here should take precedence over the headway i.e. no pathing time should be applied to the second train between Digswell and Woolmer Green Junction for the purpose of artificially re-establishing a higher headway value than the margin given; the headway of 3 minutes should naturally restore itself once the appropriate acceleration allowances are added to the schedule of the second train

Digswell		
Junction Margins – Up direction		
First Movement	Second Movement	Margin
All margins (unless stated below)		3
Up Main to Up Slow passenger	Up Main to Up Fast timed at 100mph or above	2½
Planning Notes		
No timing allowances should be applied between Welwyn North and Digswell in the Up direction, for any trains timed at both, as there are no intermediate signals.		
Where possible, pathing allowances should not be applied between Digswell and Woolmer Green Junction		

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

Woolmer Green		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Down Slow	Deceleration	½* 180/387/700/80x/91/HST
*Not required for services that have called at Welwyn North		
Movement Up	Reason	Value
Up Slow to Up Main	Acceleration – to be applied after Woolmer Green Junction	½ 180/80x/91/HST
*Not required for services calling at Welwyn North		
Junction Margins – Down direction		
First Movement	Second Movement	Margin
All margins (unless stated below)		3
Down Main to Down Slow passenger	Down Main to Down Fast passenger	2½
Junction Margins – Up direction		
First Movement	Second Movement	Margin
Up Fast to Up Main (not calling at Welwyn North)	Up Slow to Up Main (not calling at Welwyn North)	2 [#]
Up Fast to Up Main (not calling at Welwyn North)	Up Slow to Up Main (calling at Welwyn North)	1½ [#]
Up Fast to Up Main (not calling at Welwyn North)	Depart Up Slow (Signal YB2180) to Up Main	1½
Up Fast to Up Main (calling at Welwyn North)	Up Fast or Slow to Up Main (not calling at Welwyn North)	4
Up Slow to Up Main (calling at Welwyn North)	Up Fast or Slow to Up Main (not calling at Welwyn North)	4
[#] Where the first train is an express service timed at 100mph or above, the converging margin here should take precedence over the headway i.e. no pathing time should be applied to the second train between Woolmer Green Junction and Welwyn Garden City for the purpose of artificially re-establishing a higher headway value than the margin given; the general headway of 3 minutes should naturally restore itself by Potters Bar.		

Woolmer Green

Planning Note

Where possible, pathing allowances should not be applied between Woolmer Green and Digswell

Stevenage

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Stevenage to Hitchin	DF to DS pass to pass; junction differential	½ 180 /EMU 1 HST/LH/ 91/80X
	DS to DF pass to pass (use for Hertford diversions)	1 180/EMU 1½ HST/LH/ 91/80X
Stevenage to Hitchin	US or UF to DF (for originating trains at during engineering works); differential junction speed	½
Woolmer Green to Stevenage	DF to DS pass to pass; approach control and differential junction speed	1
	DF to DS pass to stop; approach control and differential junction speed	½
	DS to DF pass to pass; approach control and differential junction speed	½ 180 /EMU 1 HST/LH/ 91/80X

Movement Up	Reason	Value
Hitchin to Stevenage	UF to US pass to pass (use for Hertford diversions); approach control and differential junction speed	1 EMU 1½ HST/LH 180/ 91/80X
	UF to US pass to stop (use for Hertford diversions); approach control and differential junction speed	½ HST/LH/ 180/80X
	US to UF pass to pass; approach control and differential junction speed	1
Stevenage to Woolmer Green	UF to US pass to pass	1
	US to UF pass to pass	1 180/EMU 1½ HST/LH/ 91/80X

Connectional Allowance	4
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Dwell Time

Class 379 and 387	1
LH / 222	1½
Class 700 and 717	1½ - May be reduced to 1 minute with prior agreement between Network Rail and Train Operator
80x	1½
LNER all services	2 – May be reduced to 1½ with prior agreement between Network Rail and Train Operator

Stevenage

Junction Margins

First Movement	Second Movement	Margin
Cross Down Fast to Down Slow	Pass on Down Fast	2½
Cross Up Fast to Up Slow	Pass on Up Fast	2½
Pass on Down Fast	Depart Platform 4 to Down Fast	2
Pass on Down Fast	Pass Platform 4 to Down Fast	2½*
Pass on Up Fast	Depart Platform 1 to Up Fast	2
Pass on Up Fast	Pass Platform 1 to Up Fast	2½*
Depart or pass Platform 4 to Down Fast	Arrive Platform 3	2
Depart or pass Platform 4 to Down Fast	Pass on Down Fast	3
Depart or pass Platform 1 to Up Fast	Arrive Platform 2	2
Depart or pass Platform 1 to Up Fast	Pass on Up Fast	3
Depart Platform 4 towards Langley Junction	Arrive/pass Platform 4 from Down Slow	6
Depart Platform 4 towards Langley Jn	Arrive/pass Platform 4 from Down Fast	3

* May be reduced to 2 minutes if second train has 1 or more minutes pathing time approaching Stevenage

Planning Restrictions

Whilst a train is sat at Signal YB2340 on the Down Fast, it is not possible to plan a service into Platform 3.

Platform Re-occupation	2½
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Hitchin

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Stevenage to Hitchin	DF to Cambridge (via DCF) pass to pass; approach control and differential (EMU differential included in the SRT)	1 HST/LH/ 91/80X Also see 5.1
	DF to Cambridge (via flat junction) pass to pass; approach control and differential	½ EMU 1 HST/LH/ 91/80X
	DF to DS pass to pass crossing at Hitchin South Jn; junction differential	½
	DS to DF or Cambridge (via flat junction) pass to pass; approach control and differential	½ /EMU 1 HST/LH/ 91/80X
Hitchin to Biggleswade	DS to DF pass to pass	1 222/EMU 1½ HST/LH/ 91/80X

Movement Up	Reason	Value
Sandy to Hitchin	UF to US pass to pass; approach control and differential	1½ EMU 2 HST/LH/ 180/ 91/80X
	US to UF pass to pass; approach control	1
Hitchin to Stevenage	UF to US pass to pass	½
	Up Cambridge to Up Fast pass to pass; differential	1 EMU 2 HST/LH/ 180/ 91/80X
	US to UF pass to pass crossing at Hitchin South Jn; differential	1 HST/LH 180/ 91/80X

Hitchin		
Connectional Allowance	4	
Dwell Time		
Classes 379, 387, 700 and 717	1 May be reduced to ½ minute with prior agreement between Network Rail and Train Operator	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 1 from Up Fast	Pass Up Fast	3
Pass Up Fast	Pass Platform 1 to Up Fast	2
Freight depart to Letchworth (not via flyover)	Pass Down Fast or Up Fast	3½
Pass Down Fast or Up Fast	Depart to Letchworth	1*
Arrive Platform 2 from Down Fast	Pass Down Fast	2½
* 1½ minutes when train on Down Slow arrives same time as train passes Down Fast		
Platform Reoccupation	2½	
Planning Note		
All trains timed to run through Hitchin Up Yard must be shown to have an “OP” stop in recognition of the “stop for orders” and “stop and telephone” boards on Road No. 1.		

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

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

Biggleswade		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Hitchin to Biggleswade. To be applied approaching Biggleswade	DF to DS; approach control	1 for non-stopping; ½ stopping at Biggleswade
Biggleswade to Sandy. To be applied after Biggleswade	DF to DS; acceleration from slow speed point work	½ for non-stopping trains only
Movement Up	Reason	Value
Sandy to Biggleswade. To be applied approaching Biggleswade	UF to US; approach control	½
Biggleswade to Hitchin. To be applied after Biggleswade	UF to US; acceleration from slow speed pointwork	1 for non-stopping trains only
Junction Margins		
First Movement	Second Movement	Margin
Down train cross to DFL to DSL	Next Down fast train pass on DFL	2
Depart/Pass UFL to USL	Next Up fast train pass on UFL	2½

Biggleswade

Arrive DS from US	Depart US or UF to Hitchin	Same time
Arrive DS from US	Pass on US	1½
Arrive DS from US	Pass on UF	1½
Arrive DS from US	Pass on DF	2
Arrive DS from US	Down arrive platform 3	3½
Arrive Plasmor	Pass on DS	2½
Arrive Plasmor	Down arrive Biggleswade	2½
Pass UF	Depart DS to Up	2
Pass UF	Depart K235 to DS	2
Depart platform 2 to UF	Depart DS to Up	2
Depart platform 2 to UF	Depart K235 to DS	2
Pass DF	Depart DS to Up	1
Pass DF	Depart K235 to DS	1
Pass DS	Depart Plasmor	2
Pass DS	Depart K235 to DS	2
Down depart on DS.	Depart Plasmor	2½
Down depart on DS	Depart K23K215 to DS	2½
US pass	Depart DS to US	2
US depart	Depart DS to US	2½
Depart DS to Up	Pass DS	4
Depart DS to Up	Arrive DS	4½
Depart DS to Up	Pass DF	4
Depart DS to US	Pass UF	4

METHOD OF WORKING TO/FROM PLASMOR SIDINGS

Method of Working from South, to Plasmor Sidings:

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

Method of Working from North, to Plasmor Sidings:

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

Method of Working from Plasmor Sidings to South:

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

Method of Working from Plasmor Sidings to North:

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

Biggleswade

Notes:

- Run Rounds, if required, use the DSL. Planners must satisfy themselves that a 'window' of at least 10 minutes exists between other traffic to allow this to take place
- Siding Lengths:
- No. 1 Siding (adjacent to Down Slow): Complete siding 821yards/117slu; south, clear of 'A' ground frame 476yards/67slu; north, clear of 'B' ground frame and all points 85yards/12slu; between 'A' ground frame and 'B' ground frame 276yards/39slu
- No. 2 Siding (adjacent to no. 1 siding at south end) – 205yds/29slu [presently out of use]
- No. 3 Siding (adjacent to no. 1 siding at north end) – 213yards/39 SLU
- No. 4 Siding (adjacent to no. 3 siding) – 213yards/39 SLU
- No. 5 Siding (adjacent to no. 4 siding) – room for locomotive only

Sandy

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Hitchin to Sandy	DF to DS pass to pass; approach control	1 EMU 2 HST/LH/ 180/ 91/80X
	DS to DF pass to pass; differential	1
Sandy to Huntingdon	DF to DS pass to pass; approach control	1
	DS to DF pass to pass; differential	1 180/EMU 2 HST/LH/ 91/80X
Movement Up	Reason	Value
Huntingdon to Sandy	UF to US pass to pass; approach control and differential	1 EMU 2 HST/LH/ 180/ 91/80X
	US to UF pass to pass; approach control at Signal P266 and differential junction speed	½
Sandy to Hitchin	UF to US pass to pass; approach control	1
	US to UF pass to pass; differential	1 180/EMU 2 HST/LH/ 91/80X

Junction Margins

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

St Neots		
Dwell Time		
All trains	1	
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Sandy to St Neots	DF to DS approach control (40mph crossover) for services stopping at St Neots	½ EMU
Movement Up	Reason	Value
St. Neots to Sandy	US to UF acceleration (35mph crossover) for services stopping at St Neots	½ EMU
Junction Margins		
First Movement	Second Movement	Margin
Down train to clear to SL	Before next non-stop train passes Sandy	Pass Sandy ½ before 1 st train has cleared to SL at St Neots
Pass Up fast	Depart USL to UFL	1½ before fast passes Sandy

Huntingdon		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass Down Fast to pass Platform 3	Approach control	1
	Acceleration	½ *
Pass Platform 3 to Down Fast	Approach control	½
	Acceleration	1 *
* Approaching next timing point		
Movement Up	Reason	Value
Pass Platform 2 from Up Main	Flashing Yellow Aspects	½ Class 4 and Class 6 Freight up to 1000t (inclusive). 1 Passenger
Dwell Time		
387 or 700	1	
80x	2 – May be reduced to 1½ with prior agreement from the operator	

Huntingdon

Junction Margins

First Movement	Second Movement	Margin
Up Slow pass/arrive having diverged from Up Fast	Pass on Up Fast	2½
Down Slow pass/arrive having diverged from Down Fast	Pass on Down Fast	3
Pass on Down Fast	Depart from Down Slow to Down Fast	1½
Arrive Platform 2 from Signal P40	Pass on Down Fast	2
Depart Platform 1	Arrive Platform 2	3
Arrive Platform 1 from P31 or P33 signal	Arrive Platform 2	3
Platform Reoccupation	3	

Planning Restriction

An arrival/departure to/from Platform 1 is not possible whilst Platform 2 is occupied.
Trains longer than 6 x 20 metre vehicles are prohibited from using Platform 1.

Conington Loop

Junction Margins

First Movement	Second Movement	Margin
Pass Up Main	Depart Loop	2 after first train passes Conington South Jn *

* Headway applies at next timing point.

Conington South Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Up Slow	Pass on Up Fast	3
Depart Signals P46 or P48 to Up Fast or Up Slow	Conflicting Down train passes Holme Jn	4
Down fast passes Holme Jn	Depart Signal P46 to Up Fast or Up Slow	Simultaneous
Up train passes	Depart Signals P46 or P48 to Up Fast or Up Slow	2

Holme Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Down Slow to Down Fast	Acceleration	1 HST/180/ 91/80X

Junction Margins

First Movement	Second Movement	Margin
Pass DFL	Pass from DSL	2½
Pass DFL	Depart from DSL	2

Fletton Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Main to Down Slow for services stopping at Peterborough	Differential junction speed	½* passenger approaching Fletton Jn *does not apply to GTR as allowance is included in SRT
Movement Up	Reason	Value
Pass Up Slow to Up Main Or HAW timing loads (pass from Up Slow or Up Fast)	Acceleration – to be applied approaching Conington South Jn	<u>Passenger</u> 1½ 80x/91/HST 1 Other <u>Freight</u> Class 4: 1 400t 1½ 600t 2 800t 2½ 1,000t – 1,600t Class 6: ½ 400t 1 600t 1½ 800t – 1,200t 2 1,400t – 1,600t 2½ 1,800t – 2,200t 3 2,400t – 2,600t
Up Fast to Up Main having: a) Stopped at Peterborough, or b) Passed via Platform 1 or 2, or c) Passed via Platform 3 from the Up Slow or Signal P458	Acceleration – not at linespeed by Fletton Jn; to be applied approaching Conington South Jn	<u>Passenger</u> ½ 80x/91/HST <u>Freight</u> Class 4: ½ 800t 1 1,000t 1½ 1,200t – 1,600t Class 6: ½ 1,400t – 1,600t 1 1,800t 1½ 2,000t 2 2,200t 2½ 2,400t – 2,600t
Junction Margins		
First Movement	Second Movement	Margin
Pass to Down Slow	Pass Down Fast	3
Pass Up Main (not stopping at Peterborough)	Depart Up Slow to Up Main	1*
Pass Up Main (from a stop at Peterborough)	Up Slow to Up Main	2
* Applies where first movement is timed at 100mph or above		

Nene Carriage Sidings

Junction Margins

First Movement	Second Movement	Margin
Depart to Peterborough	Depart to Peterborough	6

Peterborough

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Entering an occupied platform	Permissive working	1 refer to Permissive Working section
Up train arrive Platform 3 within 2½ minutes of departure or arrival at Platforms 1 or 2 to or from Fletton Jn (except departures to Up Slow)	Conditional Double Reds (Signals P468 and P440)	1
Up Slow to Platforms 2 or 3	Approach Control	1 except for Class 158
Pass from Up Slow via Platform 3 to Up Fast	Acceleration	½ approaching Fletton Jn
Up Slow or Up Fast to Platforms 4, 5 or 6	Approach Control	1 except for Class 158
Pass Up Fast to Platforms 1 or 2	Approach Control	1
Pass from Platforms 1 or 2 to Up Fast	Acceleration	½ approaching Fletton Jn

Movement Down	Reason	Value
Down Slow to Platform 4 or 5 with a conflicting move at Spital Jn	Approach control on Signal P421	1 ½ GTR trains
Down Fast to Platform 4 or 5 with a conflicting move at Spital Jn	Approach control on Signal P423	½
Down Fast to Signal P458	Approach control on Signal P435	2
Down Fast to Platforms 1 or 2	Approach control on Signal P423	1½ Freight and non-stop passenger
After Peterborough for departures from Platforms 2, 4 and 5 via USL towards Werrington Jn	Via slow speed connections	½ All

Connectional Allowance	8
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Dwell Time

DMU/EMU	2
LH / 91 / 80X	2
170	1½

Junction Margins

Refer to Standard Values for standard junction margin.

First Movement	Second Movement	Margin
Arrival or pass	Conflicting departure (opposite direction)	1
Exceptions are shown below.		

Peterborough

Platforms 1-3 London end

First Movement	Second Movement	Margin
Depart Platform 1a to Up Fast/Up Slow	Down Departure from Platform 1b	2
Arrive Platform 1a from Down Fast	Down Departure from Platform 1b	2
Depart Platform 2a to Up Fast/Up Slow	Down Departure from Platform 2b	2
Arrive Platform 2a from Down Fast	Down Departure from Platform 2b	2
Pass Platform 3 to Up Fast	Depart Platform 1-2 to Up Fast	2

Platforms 1-3 Country end

First Movement	Second Movement	Margin
Depart Platforms 1- or 2 to Down Fast	Arrive/Pass Platforms 1, 2 or -3 from Up Fast	4
Depart Platforms 1- or 2 to Up Slow/South Down Arrival/South Up Departure/Shunt Line	Arrive Platforms 1- or 2 from Up Fast	4
Depart Platforms 1- or 2 to Up Slow	Arrive Platforms 1- or 2 from South Down Arrival/South Up Departure/Shunt Line	4
Depart Platforms 1- or 2 to South Down Arrival/South Up Departure/Shunt Line	Arrive Platforms 1- or 2 from Up Slow	4
Depart Platform 2 to Up Slow/South Down Arrival/South Up Departure/Shunt Line	Pass Up Fast to Platform 3	4
Depart Platform 1 or 2 to Down Fast	Conflicting departure from Platforms 4, 5 or 6 to Up Slow, Spital Sidings or South Down Arrival/South Up Departure/Shunt Line	2
Depart Platform 1 or 2 to Up Slow towards Werrington Jn	Conflicting departure from Platforms 4, 5 or 6 to Spital Sidings or South Down Arrival/South Up Departure/Shunt Line	2

Junction Margins – Platforms 4-7

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

4 minutes applies where freight is the first conflicting move. Exceptions are listed below:

First Movement	Second Movement	Margin
Arrive Platform 4 from Down Fast/Down Slow/Nene Sidings	Pass Platform 5 to Nene Sidings	1
Arrive Platform 4 from March Independent Line	Pass Platform 5 to March Independent Line	1
Arrive Platform 5 from Down Fast/Down Slow/Nene Sidings or March Independent Line	Pass Platforms 4 towards Peterborough East Junction, Nene Sidings or March Independent Line	1
Arrive Platform 6 from Peterborough East Jn via March Lines	Pass Platform 7 or Signal P800 towards Peterborough East Jn via Down March Line	1
Arrive Platform 6 from Up March Line	Pass Platforms 4, 5 or Signal P434 towards Peterborough East Jn via March Independent Line	1
Arrive Platform 7 from Peterborough East Jn via Down March Line	Pass Two-Way Goods Line towards Peterborough East Jn	1
Depart Platforms 4 or 5 to Nene Carriage Sidings	Depart Platforms 4 or 5 to Nene Carriage Sidings	7

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

All same direction conflicting margins – see standard junction margin (does not apply to crossing moves at Spital Jn)

Peterborough

All opposite direction conflicting margins 4 minutes where a passenger train is the first conflicting move and 5 minutes where a freight train is the first conflicting move (does not apply to crossing moves at Spital Jn); exceptions are listed below:

First Movement	Second Movement	Margin
Down Fast Pass	Conflicting departure from Platforms 4, 5 or 6	2
Depart platform 4, 5 or 6 to Down Fast	Conflicting departure to Up Slow or Signal P458	2

Preferred Platform Usage

Through passenger services from East Anglia, should where possible, be planned to use Platform 7.

Through passenger services towards East Anglia, should where possible, be planned to use Platform 6.

Permissive Working

Platforms 1 and 2: A maximum of 2-cars, made up of Class 158 or 170 units (max 47m) can permissively work with either 12-car class 379/387/700 (max 243m) or 8-car Class 379/387/700 (max 163m) only.

Trains must be planned with a minimum of 3 minutes between arrivals when working permissively.

Planning Restriction

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

Standages

Platform 1 (Signal P436 to Signal P437 In rear) – Up direction	53 SLU / 322 metres
Platform 1 (Signal P436 to clear of route from Up Fast to Platform 2)	68 SLU / 441 metres
Platform 1 (Signal P437 to Signal P436 in rear) - Down direction	53 SLU / 322 metres
Platform 2 (Signal P438 to Signal P445 in rear) – Up direction	55 SLU/ 358 metres
Platform 2 (Signal P438 to clear of Up Fast in rear)	65 SLU / 418 metres
Platform 2 (Signal P445 to Signal P438 in rear) – Down direction	55 SLU/ 358 metres
Platform 4 (Signal P449 to Signal P442 in rear) – Down direction	52 SLU / 337 metres* (exclusive of stand-back allowance)
Platform 5 (Signal P443 to Signal P444 in rear) – Down direction	43 SLU / 280 metres* (exclusive of stand-back allowance)
Platform 6 (Signal P433, having crossed to the Up March at Peterborough East Jn) - Down direction	104 SLU / 668 metres (exclusive of stand-back allowance)
Platform 6 (Signal P433, arriving via the Down March) – Down direction	92 SLU / 592 metres (exclusive of stand-back allowance)
Platform 7 (Signal P431 to track circuit 0810, clear of Up March/Two Way Goods)	91 SLU / 585 metres (exclusive of stand-back allowance)
Two Way Goods (Signal P451 to Signal P800 in rear) – Down direction	112 SLU / 716 metres (exclusive of stand-back allowance)
Two Way Goods (Signal P800 to Signal P451 in rear) – Up direction	112 SLU / 716 metres (exclusive of stand-back allowance)
March Independent (Signal P443 to Signal P434 in rear) – Down direction	124 SLU / 796 metres (exclusive of stand-back allowance)

Peterborough

March Independent (Signal P434, clear of Platform 5)	52 SLU / 336 metres (exclusive of stand-back allowance)
March Independent (Signal P434, including Platform 5)	124 SLU / 796 metres (exclusive of stand-back allowance)
March Independent (Signal P434, clear of Platform 4 but not the Down Slow)	61 SLU / 391 metres (exclusive of stand-back allowance)
March Independent (Signal P434, clear of Platform 4 and the Down Slow)	33 SLU / 211 metres (exclusive of stand-back allowance)
March Independent (Signal P434, including Platform 4)	131 SLU / 840 metres (exclusive of stand-back allowance)

* Trains longer than length stated will foul the route into the opposite platform and therefore dwells for over length trains should be kept to the minimum possible. Reoccupation of the opposite platform must be based on trains' departure time from Peterborough if over the length shown.

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

Train Watering Points	Platform 1 and Eastfield Sidings
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Turnround

To/from Spalding	5
To/from Lincoln	7
To/from Doncaster, or North or West of Lincoln	10
To/from East Anglia	10
9Jxx to / from Thameslink Core	15 (may be reduced to no less than 10 by prior agreement with Train Operator)
To / from King's Cross	10 (may be reduced to 9 by prior agreement with Train Operator)

Planning Restrictions

Arrivals at Platform 4 & 5

For a Down arrival/pass from Holme at Platform 4 or 5 to receive an unregulated/clear run, there must be no planned movements across Spital Junction to or from Platforms 4, 5 or 6 within 2 minutes of a Down train that has already passed Holme, and then not until 1 minute after the Down train has departed Peterborough. If this isn't achievable, refer to Adjustments to Sectional Running Times for details of additional allowances to be applied.

Down Trains

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

New England North

Junction Margins

First Movement	Second Movement	Margin
Down Freight to clear to Down Stamford line	Before Down train passes Peterborough (DFL)	3
Down Freight to clear to Down Stamford line	Before Up train passes Tallington (UFL)	2
Down Freight to clear to Down Stamford line	Before Up train passes Werrington Junction (USL)	2
Down Freight to clear to Down Stamford line	Before Up train passes Helpston (from Stamford)	1
Down Freight to Down Stamford / Down Fast	Up pass Tallington (USL)	2½

New England North

Junction Margins

First Movement	Second Movement	Margin
Down Passenger to Down Stamford / Down Fast	Up pass Tallington (USL)	1
Up Freight (from Up Stamford) to clear to Peterborough Yard – A/D lines	Down train passes Peterborough	3
Up Freight (from Up Stamford) to clear to Peterborough Yard – A/D lines	Up train passes Tallington	2
Up Freight from Up Slow to clear into Peterborough Yard	Up train passes Werrington Jn to Up Slow	1
Down Freight to Down Stamford / Down Fast	Up pass Tallington (USL)	2½

Marholm Jn

Junction Margins

All diverging and converging movements	3
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Werrington Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Glinton Jn	Up pass Tallington Jn	1½
Up pass Tallington Jn	Pass to Glinton Jn	6
Pass to Glinton Jn	Down pass Peterborough	3
Pass to Glinton Jn	Down depart Peterborough	1
Pass Up Slow to Glinton Jn	Pass from Glinton Jn to Up Slow	3½

Helpston Jn

Adjustments to Sectional Running Times

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

Junction Margins

First Movement	Second Movement	Margin
Pass Down Slow to Tallington Jn	Pass from Uffington	4
Pass from Uffington	Pass Down Slow to Tallington Jn	3

Tallington Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Fast to Down Slow	Approach Control	1 HST/180/ 91/80x
	Acceleration	1* HST/180/ 91/80x
Pass from Down Slow to Down Fast	Approach Control	½ HST/180/ 91/80x
	Acceleration	1½* HST/180/ 91/80x

* applies approaching next timing point after Tallington Jn

Movement Up

Movement Up	Reason	Value
Pass from Up Fast to Up Slow	Approach Control	1 HST/180/ 91/80x
	Acceleration	1* HST/180/ 91/80x
Pass from Up Slow to Up Fast	Approach Control	½ HST/180/ 91/80x
	Acceleration	1½* HST/180/ 91/80x

* applies approaching next timing point after Tallington Jn

Junction Margins

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

Stoke Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Slow to Down Fast	Acceleration	1* HST/180/ 91/80x

* applies approaching next timing point

Movement Up

Movement Up	Reason	Value
Pass on Up Fast from Grantham, crossing to Up Slow	Approach control and differential junction speed	1 HST/180/ 91/80x

Junction Margins

First Movement	Second Movement	Margin
Pass on Down Fast	Depart from Down Slow	1½
Pass on Down Fast	Pass from Down Slow to Down Fast	3 [^]
Pass Up Fast to Up Slow	Pass Up Fast to Up Fast	3

[^] Maximum of (2) permitted approaching Stoke Jn on Down Slow for trains following a service on the Down Fast, or a stop must be shown with ARR and DEP times with activity codes A and * to be used.

Highdyke Junction

Junction Margins

First Movement	Second Movement	Margin
Up train passes Stoke Junction	Depart from Up Slow	½

Grantham

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Down Fast to Platform 4 or Up & Down Slow	Approach control and differential junction speed at Grantham South Jn	1½ HST/ 180/91/80X
Pass from Stoke Jn via Platform 4 to Allington West Jn	Approach control and differential junction speed at Grantham South Jn	2 Freight
Movement Up	Reason	Value
Pass Up Fast to Up Slow	Approach control and differential junction speed	2
Platform 4 or Up & Down Slow to Up Fast	Differential junction speed at Grantham South Jn	2 HST/180/ 91/80X *
Pass from Allington West Jn via Platform 4 to Stoke Jn	Differential junction speed at Grantham South Jn	2 Freight *

* Applies approaching next timing point

Connectional Allowance	7
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Dwell Time

DMU	2 (4 for reversal)
LH/180/802	1½
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator

Minimum Turnround	7 – DMU/EMU
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Junction Margins

In the following tables, 'P' denotes a parallel move.

First Movement	Second Movement	Margin
Arrive Platform 4 from Stoke Jn	Depart Platform 3 to Nottingham Branch Jn	2
Arrive Platform 4 from Stoke Jn	Arrive Platform 3 from Nottingham Branch Jn	4
Arrive Platform 3 from Nottingham Branch Jn	Arrive Platform 4 from Stoke Jn	4
Arrive Platform 2 from Stoke Jn	Depart Up/Down Goods to Up Fast/Slow	Same time
Pass Platform 1 to Up Fast	Depart Platform 4 to Up Slow or Up Fast	1½
Depart Platform 4 to Up Slow	Pass Platform 1 to Up Fast	5

Grantham

North End movements

2 nd move → 1 st move ↓	Arr PI 3/4 * from Claypole	Arr PI 3/4 * from Nott'm	Dep PI 3/4 * to Claypole	Dep PI 3/4 * to Nott'm	Pass Down Main	Dep Down Main	Pass Up Main	Arr Up Main
Arr PI 3/4* from Claypole	–	4	2	2	3	1	3	4
Arr PI 3/4* from Nott'm	4	–	2	2	P	P	P	P
Dep PI 3/4* to Claypole	8	7	–	4	7	6	P	P
Dep PI 3/4* to Nott'm	7	7	4	–	P	P	P	P
Pass Down Main	6	P	2	P	–	–	P	P
Dep Down Main	7	P	3	P	–	–	P	P
Pass Up Main	7	P	P	P	P	P	–	–
Arr Up Main	6	P	P	P	P	P	–	–

*Platform 3/4 margins also apply to movements to/from GL

South End movements

First Movement	Second Movement	Margin
Up Train from Up/Down Slow depart Grantham	Down train passes/arrives Grantham	5
Down train passes/arrives Grantham	Up Train from Up/Down Slow depart Grantham	1
Down train arrive Platform 4	Down passenger arrive/pass Platform 2	2½
Up train passes	Up train passes/Up train depart from Platform 4, or Up/Down Goods	2
Depart Platform 1 to Up Main	Depart Platform 4, or Up/Down Goods to Up Main	3*

*If first train is a class 80x, this margin can be reduced to 2

Platform Re-occupation

Same direction	3
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Claypole Loops

Restriction

In the Down direction, trains in excess of 320 metres/ 50 SLU in length are only permitted to stand for a maximum of 15 minutes

Newark North Gate

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Main to Newark Crossing East Jn via Platform 3/Newark Goods Loop	Approach control and differential junction speed	2 freight
Down arrive Platform 3	Approach control and differential junction speed	½ HST/ 91/80X
Depart/Pass from Newark Passenger Loop/Platform 3 to Down Main	Junction differential when joining the Main line	½ * HST/180/ 91/80X

* Applies approaching next timing point

Newark North Gate		
Movement Up	Reason	Value
Up Main to Platform 3/Newark Passenger Loop	Approach control and differential junction speed	½ HST/180/91/80X
Pass from Newark Crossing East Jn via Platform 3/Newark Goods Loop to Up Main	Junction differential when joining the Main line	2* Freight
* Applies approaching next timing point		
Connectional Allowance	7	
Dwell Time		
DMU/EMU	1½ (4 for reversal)	
LH/802	1½	
LNER all services	2 – may be reduced to 1½ with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Down arrive Platform 3 or Newark Goods Loop	Passenger Pass Down Main or Up Main	2
Pass Down Main	Down depart Newark Goods Loop, Newark Passenger Loop or Platform 3	1
Depart Platform 3 or Newark Goods Loop to Newark Crossing East Jn	Arrive Platform 3 or Newark Goods Loop from Up Main	5
Pass/Depart Platform 3 or Newark Goods Loop to Down Main	Passenger Pass Newark Flat Crossing on Up Main not stopping at Newark North Gate	3½
Pass/Depart Platform 3 or Newark Goods Loop to Down Main	Freight Pass Newark Flat Crossing on Up Main not stopping at Newark North Gate	4½
Pass/Depart Platform 3 or Newark Goods Loop to Down Main	Arrive Platform 2	3½
Pass Up Main	Arrive Newark Goods Loop from Down Main (freight)	3½
Passenger pass Up Main	Depart Platform 3 to Up Main	2*
Freight pass Up Main	Depart Platform 3 to Up Main	3*
Depart Platform 2 to Up Main	Up depart Newark Goods Loop, Newark Passenger Loop or Platform 3	2½
Depart Platform 2 to Up Main (Class 180/80x)	Arrive Platform 3 from Down Main	3½
Depart Platform 2 to Up Main (Class 91)	Arrive Platform 3 from Down Main	4
Depart Platform 2 to Up Main	Depart Platform 3 to Up Main	3*
Depart Platform 2 to Up Main (Class 180/80x)	Arrive Newark Goods Loop from Down Main (freight)	4
Depart Platform 2 to Up Main (Class 91)	Arrive Newark Goods Loop from Down Main (freight)	4½
Arrive Platform 3 or Newark Goods Loop from Up Main	Passenger pass Up Main	2
Arrive Platform 3 or Newark Goods Loop-from Up Main	Freight pass Up Main	3½
* Normal headway to apply at next timing point		
Minimum Turnround	7 – DMU/EMU 20 – LNER 10 – LNER ECS forming a passenger service	
Platform Re-occupation	3	

Newark North Gate

Planning note

All 80X services to/from LN206 require a minimum 1½ minute stop in the station for power changeover purposes in either direction. Where a station dwell already exists, there is sufficient timing within to undertake the power changeover. All non-stop and ECS services will still require a 1½ minute stop, to be shown as an OP stop.

Newark Flat Crossing

Adjustment to Sectional Running Time

Movement Down	Reason	Value
Down Main pass (having stopped at Newark North Gate)	Acceleration – to be applied approaching Carlton-on-Trent Loops	½ 180/80x/91
Movement Up	Reason	Value
Up Main pass towards Newark North Gate (stopping at Newark North Gate)	Deceleration – to be applied approaching Newark Flat Crossing	½ 180/80x/91

Junction Margins

First Movement	Second Movement	Margin
Pass to/from Newark Castle	Down ECML pass (not stopping at Newark North Gate)	3
Pass to/from Newark Castle	Down ECML pass (stopping at Newark North Gate)	2½
Pass to/from Newark Castle	Up ECML pass (not stopping at Newark North Gate)	3
Pass to/from Newark Castle	Up ECML pass (stopping at Newark North Gate)	3½
Pass ECML	Pass to/from Newark Castle	2½*
Pass from Platform 3/Goods Loop at Newark North Gate towards Carlton Loops	Up train pass to Newark North Gate	3
Pass from Platform 3/Goods Loop at Newark North Gate towards Carlton Loops	Up train pass to Newark North Gate, stopping at Platform 2 or 3	3½

*Margin calculated based on restrictive aspects for second movement

Carlton Loops

Junction Margins

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

Retford High Level

Adjustment to Sectional Running Time

Movement Down	Reason	Value
Pass Platform 2	Approach Control	2
Movement Up	Reason	Value
Pass from Thrumpton West Jn to Newark Flat Crossing/Carlton Loops	Not at linespeed passing Retford	2*
Up Main to Platform 2	Approach Control	1½

* applies approaching next timing point

Connectional Allowance	10
Dwell Time	
LH/802	1½
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator

Junction Margins

First Movement	Second Movement	Margin
Arrive from Worksop and shunt to single line	Down train arrives	8
Arrive from Worksop and shunt to siding	Down train arrives	10
Depart to Worksop	Next train arrives from Worksop	7
Depart to Worksop	Down train arrives	5
Pass Up or Down	Depart Up or Platform 2	2
Passenger Pass Down Main	Arrive Platform 2 from Up Main	5
Freight Pass Down Main	Arrive Platform 2 from Up Main	6
Passenger Depart/Pass Platform 2	Depart Down Siding to Down Slow or Down Fast	2
Freight Depart/Pass Platform 2	Depart Down Siding to Down Slow or Down Fast	3
Pass Down Fast	Arrive Down Siding from Up Main	5
Depart or pass from Platform 2	Arrive Down Siding from Up Main	5½
Depart Platform 2 to Up Main	Passenger pass Down Fast	3½
Depart Platform 2 to Up Main	Freight pass Down Fast or Down arrive Platform 2	4½

Minimum Turnround	10 – DMU/EMU. ECS moves to Single Line, Down Slow or Siding may require extended turnrounds
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Planning Restriction

Trains cannot arrive or depart the Down Siding whilst another train is standing in Platform 2 behind Signal D151

Platform Re-occupation	3
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Babworth Loop

Junction Margins

First Movement	Second Movement	Margin
Pass Down Main at Retford	Depart Down Loop	2

Ranskill Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Loop	Down train passes Retford	2
Arrive Loop	Down train departs Retford	1
Down train passes Retford	Depart Loop	5
Down train departs Retford	Depart Loop	7
Arrive Loop	Up train passes Loversall Carr	-2½
Up train passes Retford	Depart Loop	-1
Up train arrives Retford	Depart Loop	-2½

Loversall Carr Junction

Adjustments to Sectional Running Times

Movements Down	Reason	Value
All Passenger trains to West Slow Line approaching Loversall Carr	Differential Speed	1

Movements Up	Reason	Value
All Passenger trains from Up East Slow Line approaching Retford	Acceleration	½ 180/80x/91 1 LH/HST

Junction Margins

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

Black Carr Junction

Junction Margins

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

Decoy North Jn

Junction Margins

First Movement	Second Movement	Margin
Cross to DS1	Next train passes Loversall Carr Jn	1½
Pass from Down Fast to DS2 or Down Decoy Yard	Next train passes Loversall Carr Jn	3
Down pass/arrive Doncaster	Pass DSL to FL	Same time

Restriction

Stops planned at Doncaster Down Decoy Reception 5/Back Road occupy both the Down Decoy Reception Road 5 AND the Back Road. This prevents any entry/exit to Doncaster Down Decoy Reception 5, South Loop, and RMT via Decoy North Jn.

Note that the Back Road is only accessible via Doncaster Down Decoy (Reception 5/South Loop/RMT) and Doncaster Belmont Yard.

Doncaster Carr IEP Depot

Restrictions

- Arrivals – No more than four arrivals onto the depot within any 60 minutes period. Minimum time between arrivals must be 10 minutes.
- Departures – No more than five departures from the depot within any 60 minutes period. Minimum time between departures must be 10 minutes.

Bridge Junction

Junction Margins

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

Doncaster

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains arriving Platform 5	TPWS	½
Depart Platform 8 to Down Main	Acceleration	1* passenger approaching Shaftholme Jn

* Does not apply for trains routed to Arksey Down Loop

Movement Up	Reason	Value
Arrive Platform 3b (via 2463 points) from Up Fast	Approach control	½ 221
Arrive Platform 3b from Bentley Jn via Thorne Slow	Slower line speed	½
Depart Platform 3b towards Hexthorpe Jn	Low speed crossover	½ 221 approaching Hexthorpe Jn
Pass from Up Leeds to Platforms 4, 6, 7 and 8	Approach control	1 (except DMU/EMUs)
Pass from Up Leeds to Up Slow	Approach control	2
Arrive Platforms 6 and 7	TPWS	½
Pass from Up Fast to Down Side	Approach control	1 Passenger 2 Freight

Connectional Allowance

7

Dwell Time

DMU	2
LH/80X	2
22x	1½
LNER ECS forming passenger service	10
TPE	2

Doncaster		
Junction Margins		
South End Movements		
First Movement	Second Movement	Margin
Depart Platform 1 to Up Fast	Arrive Platform 1 from Doncaster Up Decoy/Doncaster Carr IEP Depot/Carriage Sidings	4
Up pass/depart to ESL	Arrive/pass from ESL (conflicting at Sand Bank Junction)	4½
Arrive Platform 3B from Down	Pass Up/Down Main	3½
Depart Plats 3B/4/5/8 to Hexthorpe Jn	Arrive Platforms 3B/4/5 from Hexthorpe Jn	4
Arrive Plats 3B/4/5 from Hexthorpe Jn	Depart Platforms 3B/4/5/8 to Hexthorpe Jn	2
Arrive Platform 8 from Hexthorpe Jn	Depart Platforms 3B/4/5 to Hexthorpe Jn	Parallel
Pass Up/Down Main	Depart Platform 3B to Hexthorpe Jn	1
Pass Up/Down Main	Arrive Platform 3B from Hexthorpe Jn/WSL	3½
Arrive Platform 4/5 from Hexthorpe Jn	Arrive Platform 8 from Down Main/Slow	4
Arrive Plat 4/8 from Down Main/Slow	Arrive Platform 3 from Hexthorpe Jn	3
Depart Platform 4/5 to Hexthorpe Jn	Arrive Platforms 4, 5, 8 from Down Main/Slow	4
Arrive Plat 3B from Hexthorpe Jn	Arrive Platforms 4, 5, 8 from Down Main/Slow	3½
Arrive Plats 4, 5, 8 from Sheffield/SL	Depart Goods Lines	2
Arrive Platform 2	Depart Platform 1	1
Arrive Platform 2	Pass Platform 1	4
Arrive Platform 2	Depart Platform 3 to ESL	1
Arrive Platform 2	Pass Platform 3	4
Arrive Platform 2 via ESL 2401pts	Depart Platform 3 to UF	Parallel
Depart Platform 1 to UF	Depart Platform 2 to ESL	2½
Depart Platform 2 to ESL	Depart Platform 1 to UF	2
Depart Platform 3b towards Hexthorpe Jn/WSL	Pass Up Fast	2½*
Depart Platform 3b towards Hexthorpe Jn	Up depart Platforms 4, 5 or 8 to the Down Fast or WSL	2
Depart Platform 3b towards Hexthorpe Jn/WSL	Pass Down Fast	3*
Depart Platform 3b towards Hexthorpe Jn/WSL	Arrive from Down Main	4\$
*Add 1 minute if either movement is freight, add 2 minutes if both movements are freight.		
\$ Add 1 minute if first movement is freight		
North End Movements		
First Movement	Second Movement (where conflicting)	Margin
General		
Pass Down Fast to Shaftholme Jn	Conflicting departure to Shaftholme Jn, Bentley Jn or Adwick	1^
Depart Platform 4-8/Goods Lines towards north (to all routes)	Depart Platform 4-8/Goods Lines towards north diverging from first train at Marshgate Jn	2
Depart Platform 4-8/Goods Lines towards Shaftholme Jn/Thorne Jn	Down Fast pass towards Adwick	3
Passenger depart Platform 4, 6-8/Goods Lines towards Shaftholme Jn	Down Fast pass towards Shaftholme Jn	3½
Depart Platform 4-8/Goods Lines towards Adwick	Depart Platform 4-8 towards Adwick (calling at Bentley)	3
Arrive Platform 1-3 from Adwick	Pass Down Fast towards Shaftholme Jn	2
Arrive P4-8 from Shaftholme Jn	Pass Down Fast towards Adwick	2
Arrive Platform 4-8 from Shaftholme Jn /Thorne Jn	Pass Down Main	2
Arrive Platform 1 from Adwick/Shaftholme Jn via Up Fast/Slow (via 2461B points)	Arrive Platform 3b from south	4

Doncaster		
*Add 1 minute if first movement is freight ^ Normal headway to apply at next timing point if following first movement to Shaftholme Jn		
Where second movement is from Adwick		
Depart to the north (to all routes)	Conflicting arrival from Adwick	4
Depart to the north (to all routes)	Conflicting Up Fast passenger pass from Adwick	3½
Depart to the north (to all routes)	Conflicting Up Fast freight pass from Adwick	4
Pass Down Fast	Conflicting Up Fast passenger pass from Adwick	2½
Pass Down Fast	Conflicting Up Fast freight pass from Adwick	3
Pass Down Fast	Arrive Platform 1-3 from Adwick	3½
Pass Up Fast	Arrive Platform 1-3 from Adwick	3
Pass Platform 1-3 to south	Arrive Platform 1-3 from Adwick	3½
First train arrive	Arrive Platform 1-3 from Adwick	3
Where second movement is from Shaftholme Jn		
Depart towards Thorne Jn	Arrive Platform 0-1 from Shaftholme Jn via Thorne Slow	5* *can be 4½ if departing Platform 0
Depart towards Thorne Jn	Arrive Platform 1-3 from Shaftholme Jn via Up Slow	4½* *can be 4 if departing Platform 0
Depart Platform 3b to north (to all routes)	Arrive Platform 1-3 from Shaftholme Jn via Up Slow	4½
Depart Platform 4-8 towards Thorne Jn	Pass Up Fast passenger	3
Depart Platform 4-8 towards Thorne Jn	Pass Up Fast freight	4
Depart Platform 3b towards Hexthorpe Jn	Pass Up Fast passenger	2½
Depart Platform 3b towards Hexthorpe Jn	Pass Up Fast freight	3½
Depart Platform 4-8 to north (to all routes)	Conflicting arrival into Platform 4-8 from Shaftholme Jn	4½
Pass Down/Up Fast	Arrive Platform 4-8 from Shaftholme Jn	4
Pass towards Thorne Jn	Arrive Platform 0-1 from Shaftholme Jn via Thorne Slow	4½
Pass towards Thorne Jn	Arrive Platform 1-3 from Shaftholme Jn via Up Slow	4
First train arrive	Conflicting arrival into Platform 0-1 from Shaftholme Jn via Thorne Slow	4½
First train arrive	Conflicting arrival into Platform 1-3 from Shaftholme Jn via Up Slow	4
Arrive Platform 4-8 from Thorne Jn	Pass Up Fast	2
Up pass/arrive from Shaftholme Jn (having crossed to Up Slow from D300)	Pass Up Fast	2
Where second movement is from Thorne Junction		
Depart Platform 0-3 to Thorne Jn via Up Slow	Conflicting arrival into Platform 0-3 from Thorne Jn via Thorne Slow	2½
Depart to north (to all routes)	Conflicting arrival into Platform 4-8 from Thorne Jn	4
Pass Down/Up Fast	Arrive Platform 4-8 from Thorne Jn	3
Arrive from Adwick/Shaftholme Jn	Conflicting arrival from Thorne Jn	3*
* Can be reduced to 2 for a conflicting arrival into Platforms 0-3 via Thorne Slow		

Doncaster	
Minimum Turnround	7 – Leeds EMU services, but not 2 consecutive
	10 – DMU/EMU from Leeds, Sheffield, Humberside area, Lincolnshire and Peterborough. Any reduction must be specially agreed
Planning Restrictions	
a) Trains from the Hexthorpe Jn direction arriving into Platform 3b will hold the overlap so trains cannot arrive into Platform 1 from the Up Main line/Leeds Line. Trains from the Shaftholme Jn direction can access Platform 1 simultaneously by using the Down Thorne Slow line which will add an extra 1 minute running time. This should be shown in the timetable as Adjustment allowance. b) Trains longer than 234m arriving in the Up direction into Platform 3a will foul the block joint in rear and prevent access into Platform 3b until 2 minutes after the train in Platform 3a has departed. c) Trains longer than 234m arriving in the Down direction into Platform 8 will foul the block joint in rear and prevent access into Platform 5 until 2 minutes after the train in Platform 8 has departed. d) Trains should not be planned to operate northbound from Platform 3a as there is no north-facing signal at the A end of the platform	
Doncaster West Yard. Electrically hauled trains shunting to or from Doncaster West Yard must be routed to stand behind Signal D1488 or on to the Thorne Lines due to the presence of an OHL Neutral Section	
Platform Re-occupation	
In same direction	3
Train Watering Points	Platforms 2, 5, 6, 7, Middle Road

Arksey Down Passenger Loop		
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Loop	Before Down train passes Doncaster	3
Arrive in Loop	Before Down train departs Doncaster	1
Down Main pass Shaftholme Jn	Depart Down Loop	Same time

Shaftholme Jn
See entry under route LN600 Shaftholme Jn to Reston GSP

LN105 MOORGATE TO FINSBURY PARK JN		
Moorgate		
Junction Margins and Platform Re-occupations – Crossing via Throat		
First Movement	Second Movement	Margin
Between all conflicting movements unless otherwise stated		2½
Arrive Platform 9	Depart Platform 10	1

LN105 MOORGATE TO FINSBURY PARK JN

Moorgate

Station Working

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

Highbury & Islington

Dwell Time

EMU	1
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Drayton Park

Dwell Time

Class 717	1 includes time for AC / DC traction changeover. All trains must stop.
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Finsbury Park

See entry under route LN101 London King's Cross to Shaftholme Jn.

LN110 CANONBURY WEST JN TO FINSBURY PARK JUNCTION

Highbury Vale Jn

Junction Margins

First Movement	Second Movement	Margin
Train from Canonbury West Jn	Train to Canonbury West Jn	2½

Planning restriction

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

Finsbury Park

See entry under route LN101 London King's Cross to Shaftholme Jn.

LN115 COPENHAGEN JN TO CAMDEN ROAD CENTRAL JN

Copenhagen Jn

See entry under route LN101 London King's Cross to Shaftholme Jn.

York Way North Jn

Junction Margins

Movement	Margin
Fouling Move	2½

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

Camden Road Central Jn

Junction Margins

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

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

Alexandra Palace Signal K476

Restriction

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

Bowes Park

Adjustments to Sectional Running Times

Movement	Reason	Value
Trains booked to pass Bowes Park towards Bowes Park Reversing Siding	Approach control on signal K833	{½}

Junction Margins

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

Bowes Park R.R.L.

Minimum Reversal	Grand Central Class 180 – 10
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Palmers Green

Dwell Time

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

Winchmore Hill

Dwell Time

All services	1 - May be reduced to ½ minute outside SX peak hours with prior agreement between Network Rail and Train Operator.
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Enfield Chase

Dwell Time

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

Gordon Hill

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains arriving Up Bay	Approach Control	½

Dwell Time

All services	1 - May be reduced to ½ minute outside SX peak hours with prior agreement between Network Rail and Train Operator.
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Junction Margins

First Movement	Second Movement	Margin
Arrive Up Bay	Arrive /Pass Up Platform	3
Arrive Up Bay	Depart Up Platform	1
Arrive Up Main	Depart Up Bay	1
Depart Up Bay	Arrive/Pass Up Platforms	3
Depart/Pass Up Main	Arrive Up Bay	2½* *Can be reduced to 2 if the second train is calling at Enfield Chase
Pass Up Main	Depart Up Bay	2

Hertford North

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains Arriving Down Bay	Approach Control	½

Dwell Time

Class 379, 387 and 700*	1
Class 717	1½ - May be reduced to 1 minute with prior agreement between Network Rail and Train Operator.

* 12 car class 700 are not permitted to call at Hertford North.

Junction Margins

First Movement	Second Movement	Margin
Pass Platform 1	Depart Platform 3	3
Depart / Pass Platform 1	Arrive Platform 1 from Down Hertford	4

Hertford North

Arrive Platform 3	Arrive/Pass Platform 2 from Down Hertford northbound	4
Arrive Platforms 1-3 from Down Hertford	ECS arrive into Platform 2-3 from Hertford Up Sidings	3
Arrive Platforms 2-3 from Down Hertford	ECS arrive into Platform 1 from Hertford Up Sidings	Parallel
Arrive Platform 3	Depart Platform 2 to Up Hertford	1
Arrive Platform 2	Depart Platform 3	1
Depart Platforms 1-3 to Up Hertford	ECS arrive into Platform 1-3 from Hertford Up Sidings	3
Depart Platform 2 to Up Hertford southbound	Arrive Platform 3	4
Depart Platform 3	Arrive/Pass Platform 2 from Down Hertford northbound	3½
Depart Platform 3	Arrive Platform 1 from the South	4
Depart to Up Hertford not calling Bayford	Depart to Up Hertford calling Bayford	4
Depart to Up Hertford southbound	Depart to Up Carriage Sidings	3
Arrive Platform 1 from Down Hertford	Depart platform 2 to Up Hertford southbound	1
Arrive Platform 1 from Down Hertford	Depart platform 3 to Up Hertford	1
Depart Platform 2 to Up Hertford southbound	Pass/arrive Platform 2 from Down Hertford northbound	3
Depart Platform 2 to Up Hertford southbound	Arrive platform 1 from Down Hertford	4

Hertford North Up Sidings Capability

No 1 Sidings 12 Cars but not currently in use due to lack of suitable lighting and walkways
No 2 Sidings 6 Cars
No 3 Sidings 6 Cars
No 4 Sidings 3 Cars

Molewood Jn

Junction Margins

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

Bragbury Jn

Junction Margins

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

Langley South Jn

Adjustment to Sectional Running Times

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

Junction Margins

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

Langley Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Stevenage Platform 5	Pass from Down Slow towards Molewood Jn	3
Pass to Stevenage Down Slow	Pass from Stevenage Platform 5 to Molewood Jn	3

LN125 HITCHIN CAMBRIDGE JN TO ROYSTON (INCLUSIVE)

Letchworth Garden City

Dwell Time

All services	1 - May be reduced to ½ minute with prior agreement between Network Rail and Train Operator.
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Junction Margins

First Movement	Second Movement	Margin
Depart from CS Reception towards Baldock or A/D Lines	Arrive CS reception from Baldock	5
Train from Hitchin arrives Platform 2	Train departs A/D Lines to Platform 1	3*

* Due to overlap on Signal K949 preventing route being set from A/D Lines requiring a 2-minute 'time-out after arrival of a train in Platform 2.

Passenger to ECS allowance

Class 379/387/717 – passenger to ECS	3
Class 700 – passenger to ECS	4

Platform Reoccupation

	3
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Planning Restriction

All trains must stop on Letchworth CS Reception Road and A/D Lines.

LN125 HITCHIN CAMBRIDGE JN TO ROYSTON (INCLUSIVE)

Letchworth Garden City

Planning Note

All empty stock and shunt movements must be timed.

Letchworth Garden City EMU Sidings

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

First Movement	Second Movement	Margin
Arrive Letchworth CS Reception from Baldock	Arrive Baldock from Royston	Same time
Arrive Letchworth CS Reception from Baldock	Pass Baldock from Royston	1
Arrive Letchworth CS Reception from Baldock	Depart Letchworth Garden City towards Baldock	Same time
Arrive Letchworth CS Reception from Baldock	Pass Letchworth Garden City towards Baldock	2
Depart Letchworth CS Reception to A/D Line or Baldock	Arrive Letchworth CS Reception from Baldock	6
Depart Letchworth CS towards Baldock	Depart Letchworth CS towards Baldock or Letchworth A/D line	10
Depart Letchworth CS to A/D line	Depart Letchworth CS towards Baldock or Letchworth A/D line	23 (if first train formed of up to 6 cars) 24 (if first train formed of 8 cars)
Arrive Letchworth CS from Baldock	Arrive Letchworth CS from Baldock	10
Arrive Letchworth CS from Letchworth A/D line	Depart Letchworth A/D line towards Letchworth CS Reception	Same time
Arrive Letchworth CS from Letchworth A/D line	Arrive Letchworth CS Reception from Royston	Same time

Baldock		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Down Royston to Platform 1 (having called at Letchworth)	Approach control at Signal K955	1/2*
Down Royston to Platform 1 (having not called at Letchworth)	Approach control at Signal K955	1*
Pass from Letchworth CS towards Royston	Acceleration from slow speed crossover	1/2 approaching Royston
Pass from Up Royston to Letchworth CS Reception	Approach control at Signal K954	1 approaching Baldock
* Does not apply to movements from Letchworth CS Reception Road which terminate at Baldock.		
Dwell Time		
Classes 379, 387 and 700	1 Up peak services arriving St Pancras Low Level / King's Cross / Moorgate between 0700 –0959 SX which run non-stop between Hitchin or Stevenage and Finsbury Park	
Junction Margins		
First Movement	Second Movement	Margin
Between all conflicting movements unless stated otherwise		3
Arrive/pass Baldock Platform 2 from Letchworth or Letchworth CS Reception	Depart/pass Baldock Platform 1 to Letchworth CS Reception	Same time
Platform Reoccupation	2 1/2	

Royston		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Arrive/pass Platform 2 from Up Royston	Approach Control on Signal K986 and 25mph crossover	1
Depart/Pass Platform 2 to Up Royston	Speed differential for 25mph crossover	1*
* To be applied approaching next timing point		
Movement Down	Reason	Value
Arrive/pass platform 1 from Down Royston	Approach Control on signal K977 and 30mph crossover	1
Depart/pass platform 1 to Down Royston	Speed differential for 30mph crossover	1*
* To be applied approaching next timing point		
Dwell Time		1
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to Foxton	Arrive Platforms 1 or 2 from Foxton	4
Depart Platform 2 to Baldock	Arrive Platforms 1 or 2 from Baldock	3½
Down arrive/pass	Up depart Royston Loop	1
Down arrive Royston Loop	Down arrive/pass Royston	3
Up depart Royston Loop	Down arrive/pass Royston	4
Up depart/pass Royston	Up depart Royston Loop	2
Up depart Royston Loop	Up depart/pass Royston	4

Royston		
Up Depart/Pass not stopping at Ashwell and Morden	Up Depart stopping at Ashwell and Morden	3
Platform Reoccupation		3

LN135 KING'S DYKE (EXCLUSIVE) TO CRESCENT JN		
Peterborough East Jn		
Converging Margins		
First Movement	Second Movement	Margin
Pass from Up March to King's Dyke SB	Depart from Signal P434 on March Independent	1½ *
* 3 minute margin can apply at Peterborough East Jn, provided normal headway is observed at next mandatory timing point		

LN150 FLYOVER EAST JN TO DECOY NORTH JN		
Decoy South Jn		
Adjustment to Sectional Running Times		
Movement Down	Reason	Value
Train on DLF to Down Decoy Sidings	25mph crossover and 15mph into Siding	1½
Junction Margins		
First Movement	Second Movement	Margin
Pass from St Catherines Jn	Re-occupy single line	3

LN220 BESSACARR JN TO BLACK CARR JN		
Bessacarr Jn		
Refer to East Midlands Timetable Planning Rules - LN170 Werrington Jn to Flyover East Jn via Lincoln		

Black Carr Jn		
Refer to LN101 King's Cross to Shaftholme Jn		

LN600 SHAFTHOLME JN TO RESTON GSP

Shaftholme Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Knottingley	Differential junction speed	1½
Movement Up	Reason	Value
Pass from Knottingley	Differential junction speed	1½ Passenger Freight 400t – ½ 600/800t – 1 1000/1200t – 1½ 1400t/1600t – 2 1800t plus 2½ 75mph Freight 400t – 1½ 600t plus – 2 To be applied approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass from Knottingley	Down Pass to Temple Hirst Jn	3½
Pass from Knottingley	Up Pass from Temple Hirst Jn	4½
Depart Shaftholme Jn	Down Pass to Temple Hirst Jn	4½
Depart Shaftholme Jn	Pass to Knottingley	4
Freight depart Shaftholme Jn	Up Pass from Temple Hirst Jn	5½
Passenger depart Shaftholme	Up pass from Temple Hirst Jn	4
Passenger Pass to Knottingley	Down Pass to Temple Hirst Jn	3½
Freight Pass to Knottingley	Down Pass to Temple Hirst Jn	4
Pass to Knottingley	Pass from Knottingley	4
Pass to Knottingley	Depart Shaftholme Jn	2½
Pass from Knottingley	Pass to Knottingley	3
Down train pass to Temple Hirst Jn	Pass from Knottingley	4
Down train pass to Temple Hirst Jn	Depart Shaftholme Jn	1
Up train pass from Temple Hirst Jn	Pass from Knottingley	4
Up train pass from Temple Hirst Jn	Up train start from Branch	2

Joan Croft Junction

Junction Margins

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

Heck Plasmor		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Heck Plasmor	Up pass Temple Hirst Jn	2
Up pass Temple Hirst Jn	Depart Heck Plasmor	2½

Temple Hirst Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Selby	Deceleration	½ for timing loads above 100mph
Movement Up	Reason	Value
Pass from Selby	Acceleration	½ for trains above 100mph Applied approaching next timing point
Junction Margins		
First Movement	Second Movement	Margin
Pass to Selby	Up Pass	3½
Pass to Selby	Down Pass	3
Pass to Selby	Pass from Selby	4
Up passenger pass	Depart Temple Hirst Jn from Selby	2
Up freight pass	Depart Temple Hirst Jn from Selby	2½
Up Pass	Pass to Selby	3½*
Pass from Selby	Pass to Selby	3*
* Can be reduced by ½ if the second train has at least 1 minute of pathing time approaching Temple Hirst		

Hambleton South Junction		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Hambleton West, if stopping at Hambleton West.	Approach control	1
Junction Margins		
First Movement	Second Movement	Margin
Down ML train pass Hambleton North Junction	Pass Hambleton South Junction from Hambleton West Junction	4*
Pass Hambleton South Junction to Hambleton West Junction	Down ML pass Hambleton North Junction	4
Pass Hambleton South Junction from Hambleton West Junction	Down ML train pass Hambleton North Junction	4

Hambleton South Junction

Up ML train passes Hambleton North Junction	Pass Hambleton South Junction from Hambleton West Junction	5 ^{\$}
*1 minute if second train stopped at Hambleton South Junction		
\$2 if second train stopped at Hambleton South Junction		

Hambleton North Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Hambleton East Junction	Acceleration	½ passenger* Freight ½ 400t to 800t 1 1000 to 1800t 1½ 2000t plus To be applied approaching the next timing point

Movement Up	Reason	Value
Pass to Hambleton East Junction	Approach Control	1 Passenger* 1½ 75mph Freight 1 60mph Freight

* Adjustment not required for 15x, 158, 195 as this is included in the SRT

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch	Pass Up Main	4
Pass Up Main	Pass from Branch	3
Pass Up Main	Depart from Branch	1
Pass Down Main	Depart from Branch	2
Pass Down Main	Pass from Branch	3

Colton Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Normanton to Down Main not crossing to Down Leeds at Colton North Jn	Differential speeds	½* for timing loads above 100mph

* applies approaching York

Junction Margins

First Movement	Second Movement	Margin
Pass to Church Fenton	Pass from Hambleton North Jn	3
Passenger pass to Church Fenton	Pass to Hambleton North Jn	2
Freight pass to Church Fenton	Pass to Hambleton North Jn	3½
Pass to Hambleton North Jn	Pass to Church Fenton	3
Pass from Hambleton North Jn	Pass to Church Fenton	3

Colton North Jn		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Pass from Up Leeds to Up Main towards Hambleton	Acceleration	½* for timing loads above 100mph
* applies approaching next timing point after Colton Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass Colton Jn on Up Leeds	Pass Colton Jn, crossing from Down Main/Normanton to Down Leeds	3
Pass Colton Jn, crossing Down Normanton to Down Leeds	Pass Colton Jn on Up Leeds	3
Pass Colton Jn having crossed from Up Leeds to Up Main	Pass Colton Jn from Down Main/Down Normanton	3
Pass Colton Jn on Down Normanton/Down Main	Pass Colton Jn having crossed from Up Leeds to Up Main	5
Pass Colton Jn, crossing Down Normanton to Down Leeds	Pass Colton Jn on Down Normanton	3½

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

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

York		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Bay Platforms	TPWS	½
Approaching Platforms 11x from the south	Approach control	1
Up trains departing platform 4 (to be input at next timing point)	Additional distance through York station	½
Connectional Allowance		
	8	
Dwell Time		
DMU	3	
LH/80X	3	
22x	2	
TPE	3 – May be reduced to 2 with prior agreement between Network Rail and Train Operator	
Grand Central	3 (Up direction) – May be reduced to 2½ with prior agreement between Network Rail and Train Operator 2 (Down direction)	
Junction Margins		
First Movement	Second Movement	Margin
Trains following same direction		3
Arrive	Depart conflicting move	1
Between first departing and second arriving	South end and Scarborough line (or as below)	5
Between first departing and second arriving	North end	4
Depart Platform 1	Arrive Platform 3 from the North	4%
Depart Platform 1	Pass Platform 3 from Skelton Junction	3½
Arrive Platform 1	Arrive Platform 3	4%
Arrive Platform 1	Pass through Platform 3 from Skelton Junction	3½%
Arrive/Depart Platform 2 from East	Arrive Platform 4 from South	3
Arrive Platform 3 from North/East	Arrive Platform 1	3
Arrive Platform 3 from North/East	Depart Platform 1	1
Arrive Platform 3 from North/South	Arrive Platform 4 from East	3
Arrive Platform 4 from East	Arrive Platform 3 from North/South	3
Arrive Platform 10 from North	Arrive Platform 11 from Down Main	3
Arrive Platform 10 from North	Depart Platform 11 to the south	1*
Arrive Platform 11 from South	Arrive Platform 10 from the North	3\$
Arrive Platform 11 from South	Depart Platform 10 to the North	1\$
Arrive Platform 11 from Down Leeds	Arrive Platform 10 from Down Main	3\$
Arrive Platform 5 from South	Arrive Platform 4 from the East and Platform 8 to/from North when the routes are set at the same time	3
Arrive Platform 5 from South	Depart Platform 4 to the East and Platform 8 to/from North when the routes are set at the same time	1
Arrive Platform 5 from South	Arrive Platform 3 from North and Depart Platform 8 to North at the same time	3
* It is possible to depart Platform 11 to Holgate Sidings at the same time as an arrival from the North in Platform 10 \$ If platform 11x is used these movements can happen simultaneously. Platform 11x is not available from the North or from the Down Main due to there being no short overlap %Can be reduced to 3 minutes if a minimum of 1 minute in pathing time is applied approaching York		
Minimum Turnround		
To/from London King's Cross	25	

York	
Grand Central	20 – May be reduced to 10 with prior agreement between Network Rail and Train Operator
XC	20 (10 by exception and in agreement with Network Rail)
TPE	8
DMU/EMU	10 from Leeds, Sheffield, Hull, and Harrogate 15 from Blackpool which may be reduced to a minimum of 10 minutes by the number of minutes additional station dwell at Leeds of the incoming service
Platform Re-occupation	3
Restrictions: Platform 3 – Formations of 9 or 10 car class 80x cannot be planned to stop in the Down direction as there is no stop board means rear passenger doors will be beyond the usable length of the platform.	
Train Watering Points	Restricted use in Platforms 1, 2 and siding. Platforms 9 and 10

Skelton Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Class 15x, 170, 195 pass Skelton Junction from Tollerton	Faster route	-1½ *
* Applies approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting margins Except:		3
Pass to Harrogate	Pass from Harrogate	4
Pass to Harrogate	Depart Skelton Jn (signal Y262)	1
Pass from Harrogate	Pass Down Slow	3½
Pass Up Fast	Pass/Depart from Harrogate	2½
Depart from Harrogate Line	Pass Down Slow	4
Pass Down Fast	Depart from Harrogate Line	1
Pass Down Slow	Depart from Harrogate Line	1½
Pass Up Slow	Depart from Harrogate Line	1½
Depart from Harrogate Line	Pass Up Slow	3½

Skelton Bridge Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down Passenger pass to Down Slow	Down pass Skelton Jn	1½
Down Freight pass to Down Slow	Down pass Skelton Jn	2
Down Fast Passenger passes Skelton Jn	Freight Pass to Up Slow	4½
Down Fast Passenger Passes Skelton Jn	Freight Departs to Up Slow	1½
Freight (timed at 75mph) pass Skelton Jn on Down Fast	Freight Pass to Up Slow	5
Freight (timed at 60mph) pass Skelton Jn on	Freight Pass to Up Slow	6

Skelton Bridge Jn

Junction Margins

First Movement	Second Movement	Margin
Down Fast		
Freight passes Skelton Jn on Down Fast	Freight Departs to Up Slow	2½
Up Freight pass to Up Slow	Up Fast pass Skelton Jn	4
Up Freight pass to Up Slow	Freight (timed at 75mph) pass Skelton Jn on Up Fast	5
Up Freight pass to Up Slow	Freight (timed at 60mph) pass Skelton Jn on Up Fast	6
Up Fast pass Skelton Jn	Up Freight pass	2½
Up Fast pass Skelton Jn	Up Freight depart	1
Up Freight pass to Up Slow	Down train Pass Skelton Jn	2

Tollerton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Passenger pass Down Fast to Down Slow	Deceleration for lower junction speed	½
Pass Down Slow to Down Fast	Deceleration for lower junction speed Acceleration from lower junction speed	1 Applied approaching Tollerton 2 Applied approaching next timing point

Movement Up	Reason	Value
Pass Up Fast to Up Slow	Deceleration for lower junction speed Acceleration from lower junction speed	1 Applied approaching Tollerton ½ Applied approaching next timing point
Passenger Pass Up Slow to Up Fast	Acceleration from lower junction speed	½ Applied approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass Up Fast	Pass Up Slow to Up Fast	2½
Pass Up Fast to Up Slow	Pass Up Fast	2½
Down Fast to Down Slow	Pass Down Fast	3
Pass Down Fast	Down Slow to Down Fast	2½

Thirsk

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Down Slow to Down Fast	Deceleration for lower junction speed	1
	Acceleration from lower junction speed	1*
Pass Down Fast to Down Slow	Deceleration	1

* Applies approaching next timing point

Movements Up	Reason	Value
Pass Up Slow to Up Fast	Acceleration	1*

* Applies approaching next timing point

Dwell Time

DMU/EMU	1
180	1½ - May be reduced to 1 with prior agreement between Network Rail and Train Operator

Junction Margins

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

Longlands Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Passenger Pass Down Slow to Down Main towards Darlington (not stopping at Northallerton)	Acceleration	½*
Depart Longlands Jn to Down Main towards Darlington (not stopping at Northallerton)	Acceleration	½* Passenger Freight Up to 1200t – no adjustment required 1400-1600t – ½* 1800t+ - 1*
Pass to Boroughbridge Road LC from Down Slow	Deceleration	1

* Applies approaching next timing point after Northallerton

Junction Margins

First Movement	Second Movement	Margin
Pass Down Main (Northallerton)	Pass from Down Slow	2
Pass Down Main (Northallerton)	Depart from Down Slow	1*

* Normal headway applies approaching next common timing point after Northallerton.

Northallerton

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Northallerton East Jn from Down Main	Deceleration	1½
Movement Up	Reason	Value
Passenger Pass Up Main to Up Slow	Deceleration	½ *
Pass from Northallerton East Jn via Northallerton to Up Main	Acceleration	1½^
Pass from Northallerton East Jn via Northallerton to Up Slow	Acceleration	½^

* Applies only to timing loads timed at 100mph or above

^ Applies approaching next timing point

Dwell Time

Standard	1½
180	1½ - May be reduced to 1 with prior agreement between Network Rail and Train Operator
DMU including 185	1
LNER all services	2 – May be reduced to 1½ with prior agreement between Network Rail and Train Operator

Junction Margins

First Movement	Second Movement	Margin
Depart to Northallerton East Jn	Pass Down Main	4½
Depart to Northallerton East Jn	Pass Up Main	4½
Depart to Northallerton East Jn	Arrive Up Main	4
Arrive/pass Up Main	Depart to Northallerton East Jn	1
Arrive/pass Up Main	Pass to Northallerton East Jn	3
Pass Up Main	Pass/arrive from Northallerton East Jn	3
Depart Up Main	Arrive from Northallerton East Jn	4*
Passenger Depart/Pass Up Main to Up Slow	Pass Up Main	2½
Freight Pass Up Main to Up Slow	Pass Up Main	3
Depart Platform 2 to Up Slow or Up Fast	Pass Down Main	5½
Depart Platform 2 to Up Slow	Pass Up Main	4½

* 3 if train from Northallerton East Jn has pathing allowance

Darlington Down Passenger Loop

Junction Margins

First Movement	Second Movement	Margin
Down Passenger Arrive at Darlington DPL	Down Arrival Darlington Station	4
Down Freight Arrive Darlington DPL	Down Arrival Darlington Station	5

Darlington								
Adjustments to Sectional Running Times								
Movement Down				Reason			Value	
Train from Northallerton to Platform 4B via Bypass Line				Approach Control			1½	
Down from Dinsdale arrive platform 4B via Bypass Line				Approach Control			½	
Train passing through Platform 4 from Northallerton				Flashing Yellows			1*	
				Acceleration			1* approaching next timing point	
*May be reduced to ½ for trains timed at 75mph or below								
Trains from Down Main to Platform 1, 2, 3, 5 or Darlington Station Loop				Approach control			1	
Trains from Dinsdale terminating in Platforms 2 & 3, or to Darlington Station Loop				Approach control			½	
Non–stop trains from Dinsdale to the Down Main				Acceleration			2 approaching next timing point	
Movement Up				Reason			Value	
Train from Ferryhill South Jn Up Main to Platform 4, Darlington Station Loop or Down Main				Approach control			1*	
Pass to Dinsdale				Approach control			1	
*increase by ½ for moves to platform 4 if conflicting move to Darlington Down Bypass taking place								
Connectional Allowance				8				
Dwell Time								
185				1½				
22x				1½				
DMU/LH/80x				2				
Junction Margins – Standard values apply unless value shown below								
South End conflicts								
2 nd move → 1 st move ↓	Depart to Northallerton	Pass to Northallerton	Arrive from Dinsdale	Pass from Northallerton	Depart to Dinsdale	Arrive P4A from Dinsdale	Arr P4 from Northallerton via Bypass	Arrive from Northallerton
Arrive from Dinsdale		4		3**				3*
Pass from Dinsdale		4		4			P	
Pass to Northallerton	1½ Passenger 2½ Freight		5*		1½			2 nd train to Platform 5 2½
Dep to Northallerton			5*	3**	2			3*
Dep to Dinsdale	2	4**	4	4½		4		4½
Pass from Northallerton			4*			4*		

Darlington									
Arrive P1-3 from Northallerton			4*			4			
Arrive P5 from Northallerton		4	4*			4			
Arr P5 from Dinsdale		4							
Arr Plat 4A from Dinsdale		4		3			4	3*	
Pass P5 from Up Sidings			4						4
Pass P5 to Up Sidings	2	4			2				
P Parallel *reduce to 2½ if second move is to platforms 2,3, 5 or Darlington Station Loop, or if (2) or greater is shown on approach **increase by 1 if second train is freight									
North End Conflicts									
2 nd move → 1 st move ↓	Arrive P1 from Ferryhill South Jn	Arrive P4 from Ferryhill South Jn	Depart to Ferryhill South Jn	Depart P1 to North Road	Arrive from North Road	Down Pass from Northallerton	Down pass from Dinsdale	Arrive P5	Arrive P4B via Bypass line
Pass on Down Main	3½ 4 Freight	3	2				2		
Depart P1 to Ferry Hill South Jn	3½	3½			4½*				
Arrive P1 from Ferry Hill South Jn						2½**	2		
Depart P4 to Ferry Hill South Jn		5*		2	4*				
Arrive P4 from Ferry Hill South Jn					4½	2½**	2		3
Depart to North Road		3½	2						
Arrive from North Road		4							4
Pass P5 to Up Sidings								5	
P Parallel *can be reduced by 1 if (1) or greater shown approaching ** increase by 1 if 2 nd train is freight									

Darlington		
Minimum Turnround		
DMU	5 trains from Bishop Auckland/Saltburn. There must not be two consecutive 5 minute turnrounds and sum of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included approaching Darlington	
DMU	10 trains from York	
	15 trains from Leeds or beyond	
LNER ECS forming passenger service	8	
Overlap Restrictions		
First Movement	Second Movement	Margin
Down arrive platform 4A	Down arrive platform 4B	4
Up arrive 4A from North Road	Down arrive platform 4B via Bypass Line	4
Platform re-occupation		
Platform 6	4*	
*Can be reduced to 3 should the arriving train have (1) or greater applied approaching Darlington.		
Train Watering Points	Platforms 2, 3 and 6	

Darlington Up Loop		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Depart/Pass Darlington towards Northallerton	Acceleration	1½ after Darlington
Junction Margins		
First Movement	Second Movement	Margin
Up pass/depart Darlington towards Northallerton	Up depart	1½*
Up pass Darlington towards Dinsdale	Up depart	2
Up arrive Darlington platform 5	Up depart	½
* increase by ½ if first train is freight		
Overlap Restrictions		
First Movement	Second Movement	Margin
Up arrive	Up arrive Darlington Platform 5/ pass Up Main	3
Up arrive	Down depart Darlington Platform 5 towards Ferryhill South Jn	1

Darlington Up Sidings	
Siding Lengths (west to east)	
750m (excluding headshunt 46m)	117 SLU / 2460 ft (headshunt 7 SLU / 150 ft)
750m (run round)	117 SLU / 2460 ft
574m (run round)	89 SLU / 1883 ft
Note: 750m represents the maximum trailing length that can use the run round facility.	

Ferryhill South Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Down Main to Down Slow	Differential Junction Margin	{1½}
	Acceleration	{½}*

* Applies approaching Tursdale Jn

Movements Up	Reason	Value
Pass Up Slow to Up Main	Differential Junction Margin	{½}
	Acceleration	Class 4 * {1} - 400t {1½} - 600t {2} - 800t-1600t Class 6 * {1} - 400t-1200t {1½} - 1400t and above

* Applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Passenger Down Main to Slow Line	Pass Down Main	3
Passenger Down Main to Slow Line	Pass Up Main	3½
Freight Down Main to Slow Line	Pass Down Main	3½
Freight Down Main to Slow Line	Pass Up Main	4*
Pass Up Main	Depart US or UGL to UM	2
Pass Up Main	Pass Down Main to Slow Line	3
Pass Up Slow to Up Main	Pass Down Main to Slow Line	3½

* To be increased by ½ if the first train is longer than 600m

Operating/Planning Restriction

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

Tursdale Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass Down Slow to Down Fast	Acceleration	{½}* Passenger {½}* 400t {1}* 600t to 1600t {1½}* 1800t to 2600t {2}* 2800t and above

* Applies approaching next timing point

Movement Up	Reason	Value
Pass Up Fast to Up Slow	Approach control	{1½}

Tursdale Jn

Junction Margins

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

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

Durham

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Terminating train in Down platform	Approach control	½
Movement Down	Reason	Value
Down Fast to Down Slow passing Durham station	Deceleration	½ Freight approaching Durham

Dwell Time

DMU/EMU	1
LH/22x/802	1½
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator

Junction Margins

First Movement	Second Movement	Margin
Down Passenger clear to platform/SL	Next train passes	4
Down Freight clear to platform/SL	Next train passes	5
Up train terminating shunt, arrive to DF	Next Up service pass	8
Up train arriving on Down side	Next Down/Up pass	4

Minimum Turnround

DMU	5 trains from Newcastle area. 10 minutes must be allowed if the service is to be re-platformed.
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Durham Up Loop

Junction Margins

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

Durham Down Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Loop	Next train arrives Durham	4
Pass Durham	Depart Down Loop	3
Depart Durham	Depart Down Loop	4

Chester-le-Street

Dwell Time

All services	1
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Birtley Jn

Adjustment to Sectional Running Times

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

Junction Margins

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

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

Low Fell Jn

Junction Margins

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

King Edward Bridge South Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Up Main, Up Slow, Down Slow or Greensfield Jn	Deceleration	½ Passenger {1} 221*

* Reduced to {½} if passing from Slow Line or Goods Line at Low Fell Jn

Movements Up	Reason	Value
Pass from Up Slow, Down Slow or Greensfield Jn towards Birtley Jn	Acceleration	½^ Passenger

^ applies approaching next timing point

Newcastle

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Depart platforms 5,6,7 and 8 to Heaton South Jn via ML	Differential junction speed at Argyle Street Jn	{½} to be applied approaching Heaton South Jn
Arrive platforms 9, 10 and 11	TPWS	{1}*

* Does not apply to arrivals from Forth Banks branch

Movements Up	Reason	Value
Arrive platforms 5,6,7 and 8 from Heaton South Jn via ML	Differential junction speed at Argyle Street Jn	{½}
Arrive Platform 1	TPWS	{½}

Connectional Allowance	8
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Newcastle		
Dwell Time		
DMU	2	
LH/80X	3	
22x	2	
Junction Margins		
Movement		Margin
Between arrivals from opposite directions		4
First Movement	Second Movement	Margin
Arrive Platform 2 from King Edward Bridge Jns or Forth Banks	Arrive Platform 1	4
Depart Platform 3 to King Edward Bridge South Jn	Arrive Platform 4 from Heaton South Jn/High Level Bridge Jn	4
West End movements		
Movement		Margin
Between first arriving and second departing		1
Between two consecutive arrivals		3
Between first departing and second arriving (LH/HST)		5
Between first departing and second arriving (DMU)		4
Between two consecutive departures		3
First Movement	Second Movement	Margin
Depart Platform 2 to King Edward Bridge South Jn	Arrive platforms 2 or 3 from Forth Banks	4
Depart Platform 3 to King Edward Bridge South Jn	Arrive Platform 3 from Forth Banks	4
Arrive Platform 8 from King Edward Bridge South Jn	Arrive Platform 7 from High Level Bridge Jn or Heaton South Jn	3
Arrive Platform 8 from King Edward Bridge South Jn	Depart Platform 7 to Up Slow Line	1
Arrive Platform 7 from King Edward Bridge South Jn	Arrive Platform 8 from King Edward Bridge South Jn	3
Depart Platform 7 to King Edward Bridge South Jn via Up Slow	Depart Platform 8 to High Level Bridge Jn or Heaton South Jn	2
Depart Platform 7 to Up Slow Line	Arrive Platform 8 from King Edward Bridge South Jn	3
Depart platforms 3 or 4 to King Edward Bridge South Jn	Arrive opposite Platform from High Level Bridge Jn or Heaton South Jn	3
Arrive Platform 4 from up main	Arrive Platform 3 from down main	1
East End movements		
Movement		Margin
Between first arriving and second departing		1
Between two consecutive arrivals		3
Between two consecutive departures		3
First Movement	Second Movement	Margin
Depart to Heaton South Jn / High Level Bridge Jn	Arrive from Heaton South Jn	4
Depart to Heaton South Jn / High Level Bridge Jn	Arrive from High Level Bridge Jn (first via High Level Bridge Central Jn)	5

Newcastle		
Depart to Heaton South Jn / High Level Bridge Jn	Arrive from High Level Bridge Jn (first via Newcastle East Jn)	4
Depart Platform 3 / 4 to Heaton South Jn via UFL	Arrive from UF	6
Depart Platform 4 to Heaton South Jn via UFL	Arrive Platform 3	3
Depart Platform 2 to Heaton South Jn	Depart Platform 1 to High Level Bridge Jn	2
Arrive /depart Platform 1	Arrive Platform 2 from King Edward Bridge South Jn	3
Depart platforms 5,6,7, or 8 to Down Main	Arrive from Heaton South Jn on Up Main	6
Arrive from Heaton South Jn on Up Main	Depart platforms 5,6,7, or 8 to Down Main	1 min before first train arrives
Maximum Turnround	60 minutes in through platforms	
Minimum Turnround		
LNER	35	
Lumo	35 (20 if service from Edinburgh)	
TPE	20	
XC	20 (10 by exception and in agreement with Network Rail)	
DMU/EMU	5 To/from Sunderland or Metro Centre	
	7# To/from Hexham, Morpeth, Seaham or Ashington	
	10# To/from Carlisle, Hartlepool, Middlesbrough or Darlington	
	20 To/from York and beyond, and north of Carlisle	
# May be reduced by the amount of pathing time approaching Newcastle to a minimum turnround of 5 minutes		
LNER minimum platform standing allowance between ECS arrival and passenger train departures		
80x (9 or 10 cars) and 91	20	
80x (5 cars)	15	
All formations shunting via King Edward Bridge/High Level Bridge to clear a platform	15	
Planning Notes		
Class 22x and 80x trains using Platforms 5 or 6 must be planned to use the furthest platform depending on the direction of arrival (i.e. Platform 5 ex King Edward Bridge South Jn direction and Platform 6 ex High Level Bridge Jn / Heaton South Jn direction).		
No other units are to be planned to use Platforms 5 or 6 whilst a Class 22x or 80x train is occupying either platform due to overlap and signal sighting issues.		
Class 22x attachment and detachment of units in Platforms 5/6 is prohibited (due to position of mid platform signals).		
Class 22x 8/9-car formations are prohibited from reversing in Platforms 5/6 (due to insufficient stand back from platform end signals and location of TPWS grids)		
Classes 153 and 155 are not permitted in Platform 10 as per the route clearance tables in the Sectional Appendix		
10-car formations of 80x stock cannot reverse in Platform 4 when arriving from and departing towards the King Edward Bridge direction. This is due to the positioning of the Stop Board and a lack of structures for repositioning it.		
HSTs and trains formed with Mk3 carriages are not permitted in platforms 5 to 11 as per the route clearance tables in the Sectional Appendix.		
Platform Reoccupation	3	

Newcastle

Train Watering Points	Platforms 2, 3; restrictive use of platforms 4, 5 and 6; Newcastle Forth Siding; Heaton T&RSMD
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Heaton South Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Slow Line	Differential junction speed	½* 1* Freight

* to be applied after Heaton South Jn

Movements Up	Reason	Value
Trains to Up Slow	Differential junction speed	½ ^

^ Does not apply to trains from Heaton Depot or Heaton Up Goods Loop

Junction Margins

First Movement	Second Movement	Margin
All crossing margins		4

Heaton T&RSMD

Arrival and departure margins

First Movement	Second Movement	Margin
Arrive Heaton T&RSMD	Arrive Heaton T&RSMD	5*
Depart Heaton T&RSMD	Depart Heaton T&RSMD	5^

* LNER Class 80x arrivals to be planned a minimum of 10 minutes apart

^ LNER Class 80x departures to be planned a minimum of 10 minutes apart

Heaton Loops

Junction Margins

First Movement	Second Movement	Margin
Pass Heaton South Jn to Morpeth 100mph Plus	Depart Heaton North Jn	2
Pass Heaton South Jn to Morpeth	Depart Heaton North Jn	3
Passenger Pass Benton North Jn to Benton East Jn	Depart Heaton North Jn	½
Freight Pass Benton North Jn to Benton East Jn	Depart Heaton North Jn	1
Arrive Heaton South Jn from Morpeth	Pass Heaton South from Morpeth for timing loads above 100mph	1½
Arrive Heaton South Jn from Morpeth	Pass Heaton South from Morpeth for timing loads below 100mph	2½
Arrive Heaton South Jn from Morpeth	Pass Benton North Jn from Benton East Jn	2
Arrive Heaton South Jn from Benton East Jn	Pass Heaton South from Morpeth for timing loads above 100mph	1½
Arrive Heaton South Jn from Benton East Jn	Pass Heaton South from Morpeth for timing loads below 100mph	2½
Pass Heaton South Jn Up Main	Up depart Heaton South Jn (Goods Loop)	1½

Benton North Jn		
Adjustment to Section Running Times		
Movement Down	Reason	Value
Pass to Benton East Jn	Approach Control	1 Passenger 1½ Freight
Movement Up	Reason	Value
Pass from Benton East Jn *	Acceleration	½ Passenger Freight 60mph ½ - 400t to 800t 1 – 1000t to 2200t 1½ - 2400t plus Freight 75mph 1 – 400t to 800t 1½ - 1000t plus
* All values apply approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Passenger Pass to Benton East Jn	Pass Up Main for timing loads above or at 100mph	2
Passenger Pass to Benton East Jn	Pass Up Main for timing loads below 100mph	3
Passenger Pass to Benton East Jn	Pass Down Main for timing loads above or at 100mph	2
Passenger Pass to Benton East Jn	Pass Down Main for timing loads below 100mph	2½
Freight Pass to Benton East Jn	Pass Up Main for timing loads above or at 100mph	2½
Freight Pass to Benton East Jn	Pass Up Main for timing loads below 100mph	3½
Freight Pass to Benton East Jn	Pass Down Main for timing loads above or at 100mph	2½
Freight Pass to Benton East Jn	Pass Down Main	3
Pass Up Main	Pass to Benton East Jn	2
Pass Up Main 100mph Plus	Pass from Benton East Jn	2½
Pass Up Main	Pass from Benton East Jn	3
Passenger Pass Up Main	Depart Benton North Jn	1½
Freight Pass Up Main	Depart Benton North Jn	2
Passenger Pass from Benton East Jn	Pass Up Main for timing loads above or at 100mph	3
Passenger Pass from Benton East Jn	Pass Up Main for timing loads below 100mph	3½
Freight Pass from Benton East Jn	Pass Up Main for timing loads above or at 100mph	4
Freight Pass from Benton East Jn	Pass Up Main for timing loads below 100mph	4½
Pass from Benton East Jn	Pass to Benton East Jn	2
Pass to Benton East Jn	Pass from Benton East Jn	3

Morpeth		
Dwell Time		
DMU	1	
Junction Margins		
First Movement	Second Movement	Margin
Passenger arrive Down Loop (Morpeth North Jn)	Pass Morpeth Down Main	1½
Freight arrive Down Loop (Morpeth North Jn)	Pass Morpeth Down Main	3½
Passenger/ECS depart to Hepscott Jn	Pass Up Main	4
Down freight pass to Hepscott Jn	Down/Up non-stop pass	5
Pass Up Main	Passenger/ECS depart to Hepscott Jn	1
Up passenger pass Morpeth	Arrive from reversing siding	3
Up arrive Morpeth Up Passenger Loop	Up arrive/pass	5
Up pass/depart	Depart Morpeth Up Passenger Loop	3½
Pass from Hepscott Jn	Pass to Hepscott Jn	4
Minimum Turnround	10 Shunt via sidings	

Morpeth North Junction		
Junction Margins		
First Movement	Second Movement	Margin
Depart from Hepscott Jn	Up pass Morpeth	6
Pass/depart to Hepscott Jn	Up pass Morpeth	6½
Pass from Hepscott Jn	Up pass Morpeth	4
Down passenger pass Morpeth	Depart Down Loop or Hepscott Jn	2
Up train pass/arrive Morpeth	Depart from Hepscott Jn	1
Down freight pass Morpeth	Depart from Hepscott Jn	4
Down depart Morpeth	Depart from Hepscott Jn	2½

Pegswood		
Dwell Time		
DMU	½	

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

Widdrington		
Dwell Time		
DMU	½	

Chevington Loops

Junction Margins

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

Acklington

Dwell Time

DMU	½
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Wooden Gate

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Arrive Wooden Gate Loop from Belford not stopping at Alnmouth	Approach Control	2 to be applied approaching Alnmouth

Junction Margins

First Movement	Second Movement	Margin
Down Passenger arrive	Non-stop passes Alnmouth	6
Down Freight arrive	Non-stop passes Alnmouth	7
Down Passenger arrive	Down Passenger arrive Alnmouth	4
Down Freight arrive	Down Passenger arrive Alnmouth	5
Down Passenger pass Alnmouth	Down depart Loop	1

Alnmouth for Alnwick (inc Wooden Gate loops)

Dwell Time

Standard	1½
DMU	1
LNER	2

Junction Margins

First Movement	Second Movement	Margin
Up Passenger pass/depart to loop	Non-stop pass	5
Up Freight pass/depart to loop	Non-stop pass	6

Chathill	
Dwell Time	
DMU	½

Belford			
Adjustments to Sectional Running Times			
Movement Up	Reason	Timing Load	Value
Pass from Crag Mill Up Passenger Loop	Acceleration	Class 6 Freight (1200-1400t); Class 4 Freight (800t); all passenger timing loads timed at 75mph or above	½*
		Class 6 Freight (1600-1800t); Class 4 Freight (1000-1400t)	1*
		Class 6 Freight (above 2000t inclusive); Class 4 Freight (above 1600t inclusive)	1½*
* applies approaching next timing point			

Crag Mill Loops		
Junction Margins		
First Movement	Second Movement	Margin
Up Passenger arrive loop	Up non-stop pass Belford	4
Up Freight arrive loop	Up non-stop pass Belford	5
Up Pass Belford	Depart Up Loop	2*
Down Passenger arrive loop	Down non-stop pass Belford	4
Down Freight arrive loop	Down non-stop pass Belford	5
Down Pass Belford	Depart Down Loop	2*
*Services must be planned headway compliant at next timing point		

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

Berwick-upon-Tweed	
Dwell Time	
TPE 802	1½
LNER all services	2 May be reduced to 1½ with prior agreement from the operator
LNER ECS when reversing to form a passenger service	13

Berwick-upon-Tweed

Junction Margins

First Movement	Second Movement	Margin
Down Freight arrive loop	Non-stop pass	6
Up Freight arrive loop	Non-stop pass	6

LN626 NORTHALLERTON HIGH JUNCTION TO NORTHALLERTON EAST JUNCTION

Notes:

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

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Northallerton East Jn

Adjustment to sectional running times

Movement Up	Reason	Value
Stopping at Signal Y478.	Slow approach	{½} passenger and light engines only

Movement Down

Pass from Northallerton station. Adjustment applies approaching next timing point. For acceleration from slower speed route.

Train Class	Trailing Load	Value
All timing loads, except those listed below		{½}
Class 4	Up to 1600t	{½} *
Class 6	Up to 1800t	{½}
	2000t to 2400t	{1}
	2600t to 3000t	{1½}

* For 1200t adjustment is {1}

Junction Margins

First Movement	Second Movement	Margin
Pass to Boroughbridge Road LC	Depart Northallerton Down Loop to Eaglescliffe	1½
Pass to Boroughbridge Road LC	Pass from Northallerton Down Loop	3½
Passenger pass from Northallerton	Depart to Boroughbridge Road LC	1½
Passenger pass from Northallerton	Pass to Boroughbridge Road LC	3
Freight pass from Northallerton	Depart to Boroughbridge Road LC	2
Freight pass from Northallerton	Pass to Boroughbridge Road LC	3½

Eaglescliffe

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Non-stop trains from Darlington	Differential junction speed	{1} Passenger * {2} Freight*

* Applies approaching next timing point

Movement Up	Reason	Value
Non-stop trains towards Darlington	Approach control	{1} Passenger {2} Freight

Dwell Time

180	1½ - May be reduced to 1 with prior agreement between Network Rail and Train Operator
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Junction Margins

First Movement	Second Movement	Margin
Pass/arrive from Yarm	Depart to Dinsdale	1
Pass/arrive from Yarm	Pass to Dinsdale	3
Pass/depart to Dinsdale	Pass/arrive from Yarm	4

Stockton Cut Jn

See entry under route LN632 Stockton Cut Jn to Saltburn

Stockton

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 2 towards Hartburn Jn	Arrive Platform 2 from Hartburn Jn	4

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

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4

Billingham Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Belasis Lane SB	Depart from Billingham	2
Pass to Belasis Lane SB	Pass from Billingham	2
Pass/depart from Billingham	Pass to Belasis Lane SB	4

Greatham

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Pass from Hartlepool South Works	Acceleration from Slow Speed crossover	{1} *

* Applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Down depart to Hartlepool South Works	Pass Billingham Jn	4
Down pass to Hartlepool	Depart Hartlepool South Works	Same time
Down pass from Hartlepool	Depart Hartlepool South Works	Same time
Pass from Hartlepool South Works	Down pass to Hartlepool	4½
Pass from Hartlepool South Works	Pass to Hartlepool South Works	5½

Planning Note

Services to Hartlepool South Works require a 30 second 'OP' stop at Greatham

Seaton Snook Junction/Seaton Carew

Junction Margins

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

Restrictions:

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

Hartlepool

Dwell Time

Class 180	1½
Other DMU	1

Junction Margins

First Movement	Second Movement	Margin
Depart/pass to Seaham	Arrive Platform 2 from Seaham	4
Depart Platform 2 to Greatham SB	Arrive/pass from Greatham SB	5½
Pass to Hartlepool Docks	Arrive/pass from Horden Signal 7148	7½
Pass Platform 3	Depart to Hartlepool Docks	1
Pass Platform 3	Pass to Hartlepool Docks	2
Pass to Cliff House Up Loop	Depart towards Greatham SB	4½

Minimum Turnround

Trains from Newcastle or Sunderland	5
Trains from Darlington or Middlesbrough	5
All other trains	10

Restrictions:

- Hartlepool Docks: only one train at a time on branch

Seaham

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Pass to Seaham Harbour	Approach Control	1

Dwell Time

Class 180	1½ May be reduced to 1 with prior agreement between Network Rail and Train Operator
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Junction Margins

First Movement	Second Movement	Margin
Depart/pass to Hartlepool	Depart Seaham Harbour	2½
Pass from Seaham Harbour	Up Depart Seaham	1½
Pass from Seaham Harbour	Up Pass to Hartlepool	2
Depart to Seaham Harbour	Up arrive/Up pass to Hartlepool	6½

Minimum Turnround

10 via Dawdon

Restrictions:

- Seaham Harbour: only one train at a time on branch

Ryhope Grange

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Going from Ryhope Grange Sidings	Acceleration from slow speed	1 approaching the next timing point
Going to Hendon Branch	Approach Control	1

Movement Up

Ryhope Grange

Going to Ryhope Grange Sidings	Approach Control	1
From Hendon Branch	Acceleration	1 approaching the next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass to Hendon Branch	Pass Up	4½
Pass to Ryhope Grange Sidings	Pass Down	4½
Pass Down	Pass to Ryhope Grange Sidings	3½
Pass Up	Pass to Hendon Branch	4

Restrictions

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

Sunderland

Dwell Time

Multiple Unit	1
Tyne & Wear Metro Services	½
Up Class 5, departing as Class 1 or 9 in same direction	4 *
Down Class 1 or 9, departing as Class 5 in same direction	4 *

* See Minimum Turnrounds for exceptions.

Junction Margins

First Movement	Second Movement	Margin
Depart to South Hylton/Sidings	Down pass / arrive from Hartlepool	4 ^
Up depart Platform 3 or 4 to Hartlepool	Down pass / arrive from Hartlepool	4½ ^
Depart to South Hylton	Depart Sidings	2
Tyne & Wear Metro depart Platform 3 or 4 to South Hylton	Tyne & Wear Metro arrive Platform 3 or 4 from South Hylton	2½
Down arrive from Hartlepool	Depart to South Hylton/Sidings	1 #
Down Heavy Rail depart Platform 1 towards Newcastle	Up Tyne & Wear Metro arrive from St Peter's	2½
Down Heavy Rail depart towards Newcastle	Up Heavy Rail arrive (where conflicting)	3½
Up Tyne & Wear Metro arrive (platform 2)	Up Heavy Rail (up to 72m) arrive platform 1	2½
Tyne & Wear Metro depart to South Hylton/Siding No2	Up passenger depart / pass	2
Tyne & Wear Metro depart to South Hylton/Siding No2	Up freight pass	5
Down Heavy Rail (up to 72m) arrive Platform 4	Tyne & Wear Metro arrive Platform 3 from Park Lane	2½
Down Heavy Rail (73-178m) depart from Platform 4	Tyne & Wear Metro arrive from Park Lane	3½
Down Heavy Rail (up to 72m) depart from Platform 4	Down Tyne & Wear Metro depart from platform 3	2
Up freight pass	Up Tyne & Wear Metro Arrive	3½
Down depart	Down freight Pass	4

^ May be reduced by 1 if down train has at least (1) minute of pathing time approaching Sunderland

May be reduced to ½ if down train is up to 72m

Sunderland

Minimum Turnround

Note: All shunts to be timed for ARS purposes

Same platform	5 (8 for 80x)
Trains from York or south thereof, arriving and returning as Class 1 or 9	8
Via sidings	8
Grand Central passenger to ECS	4
Grand Central ECS to passenger (same direction)	4 – May be reduced to 2 with prior agreement between Network Rail and Train Operator
Grand Central ECS to passenger (if reversing)	4

Restrictions

- A Down train that is longer than 178m stopping at platforms 3 or 4 will foul the route to and from South Hylton. If a train longer than 178m is required to reverse in platforms 3 and 4, a forward route needs to be set from signal 6209, to allow the train to draw forward beyond the signal, such that the rear is then clear of signal 6212 at the south end of Platform 4. It should be noted that if this is a passenger train, the leading door(s) may not be accommodated in the platform.
- If a forward route cannot be set from signal 6209, then the train will not be able to turnround in the platform and must depart towards Newcastle at least 1½ minutes before the next Tyne & Wear Metro departs towards South Hylton
- A Down train longer than 195m can only arrive at platforms 1 or 2 by prior agreement between the Train Operator and the Local Operations Manager. The rear of the train will 'lock' the crossovers at the south end of the station, preventing moves to/from other platforms.
- Tyne & Wear Metro trains can only use No. 2 Siding; No. 1 Siding is not electrified

East Boldon Up Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive	Up Metro depart/up passenger pass Brockley Whins/Up freight from Pelaw pass Boldon West Junction	½
Arrive	Up freight from Tyne pass Boldon East Junction	Same time*
Up Metro depart East Boldon	Depart	2½
Up passenger pass Brockley Whins (not stopping Boldon or Seaburn)	Depart	4
Up freight from Pelaw pass Boldon West Junction/from Tyne pass Boldon East Junction going to Sunderland	Depart	10
Depart	Reoccupy Loop	5½

Note: *No Allowances to be applied between Boldon North Junction and Boldon East Junction

Boldon East Junction

Junction Margins

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

Restrictions:

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

Boldon West Junction/Brockley Whins

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Tyne Dock Branch Approaching Pelaw Junction	Acceleration	1
Movement Up	Reason	Value
Up trains going to Boldon North	Approach Control	½*
*To be increased to 1 minute if a train has emerged from branch in previous 6 minutes, due to overlap issues		

Junction Margins

First Movement	Second Movement	Margin
Down passenger/light loco pass from Sunderland	Depart/pass Boldon North towards Pelaw	1½
Down freight pass from Sunderland	Depart/pass Boldon North towards Pelaw	3
Down Metro depart Fellgate	Depart/pass Boldon North towards Pelaw	1
Up passenger/light loco pass Brockley Whins	Depart/pass Boldon North towards Pelaw	1
Up Metro arrive Brockley Whins	Depart/pass Boldon North towards Pelaw	1
Up freight pass towards Sunderland	Depart/pass Boldon North towards Pelaw	2
Up freight pass towards Tyne Dock	Up freight pass towards Sunderland	4
Up freight pass towards Tyne Dock	Up passenger pass	3
Up freight pass towards Tyne Dock	Up Metro depart Fellgate	1½
Pass from Boldon North	Up Metro depart Fellgate	2
Pass from Boldon North	Up passenger/light loco pass Brockley Whins	4
Pass from Boldon North	Up freight pass Boldon West to Sunderland	4½
Pass from Boldon North	Up freight pass Boldon West to Boldon North	3
Pass Boldon North towards Sunderland (see Restrictions)	Pass Boldon West to Boldon North	3½
Depart Boldon North towards Sunderland (see Restrictions)	Pass Boldon West to Boldon North	5½

Restrictions:

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

Pelaw Metro Jn

Junction Margins

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

Pelaw Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pelaw Goods Loops	Approach Control	½
Pass from Jarrow to Park Lane Jn	Acceleration	1*
* Applies approaching next timing point		
Movement Up	Reason	Value
Pass from Pelaw Goods Loops	Acceleration	2 (1 MU) *
Pass to Jarrow or Wardley	Approach Control	½
* Applies approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Down depart Heworth	Down pass Pelaw Jn from Jarrow or Wardley	3
Down depart Heworth	Down depart loop	2½
Passenger/light loco Down pass Pelaw Jn to Heworth (not stopping)	Down depart loop/pass Pelaw Jn from Jarrow or Wardley	3½
Down pass	Up train depart Down Goods Loop	1½
Down train arrive Up Goods Loop	Up pass towards Boldon (not stopping Heworth)	2
Down train arrive Up Goods Loop	Up pass towards Jarrow/Wardley	1
Down train arrive Up Goods Loop	Up depart Heworth	½
Freight pass from Jarrow	Up depart Heworth	2½
Light loco pass Pelaw Jn from Jarrow	Up depart Heworth	1½
Freight pass Pelaw Jn from Jarrow	Pass Pelaw Jn to Boldon (not stopping Heworth)	3
Light loco pass Pelaw Jn from Jarrow	Pass Pelaw Jn to Boldon (not stopping Heworth)	2
Freight Pass From Jarrow	Pass Pelaw Jn to Boldon (stopping Heworth)	3½
Light Loco Pass from Jarrow	Pass Pelaw Jn to Boldon (stopping Heworth)	2½
Freight pass Pelaw Jn from Jarrow	Pass Pelaw Jn to Jarrow/Wardley	3½
Light loco pass Pelaw Jn from Jarrow	Pass Pelaw Jn to Jarrow/Wardley	2½
Freight pass Pelaw Jn from Jarrow	Depart Loop to Jarrow/Wardley/Boldon	2½
Light loco pass Pelaw Jn from Jarrow	Depart Loop to Jarrow/Wardley /Boldon	1½
Pass from Heworth	Pass from Jarrow	3½
Passenger/light loco pass Pelaw Jn to Boldon	Up depart loop to Boldon	2
Freight pass Pelaw Jn to Boldon	Up depart loop to Boldon	3½
Pass Pelaw Jn to Jarrow/Wardley	Up depart loop to Boldon	3
Up arrive loop	Up freight pass Pelaw Jn	3½
Up arrive loop	Up passenger pass Pelaw Jn (not stopping Heworth)	2
Up train depart Down Goods Loop	Down passenger/light engine pass	3
Up train depart Down Goods Loop	Down freight pass	3½
Up train depart Down Goods Loop	Pass from Jarrow/Wardley	2½
Up train depart Down Goods Loop	Down train arrive either loop	3½
Pass Pelaw Jn to Wardley	Pass Passenger/light engine pass Pelaw Jn from Sunderland to Heworth	3
Pass Pelaw Jn to Wardley	Freight pass Pelaw Jn from Sunderland to Heworth	3½
Pass Pelaw Jn to Wardley	Pass Pelaw Jn to Up or Down Goods Loop	2½
Depart Pelaw Jn (on Up Main) to Wardley	Passenger/light engine pass Pelaw Jn from Sunderland to Heworth	4

Pelaw Jn

Depart Pelaw Jn (on Up Main) to Wardley	Freight pass Pelaw Jn from Sunderland to Heworth	5
Depart Pelaw Jn (on Up Main) to Wardley	Pass Pelaw Jn to Up or Down Goods Loop	3½

Heworth

Dwell Time

All	1 Up ½ Down
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Park Lane Jn

Junction Margins

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

Restrictions:

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

High Level Bridge Jn

Junction Margins

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

High Level Bridge Jn

Restrictions

Refer to the Sectional Appendix for details of restrictions affecting freight trains greater than RA5 being planned over High Level Bridge.

No allowances or pathing time to be applied between Greensfield Jn and High Level Bridge Jn; an 'A' stop must be applied at High Level Bridge Jn

Maximum length of train which can stand at High Level Bridge Jn (on West Curve) is 190m

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

South Hylton

Platform Re-occupation	3
Minimum Turnround	4

Park Lane

Junction Margins

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

LN631 DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN

Darlington

Refer to LN600 Shaftholme Junction to Reston GSP

Eaglescliffe

Refer to LN627 Northallerton Longlands Jn to Newcastle East Jn via the Coast

LN632 STOCKTON CUT JN TO SALTBURN

Stockton Cut Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Hartburn Jn	Pass to Bowesfield Jn	3
Pass to Bowesfield Jn	Pass from Hartburn Jn	4

Bowesfield Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Hartburn Jn	Pass from Stockton Cut Jn	4
Pass from Stockton Cut Jn	Pass to Hartburn Jn	2½

Thornaby East Jn

Junction Margins

First Movement	Second Movement	Margin
Pass/Arrive Thornaby from Bowesfield Jn	Pass Thornaby East Jn from Goods Lines	2
Pass Thornaby from Bowesfield Jn	Depart from signals TY194, TY197 or TY198	1
Pass to Goods Lines	Depart from signals TY194, TY197 or TY198	2
Pass to Goods Lines	Pass from Goods Lines or Tees Yard	4½
Pass from Goods Line or Tees Yard	Arrive/pass Thornaby from Bowesfield Jn	4
Pass from Goods Line or Tees Yard	Pass to Goods Lines	4½

Newport East Jn

Adjustments to Sectional Running Times

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

Newport East Jn

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

Junction Margins

First Movement	Second Movement	Margin
All Conflicting Moves		3*
Down Main to Down Fast	Up Fast to Up Goods	2*
Down Main to Down Fast	Up Slow to Up Main	2½*
Down Main to Down Slow	Up Fast to Up Goods	2½^
Down Main to Down Slow	Depart Signal DS6875 to Down Fast	1½*
Down Goods to Down Fast	Down Main to Down Slow	2½^
Up Fast to Up Goods	Up Slow to Up Main	3½*
Up Slow to Up Goods or Up Main	Down Goods to Down Fast	3½*
Up Slow to Up Main	Up Fast to Up Goods	3½*

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

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

Middlesbrough

Connectional Allowance	5
Dwell Time	
Standard	1
TPE	2

Junction Margins

First Movement	Second Movement	Margin
Depart to Newport East Jn	Depart Middlesbrough Dock to Middlesbrough	2½
Depart Platform 2 to Whitehouse Jn/Cargo Fleet Road Signal MW6993	Depart Middlesbrough Dock to Platform 1	1
Arrive Platform 2	Arrive Platform 2 from opposite direction	3½
Depart Platform 2 to Newport East Jn	Arrive from Newport East Jn	4
Depart Platform 2 to Cargo Fleet Road Signal MW6993	Depart Platform 1 to Whitehouse Jn	2½
Depart to Cargo Fleet Road Signal MW6993	Arrive from Up Fast	5
Arrive from Cargo Fleet Road Signal MW6984	Depart to Cargo Fleet Road Signal MW6993	Same Time
Arrive from Whitehouse Jn	Depart to Cargo Fleet Road Signal MW6993	½
Arrive Platform 2 from Cargo Fleet Road Signal MW6984	Arrive from Up Fast	3½
Depart Platform 1 to Carriage Sidings	Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road Signal MW6984	5

Overlap Margins

Middlesbrough

First Movement	Second Movement	Margin
Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road Signal MW6984	Depart to Newport East Jn/Middlesbrough West Dock	1 [#]
Depart Platform 2 to Newport East Jn	Arrive Platform 1 from Whitehouse Jn/Cargo Fleet Road Signal MW6984	4½ [#]
# Can be simultaneous if arrival into platform 1 has {1} approaching Middlesbrough		
Maximum Turnround		
15 minutes. Any turnround longer than 15 minutes should have a shunt movement so that through services can still operate.		
Minimum Turnround		
From Saltburn/Whitby/Bishop Auckland	5*	
From Newcastle/Metrocentre	7½ ^{\$}	
From Hexham or York	10	
From Carlisle	15	
From Points Beyond York	25 (including Shunting move)	
LNER ECS from Shell Jn forming a Class 1 or an LNER Class 1 forming ECS to Shell Jn	5	
*There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Middlesbrough		
\$ These times may be reduced by the amount of pathing time south of Sunderland or additional dwell time at Sunderland or Hartlepool to a minimum of 5 minutes		
Restrictions		
Class 185 shunts to Middlesbrough Dock limited to 1x3 car set		
Train Watering Points		
Station and down sidings		

Whitehouse Jn

Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Down Slow to Down Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point
Movement Up	Reason	Value
Up Main to Up Slow	Deceleration/Approach Control	1

Whitehouse Jn

Junction Margins

First Movement	Second Movement	Margin
Pass Up Main to Up Slow	Pass Down Main	4½*
Pass Up Main to Up Slow	Down Slow to Down Main	5
Pass Down Slow to Down Main	Pass Up Main to Up Slow	2½
Pass Down Main	Pass Up Main to Up Slow	2
Pass Down Main	Depart Slow Line	3

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

South Bank

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down Main to Down Goods	Deceleration	1

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

Junction Margins

First Movement	Second Movement	Margin
Pass to Goods Line	Pass Down Main	3
Pass to Goods Line	Arrive platform 2	3
Pass to Goods Line	Pass from Goods Line	5^
Pass from Goods Line	Pass to Goods Line	2½*
Pass from Goods Line	Pass Down Main	3
Pass Down Main	Pass from Goods Line	4½^
Pass Down Main	Depart from Goods Line	1½
Pass Up Main	Depart from Goods Line	2½

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

^ based on Yellow signals for the second train

Restrictions

When a run round is taking place no other train should be timed on the Goods Lines between South Bank and Grangetown

Beam Mill Jn

Junction Margins

First Movement	Second Movement	Margin
Pass South Bank to Down Goods	Pass from Lackenby	7
Pass South Bank to Down Goods (trains longer than 600m)	Pass from Lackenby	8
Arrive at Signal G727	Pass from Lackenby	7

Restrictions

Following a pass from Lackenby no train may pass South Bank to the Goods Line until the train from Lackenby has passed South Bank. This is due to overlap constraints. There is an exception for trains in the Down under 573 meters which can be planned to stop at Signal G727 to allow a train from Lackenby to pass

Grangetown SB

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Tees Dock	Deceleration	1
Pass from Down Goods to Down Main	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point

Movement Up	Reason	Value
Pass from Tees Dock	Acceleration	1 1½ for freight over 600m To be applied approaching next timing point
Pass from Up Main to Up Goods	Deceleration	1

Junction Margins

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

Grangetown SB

Arrive at Signal G710 from Tees Dock	Pass South Bank from Whitehouse Jn	5
Pass South Bank from Whitehouse Jn	Depart Signal G710	2*

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

Restrictions

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

Shell Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Wilton Branch from Down Main	Deceleration/Approach Control	1

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

Junction Margins

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

Redcar Ore Terminal

Junction Margins

First Movement	Second Movement	Margin
Pass to Redcar Terminals	Down Pass Shell Jn	3
Pass from Redcar Terminals	Down Pass Shell Jn	3
Pass from Redcar Terminals	Up Pass Redcar Central	1*
Down Pass Shell Jn	Pass to Redcar Terminals	4½
Down Pass Shell J n	Pass from Redcar Terminals	6

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

Redcar Central		
Dwell Time		
Standard	1	
TPE (Through service)	1½	
TPE (Passenger forming ECS)	2	
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains departing Platform 2 crossing to the Up line	Acceleration	2 to be applied after Redcar Central
Junction Margins		
First Movement	Second Movement	Margin
Depart platform 2 towards Middlesbrough	Arrive/Pass Platform 2 from Middlesbrough	4½
Depart Platform 2 to Down Loop	Arrive/Pass Platform 2 from Middlesbrough	4½
Pass Platform 2 in Down direction	Arrive Platform 2 from Loop	2½
Depart Platform 2 in Down direction	Arrive Platform 2 from Loop	3
Minimum Turnround	5 – Northern Services There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Redcar	
Maximum Dwell	20 Any turnround longer than 20 should have a shunt movement so that through services can still operate	
Planning Note		
It is desirable (though not essential) for terminating trains in excess of 3 coaches to shunt via the Down Loop for Selective Door Opening (SDO) purposes.		

Saltburn West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Saltburn	Pass to Saltburn/Crag Hall	3
Pass to Crag Hall	Pass from Saltburn	4
Pass from Crag Hall	Pass to Crag Hall	1½ minutes after the first train has passed Longbeck
Pass from Crag Hall	Depart Signal L209	1 minute after the first train has passed Longbeck

Saltburn

Minimum Turnround	5 There must not be two consecutive 5 minute turnrounds, and the total of any two consecutive turnrounds must equal 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule approaching Saltburn 20 – TPE
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LN634 GUISBOROUGH JN TO WHITBY

The route between Nunthorpe and Whitby is under the control of a single signaller at Nunthorpe signal box. Therefore token exchanges between Nunthorpe and Whitby cannot happen simultaneously, irrespective of actual locations; arrivals therefore, at any location, must be a minimum of 1 minute apart

James Cook

Dwell Time

All	½
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Marton

Dwell Time

All	½
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Gypsy Lane

Dwell Time

All	½. Compulsory stop on Down only
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Nunthorpe

Crossing Margin	Down train must arrive 3 minutes before Up service. An Up train cannot arrive in platform when a Down train has been accepted from Middlesbrough
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Dwell Time

All	½
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Junction Margins

First Movement	Second Movement	Margin
Arrive from Middlesbrough	Depart to Middlesbrough	1
Arrive from Battersby	Depart to Battersby	1

Minimum Turnround	5 in same platform 3 at signal N1
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Nunthorpe

Restrictions:

A down train cannot pass Signal MW6993 whilst a train is on line to Nunthorpe, or occupying platform 2 at Nunthorpe; if a down train needs to come onto the line in these circumstances, then the first train must shunt to Platform 1, via signal N1. These shunt moves must be fully timed BUT cannot occur if a train is on line between Nunthorpe and Battersby in either direction

Great Ayton

Dwell Time

All	1/2.
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Battersby

Crossing/Reversing Margin	First arriving train departs second	13½
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Example:

1 st Train arrive	arr. XX.00
2 nd Train arrive	arr. XX.05
2 nd Train depart	dep. XX.08½
1 st Train depart	dep. XX.13½

Dwell Time

All	5 (minimum required for train reversing and not crossing another service)
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Restrictions:

- Trains arriving from either direction can only be planned into the platform and NOT directly into the Run Round loop
- Due to the operation of two Ground Frames, any run round must be allowed a minimum of 30 minutes. When the locomotive is moving from the run round loop onto the east end of the train, the driver must be in possession of the token for either the Glaisdale or Nunthorpe section; planners must satisfy themselves that there are no trains moving in either direction on the relevant section

Notes:

- Trains crossing at Battersby occupy the same section of track and platform and must have 5 minutes between consecutive arrivals and departures due to TPWS requirements
- Trains passing do so by utilizing the permissive working on the platform line. Planners must satisfy themselves of the lengths of both trains, and that they both can be accommodated according to the platform length AND the distances quoted below
- Platform and runround loop, stop board to stop board = 175m
- Buffer stops to east end stop board = 325m

Kildale

Dwell Time

All	1/2
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Commondale

Dwell Time

All	1/2
-----	-----

Castleton Moor

Dwell Time

All	1/2
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Danby

Dwell Time

All	1/2* * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough
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Glaisdale

Dwell Time

All	3 when trains do not cross
	5 when train cross

Note: Arrive/depart margin depends on sequence on which each driver relinquishes token, as follows:

- Xx:00: 1st train arrive, relinquishes token
- Xx:01: 2nd train arrive, relinquishes token; collects token
- Xx:05: 1st train collects token and departs
- Xx:06: 2nd train departs

Although trains can arrive simultaneously, a minimum of 1 minute difference must be shown as signaller cannot communicate with two or more drivers at once

Egton

Dwell Time

All	1/2* * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough
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Grosmont

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Arrives Glaisdale from Grosmont direction.	NYMR train departs Grosmont towards Whitby	5
NYMR train arrives Grosmont from Whitby	Depart Glaisdale towards Grosmont direction.	5
NYMR train arrives Grosmont from Whitby	NYMR train departs Grosmont towards Whitby	6

Note: Trains going to/from NYMR must stop to main line to operate Ground Frame. However, this activity is allowed for in Sectional Running Times

Sleights	
Dwell Time	
All	1 Compulsory stop on Down (Eastbound) only ½ (westbound, when stopping, not compulsory stop)

Ruswarp	
Dwell Time	
All	½* Compulsory stop Up (Westbound) only * 1 for 07XX Middlesbrough to Whitby/16XX Whitby to Middlesbrough

Whitby		
Minimum Turnround		
7 MU 20 LH 15 NYMR LH		
Junction Margins		
First Movement	Second Movement	Margin
Up NYMR train arrives Grosmont	Up train depart Whitby, going to Glaisdale	5
Down arrive Whitby	Up depart Whitby	10
Notes:		
- Whitby platform 2, buffer stops to ground frame = 243m - Bog Hall Sidings: Trap points to buffer stop = 335m; run-round loop 170m (fouling foot crossing) or 158m (not fouling foot crossing) - Trains in platform 2 can run-round without impacting on traffic to/from platform 1. Due to operation of ground frame, 20 minutes must be allowed.		

LN642 SALTBURN WEST JUNCTION TO BOULBY MINE		
Crag Hall Signal Box		
Junction Margins		
First Movement	Second Movement	Margin
Arrival from Boulby	Arrival from Longbeck	4
Arrival from Longbeck	Depart to Longbeck	2
Restrictions:		
When planning passing moves, Trains from Longbeck must not arrive at Crag Hall before a train from Boulby. The restriction is in place to enable the efficient hand over of tokens for the Crag Hall to Boulby section.		

LN652 BILLINGHAM JUNCTION TO SEAL SANDS STORAGE	
Belasis Lane	
Operating Stop	2 All trains running to/from Port Clarence for purpose of token exchange.

Phillips Loops

Operating Stop	6 Light Engine in either direction: opening/closing of gates, operation of GF 15 Outbound freight trains: opening/closing of gates, operation of GF 60 Inbound freight trains: shunting of train [GBRf only]
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LN662 RYHOPE GRANGE JUNCTION TO HENDON

Grangetown (T&W) LC

Planning Restriction

Trains towards Hendon require a ½ minute OP stop at the level crossing
Trains towards Ryhope Grange Jn require a 2 minute OP stop at the level crossing for the driver to phone the signaller for permission to proceed.

LN666 BOLDON WEST JUNCTION TO TYNE DOCK

Boldon North Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Boldon East Junction or Boldon West Junction	Depart to Boldon East Junction or Boldon West Junction	3
Pass from Boldon East Junction or Boldon West Junction	Pass to Boldon East Junction or Boldon West Junction	4

Restrictions:

Once a train has departed/passed Boldon North Junction, irrespective of route (i.e. via Boldon East or via Boldon West), NO OTHER TRAIN can leave the Sunderland lines towards Boldon North Junction from any direction, until first train is clear onto Sunderland lines. For margins, see Boldon East Junction and Boldon West Junction on LN627. Trains cannot stand on Boldon East Curve or Boldon West Curve. No pathing time or other allowances to be applied between any of these locations

Green Lane Jn (PTA Boundary)

Note: this location is not Network Rail infrastructure. Information included for guidance only.

Junction Margins

First Movement	Second Movement	Margin
Pass to Boldon North Jn	Depart towards Tyne Dock	3
Arrive Tyne Dock	Pass Green Lane towards Tyne Dock	3

Notes:

All arriving trains MUST STOP at Stop Board P2 in order to obtain permission from Tyne Dock personnel to proceed. To be shown as a 2 minute OP stop

Tyne Dock

Note: this location is not Network Rail infrastructure. Information included for guidance only

Junction Margins

First Movement	Second Movement	Margin
Pass Green Lane Jn	Depart Tyne Dock	3
Arrive any Tyne Dock Location	Depart any Tyne Dock Location	5

Notes:

- Departures from Tyne Dock should ideally be no closer than 15 minutes apart

LN676 PARK LANE JN TO KING EDWARD BRIDGE SOUTH JN

Greensfield Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to High Level Bridge Jn	Pass from Park Lane Jn on Greensfield East Line	4
Pass to High Level Bridge Jn	Depart from Greensfield East Line	1½
Pass to Park Lane Jn on Greensfield East Line	Pass from High Level Bridge	3
Pass to Park Lane Jn on Greensfield East Line	Depart from West Curve	2

Restrictions:

- Freights RA6 and above must not be planned to use the curve between Greensfield Jn and High Level Bridge Jn. The above restriction also applies to all movements involving class 67 locomotives
- No allowances or pathing time to be applied between High Level Bridge Jn or Park Lane Jn and Greensfield Jn; an 'A' stop must be applied at Greensfield Jn
- Maximum length of train which can stand at Greensfield Jn on West Curve is 150m
Maximum length of train which can stand at Greensfield Jn on Greensfield East Line is 630m

King Edward Bridge East Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from King Edward Bridge South Jn or King Edward Bridge North Jn	Pass to King Edward Bridge South Jn or King Edward Bridge North Jn	2½
Pass from King Edward Bridge South Jn or King Edward Bridge North Jn	Depart to King Edward Bridge South Jn or King Edward Bridge North Jn	2
Pass to King Edward Bridge North Jn	Pass from King Edward Bridge South Jn, coming from Up Carlisle	5*
Pass to King Edward Bridge North Jn	Pass from King Edward Bridge South Jn from Down ECML	3½
Pass to King Edward Bridge North Jn	Depart from Gateshead East Curve to Greensfield Jn or Park Lane Jn	2
Pass to King Edward Bridge South Jn	Pass from King Edward Bridge North Jn	2½
Pass to King Edward Bridge South Jn	Depart from Gateshead Reversible to Greensfield Jn or Park Lane Jn	2
Arrive from Park Lane Jn or Greensfield Jn #	Pass from King Edward Bridge South Jn from Up Carlisle	6+
Arrive from Park Lane Jn or Greensfield Jn #	Pass from King Edward Bridge South Jn from Down ECML	4½
Arrive from Park Lane Jn or Greensfield Jn #	Pass from King Edward Bridge North Jn	3½
Arrive from Park Lane Junction or Greensfield Jn #	Depart from Gateshead East Curve or Gateshead Reversible, towards Greensfield Jn	3

King Edward Bridge East Jn

*Can be reduced to 3½ minutes provided at least {1} applied between Norwood Jn and King Edward Bridge South Jn

+ Can be reduced to 4 minutes provided at least {1} applied between Norwood Jn and King Edward Bridge South Jn

In order to avoid coming to a stand at King Edward Bridge East Jn, (pathing time) can be added between Park Lane Jn and Greensfield Jn (or an 'A' stop added at Greensfield Jn), provided the train length does not exceed 630m

Restrictions:

- Maximum length of train which can stand at King Edward Bridge East Jn on Gateshead Reversible is 95m
 - Maximum length of train which can stand at King Edward Bridge North Jn on Gateshead Reversible is 135m
 - Maximum length of train which can stand at King Edward Bridge East Jn on Gateshead East Curve is 190m
 - Maximum length of train which can stand at King Edward Bridge South Jn on Gateshead East Curve is 195m
 - Maximum length of train which can stand at Greensfield Jn on Greensfield Reversible line is 200m (if coming from High Level Bridge Jn) or 225m (if coming from Park Lane Jn)
 - A down train from Park Lane Jn or Greensfield Jn, coming to a stand at King Edward Bridge East Jn, occupies the overlap across the junction. Margins above reflect the resultant timeout.
- No allowances to be applied between King Edward Bridge South Jn and King Edward Bridge East Jn, or between King Edward Bridge North Jn and King Edward Bridge East Jn in either direction; an 'A' stop should be inserted when required

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

North Road

Planning Restriction

When Heighington SB is closed, there is no route available beyond North Road station.

Refer to section 2.2 for the Route Opening Hours.

Heighington

Junction Margins

First Movement	Second Movement	Margin
Arrive from Darlington	Depart to Darlington	2

Shildon

Junction Margins

First Movement	Second Movement	Margin
Arrive from Bishop Auckland	Arrive from Darlington	3

Bishop Auckland/Bishop Auckland West

Minimum Turnround	5. DMU. Turnrounds at origin and destination must cumulatively be no less than 15 minutes. These values may be reduced if sufficient pathing time is included in the schedule.
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LN682 KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN

Please refer to Line of Route NW9909 (North West & Central Timetable Planning Rules) for Petteril Bridge Jn to Carlisle South Jn and NW4001 for Carlisle South Jn to Carlisle North Jn

King Edward Bridge South Jn

See entry under route LN600 Shaftholme Jn to Reston GSP

Norwood Jn

Junction Margins		
First Movement	Second Movement	Margin
Pass from Newcastle	Pass to Tyne Yard	3
Pass to Tyne Yard	Depart/Pass from Newcastle	3
Pass from Tyne Yard	Pass to Tyne Yard	4

Swalwell Jn

Junction Margins		
First Movement	Second Movement	Margin
Depart to Up (after reversal)	Pass Metrocentre on Down	3
Depart to Up (after reversal)	Depart Metrocentre on Down	1½
Pass/arrive Metrocentre on Up	Depart from Down (after reversal)	1

Hexham

Dwell Time		
DMU	1	
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Depart to Newcastle from Down platform	Differential junction speed	½
Junction Margins		
First Movement	Second Movement	Margin
Up Depart to Up Main (including signal H55) from Down platform	Down Arrive	4½
Depart to Middle Road from platform	Down Arrive	4
Up Depart to Up Main (including signal H55) from Down platform	Down pass	4
Depart to Middle Road from platform	Down pass	3
Down Pass / Depart	Depart Middle Road to Platform	2½
Up pass / depart Up platform	Shunt from Down platform to H55 on Up main	3

Hexham

Minimum Turnround	5 Same platform arriving and departing in passenger service
	3 Down arrive, depart as class 5
	3 Class 5 at signal H55
	3 Down empty arrive Up platform, depart in passenger service
Shunts	Shunts at Hexham to be timed.

Haltwhistle

Restrictions:

- A train using the crossover west of Haltwhistle will prevent a Down train arriving or standing in the Down platform due to signalling overlap

Note:

Signalling in the Up direction will allow a train to proceed past Haltwhistle to signal HW102, whilst waiting for a previous train to clear the section. A further train can pass Low Row 2 minutes after the train passes Haltwhistle

LN684 LOW FELL JN TO NORWOOD JN

Low Fell Jn

See entry under route LN600 Shaftholme Jn to Reston GSP

Low Fell Royal Mail Terminal (RMT)

Junction Margins

First Movement	Second Movement	Margin
Arrive Low Fell RMT from Low Fell Jn/Norwood Jn	Pass Low Fell Jn to Low Fell RMT	6
Arrive Low Fell RMT from Low Fell Jn /Norwood Jn	Pass Low Fell Jn to Norwood Jn	2
Arrive/pass from Low Fell RMT	Depart / pass to Low Fell RMT	4

Norwood Jn

See entry under route LN682 King Edward Bridge South Jn to Carlisle North Jn

LN694 BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON

All stations

Dwell Time

Class 158	45 seconds – to be shown as alternating ½ and 1 minute stops, unless otherwise specified
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Benton North Jn

See entry under route LN600 Shaftholme Jn to Reston GSP

Benton East Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Benton North Junction	Depart Benton East Junction to Northumberland Park	1
Freight pass to Benton North Junction	Depart Benton East Junction to Northumberland Park	1½

Holywell Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Seghill	Passenger pass to Benton East	2
Passenger pass to Seghill	Freight pass to Benton East	3
Freight pass to Seghill	Freight pass to Benton East	3½
Freight pass to Seghill	Passenger pass to Benton East	2½
Passenger pass to Seghill	Depart to Benton East	1
Freight pass to Seghill	Passenger depart to Northumberland Park	1½

Seghill Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Holywell Junction	Passenger pass to Seaton Delaval	2
Passenger pass to Holywell Junction	Freight pass to Seaton Delaval	2½
Freight pass to Holywell Junction	Freight pass to Seaton Delaval	3
Freight pass to Holywell Junction	Passenger pass to Seaton Delaval	2½
Freight pass to Holywell Junction	Passenger depart to Seaton Delaval	1½

Red House Farm Jn

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Newsham	Passenger pass to Seaton Delaval (calling at Newsham Station)	3
Passenger pass to Newsham	Freight pass to Seaton Delaval	2½
Freight pass to Newsham	Freight pass to Seaton Delaval	3
Freight pass to Newsham	Passenger pass to Seaton Delaval (calling at Newsham Station)	3½
Passenger pass to Newsham	Passenger depart to Seaton Delaval	1
Freight pass to Newsham	Passenger depart to Seaton Delaval	1½
Passenger pass to Newsham	Passenger pass to Seaton Delaval	3½

Bedlington

Dwell Time

All	1 for trains stopping in the up direction
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Junction Margins

First Movement	Second Movement	Margin
Pass from Bedlington Sidings towards Hepscott Jn	Pass from Newsham to Hepscott Jn	Headway
Pass from Bedlington Sidings towards Hepscott Jn	Pass from Newsham to West Sleekburn Junction	3½
Pass from Bedlington Sidings towards Hepscott Jn	Arrive Bedlington from Newsham	3½
Pass from Bedlington Sidings towards West Sleekburn Jn	Pass from Newsham to West Sleekburn Jn	3½
Pass from Bedlington Sidings towards West Sleekburn Jn	Arrive Bedlington from Newsham	4
Pass to West Sleekburn Jn	Arrive Bedlington from Newsham	Headway
Pass to West Sleekburn Jn	Pass to Hepscott Jn	Headway
Pass to West Sleekburn Jn	Pass from Hepscott Jn to Newsham	3
Pass to West Sleekburn Jn	Freight depart from Hepscott Jn to Newsham	1½
Passenger Depart to West Sleekburn Jn	Freight Pass from Hepscott Jn to Newsham or Bedlington Sidings	2
Passenger Depart to West Sleekburn Jn	Freight Depart from Hepscott Jn to Newsham or Bedlington Sidings	1
Freight pass from Newsham to Hepscott Jn	Freight pass to West Sleekburn Jn	4
Depart Platform 1 to Newsham	Arrive Platform 1 from Hepscott Jn	2½
Freight pass from West Sleekburn Jn to Bedlington Sidings	Passenger arrive Bedlington from Newsham	5½
Freight pass from West Sleekburn Jn to Bedlington Sidings	Freight pass from Newsham towards West Sleekburn Jn	5
Freight pass from West Sleekburn Jn to Bedlington Sidings	Passenger arrive Bedlington from West Sleekburn Jn	4
Freight Pass from West Sleekburn Jn	Freight pass from Hepscott Jn	Headway
Freight pass from Hepscott Jn to Bedlington Sidings	Passenger depart to West Sleekburn Jn	2
Freight pass from Hepscott Jn to Bedlington Sidings	Passenger arrive from Newsham	4
Freight Pass from Hepscott Jn to Newsham	Passenger Depart to West Sleekburn Jn (stopping Bedlington)	1½

Hepscott Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Morpeth	Pass from Morpeth North Jn	4
Pass to Morpeth	Depart Up Loop	2
Pass to Morpeth North	Pass from Morpeth	4
Arrive Up Loop	Arrive Down Loop	3
Arrive up Loop	Depart Down Loop	1

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN

West Sleekburn Junction

Junction Margins

First Movement	Second Movement	Margin
Freight pass from Bedlington to Blyth	Passenger pass from Ashington to Bedlington	3
Freight pass from Bedlington to Blyth	Freight pass from Ashington to Bedlington	3½
Freight pass from Bedlington to Blyth	Passenger pass to Ashington from Bedlington	3½
Freight pass from Bedlington to Blyth	Freight pass from Bedlington to Ashington	4½
Passenger pass from Bedlington to Ashington	Freight pass from Bedlington to Blyth	Headway
Freight pass from Bedlington to Ashington	Freight pass from Bedlington to Blyth	Headway
Passenger pass from Ashington to Bedlington	Freight pass from Bedlington to Blyth	1½
Passenger pass from Ashington to Bedlington	Freight pass from Blyth to Bedlington	3½
Freight pass from Blyth to Bedlington	Passenger pass from Ashington to Bedlington	Headway
Freight pass from Blyth to Bedlington	Freight pass from Ashington to Bedlington	Headway
Freight pass from Ashington to Bedlington	Freight pass from Blyth to Bedlington	Headway

Marchey's House

Junction Margins

First Movement	Second Movement	Margin
Pass to West Sleekburn Junction	Pass from Winning Junction	4
Pass to Winning Junction	Pass to West Sleekburn Junction	4
Pass to Winning Junction	Pass from Winning Junction	4
Pass from Ashington	Pass to West Sleekburn Junction	5
Pass from Ashington	Depart to Ashington	2

Ashington

Junction Margins

First Movement	Second Movement	Margin
Passenger depart Ashington	Freight pass from Lynemouth to Marchey's House	2½
Passenger arrive Ashington	Freight pass from Marchey's House to Lynemouth	1½
Freight pass from Marchey's House to Lynemouth	Passenger arrive Ashington	2½
Freight pass from Marchey's House to Lynemouth	Passenger depart Ashington	2½
Passenger depart Ashington	Freight pass from Marchey's House to Lynemouth	3
Depart bay platform	Arrive bay platform	2½
Minimum Turnround	5	

LN706 WEST SLEEKBURN JUNCTION TO NORTH BLYTH

Winning

Junction Margins

First Movement	Second Movement	Margin
Pass to Marchey's House	Pass from West Sleekburn	6
Pass from West Sleekburn	Pass to Marchey's House	4

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

Cleethorpes

Junction Margins

First Movement	Second Movement	Margin
Arrive from Grimsby	Depart to Grimsby	1

Minimum Turnround

8 Barton services
10 Lincoln services
15 Doncaster/Newark and beyond

Train Watering Points

Available at the station

New Clee

Dwell Time

Request stop only	No dwell allowance
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Grimsby Docks

Dwell Time

Cleethorpes – Barton on Humber services	½
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Grimsby Docks Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Grimsby Town from Cleethorpes	Depart Loop for Cleethorpes	Same Time
Arrive Loop from Grimsby Town	Depart Cleethorpes (non-stop)	3 before Up train arrives in Loop
Arrive Loop from Grimsby Town	Depart Cleethorpes (stopping)	Depart Grimsby Docks 3 after Up train arrives in Loop

Grimsby Town		
Dwell Time		
Barton services	1	
All other services	1½	
Junction Margins		
First Movement	Second Movement	Margin
Arrive in Bay	Arrive from Cleethorpes	3
Arrive from Cleethorpes	Arrive in Bay	3
Arrive in Bay	Depart to Habrough	1
Arrive from Cleethorpes	Depart to Cleethorpes	1
Minimum Turnround		
	8 Barton services	
	10 Lincoln services	
	15 Doncaster/Newark and beyond	

Marsh West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Grimsby	Pass from Branch	3
Pass from Branch	Pass to Grimsby (non-stop)	5
Pass from Branch	Pass to Grimsby (stopping Great Coates)	3

Great Coates		
Dwell Time		
Cleethorpes – Barton on Humber services	½	

Healing		
Dwell Time		
Cleethorpes – Barton on Humber services	½	

Stallingborough		
Dwell Time		
Cleethorpes – Barton on Humber services	½	

Habrough		
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Ulceby	Depart to Ulceby	At same time
Arrive/pass from Brocklesby	Depart to Ulceby	At same time
Depart to Ulceby	Arrive/pass from Brocklesby	4

Brocklesby		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Cleethorpes	Pass from Ulceby	3
Pass from Ulceby	Pass to Cleethorpes	4
Pass from Ulceby to DGL	Pass from Cleethorpes	4
Pass from Cleethorpes	Pass from Ulceby to Goods Line	3

Barnetby	
Dwell Time	
All	1

Wrawby Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Train to Up Slow Line from Scunthorpe/Brigg/ Lincoln. Approaching Wrawby Jn.	Approach Control	2
Junction Margins		
First Movement	Second Movement	Margin
Pass from Newark/Retford	Pass to Doncaster/Retford	3
Pass to Doncaster/Retford	Pass from Newark/Retford	4

Brigg		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Wrawby	Depart to Wrawby	1

Kirton Lime Sidings		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Northorpe	Pass to Northorpe	3

Northorpe SB		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Loop from either direction	Pass ML	6*
* May be reduced to 4 minutes if second train has 2 minutes pathing approaching Northorpe SB		

Gainsborough Central

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Depart Platform 2 in Down direction	Differential junction speed	½

Junction Margins

First Movement	Second Movement	Margin
Arrive from Single line	Depart to Single line	Same time

Minimum Turnround

DMU	5
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Gainsborough Trent Junctions

Junction Margins

1 st move → 2 nd move ↓	Retford to Wrawby Jn	Retford to Lincoln	Don to Wrawby Jn	Don to Lincoln	Lincoln to Don	Lincoln to Retford	Wrawby Jn to Don	Wrawby Jn to Retford
Retford to Wrawby Jn	–	5	4	3	3	No conflict	3	No conflict
Retford to Lincoln	5	–	4	–	3	No conflict	4	4
Don to Wrawby Jn	4	4	–	5	No conflict	No conflict	No conflict	No conflict
Don to Lincoln	3	–	5	–	No conflict	No conflict	3	3
Lincoln to Doncaster	3	3	No conflict	No conflict	–	–	5	4
Lincoln to Retford	No conflict	No conflict	No conflict	No conflict	–	–	3	5
Wrawby Jn to Don	3	4	No conflict	4	5	4	–	4
Wrawby Jn to Retford	No conflict	4	No conflict	4	4	5	4	–

West Burton East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from West Burton PS	Pass to Clarborough Junction	4
Pass to Clarborough Junction	Depart Pass from West Burton PS	3

West Burton West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to West Burton PS	Pass from Junction	4
Pass from Trent Junction	Pass to West Burton PS	3

Clarborough Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Cottam PS	Pass from West Burton SB	4
Pass from West Burton SB	Pass to Cottam PS	3

Retford Low Level

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Arrive siding	Pass Thrumpton West to Worksop	Same time
Pass Thrumpton West to Worksop	Arrive siding	8

Minimum Turnround

10 Only from Worksop direction via UGL from Low Level Up Platform to Low Level Down Platform. Not permitted from Gainsborough direction.

Manton Wood

Junction Margins

First Movement	Second Movement	Margin
Arrive reception from Worksop	Pass to Worksop	4
Pass Down Main	Arrive Up reception	3

Worksop

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Departing Down platform to Mansfield Approaching Shireoaks East Junction	Differential junction speed	½
Departing Up platform to Mansfield Approaching Shireoaks East Junction	Differential junction speed	1
Departing Up platform to Sheffield Approaching Shireoaks East Junction	Differential junction speed	½
Departing from Worksop Up Reception	Acceleration	3
Pass from Retford to Down Reception Line 1	Approach Control, approaching Worksop	2
Pass from Retford to Down Reception Line 2	Approach Control and need for driver to obtain permission from signaller to pass stop board. Approaching Worksop	4 (can be reduced to 2 if train less than 21 HTAs)
Movement Up	Reason	Value
Terminating services with extended dwell, (greater than 1½ minutes)	Approach Control	½

Workshop

Dwell Time

All	1, except:
Class 222	1½

Junction Margins

First Movement	Second Movement	Margin
Depart Up platform to Shireoaks East Junction	Arrive Up platform form West	4

*May be reduced by 1" if {1} applied approaching Workshop

Minimum Turnround

6 Same platform for trains from Nottingham or Sheffield
10 Re-platform for trains from Nottingham or Sheffield [^]

[^] If re-platforming is required, ECS can only be shunted from Workshop Up platform to Workshop Down platform at Workshop East crossover for trains from Sheffield or Nottingham. For trains from the Gainsborough direction, the ECS can only be shunted from Workshop Down platform to Workshop Up platform via Workshop West crossover.

Shireoaks East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Train from Workshop Yard after Shireoaks East Junction	Differential junction speed	1
Trains not stopping at Workshop going towards Woodend Junction Approaching Shireoaks East Jn	Differential junction speed and approach control	1
Passenger/Light Engines from a stop at Workshop, going towards Woodend Junction. Approaching Shireoaks East Junction	Differential junction speed and approach control	½

Movement Up	Reason	Value
Train from Mansfield to Workshop Approaching Workshop	Differential junction speed	½ (1 for above 1400t/TR85)
Train to Workshop Yard Approaching Shireoaks East Jn	Differential junction speed	1

Junction Margins

First Movement	Second Movement	Margin
Pass from Woodend Junction	Pass to Shireoaks station	3
Pass to Shireoaks station	Pass from Woodend Junction	3

Restriction:

- No allowances to be applied between Shireoaks East Junction and either Yard and/or Reception lines in either direction
- Up Reception Lines 1 and 2 can accommodate loco + 26 HTA wagons
- Workshop Yard manager can be contacted on 01302-575203

Shireoaks Station (West Junction)

Junction Margins: Times based on Shireoaks station

First Movement	Second Movement	Margin
Pass to Woodend Junction	Arrive/pass from Shireoaks East Junction	5
Pass from Shireoaks East Junction	Pass to Woodend Junction	3
Depart Shireoaks station to Sheffield	Pass to Woodend Junction	3
Pass from Woodend Junction	Pass to Woodend Junction	4

Branccliffe East Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Maltby Between Shireoaks & Branccliffe East Jn.	Approach Control	1

Movement Up	Reason	Value
Pass from Maltby Between Branccliffe East Jn. & Shireoaks	Differential junction speed	1

Junction Margins

First Movement	Second Movement	Margin
Pass/depart to Maltby	Pass from Kiveton Park	4
Pass from Kiveton Park	Pass/depart to Maltby	2

Restrictions:

- A train from Woodend, going to Dinnington on South Yorkshire Joint, or vice versa, must be allowed a minimum total of 3½ minutes, SRT and {}, between Shireoaks Station and Branccliffe East Junction, and vice versa, due to combination of line speeds and Approach Control signalling
- An up train from Kiveton Park must pass Branccliffe Junction at least 1 minute before a following train can arrives or pass Kiveton Park.

Woodhouse Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Beighton Junction from Woodburn	Pass from Kiveton Park	4
Pass to Beighton Junction from Woodburn	Depart Sidings to Kiveton Park (see also Restrictions) Clear 10s(MU) 1m(LH) reset 30s move 30s	1½ after MU 2½ after LH
Pass from Kiveton Park	Pass to Beighton Junction	4
Arrive Sidings	Depart Sidings	2

Woodhouse

Dwell Time

Class 222	1½
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Woodburn Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Tinsley East Junction	Pass to Tinsley East Junction	4
Pass from Tinsley East Junction	Pass to Woodhouse Junction	4
Pass to Woodhouse Junction	Pass from Tinsley East Junction	3
Pass to Deepcar	Pass from Tinsley East Jn / Nunnery ML Jn	4
Pass from Woodhouse Jn/Tinsley East Jn	Pass to Deepcar	3

*+1 if second train LH

Restriction:

- Tokenless One Train Working on Stocksbridge Line
- EMR Class 5s turn-back on Up Worksop, east of Woodburn Junction

LN740 GRIMSBY MARSH WEST JUNCTION TO HUMBER ROAD JUNCTION

Great Coates No1 Signal Box

Operating Stop	All trains to/from Grimsby Union Dock Branch must have a 2 minute 'OP' stop to collect /return the staff used for OT(S) working
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Pyewipe Road Signal Box

Operating Stop	All trains to/from Immingham East Junction must have a 2 minute 'OP' stop for token exchange purposes
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Humber Road Junction

Adjustment to Sectional Running times

Movement Up	Reason	Value
Up services to the N.C.B Coal Terminal or Reception Sidings (including RR1, RR7 and ESL)	Approach Control	1

The junction margins for Humber Road Jn are to be replaced with those detailed in the following matrix:

Table 1: Junction Margin Matrix for IMNGHRJ Humber Road Junction (NB: *the matrix continues on the next page*)

There is one train working at the NCB 1, RR1, and RR7 coal loading points.

At Reception Sidings, roads 3, 4 and 5 are available for trains arriving at the yard itself. RR1 consists of Roads 1 and 2, and RR7 consists of Roads 6 and 7

ESL is a bi-directionally worked siding line with stop boards. Trains can exit into Immingham Sorting Sidings at the eastern end of ESL.

Humber Road Junction							196 Routes Detailed in the Matrix							
2 nd Move →	Pass Up Main to Up Killingholme	Pass Up Main to NCB Arrivals	Pass UM to Reception Sidings (via Arrival/Dep. Line)	Pass UM to Reception Road 7 (via Arrival/Dep. Line)	Pass UM to Reception Road 1 (via Arrival/Dep. Line)	Pass UM to ESL	Pass UM to Up Grimsby	Pass DM from Down Killingholme	Pass DM from NCB	Pass DM from Reception Sidings (via Arrival/Dep. Line)	Pass DM from Reception Road 7 (via Arrival/Dep. Line)	Pass DM from Reception Road 1 (via Arrival/Dep. Line)	Pass DM from ESL	Pass DM from Down Grimsby
1 st Move ↓														
Pass UM to Up Killingholme	H	H	H	H	H	H	H	P	P	P	P	P	P	P
Pass UM to NCB Arrivals	7½*	n/a	H	H	H	H	7½*	7½	n/a	P	P	P	P	P
Pass UM to Reception Sidings (via Arrival/Dep. Line)	8*	H	10½*	10½*	10½*	10½*	12½*	8	10½	21†	25½†	25½†	20†	11½
Pass UM to Reception Road 7 (via Arrival/Dep. Line)	8*	H	10½*	n/a	10½*	10½*	12½*	8	10½	21†	n/a	25½†	20†	11½
Pass UM to Reception Road 1 (via Arrival/Dep. Line)	8*	H	10½*	10½*	n/a	10½*	12½*	8	10½	21†	25½†	n/a	20†	11½
Pass UM to ESL	8*	H	9½*	9½*	9½*	9½*	11½*	8	10½	16½†	21†	21†	n/a	10½
Pass UM to Up Grimsby	H	H	H	H	H	H	H	5	7½	5	9½	9½	5	4

Pass DM from Down Killingholme	P	3	3	3	3	3	5	H	10*	H	H	H	H	H
Pass DM from NCB	P	3	3	3	3	3	5	H	n/a	H	H	H	H	H
Pass DM from Reception Sidings (via Arrival/Dep. Line)	P	P	3	3	3	3	5	H	10*	H	H	H	H	H
Pass DM from Reception Road 7 (via Arrival/Dep. Line)	P	P	3	3	3	3	5	H	10*	H	n/a	H	H	H
Pass DM from Reception Road 1 (via Arrival/Dep. Line)	P	P	3	3	3	3	5	H	10*	H	H	n/a	H	H
Pass DM from ESL	P	P	3	3	3	3	5	H	10*	H	H	H	H	H
Pass DM from Down Grimsby	P	P	3	3	3	3	5	H	10*	H	H	H	H	H
	Pass Up Main to Up Killingholme	Pass Up Main to NCB Arrivals	Pass UM to Reception Sidings (via Arrival/Dep. Line)	Pass UM to Reception Road 7 (via Arrival/Dep. Line)	Pass UM to Reception Road 1 (via Arrival/Dep. Line)	Pass UM to ESL	Pass UM to Up Grimsby	Pass DM from Down Killingholme	Pass DM from NCB	Pass DM from Reception Sidings (via Arrival/Dep. Line)	Pass DM from Reception Road 7 (via Arrival/Dep. Line)	Pass DM from Reception Road 1 (via Arrival/Dep. Line)	Pass DM from ESL	Pass DM from Down Grimsby
P = Parallel move; H = a following move on headway (6 minutes for LN740/742); —* = a following move in the same direction with differential value detailed. n/a = Move not applicable, one train working in terminal. † = the conflict occurs within Reception Sidings yard. The stated margin describes the pass time at Humber Road Jn for a 2 nd move departure from the yard immediately following a 1 st move arrival.														

Immingham West Junction								196 Routes Detailed in the Matrix						
2 nd Move →	Pass on Up K'holme to IBT Ore Line	Pass on Up K'holme to IBT Coal Pad 1	Pass on Up K'holme to IBT Coal Pad 2	Pass on Up K'holme to HIT No. 1 or No.2 Arrival/ Departur e	Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) †	Pass on Up K'holme to Henders on Quay	Pass on Up K'holme to Mineral Quay	Pass on DN K'holme from Mineral Quay	Pass on DN K'holme from Henders on Quay	Pass on DN K'holme from Western Jetty Departur e Line (from Simon Storage West)	Pass on DN K'holme from HIT No.1 or No.2 Arrival/ Departur e Line	Pass on DN K'holme from IBT Coal Pad 2	Pass on DN Ki'holme from IBT Coal Pad 1	Pass on DN Ki'holme from IBT Ore Line
1 st Move ↓														
Pass on Up K'holme to IBT Ore Line	n/a	H	H	H	H	H	H	P	P	P	P	9	9	n/a
Pass on Up K'holme to IBT Coal Pad 1	H	n/a	H	H	H	H	H	P	P	P	P	9	n/a	9
Pass on Up K'holme to IBT Coal Pad 2	H	H	n/a	H	H	H	H	P	P	P	P	n/a	9	9
Pass on Up K'holme to HIT No. 1 or No.2 Arrival/ Departure	6½*	6½*	6½*	n/a	H	H	H	8	8	8	7	9	9	9
Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) †	6½*	6½*	6½*	H	n/a	H	H	8	10½	n/a	7	9	9	9
Pass on Up K'holme to Henderson Quay	6½*	6½*	6½*	H	H	n/a	H	8	n/a	12½	7	9	9	9
Pass on Up K'holme to Mineral Quay	6½*	6½*	6½*	H	H	H	9½*	14½	8	8	7	9	9	9

Pass on DN K'holme from Mineral Quay	P	P	P	3	3	3	3	8½*	6½*	6½*	H	H	H	H
Pass on DN K'holme from Henderson Quay	P	P	P	3	3	3	3	6½*	n/a	9½*	H	H	H	H
Pass on DN K'holme from Western Jetty Dep. Line (from Simon Storage West)	P	P	P	3	3	3	3	6½*	9½*	n/a	H	H	H	H
Pass on DN K'holme from HIT No.1 or No.2 Arrival/Departure	P	P	P	3	3	3	3	6½*	6½*	6½*	n/a	H	H	H
Pass on DN K'holme from IBT Coal Pad 2	2½	2½	2½	2½	2½	2½	2½	H	H	H	H	n/a	H	H
Pass on DN K'holme from IBT Coal Pad 1	2½	2½	2½	2½	2½	2½	2½	H	H	H	H	H	n/a	H
Pass on DN K'holme from IBT Ore Line	2½	2½	2½	2½	2½	2½	2½	H	H	H	H	H	H	n/a
	Pass on Up K'holme to IBT Ore Line	Pass on Up K'holme to IBT Coal Pad 1	Pass on Up K'holme to IBT Coal Pad 2	Pass on Up K'holme to HIT No. 1 or No.2 Arrival/Departure	Pass on Up K'holme to Western Jetty Arrival Line (for Simon Storage West) †	Pass on Up K'holme to Henderson Quay	Pass on Up K'holme to Mineral Quay	Pass on DN K'holme from Mineral Quay	Pass on DN K'holme from Henderson Quay	Pass on DN K'holme from Western Jetty Departure Line (from Simon Storage West)	Pass on DN K'holme from HIT No.1 or No.2 Arrival/Departure Line	Pass on DN K'holme from IBT Coal Pad 2	Pass on DN K'holme from IBT Coal Pad 1	Pass on DN K'holme from IBT Ore Line
P = Parallel move; H = a following move on headway (6 minutes for LN740/742); —* = a following move in the same direction with differential value detailed; n/a = Move not applicable, one train working in terminal; †= With the exception of LD moves, all trains destined for Simon Storage West are required to perform a run round on the Western Jetty Arrivals line and propel into the terminal. This requires the use of the Down Killingholme Line.														

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

Immingham West Junction (junction margins are detailed above in the matrix)

Adjustment to Sectional Running times

Movement Up	Reason	Value
Up services to the H.I.T. Arrival/Departure Line No.1 or No.2, Western Jetty Arrival Line, Henderson Quay or Mineral Quay	Approach Control	½
Up services to the I.B.T. Ore Terminal, Coal Pad 1 or Coal Pad 2	Approach Control	1

Ulceby

Dwell Time

All	½
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Junction Margins

First Movement	Second Movement	Margin
Depart to Barton	Arrive from Barton	4
Depart to Barton	Pass from Immingham or Brocklesby	4
Pass from Immingham	Arrive from Habrough/Barton	4
Pass from Brocklesby	Depart to Barton	3
Pass from Brocklesby	Arrive from Barton	4

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

Thornton Abbey

Dwell Time

All	½
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All trains in the down direction must come to a stand to wait for the Drivers White Lights for Barton Road Level Crossing

Goxhill

Dwell Time

All	½
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New Holland

Dwell Time

All	½
-----	---

Barrow Haven

Dwell Time

All	½
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Barton on Humber	
Minimum Turnround	5

LN752 WRAWBY JN TO MARSHGATE JN

Wrawby Jn

See entry under route LN736 Cleethorpes to Nunnery Main Line Jn via Retford

Foreign Ore Branch Jn

Adjustment to Sectional Running Times

Pass from Foreign Ore Branch. Adjustment applies approaching next timing point.

Train Class	Trailing Load	Reason	Value
Class 6	Up to 1600t / TR35-TR85	Acceleration from slower speed route	{1}
	1800t to 2000t / TR100-TR115		{1½}
	2200t to 2600t / TR130-TR145		{2}
	2800t to 3000t / TR160		{2½}
	Over 3000t / TR175-TR200		{3}

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch	Down train pass Appleby	2
Down train pass Appleby	Pass from Branch	6
Pass from Branch	Re-occupy Branch	5

North Lincoln Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from GL	Pass/arr Scunthorpe from Wrawby Junction	6
Pass/arr Scunthorpe from Wrawby Junction	Pass from GL	Same time

Trent Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Up side	Before Up passenger departs Scunthorpe	2
Pass to Up side	Before Up passes Scunthorpe	3
Pass from Down side	Before down pass/arr Scunthorpe	5
Pass from Trent FD	Pass to Trent FD	5

Scunthorpe

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Depart Platform 1 to Doncaster	Arr/pass Platform 1 from Doncaster	4
Pass to E line	Depart from Scunthorpe	3
Depart from Scunthorpe	Pass to E line	4
Train departing from or passing through Up or Down platforms	Departure to Doncaster from Plat. 2 (Down) of train from the East end (Up) bay (includes shunt moves)	7

Minimum Turnround	5 (10 if re-platformed) from Doncaster or Cleethorpes. 10 from beyond Doncaster
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If the turnround is substantially more than 10 minutes, then the train must be replatformed to the East End Bay

Gunhouse Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Loop	Stopping depart Althorpe	4
Arrive Loop	Non-stop arrives Scunthorpe	8
Stopping service depart Althorpe	Depart Loop	3
Depart Loop	Non-stop arrives Scunthorpe	Same time

Kirton Lane

Junction Margins

First Movement	Second Movement	Margin
Down freight diverge to Down Slow	Down pass Thorne Jn on Down Fast (from Crowle)	4
Down passenger diverge to Down Slow	Down pass Thorne Jn on Down Fast (from Crowle)	3

Thorne Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Hull	Pass from Hull	4
Pass from Hull	Pass to Hull/Cleethorpes	4*
Pass to Cleethorpes	Pass from Hull	3
Pass from Cleethorpes	Pass from Hull if calling at Hatfield and Stainforth	3

* May be reduced to 3 if the service calls at Hatfield and Stainforth

Hatfield and Stainforth

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from Applehurst Jn. To Up Slow Line Approaching Thorne Jn	Acceleration	1
Trains from Applehurst Jn. To Up Fast Line Approaching Thorne Jn.	Acceleration	2

Junction Margins

First Movement	Second Movement	Margin
Pass to Branch	Pass/Arrive from Doncaster	4
Pass/Arrive from Doncaster	Pass to Branch	2½
Pass to Branch	Arrive from Thorne	3

Kirk Sandall Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch to SL	Pass from Doncaster ML	*
Pass from Branch	Pass to Doncaster	4
Pass to Doncaster	Pass from Branch	3
Pass from Branch	Pass to Branch	4

* Same time as train passes/departs Doncaster or 1 before a freight train passes Bentley Junction

LN756 SCUNTHORPE TRENT JUNCTION TO ROXBY

Scunthorpe Roxby Gullet/Dragonby Sidings

Operating Restriction

Trains running to/from Roxby Gullet/Dragonby Sidings require to be in possession of a Train Staff issued by North Lincoln Junction. A second train cannot proceed along the branch to Roxby Gullet/Dragonby Sidings until the first train has completed its journey on the branch and the Train Staff is surrendered by the driver and returned to North Lincoln Junction, to be re-issued to the second train. A minimum of 30 minutes for Dragonby services and a minimum of 45 minutes for Roxby Gullet services should be allowed for this to take place before the second train can proceed on the branch.

This also applies to trains returning from Roxby Gullet/Dragonby Sidings to North Lincoln Junction.

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

Dinnington Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Single line	Pass to Single line	6*
Pass from Single line	Depart to Single line	2

* May be reduced to 4 minutes if train has at least an additional 2 minutes in the schedule.

Restrictions

When services are held at Dinnington Junction, WP607 waiting acceptance onto Single Line towards Maltby services in rear cannot pass Brancliffe East Junction towards Maltby if the first train exceeds 420m.

Maltby Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Loop from either direction	Arrive/Pass from other direction	3
Arrive from Dinnington	Depart to Dinnington	4
Pass from Dinnington	Depart to Dinnington	3
Pass/Arrive from St Catherines Junction	Depart to St Catherines Junction	2

Restrictions

Physical Loop Lengths:

Up Single Line Down (DUSY) – M34 to M35 – 355m

Passing Loop/Run-Round (DUPL)– M29 to M8 – 418m, M29 to M7 – 524m

Services held on Passing Loop/Run-Round exceeding 418 metres beyond M8 locks out Arrivals and Departures Line in the Dinnington direction.

Arrival/Departures (DUAD) – M25 to M9- 415m

Specific lines (DUSY, DUPL and DUAD) to be allocated to match required train lengths as above.

St Catherines Junction Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive/Pass from Maltby	Depart to Maltby	2
All other conflicts		3

Restrictions

Physical Loop Lengths:

Up/Down St Catherines Curve – D220 to D227 – 499m

Up/Down South Yorkshire – D218 to D225 – 499m

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION

Shirebrook

Junction Margins

First Movement	Second Movement	Margin
Pass from Shirebrook East Junction	Pass to Clipstone Junctions	2
Pass to Clipstone Junctions	Pass from Shirebrook East Junction going to Shirebrook	4

Shirebrook East Junction

Junction Margins

First Movement	Second Movement	Margin
All conflicting moves		4

Langwith Whaley–Thorns

Dwell Time

All	1 08.00 – 18.00 EWD
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Creswell

Dwell Time

All	1 08.00 – 18.00 EWD
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Whitwell

Dwell Time

All	1 08.00 – 18.00 EWD
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Woodend Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Shirebrook	Pass Shireoaks West Jn to Woodend	7
Pass from Shireoaks West Jn	Pass from Shirebrook	8

LN784 HIGH MARNHAM TO SHIREBROOK EAST JUNCTION

Boughton Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Single line	Re-occupy Single line	4

Thoresby Colliery Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Ollerton	Depart from Run-round sidings	2
Depart Run-round sidings towards Clipstone	Pass from Ollerton/arrive Run-round	6

Clipstone East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Clipstone West Junction	Pass from Clipstone South Junction	4
Pass from Clipstone South Junction	Pass to Clipstone West Junction	4

Rufford Junction/Clipstone Colliery Junction

Junction Margins

First Movement	Second Movement	Margin
All margins to/from single lines		4

Clipstone West Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Clipstone South Junction	Pass from Clipstone East Junction	5
Pass from Clipstone East Junction	Pass to Clipstone South Junction	3

Warsop Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Shirebrook East Junction	Pass from Shirebrook Junction	4
Pass from Shirebrook Junction	Pass to Shirebrook East Junction	4

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD

Tapton Jn

Refer to East Midlands Timetable Planning Rules – LN3201 St Pancras to Tapton (via Derby)

Dronfield

Dwell Time

DMU	½
22X	1½

Dore South Jn

Junction Margins

First Movement	Second Movement	Margin
Pass Dore Station Jn towards Tapton Jn, not stopping at Dronfield	Pass from Dore West Jn	3
Pass Dore Station Junction towards Tapton Jn, not stopping at Dronfield	Depart having come from Dore West Jn	3
Up depart Dronfield	Pass from Dore West Jn	Same time
Up depart Dronfield	Depart having come from Dore West Jn	Same time
Pass Dore Station Junction to Sheffield, from Tapton Jn	Depart having come from Dore West Jn	1
Pass Dore Station Junction to Sheffield, from Tapton Jn	Pass from Dore West Jn	1½
Pass to Dore West Jn	Pass Dore Station Jn towards Sheffield	5
Pass from Dore West Jn	Pass Dore Station Jn towards Sheffield	5½
Pass from Dore West Jn	Pass to Dore West Jn	4

Dore South Jn

Planning Note

For regulating purposes, ARR and DEP times with activities A and * to be used and not any allowances for trains from Dore West Jn.

Dore Station Jn

Adjustments to Sectional Running Times

Westbound Movement	Reason	Value
Up passenger pass to Dore West Jn	Flashing Yellow Aspects and Differential Junction Speed	½

Junction Margins

First Movement	Second Movement	Margin
Passenger pass to Dore West Jn	Pass from Tapton Jn	3 *
Freight pass to Dore West Jn	Pass from Tapton Jn	3½ *
Pass from Tapton Jn	Pass to Dore West Jn	3 *
Pass from Tapton Jn	Pass from Dore & Totley having stopped there	3

* Margin can be reduced by 1 if second train has minimum (1) approaching Dore Station Jn

Restrictions

Trains from the Hope Valley requiring pathing stops are to have the stop shown at Dore & Totley and not Dore Station Jn as Signal DE5124 protecting the junction is at Dore & Totley station.

No allowances to be applied in either direction between the station and Dore Station Jn.

Heeley Up Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive in Loop	Depart/pass Sheffield	1
Pass Dore Station Jn	Depart Loop	1

Sheffield Signal S77

Junction Margins

First Movement	Second Movement	Margin
Pass via Heeley Down Loop to Sheffield station	Pass Dore Station Jn towards Sheffield	1

Sheffield Signal S81

Planning Note

No pathing or other allowances should be shown between this location and Sheffield as there are no intermediate signals.

Sheffield		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains arriving into Platform 2c or Down Station Siding	Approach control	½
Movement Up	Reason	Value
Trains departing from Platforms 1, 2, 2c, Through Line or Down Station Siding to Dore Station Jn	Differential linespeed – to be applied approaching Dore Station Jn	½
Trains passing Platforms 1, 2 or Through Line to Dore Station Jn	Differential linespeed – to be applied approaching Dore Station Jn	1
Trains arriving Down or Up Station Sidings from Nunnery Main Line Jn	Approach control	1
Connectional Allowance	7	
Dwell Time		
22x	2	
TPE	2	
Northern	2	
DMU reversing	3 except: 4 EMR Anglia services	
All other services	3	
Minimum Turnround	LH	DMU
East Midlands Railway to/from London St Pancras		15
East Midlands Railway (other)		5
Fuel	60	60
Lincoln, Wakefield, Huddersfield		7*
To/from Hope Valley		10*
From beyond Manchester, Doncaster, Adwick, Huddersfield or Leeds		15# #Can be 10 for services from Hull/York
Other not specified above		10*
XC	20 (10 by exception and in agreement with Network Rail)	
* Reductions to be requested with prior agreement between Network Rail and Train Operator		
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 1a from Nunnery Main Line Jn	Arrive Platform 1b from Dore Station Jn	4
Depart Platform 1b to Nunnery Main Line Jn	Arrive Platform 1 or 1b from Dore Station Jn	2
Depart Platform 1b to Dore Station Jn	Arrive Platform 1 from Nunnery Main Line Jn	2
Depart Platform 1, 2, 3, 4 or 5 to Nunnery Main Line Jn	Arrive Platform 1 or 2 from Nunnery Main Line Jn	4
Depart Platform 2 or 5 to Nunnery Main Line Jn	Arrive same Platform from Dore Station Jn	4
Depart Platform 3, 4, or 5 to Nunnery Main Line Jn	Arrive Platform 3, 4, or 5 from Nunnery Main Line Jn	3*
Depart Platform 1 or 2 to Dore Station Jn	Arrive Platform 1, 2, 2c or 5 from Dore Station Jn	4½
Depart Platforms 1, 2, 2c or 5 to Dore Station Jn	Arrive Platform 7 from Dore Station Jn	5
Depart to Dore Station Jn	Arrive Platform 8 from Dore Station Jn	5**

Sheffield

Depart Platforms 7 or 8 to Dore Station Jn	Arrive Platform 7 from Dore Station Jn	4
Depart Platforms 2, 5, 6 or 8 to Dore Station Jn	Arrive same Platform from Nunnery Main Line Jn	4
Depart Platform 2, 2c or 5 to Dore Station Jn	Arrive Platform 2c or 5 from Dore Station Jn	4½**
Down arrive any platform	Depart signal S81 to an alternative platform to first movement	1
Consecutive departures to Dore Station Jn		3^

* 4 via 'A' line when confliction occurs

^ Applies to maximum of 2 consecutive departures. Normal headway to apply approaching next timing point.

** May be reduced to 4 minutes if both trains are passenger services.

Overlap Margins

First Movement	Second Movement	Margin
Arrive Platform 1a from Dore Station Jn	Arrive Platform 1b from Nunnery Main Line Jn	3
Arrive Platform 1b from Nunnery Main Line Jn	Arrive Platform 1a from Dore Station Jn	3
Arrive Platform 1 from Dore Station Jn	Arrive Platform 2 from Nunnery Main Line Jn	4
Arrive Platform 2 from Dore Station Jn	Depart Down Station Siding	3
Depart Down Station Siding	Arrive Platform 2 from Dore Station Jn	3
Arrive Platform 2 from Nunnery Main Line Jn	Arrive Platform 1 from Dore Station Jn	4
Arrive Platform 2 from Nunnery Main Line Jn	Depart Platform 1 to Dore Station Jn	2
Arrive Platform 6 from Nunnery Main Line Jn	Arrive Platform 8 from Dore Station Jn	3
Arrive Platform 6 or 8 from Nunnery Main Line Jn	Arrive Platform 7 from Dore Station Jn	3
Arrive Platform 7 from Dore Station Jn	Arrive Platform 6 or 8 from Nunnery Main Line Jn	3
Depart Platform 7 to Dore Station Jn	Arrive Platform 6 or 8 from Nunnery Main Line Jn	3
Arrive Platform 8 from Dore Station Jn	Arrive Platform 6 from Nunnery Main Line Jn	4

Restrictions

- North end Bay Platform attachments are preferred to take place in Platform 3
- 10-car trains cannot be planned to depart platform 5 in the Up direction, including attached units arriving from either direction. 5-car units are not permitted to attach up in platform 5
- Passenger services cannot arrive on Platform 6 from Dore Station Jn
- Passenger services cannot depart Platforms 6 or 8 to Nunnery Main Line Jn
- Trains following into the same platform – not called on – 4 from Dore Station Jn, 3 from Nunnery Main Line Jn
- ECS services can depart from Platform 6 to Nunnery Main Line Jn via S133 however can't be dispatched by Platform staff therefore agreement must be sought with the relevant TOC beforehand
- ECS services arriving into Platform 6 to be routed via DPL from SHEF77
- Services arriving into Platform 7 and 8 to be routed via DPL from SHEF77
- Trains should not be planned to pass through the Down or Up Station Sidings
- It is not possible to arrive or pass on the Through Line from the Dore Station Jn direction if Platform 1B is occupied.

Nunnery Main Line Jn

Junction Margins

First Movement	Second Movement	Margin
Pass UM	Pass to Woodburn Jn	2½
Pass to Woodburn Jn	Pass UM	3
Pass from Sheffield	Diverging pass from Sheffield – train must have stopped at Sheffield	2

Mill Race Jn

Junction Margins

First Movement	Second Movement	Margin
Pass UML to Sheffield	Pass to GL	Same time as Up service passes Nunnery Main Line Jn
Pass to GL	Pass UML	3 before Up service passes Wincobank Jn/ Brightside Jn 4

Brightside Up & Down East Slow

Planning Note

It is not possible to perform run-rounds on Brightside Up & Down East Slow.

It is not possible to access Attercliffe Sidings directly via Brightside Up & Down East Slow. Access to Attercliffe Sidings is only via Brightside Receptions 1 & 2.

Brightside Jn

Junction Margins

First Movement	Second Movement	Margin
Pass Down ML	Pass from Slow	1 after Down service passes Wincobank Jn
Pass from Slow	Pass Down ML	1½ before Down service passes Nunnery Main Line Jn
Pass UML	Pass from Slow	½ before Up ML service passes Nunnery Main Line Jn

Brightside Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Up/Dn Goods	Pass on Up Main (non-stop)	3½ before Up non-stop passes Wincobank Jn
Pass from Up/Dn Goods	Pass on Up Main (stopping at Meadowhall)	2½ before Up stopping train passes Wincobank Jn
Pass on Up Main	Pass from Up/Dn Goods	2½ after Up train passes Wincobank Jn

Planning Note

Down arrivals cannot access Brightside Receptions 1 & 2 and/or Attercliffe Sidings with a reversal and/or propelling movement at Brightside Jn on the Down Main or the Down West Slow.

Down Trains to Brightside Receptions 1 & 2 and/or Attercliffe Sidings must use Mill Race Jn to enter Brightside Receptions 1 & 2, before reversing propelling into Attercliffe Sidings.

Wincobank Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Non-stop trains to Barnsley	Flashing Yellows	1
Movement Up	Reason	Value
Pass from Ecclesfield West (not having called at Meadowhall)	Acceleration from slower speed route	{1}* 22x
* Approaching next timing point		

Junction Margins

First Movement	Second Movement	Margin
Down Main to Down Main pass or stop at Meadowhall	Up Barnsley to Up Main not stopping at Meadowhall	3
Down Main to Down Main pass or stop at Meadowhall	Up Barnsley to Up Main having stopped in Meadowhall Platform 3	2
Up Main to Up Main pass Meadowhall	Up Barnsley to Up Main having departed Meadowhall Platform 3	2
Pass from Barnsley	Pass Down Main	3

Planning Note

No pathing allowances should be applied between Wincobank Jn and Meadowhall as there are no intermediate signals

Meadowhall		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains via Masborough Jn stopping at Meadowhall. Approaching Holmes Jn	Differential junction speed	-½ DMU
Dwell Time		
All	1	
Minimum Turnround		
	5. 4 only from Barnsley	
Junction Margins		
First Movement	Second Movement	Margin
Depart Platforms 1 – 4	Arrive same platform from same direction	3
Depart Platform 4 to Barnsley	Arrive Platform 4 from Barnsley	4
Depart Platform 4 to SL	Arrive Platform 4 from Sheffield	3
Planning Note		
No pathing allowances should be applied between Meadowhall and Wincobank Jn as there are no intermediate signals		

Holmes Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains via Masborough Jn stopping at Meadowhall. Approaching Meadowhall	Faster approach speed	-½ DMU
Junction Margins		
First Movement	Second Movement	Margin
Pass from Aldwarke Jn	Pass to Rotherham Central	2½
Pass to Rotherham Central	Pass from Aldwarke Jn	3½*
Pass from Rotherham Central	Pass to Rotherham Central	3
Pass to Rotherham Central	Pass Down ML	3½
Pass UML	Pass from Rotherham Central	2½
*May be reduced by ½ minute if second train has at least 1 minute pathing allowance between Aldwarke Jn and Holmes Jn.		

Masborough Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Down Barrow Hill	Pass to Up Barrow Hill	3
Pass to Up Barrow Hill	Pass from Down Barrow Hill	4*
Pass to Up Barrow Hill	Depart from Down Barrow Hill	1½
Up pass Holmes Jn from Up Main	Depart from Down Barrow Hill	Simultaneous
Down pass Holmes Jn to Down Main	Depart from Down Barrow Hill	2
Up pass Holmes Jn from Up Main	Pass from Down Barrow Hill	2 after Up service passes Holmes Jn

Masborough Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Down Barrow Hill	Up pass Holmes Jn from Up Main	1 ½ before Up service passes Aldwarke Jn

* can be reduced to 3 if the second movement has at least (1) approaching Masborough Jn

Aldwarke Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Masborough Jn to Swinton	Differential junction speed (SRT based on slower route, LN830)	{-1½}^ 150
Pass from Rotherham Central to Swinton	Acceleration from slower speed route	{1}^ 185/22x*/HST* {1½}^ 158 *Can be reduced to {½} if train is routed towards Mexborough at Swinton
Pass from Masborough Jn to Thrybergh Jn	Approach Control	{1½}
Pass from Rotherham Central to Thrybergh Jn	Approach Control	{½}

^ Applies approaching next timing point

Movement Up	Reason	Value
Pass from Thrybergh Jn to Masborough Jn	Acceleration from slower speed route	{1}^

^ Applies approaching next timing point

Junction Margins

2 nd Move → 1 st Move ↓	Pass from Rotherham Central	Pass UML from Swinton	Pass to Thrybergh Jn
Pass UML from Swinton	2½		2
Pass from Rotherham Central		4	2½
Pass to Thrybergh Jn	3	4	
Pass DML from Masborough Jn	2½	No conflict	
Pass from Thrybergh Jn	4	4	4

Planning Note

Trains from Rotherham Central towards Thrybergh Jn are routed via the Up Main at Aldwarke Jn and do not conflict with trains on the Down Main.

Swinton					
Adjustments to Sectional Running Times					
Movement Down		Reason		Value	
Pass towards Mexborough		Flashing Yellows		{1} Freight {½} 22x/HST	
Movement Up		Reason		Value	
Pass from Mexborough		Acceleration from slower speed route		{½}* LH/22x/HST	
* Applies approaching next timing point					
Junction Margins					
2 nd move →	Pass from Moorthorpe	Arrive from Moorthorpe	Pass to Mexborough	Depart to Mexborough	Depart to Sheffield from other route
1 st move ↓					
Pass to Mexborough	4	4½	No conflict	No conflict	
Depart to Mexborough	5	5	No conflict	No conflict	
Pass from Moorthorpe	No conflict	No conflict	4	1	2
Arrive from Moorthorpe	No conflict	No conflict	4	1	Simultaneous
Pass from Mexborough	3	Simultaneous	No conflict	No conflict	2

Moorthorpe		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/pass from South Kirkby Jn	Pass to Pontefract Baghill	4
Arrive/pass from South Kirkby Jn	Depart to Pontefract Baghill	1
Depart/pass to Pontefract Baghill	Arrive / Pass from South Kirkby Jn	4
Arrive Down Loop	Arrive/pass Moorthorpe station	5
Arrive Up Loop	Arrive/pass Moorthorpe station	5
Minimum Turnround		5 Arrive loaded from Sheffield before departing ECS to Sheffield
Planning Note		
Trains with more than three minutes pathing time between Ferrybridge Jn/Pontefract Baghill and Moorthorpe should instead be timed to have an 'A' stop at Moorthorpe signal L6586. No allowances to be applied between Moorthorpe signal L6586 and Moorthorpe Station/Moorthorpe Goods Loop		

Ferrybridge North Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass from Pontefract East Jn	Acceleration	1*
* Applies approaching next timing point. Does not apply to trains to Ferrybridge Power Station or Ferrybridge Holding Sidings.		

Ferrybridge North Jn

Movement Up	Reason	Value
Pass to Pontefract East Jn	Approach Control	2 Freight * 1 Passenger
* Does not apply to trains from Ferrybridge Power Station or Ferrybridge Holding Sidings.		
Junction Margins		
First Movement	Second Movement	Margin
All conflicting moves		4

Milford Jn

Adjustments to Sectional Running Times			
Movement Down	Reason	Value	
Pass from Ferrybridge North Jn to Church Fenton, Milford Down Sidings or Milford West Sidings	Approach Control	1	
Pass from Ferrybridge North Jn to Church Fenton	Acceleration	½* Passenger and Class 6 up to 1400t 1* XC Class 22x 1* Class 4 and Class 6 from 1600t	
Pass from Castleford to Gascoigne Wood, Milford Down Sidings or Milford West Sidings	Approach control	1½	
* Applies approaching next timing point			
Movement Up	Reason	Value	
Pass from Church Fenton to Ferrybridge	Approach control	1	
Pass from Gascoigne Wood to Castleford	Acceleration	1* Passenger 2* Freight	
Trains from Milford West Sidings or Up Loop to Castleford/Ferrybridge North Jn	Acceleration	3* Freight	
* Applies approaching next timing point			
Junction Margins			
First Movement	Second Movement	Margin	
All conflicting moves		4	
Planning Restriction			
Any propelling movement into Milford West Sidings must stop to pick up a radio requiring 2 minute OP stop, prior to propelling at Milford Jn.			
Service from Hambleton West		Service from Church Fenton	
Gascoigne Wood Jn arr	xxOP00	Milford Loop arr	xxOP00
Gascoigne Wood Jn dep	xxOP02	Milford Loop dep	xxOP02
Milford Jn arr	xxPRRM08	Milford Jn arr	xxPRRM06
Milford Jn dep	xxPRRM10	Milford Jn dep	xxPRRM08
Milford West Siding arr	xxPR17	Milford West Siding arr	xxPR15

LN806 TAPTON JN TO MASBOROUGH JN VIA 'OLD ROAD'

Barrow Hill South Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Barrow Hill Up Sidings	Pass from Beighton Jn	4
Pass from Beighton Jn	Pass to Barrow Hill Up Sidings	3

Barrow Hill North Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Up Sidings	Pass from Beighton Jn	4
Pass from Beighton Jn to Chesterfield	Pass from Up Sidings	3

Beighton Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Down Barrow Hill Line to Woodhouse Jn	Approach Control	{ $\frac{1}{2}$ } Passenger {1} Freight

Movement Up	Reason	Value
Pass from Woodhouse Jn to Up Barrow Hill Line.	Acceleration	{ $\frac{1}{2}$ } * Passenger {1} * Freight

* Applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass from Woodhouse Jn	Pass to Treeton Jn	4
Pass to Treeton Jn	Pass from Woodhouse Jn	4

Masborough Sorting Sidings South Jn/Canklow Loop

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Train to Canklow Loop or stopping on Up line, before propelling to Freight Depot	Stop at Signal S406 to collect radio then draw slowly forward	{3}

Junction Margins

First Movement	Second Movement	Margin
Down pass Treeton Jn heading towards Masborough Jn	Depart Rotherham Steel Terminal/Intermodal Terminal	4
Down pass Treeton Jn heading towards Masborough Jn	Depart Canklow Loop towards Rotherham Steel Terminal/Intermodal Terminal	4
Down pass/Arrive Masborough Junction	Depart Canklow Loop towards Masborough Jn	Same time
Up pass Masborough Jn towards Treeton Jn	Depart Rotherham Steel Terminal/Intermodal Terminal to Treeton Jn	4½
Up pass Masborough Jn towards Treeton Jn	Depart Canklow Loop towards Rotherham Steel Terminal/Intermodal Terminal or Masborough Jn	4
Depart Rotherham Steel Terminal/Intermodal Terminal	Depart to Rotherham Steel Terminal/Intermodal Terminal	5½
Depart Rotherham Steel Terminal/Intermodal Terminal	Pass to Rotherham Steel Terminal/Intermodal Terminal from Treeton Jn	6½
Depart Rotherham Steel Terminal/Intermodal Terminal	Down pass Treeton Jn towards Masborough Jn	4
Depart Up Side to Rotherham Steel Terminal/Intermodal Terminal	Down pass Treeton Jn towards Masborough Jn	3
Depart Up Side to Rotherham Steel Terminal/Intermodal Terminal or Masborough Jn	Up pass Masborough Jn towards Treeton Jn	4½
Arrive Canklow Loop	Up pass Masborough Jn towards Treeton Jn	1
Arrive Canklow Loop	Depart Rotherham Steel Terminal/Intermodal Terminal to Treeton Jn	1
Up pass Masborough Jn towards Treeton Jn	Depart Rotherham Steel Terminal/Intermodal Terminal to Up Side	4½
Up pass Treeton Jn	Up depart Canklow Loop	1

Restriction

There is no signalled route in the UP direction from Rotherham Steel Terminal/Intermodal Terminal to the Down Barrow Hill. ALL departing trains must exit to the Up Barrow Hill or Up Canklow Goods prior to any onward movement.

LN807 DORE SOUTH JN TO DORE WEST JN

Dore South Jn

Planning Note

The standage at Signal S48 (Dore South Jn) on the Dore Single is 552 metres / 86SLUs, clear of Dore West Jn. This does not include any standback allowance from the signal.

Dore West Jn

See entry under route LN808 Dore Station Jn to Earles Sidings (excl.)

LN808 DORE STATION JUNCTION TO EARLES SIDINGS (EXCL.)

Dore & Totley

Planning Note

Up trains requiring pathing stops are to have the stop shown at Dore & Totley and not Dore Station Junction as Signal DE5124 protecting the junction is at Dore & Totley station.

No allowances to be applied in either direction between the station and Dore Station Junction.

Dore West Junction

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Dore & Totley station (having stopped there)	Acceleration	½ *
Pass from Dore South Jn	Acceleration	1½ Passenger* ½ Freight *

* Applies approaching next timing point

Movement Up	Reason	Value
Pass towards Dore South Jn	Approach control	1½ Passenger 2 Freight

Junction Margins

First Movement	Second Movement	Margin
Pass from Dore Station Jn/Dore & Totley	Pass to Dore South Jn	2
Pass from Dore Station Jn/Dore & Totley	Depart to Dore South Jn	1
Pass from Dore South Jn	Pass to Dore South Jn	3
Pass from Dore South Jn	Depart to Dore South Jn	2
Pass/depart to Dore South Jn	Pass from Dore Station Jn (not stopping at Dore & Totley)	4½
Pass/depart to Dore South Jn	Pass from Dore & Totley (having stopped there)	3½

Planning Note

The standage at signal DE5117 (Dore West Jn) on the Dore Single is 560 metres / 87SLUs, clear of Dore South Jn. This does not include any standback allowance from the signal.

For regulating purposes, ARR and DEP times with activities A and * to be used and not any allowances for trains which have been timed passing Dore South Junction.

Bamford Up Loop

Junction Margins

First Movement	Second Movement	Margin
Passenger pass/depart Hathersage	Freight depart Bamford Up Loop	1
Freight pass Hathersage having departed Bamford Up Loop	Passenger pass/depart Bamford	1½

LN815 SHEFFIELD TRAM PARKGATE TRANSFER LINE TO PARKGATE JN

Parkgate Tram Stop

Minimum Turnround

Tram-train 3*

*May be reduced with prior agreement between Network Rail and Tram-train operator.

Junction Margins

First Movement	Second Movement	Margin
Up Pass/Depart Rotherham Central	Tram-train depart Parkgate	3
Tram-train depart Parkgate	Up depart Rotherham Central	1½
Tram-train depart Parkgate	Up pass Rotherham Central	2

Restriction

Only 1 Tram-train between Rotherham Central and Parkgate Tram Stop in either direction at any one time. This is due to the power being drawn from the overhead lines.

LN824 MOORTHORPE JN TO SOUTH KIRKBY JN

South Kirkby Jn

See entry under route LN836 Doncaster Marshgate Jn to Neville Hill East Jn

LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON

St James Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Hexthorpe Jn	Pass to Bridge Jn	5½

Hexthorpe Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Sheffield	Pass to GL	3
Pass to GL	Pass from Doncaster	4
Pass to Doncaster	Pass from Avoiding Line	3
Pass from Avoiding Line	Pass to Doncaster	4

Mexborough

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains approaching Mexborough towards Thrybergh Jn	Differential junction speed	½ Class 1, 5 or 9
Movement Up	Reason	Value
Trains approaching Hexthorpe Jn from Thrybergh Jn	Acceleration	½ Class 1, 5 or 9

Junction Margins

First Movement	Second Movement	Margin
Pass/depart to Swinton	Pass from Thrybergh Jn	4
Passenger pass to Swinton/Hexthorpe Jn	Depart Mexborough Jn	1
Freight pass to Swinton/Hexthorpe Jn	Depart Mexborough Jn	1½
Pass from Thrybergh Jn	Arrive Platform 1/Pass to Swinton	4*
Pass from Thrybergh Jn	Pass to Thrybergh Jn	4
Pass to Thrybergh Jn	Pass from Thrybergh Jn	5

* Can be reduced to 3 if second movement has minimum (1½) approaching Mexborough

Swinton

See entry under route LN804 Tapton Jn to Gascoigne Wood Jn via Sheffield

LN828 MEXBOROUGH JN TO ALDWARKE JN VIA KILNHURST

Thrybergh Jn

Junction Margins

First Movement	Second Movement	Margin
Train from Single Line	Train to Single Line	4

Aldwarke Jn

See entry under route LN804 Tapton Jn to Gascoigne Wood Jn via Sheffield

LN830 ALDWARKE JN TO WOODBURN JN

Aldwarke Jn

See entry under route LN804 Tapton Jn to Gascoigne Wood Jn via Sheffield

Aldwarke UES

Junction Margins

First Movement	Second Movement	Margin
Train arrives Aldwarke UES from north	Pass Aldwarke Jn	3
Train arrives Aldwarke UES from south	Pass Aldwarke Jn	4

Rotherham Central

Dwell Time

All (except Tram-train)	1
Tram-train (Class 399)	½

Junction Margins

First Movement	Second Movement	Margin
Arrive from Holmes Jn	Depart to Holmes Jn	1½
Arrive/pass from Woodburn Jn	Depart to Holmes Jn	1
Pass/depart to Holmes Jn	Arrive/pass from Woodburn Jn	4

Restriction

Only 1 Tram-train between Rotherham Central and Parkgate Tram Stop in either direction at any one time. This is due to the power being drawn from the overhead lines.

Tinsley East Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Woodburn Jn	Pass to Woodburn Jn/Supertram	4
Down Pass Tinsley East Jn	Pass from Supertram	2½

Tinsley North Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Supertram	Up Pass Tinsley South Jn	3
Down Pass Tinsley East Jn	Pass from Supertram	2½

Tinsley South Jn

Operating Restriction

All trains towards Shepcote Lane Jn must be planned with an “OP” stop of 2 minutes for driver instructions.

Broughton Lane Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Tinsley Yard	Pass from Tinsley South Jn	4
Pass to Tinsley South Jn	Pass from Tinsley Yard	3

Operating Restriction

All trains towards Shepcote Lane Jn must be planned with an “OP” stop of 2 minutes for driver instructions.

LN832 DONCASTER BRIDGE JN TO ST. JAMES JN

Bridge Jn

See entry under route LN101 London King's Cross to Shaftholme Jn

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN

Carcroft Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Branch	Pass Up Main line	1 before Up non-stop passes South Kirkby Jn Same time as Up stopping service departs South Elmsall
Pass Up Main	Arrive Adwick from Doncaster, if terminating and shunting via Carcroft Jn	2½ after non-stop passes Adwick 1 after up stopping train departs Adwick
Pass to Branch	Pass Down Main	Same time as Class 1 or Class 9 stopping service departs Doncaster; 1 minute before Class 1 or Class 9 non-stop departs Doncaster
Pass Up Main	Arrive Adwick from Branch	2½ after non-stop passes Adwick
Pass to Branch	Pass from Branch (and vice versa)	4 (Single Lead)

Adwick Jn

Junction Margins

First Movement	Second Movement	Margin
Pass Up Main	Pass from Branch	3
Pass from Branch	Pass Up Main	4
Pass to/from Branch	Pass to/from Branch (single lead)	4

South Kirkby Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Moorthorpe	Acceleration	1* except 22X and Freight Classes 6/7/8
Pass from Moorthorpe, stopping at Fitzwilliam	Differential Junction Speed	½ [^]
Pass from Doncaster	Differential junction speed	-½ 22X

* Applies approaching next timing point

[^] Applies approaching Fitzwilliam

Movement Up	Reason	Value
Pass to Moorthorpe	Differential junction speed	½ HST
Pass to Doncaster	Differential junction speed	-1 22X

Junction Margins

First Movement	Second Movement	Margin
Pass from Adwick Jn	Pass to Moorthorpe	3
Pass to Moorthorpe	Pass from Adwick Jn	4 Passenger 5 Freight
Pass to Adwick Jn	Pass to Moorthorpe	3
Pass from Adwick Jn	Pass from Moorthorpe	3**

** Reduced to 2 if the second movement is from a stand on Down South Kirkby

Hemsworth Loops

Junction Margins

First Movement	Second Movement	Margin
Arrive in Down Loop	Down Pass South Kirkby Jn	2*
Down pass Hare Park Jn	Depart Down Loop	-1
Down depart Fitzwilliam	Down Depart Loop	1
Arrive in Up Loop	Pass from Hare Park Jn towards South Kirkby Jn	Same time
Arrive in Up Loop	Stopping service arrives at Fitzwilliam	2½
Up pass South Kirkby Jn	Depart Up Loop	Same time

* Reduced to 1 if second movement is a pass from Moorthorpe

Hare Park Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains to Crofton West Jn – Approaching Hare Park	Approach Control	{1}
Movement Up	Reason	Value
Passenger trains from Crofton West Jn Approaching South Kirkby	Acceleration Hare Park – South Kirkby	{1}
Junction Margins		
First Movement	Second Movement	Margin
Pass from Wakefield Westgate	Pass to/from Crofton West Jn	3
Pass to Crofton West Jn	Pass from Wakefield Westgate	4
Pass from Wakefield Westgate	Depart from Up Crofton	2

Wakefield Westgate		
Connectional Allowance		
	7	
Dwell Time		
EMU/DMU	1	
LH/802/22x	1½	
LNER all services	2 – May be reduced to 1½ with prior agreement from the operator	
Junction Margins		
First Movement	Second Movement	Margin
Depart Down Main	Arrive Down Main	3
Pass Down Main	Arrive Down from Wakefield Kirkgate	2½
Depart Up to Wrenthorpe Sidings	Arrive Up Main	5
Depart Up to Wrenthorpe Sidings	Depart Down Main	3
Depart Down Main to Wakefield Kirkgate	Arrive Down Main	4½
Depart Up Main	Arrive Up Main	3½*
Depart Down platform in Up direction	Arrive Up Main	Simultaneous
Depart Down platform in Up direction to Wakefield Kirkgate	Depart Up	3
Depart/pass Up Main	Arrive Up or Down from Wakefield Kirkgate	4½
Depart Up Main	Arrive from Wrenthorpe Sidings	3
Arrive Down Main from Wakefield Kirkgate	Arrive Up Main	Simultaneous
Arrive Down from Wakefield Kirkgate	Depart Up Main	2
Depart / pass Down Main	Depart Wrenthorpe to Up or Down	3
* May be reduced by 1 minute if second train has at least 1 minute pathing allowance approaching Wakefield Westgate, however this should not be used for consecutive trains		
Minimum Turnround		
Arrive ECS from sidings, depart loaded	1	
Arrive loaded, depart ECS	1½	
Arrive ECS not from sidings, depart loaded	2	
No shunting from Knottingley or Leeds	5	
No shunting from Manchester	10	

Copley Hill West Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Copley Hill East	Pass Holbeck Jn to Wakefield	3
Pass Holbeck Jn to Wakefield	Pass to Copley Hill East	4*
Pass from Copley Hill East	Pass to Copley Hill East	4*

* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Copley Hill

Holbeck Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Wakefield	Pass to Bradford	2½
Pass to Bradford	Pass to Leeds from Wakefield	2½

Whitehall Road Ground Frame

Planning Note

Services using Whitehall Road Sidings will need to use the Up Huddersfield at Whitehall Ground Frame (Signal L3625) for 45 minutes. This is shown as a stop at Whitehall Ground Frame (Signal L3625)

For an Arrival

1. Train clears Signal L3625; this is the arrival time at Whitehall Ground Frame
2. Train propels into Whitehall Road Sidings, leaving half the wagons on one of the sidings. Note that the front of the train is still occupying Line F/Up Huddersfield
3. Driver seeks permission from signaller and draws forward so the front half of the train is clear of L3625.
4. Train then propels into Whitehall Road Siding to use the other siding. This is the departure time at Whitehall Ground Frame.

For a Departure

1. The loco and the front half of the train draws onto the Up Huddersfield behind L3625. This will be the arrival time at Whitehall Ground Frame
2. The service propels back into Whitehall Road Siding and couples to the rear part of the train and carries out a brake test.
3. The train then passes Signal L3625, this is the departure time at Whitehall Ground Frame

This is the normal Method of Working for trains longer than one of the two sidings and is subject to change.

Whitehall Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to/from Leeds	Freight pass ex Engine Shed or Armley Jn	4
Freight pass ex Armley Jn or Engine Shed	Pass to/from Leeds	3
Freight depart ex Armley Jn or Engine Shed	Pass to/from Leeds	3½
Pass to Copley Hill Chord	Pass from Morley	4½ [#]

May be reduced by one minute if the second train has at least 1 minute pathing time approaching Whitehall Jn

Leeds West Jn (Crossing moves from Methley Jn)		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Leeds	Pass to Leeds	3½*
Pass to Leeds	Pass from Leeds	2
* May be reduced by one minute if the second train has at least 1 minute pathing time approaching Leeds West Jn		

Leeds		
Connectional Allowance		10
Dwell Time		
XC Peak	3 (07:30 to 09:30, 16:00 to 18:00)	
XC Off Peak	2	
LNER ECS, stopping at Leeds, but through to/from other location	10 (may be reduced with prior agreement between Network Rail and Train Operator).	
TPE	3 – May be reduced to 2 with prior agreement from the operator	
All other Passenger	3	
Minimum Turnround		
To/from London King's Cross	21	
EMU from Bradford Forster Square/Skipton/Ilkley	5 but not two consecutive. The total of two consecutive turnrounds must not be less than 15 minutes.	
Short distance DMU	6	
	<u>Exception:</u> Between 1600 and 1900 EWD, trains to/from Sheffield via Barnsley may turnround in 5 minutes, where the incoming service has a total of 5 minutes performance and pathing allowance approaching Engine Shed Jn & Holbeck Depot Jn /Leeds West Jn.	
EMU from Doncaster	10 Can reduce to 7 but not two consecutive	
Long distance DMU	15	
XC	20 (10 by exception and in agreement with Network Rail)	
TPE	8 (5 for trains starting from York)	
Platform End Conflicts		
First Movement	Second Movement	Margin
Arrive	Depart	1
Depart	Arrive	4½*
Depart to East	Arrive Platforms 7/8 from East	6*
Arrive/Depart 10AB from West	Arrive 11/11AB from East	4*
Arrive 11/11AB from East	Arrive/Depart 10AB from West	4*
Arrive Platform 11C/D from the west	Arrive Platform 9 from the east	4
Arrive Platform 12C/D from the west	Pass Through Road	4
Arrive Platform 12C/D from the west	Arrive Platform 11 A/B (via Through Line) from the east	4
Through Line Margins		3½
Arrive in through platform from opposite ends		4
Following into through/bay platform after first arrival		4*
* May be reduced by one minute for trains that have at least 1 minute pathing time between Whitehall and Leeds West Jns or Neville Hill West Jn and Leeds		

Leeds		
West End Line and Platform Preferred Usage		
Trains should where possible use the following platforms		
LNER turnrounds	Arrive C Line Depart D Line	Platform 6 or 8
CrossCountry Trains Eastbound	Arrive C line	Platform 9 or 11
CrossCountry Trains Westbound	Depart E line	Platform 11 or 12
Through Transpennine Express Eastbound	Arrive E line	Platform 15
Through Transpennine Express Westbound	Depart F line	Platform 16
Leeds NW/Harrogate lines	Arrive A line Depart B line	Platforms 0 – 5
Calderdale/Doncaster lines turnrounds	Arrive C line Depart D line	Platforms 10/11A/12A
Huddersfield	Arrive E line Depart F line	Platforms 12A/13/17
Normanton lines turnrounds	Arrive E line Arrive F line Depart F line	Platform 12A/13 or Platform 17
Platform Re-occupation	3	
Restrictions:		
No pathing allowance to be applied between Leeds West Jn and Leeds for trains arriving at Leeds, as there are no intermediate signals between these two timing points.		
Trains from the West via the Through Road, planned to stop at Platform 12CD must not exceed 2x3 car class 185s (143m).		
Trains required to stand at through platforms for longer than 45 minutes to be discussed with and agreed by Network Rail Timetable Production Team		
LNER Class 80x units that are required to attach or detach should not be planned into Platform 9.		
LNER class 80x units should not be planned to attach in platform 12 if either set arrives in passenger service. This is to avoid the risk of accidental door release on unplanned vehicles.		
Planning Note:		
Northern and LNER require a 10 minute journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Jn.		
When a train is showing as occupying Platform 1 or 1a, then the non-preferred route for arrival into Platform 2 needs to be used		
Train Watering Points	Leeds Station Platforms 1, 2, 3, 5, 6, 8, 11, 13 and 14	

Marsh Lane Jn

Junction Margins

First Movement	Second Movement	Margin
Cross to DGL	Depart Leeds	½
Arrive Leeds	Cross to/from UGL	Same time

Neville Hill West Jn

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Pass from Neville Hill TMD towards Leeds on the ML	Acceleration from 15mph turnout	{2}*

* Applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass from Neville Hill Depot	Pass from Leeds (ML)	4
Pass to Up Sidings from Down	Pass from Cross Gates	4
Pass to Up Sidings from Down	Pass from Leeds (ML)	4
Pass from Branch to Down	Pass from Cross Gates	4
Pass from Leeds (ML)	Pass from Depot to UFL	3
Pass from Neville Hill Depot	Pass from Cross Gates	4
Pass from Cross Gates	Pass from Neville Hill Depot to UGL	3

Planning Note:

Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Jn.

Neville Hill TMD

Planning Restriction:

No more than 4 LNER trains to arrive in any 45 minute period.

Planning Note:

Northern and LNER require a 10 min journey time from Neville Hill TMD to Leeds. This can be applied as additional adjustment time before Neville Hill West Jn.

LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE

Armley Jn

See entry under route LN922 Whitehall West Jn to Hellifield South Jn

Horsforth		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Train from Turnback Siding, not stopping Horsforth station, to be applied after Horsforth station	Acceleration from 15mph pointwork	½
Junction Margins		
First Movement	Second Movement	Margin
Train terminates in Turnback Siding	Next Down train arrive	4
Train terminates in Turnback Siding	Down pass station	3½
Arrive/pass Up platform from Turnback Siding	Down arrive station	4
Arrive/pass Up platform from Turnback Siding	Down pass station	3½
Down depart to Harrogate	Depart Turnback Siding	2
Down pass to Harrogate	Depart Turnback Siding	1½
Dwell Time		
MU 1		
Minimum Turnround in turnback siding	3	
Restriction:		
• All moves to/from Turnback Siding to be fully timed • Standage on Turnback Siding is 112m maximum • Trains going to Turnback Siding require a minimum 30s OP stop in station, access to Siding from Position Light Signal • Down train cannot arrive station whilst train is signalled from Turnback Siding or vice versa, due to signal overlap. • Trains can reverse on Down Main adjacent to Turnback Siding		

Harrogate		
Dwell Time		
All	2	
Adjustments to Sectional Running Times: From Starbeck		
- When arriving platform 3 from Starbeck and a train is ready to depart from platform 1 to Horsforth, to enable signaller to be satisfied that train from Starbeck has come to a stand, an extra {1} shall be added approaching Harrogate - When arriving platforms 1 or 2 or Through Siding from Starbeck, an extra {1} is required due to slower approach		
Adjustments to Sectional Running Times: To Leeds		
Depart Platform 1 to Leeds	Differential Speed	½
Junction Margins		
First Movement	Second Movement	Margin
Depart Platform 1 to Leeds	Arrive from Leeds, having stopped Hornbeam Park	5½**
Depart Platform 1 to Leeds	Arrive from Leeds, not stopping Hornbeam Park	5**
Depart Platform 1 to Leeds	Arrive Platform 1 from York	3

Harrogate		
Depart to Starbeck	Arrive from Horsforth, having stopped Hornbeam Park	8*
Depart to Starbeck	Arrive from Leeds, not stopping Hornbeam Park	7½*
Depart to Horsforth, calling at Hornbeam Park	Arrive from Starbeck	8½**
Depart to Horsforth, not calling Hornbeam Park	Arrive from Starbeck	7½**
Pass/Depart Harrogate into Sidings	Arrive Platform 3 From Starbeck	5½**
Pass/Depart Platform 3	Arrive Platform 3 from Leeds	5
Depart Platform 1 or 2 to Knaresborough	Arrive Platform 2 from Knaresborough	3
*Can be reduced to 3½ if {1} added approaching Harrogate		
**Can be reduced to 4 if {1} added approaching Harrogate		
Minimum Turnround		
Same platform	8 MU/80X*	
Replatform	15	
LNER passenger service forming ECS to Harrogate Down Siding	8	
LNER ECS from Harrogate Down Siding forming passenger service	8	
* 8 minutes is also the minimum time to change ends on an 80x before commencing a shunt into Harrogate Platform 1		
Notes		
- Up direction Platform 3 reoccupation is 3" for units which have shunted from other platform or Through Line. Train shunting reverse on Starbeck direction line. Although shunt moves within station limits are not timed, planners must satisfy themselves that such moves are robustly achievable - A 9/10 car 80x using platform 1 will block Platform 2 and the through line - Platform 2 is only used for ECS moves		

Knaresborough		
Junction Margins		
First Movement	Second Movement	Margin
Arrive from Cattal	Depart to Cattal	1
Arrive from Starbeck ECS (to shunt)	Following depart Starbeck	5½
Depart to Cattal	Following depart Starbeck	2
Depart Up platform to Starbeck	Arrive from Cattal	4
Arrive from Cattal	Depart Up platform to Starbeck	1½
Minimum Turnround		
Arrive loaded from Starbeck, depart ECS	5	
Arrive ECS from Starbeck, depart loaded	9	
Arrive loaded from Starbeck or Cattal, depart loaded	10	
Restrictions.		
• An up train cannot pass/depart Starbeck whilst preceding train is in up platform at Knaresborough, whether continuing towards Cattal or shunting between platforms. Reflected in margins above. • When shunting between platforms, trains normally use crossover on viaduct. • Departure from Up platform towards Starbeck should not be planned for passenger traffic		

Cattal		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Knaresborough	Depart to Knaresborough	1
Arrive/Pass from Knaresborough	Pass to Knaresborough	1½
Arrive from Hammerton	Arrive from Knaresborough	Simultaneous
Arrive from Knaresborough	Arrive from Hammerton	Simultaneous

Hammerton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Poppleton	Depart to Poppleton	1
Arrive/Pass from Poppleton	Pass to Poppleton	2½
Arrive from Cattal	Arrive from Poppleton	Simultaneous
Arrive from Poppleton	Arrive from Cattal	Simultaneous

Poppleton		
Junction Margins		
First Movement	Second Movement	Margin
Arrive/Pass from Hammerton	Arrive from York	2
Arrive from Hammerton	Depart to Hammerton	1
Arrive from York	Arrive from/pass Hammerton	2
Arrive/Pass from Hammerton	Pass from York	2

LN842 THORPE MARSH JN TO ADWICK JN		
Applehurst Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Joan Croft Jn	Pass from Skellow Jn	4
Pass from Skellow Jn	Pass to Joan Croft Jn	3

Skellow Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Adwick Jn	Pass from Carcroft Jn	4
Pass from Carcroft Jn	Pass to Adwick Jn	4

LN848 HARE PARK JN TO CROFTON WEST JN		
Hare Park Jn		
See entry under route LN836 Doncaster Marshgate Jn to Neville Hill East Jn		

Crofton West Jn

See entry under route LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn

LN852 HOLBECK JN TO BRADFORD INTERCHANGE

Hammerton Street Jn

Junction Margin

First Movement	Second Movement	Margin
Up train passes Mill Lane Jn towards Leeds	Down train crosses to Up Bradford	7

Bradford Interchange (including conflicting movements at Mill Lane Jn and Ripley Jn)

Adjustment to Sectional Running Times

Movement	Reason	Value
Arriving at an occupied platform	Slower approach for Permissive Working	{ $\frac{1}{2}$ }

Dwell Time

All	3, except:
Class 195 formations 4-car and longer	3½
Grand Central	5 (applies to through journeys via Bradford Interchange)

Junction Margins (when conflicting)

First Movement	Second Movement	Margin
Arrive via M or W	Arrive via same line as first movement	4½
Arrive via M or W	Arrive via different line to first movement	3
Arrive from Halifax via M	Depart to Halifax via W using Ripley Jn crossover	Same time
Arrive	Depart	1
Same direction departures		3*
Diverging direction departures		2
Depart via M or W using Ripley Jn crossover	Arrive via W or M from Halifax	6
Depart via E or M	Arrive via M	5½
Depart via E or M	Arrive via Up Bradford	9

*4 minutes for consecutive departures towards Halifax

Minimum Turnround

From Leeds, Huddersfield or Hebden Bridge	5
From other locations	10
From London	20
Grand Central passenger to ECS	10
Grand Central ECS to passenger	15

Planning Restriction:

Any pathing, engineering or performance allowances should be placed on approach to Mill Lane Jn (as there are no signals between Mill Lane Jn and Bradford Interchange).

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

Hebden Bridge

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 1 towards Milner Royd Jn	Arrive Platform 1 from Milner Royd Jn	3½

Minimum Turnround

From Leeds using same platform	6
From Leeds and replatformed	10

Milner Royd Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Dryclough Jn	Pass to Greetland Jn	2½
Pass to Hebden Bridge from Dryclough Jn	Pass towards Greetland Jn	2½
Pass towards Greetland Jn	Pass from Dryclough Jn	3
Pass from Dryclough Jn not stopping at Sowerby Bridge	Depart from Up L&Y	3
Depart Sowerby Bridge towards Hebden Bridge	Depart from Up L&Y	2½

Greetland Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Dryclough Jn	Approach Control	{½}
Movement Up	Reason	Value
Pass from Dryclough Jn	Acceleration from 20 mph	{½}* *applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass to Dryclough Jn	Pass from Milner Royd Jn	4
Pass to Dryclough Jn	Depart Down L&Y to Bradley Wood Jn	1
Pass to Dryclough Jn	Pass to Milner Royd Jn	2½
Depart Up L&Y to Dryclough Jn	Pass to Milner Royd Jn	3½
Pass from Milner Royd Jn	Pass to Dryclough Jn	2½
Pass from Milner Royd Jn	Depart Up L&Y to Dryclough Jn	1
Pass from Milner Royd Jn	Pass from Dryclough Jn	3½

Planning Note:

Trains from Huddersfield, routed towards Halifax, must include all allowances for acceleration and Approach Control, as shown under Bradley Wood and Greetland Jns

Brighouse		
Dwell Time		
180	1½ - May be reduced to 1 with prior agreement between Network Rail and Train Operator	

Bradley Wood Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass to Bradley Jn	Approach Control	½
Movement Up	Reason	Value
Pass from Bradley Jn	Acceleration from 20mph turnout	½*
* applies approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Bradley Jn	Up Freight pass from Heaton Lodge West Jn	4
Pass to Bradley Jn	Up Passenger/Light Engine pass from Heaton Lodge West Jn	3½
Pass to Bradley Jn	Depart Up L&Y towards Brighouse	2
Pass from Bradley Jn/Heaton Lodge West Jn	Pass to Bradley Jn	4

Heaton Lodge West Jn (for Up Trains only)		
(To be used until EiS L commissioning in 2027)		
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Fast	Depart Up Slow, towards same route	2
Pass Up Fast	Depart Up Slow, towards different route	1½
Pass Up Fast or Up Slow	Pass from Up Fast or Up Slow towards either Bradley Jn (LN860) or Bradley Wood Jn (LN854)	2½
Passenger/Light Engine depart Up Slow	Pass Up Fast going to either Bradley Jn (LN860) or Bradley Wood Jn (LN854)	3½
Freight depart Up Slow	Pass Up Fast going to either Bradley Jn (LN860) or Bradley Wood Jn (LN854)	4
Planning Note: Normally trains from Dewsbury on Up Slow Line timed to be passed by a train on the Up Main, should be timed to stop at Heaton Lodge West Jn		

Mirfield		
Dwell Time		
180	1½ - May be reduced to 1 with prior agreement between Network Rail and Train Operator	

Mirfield East Jn		
(To be used until EiS L commissioning in 2027)		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains crossing to USL, having called at Ravensthorpe	Slower speed from rest	½
Junction Margins		
First Movement	Second Movement	Margin
Pass to Up Huddersfield Fast or Up Huddersfield Slow	Pass to Down L & Y (not stopping Mirfield)	2
Pass to Up Huddersfield Fast or Up Huddersfield Slow	Depart Mirfield to Down L & Y	½
Pass to Up Huddersfield Slow	Pass to Up Huddersfield Fast	2½
Pass to Down L & Y	Pass to Down Huddersfield	2½
Pass to Down Huddersfield	Pass to Down L & Y	2½

Thornhill LNW Jn		
(To be used until EiS L commissioning in 2027)		
Junction Margins		
First Movement	Second Movement	Margin
Pass towards Healey Mills	Pass from Dewsbury, not stopping Ravensthorpe	2*
Pass towards Healey Mills	Up arrive Ravensthorpe	3
*2½ if First Movement is a freight train		
Restriction		
Up trains from Dewsbury cannot be accepted into Ravensthorpe station when a train has already been routed towards Healey Mills, due to the overlap extending across Thornhill LNW Jn		

Ravensthorpe		
(To be used from EiS L commissioning in 2027)		
Adjustments to Sectional Running Times – Movement Up		
Freight pass to Heaton Lodge West Jn having come from a stand at Ravensthorpe Signal RW4552. Adjustment applies approaching next timing point. For acceleration from rest.		
Train Class	Trailing Load	Value
All Freight Timing Loads (except HAW)	400-800t	{½}
	1000t	{1}
	1200t and above	{1½}
Freight pass to Heaton Lodge West Jn from Healey Mills SCO		
Movement	Reason	Value
All Freight Timing Loads (except HAW)	1200t and above	{½}
Movement	Reason	Value
Pass Ravensthorpe, having stopped at signal SL4842	Acceleration	{½}*
* Applies approaching next timing point		

Ravensthorpe

(To be used from EIS L commissioning in 2027)

Adjustments to Sectional Running Times – Movement Up

Freight pass to Heaton Lodge West Jn having come from a stand at Ravensthorpe Signal RW4552.

Adjustment applies approaching next timing point. For acceleration from rest.

Junction Margins

First Movement	Second Movement	Margin
Passenger depart towards Healey Mills C Jn	Pass from Baker Jn	3
Passenger pass towards Healey Mills C Jn	Pass from Baker Jn	2½
Freight pass towards Healey Mills C Jn	Pass from Baker Jn	2½
Pass from Baker Jn	Passenger pass towards Healey Mills C Jn	2½
Pass from Baker Jn	Freight pass towards Healey Mills C Jn	2
Diverging Margins		
First Movement	Second Movement	Margin
Pass to Baker Jn, having stopped at Mirfield	Passenger pass towards Healey Mills C Jn	3½
Pass to Baker Jn, having stopped at Mirfield	Freight pass towards Healey Mills C Jn	3
Passenger pass to Healey Mills C Jn	Pass to Baker Jn	2½
Passenger depart to Healey Mills C Jn	Pass to Baker Jn	3
Freight depart to Healey Mills C Jn	Pass to Baker Jn	4

Dewsbury East Jn

Junction Margins

First Movement	Second Movement	Margin
Arrive Dewsbury Cement Facility*	Pass Thornhill LNW Jn/Ravensthorpe towards Healey Mills	1
Arrive Dewsbury Cement Facility*	Pass Mirfield East Jn from Healey Mills	5½
Pass Thornhill LNW Jn/Ravensthorpe towards Healey Mills	Pass towards Dewsbury Cement Facility	5½
Pass Thornhill LNW Jn/Ravensthorpe towards Healey Mills	Depart towards Dewsbury Cement Facility	4
Pass Thornhill LNW Jn/Ravensthorpe towards Healey Mills	Pass/depart Dewsbury East Jn from Cement Facility, towards Healey Mills	3

*Includes arriving at signal HM66 for light engine run-round moves from Healey Mills

Healey Mills C Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Engine Line P and V	Deceleration	{1}

Junction Margins

First Movement	Second Movement	Margin
Pass to Engine Line P and V	Pass to Horbury	
Up to 250m		3½
251m - 400m		5
401m - 500m		5½
501m - 600m		6½
Over 701 m		7½

Healey Mills Engine Lines P and V

Junction Margins

First Movement	Second Movement	Margin
Pass Horbury Jn	Depart	1 before 1 st train passes Horbury Jn

Planning note: Trains held in Healey Mills Engine Line P and V will be stopped at signal HM209 blocking the exit from the Healey Mills SCO Yard in the Down direction to Horbury Jn.

Healey Mills D Jn

(To be used from EiS L commissioning in 2027)

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Pass to the Up L&Y Slow or to Healey Mills Signal HM191	Approach Control	{1/2}

Horbury Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Barnsley to Slow Line	Differential junction speed	{1/2}*

* applies approaching next timing point

Movement Up	Reason	Value
Pass from Fast Line to Barnsley	Differential junction speed	{1/2}

Junction Margins

First Movement	Second Movement	Margin
Pass to Healey Mills	Pass from Barnsley	3
Passenger Pass from Healey Mills to FL	Pass from Barnsley to SL	3
Passenger Pass from Healey Mills to SL	Pass from Barnsley to FL	3
Freight Pass from Healey Mills to FL	Pass from Barnsley to SL	3½
Freight Pass from Healey Mills to SL	Pass from Barnsley to FL	3½
Passenger Pass from Barnsley	Pass to Healey Mills from FL	4
Freight Pass from Barnsley	Pass to Healey Mills from FL	5
Passenger Pass from Barnsley	Pass to Healey Mills from SL	4
Freight Pass from Barnsley	Pass to Healey Mills from SL	4
Passenger Pass from Barnsley to FL	Pass from Healey Mills to SL	3
Freight Pass from Barnsley to FL	Pass from Healey Mills to SL	4
Passenger Pass from Barnsley to SL	Pass from Healey Mills to FL	3
Freight Pass from Barnsley to SL	Pass from Healey Mills to FL	4

Wakefield Kirkgate

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Fast Line to Altofts Jn on Through line	Approach Control	1
Pass from Horbury Jn to Calder Bridge Jn	Approach Control	1
Arrive Platforms 2 or 3 from Fast Line	Approach Control	1

Wakefield Kirkgate			
Pass from Wakefield Westgate to Altofts Jn		Acceleration	1*
Pass to Wakefield Down Goods Loop		Approach Control	1
* applies approaching next timing point			
Movement Up		Reason	Value
Pass from Altofts Jn via through line		Approach Control	1
Pass from Altofts Jn to Wakefield Westgate		Approach Control	1
Pass from Altofts Jn to Fast line		Approach Control	1
Connectional Allowance		4	
Dwell Time			
DMU		1	
802/180		1½	
Junction Margins (when conflicting)			
First Movement		Second Movement	Margin
Depart to Wakefield Westgate		Arrive/pass from Horbury Jn	4
Depart Platform 3 to Wakefield Westgate		Depart Platform 1 or 2 to Horbury Jn	2
Depart to Horbury Jn		Depart to Wakefield Westgate	2
Depart to Horbury Jn		Arrive from Wakefield Westgate	3
Depart to Horbury Jn		Arrive from Calder Bridge Jn	3
Depart to Horbury Jn		Arrive/pass from Horbury Jn	4
Depart to Altofts Jn		Arrive same platform from Horbury Jn/Wakefield Westgate	3
Depart to Calder Bridge Jn		Arrive from Calder Bridge Jn	4
Arrive Platform 2 from Horbury Jn/Wakefield Westgate		Pass on Through line from Altofts Jn	4½
Arrive Platform 3 from Horbury Jn /Wakefield Westgate		Pass from Altofts Jn	3½
Pass to Calder Bridge Jn		Pass from Altofts Jn	4½
Pass from Altofts Jn		Pass to Calder Bridge Jn	3½
Pass to Calder Bridge Jn		Arrive Platform 2 from Altofts Jn	4½**
Arrive Platform 3 from Wakefield Westgate/Horbury Jn		Arrive Platform 2 from Altofts Jn	3**
Arrive Platform 3 from Calder Bridge Jn		Arrive Platform 2 from Altofts Jn	3**
Arrive Platform 2 from Altofts Jn		Arrive or Pass Platform 3	3
** Can be simultaneous or less than the stated margin, if arrival into Platform 2 from Altofts Jn is given an additional {2}			
Minimum Turnround			
Standard		10 (excluding TPE)	
Platform 3		5 for services from Knottingley	
Grand Central ECS to passenger / passenger to ECS		3 same direction 5 change of direction	
Restriction			
The maximum standage at signal K1229 (Platform 1) at Wakefield Kirkgate is 370 metres / 57 SLU to avoid fouling the single line to/from Wakefield Westgate. Note this is longer than the useable length of the platform – see Section 5.4			

Turners Lane Jn

Planning Note

Trains standing at K1246 signal that are longer than 457m/71 SLU will foul Calder Bridge Jn

Altofts Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Calder Bridge going to Wakefield Europort	Approach Control	3
Trains from Wakefield Kirkgate going to Wakefield Europort	Approach Control	2

Movement Up	Reason	Value
Trains coming from Wakefield Europort	Acceleration	1*

* applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass to Whitwood Jn	Pass from Methley Jn	3
Pass to Whitwood Jn	Depart from Wakefield Europort	1½
Passenger pass from Methley Jn	Pass to Whitwood Jn (not stopping Normanton)	3
Freight pass from Methley Jn	Pass to Whitwood Jn (not stopping at Normanton)	3½
Passenger pass from Methley Jn	Pass to Whitwood Jn (Stopping at Normanton)	2
Freight pass from Methley Jn	Pass to Whitwood Jn (Stopping at Normanton)	2½
Passenger pass from Methley Jn /Whitwood Jn	Pass to Wakefield Europort	2
Freight pass from Methley Jn /Whitwood Jn	Pass to Wakefield Europort	2½
Pass from Wakefield Europort	Pass to Whitwood Jn (not stopping Normanton)	4
Pass from Wakefield Europort	Pass to Whitwood Jn (Stopping at Normanton)	3½
Pass to Wakefield Europort	Pass from Methley Jn	6½
Pass to Wakefield Europort	Pass from Whitwood Jn	5½
Pass to Wakefield Europort	Pass to Whitwood Jn (not stopping Normanton)	6½
Pass to Wakefield Europort	Pass to Whitwood Jn (Stopping at Normanton)	5½
Pass to Wakefield Europort	Pass to Methley Jn (not stopping Normanton)	4
Pass to Wakefield Europort	Pass to Methley Jn (Stopping at Normanton)	4

Restriction: Trains going to Wakefield Europort block **all** lines when going into terminal, until train is completely 'inside' terminal (except for trains going towards Methley Jn. This is reflected in margins, above

Note: Wakefield Europort has restricted capacity. If more than one train is present, confirmation the further train(s) can be accommodated should be obtained from the operator

Whitwood Jn

Junction Margins

First Movement	Second Movement	Margin
Pass Altofts Jn to Castleford	Pass to Methley Jn	3
Pass to Methley Jn	Pass Altofts Jn to Castleford	1

Castleford			
Junction Margins			
First Movement	Second Movement	Margin	
Depart to Altofts Jn	Arrive from Pontefract Monkhill	5½	
Depart Platform 1 to Pontefract Monkhill	Arrive from Altofts Jn	2½	
Pass to Altofts Jn	Arrive from Pontefract Monkhill	3	
Arrive Platform 1 from Pontefract Monkhill	Pass to Altofts Jn	4	
Depart to Altofts Jn	Arrive from Signal CD5209	1½	
Pass to Altofts Jn	Arrive from Pontefract Monkhill	5	
Pass/Depart Platform 2 to Wheldon Road/Milford Jn	Arrive from Milford Jn	6½	
Overlap Margins			
First Movement	Second Movement	Signal	Margin
Depart Platform 1 to Pontefract Monkhill	Pass Up Normanton	CD668	4
Depart Platform 1 to Pontefract Monkhill	Arrive Platform 2	CD668	3
Minimum Turnround	5		
Planning Restriction:			
Trains routed via Platform 2 to Wheldon Road/Milford must have ½ op stop for signalling purposes.			
Reversal	3		

Milford Jn
Refer to LN804 Tapton Jn to Gascoigne Wood (via Sheffield)

Sherburn Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass Milford Jn	Pass from Gascoigne Wood Jn	Same time as southbound service passes Milford Jn
Pass Sherburn/Sherburn Jn from Gascoigne Wood Jn	Pass to Milford Jn	Same time as depart/pass Church Fenton
Pass Sherburn/Sherburn Jn from Gascoigne Wood Jn	Depart Sherburn/Sherburn Jn to Milford Jn	1

Church Fenton		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Pass/Arrive Platform 3	Approach control	{1}
Pass Platform 3 from Sherburn-in-Elmet	Acceleration	{1}*
* Applies approaching next timing point.		

Church Fenton		
Movement Up	Reason	Value
Arrive platform 3 from NNL	Approach control	{1}**
Pass Platform 3 to Sherburn Jn	Approach control	{1}
	Acceleration	{1}*
* Applies approaching next timing point. Reduced to {½} if stopping at Sherburn-in-Elmet		
**Reduce to {½} for trains that have called at Ulleskelf		
Junction Margins		
First Movement	Second Movement	Margin
Pass to Micklefield	Depart to Micklefield	2
Pass from Milford Jn to Colton Jn via NNL	Depart platform 3 to Milford Jn	1
Pass from Milford Jn to Colton Jn via NNL	Pass platform 3 to Milford Jn (Platform 3)	1
Pass/depart platform 3 to Milford Jn	Pass/arrive from Milford Jn	4*
Arrive platform 3 from Colton Jn via NNL	Pass from Colton Jn via LSL	2
Arrive platform 3 from Colton Jn via LSL	Pass from Colton Jn via LSL	2
Pass/arrive platform 3 from Colton Jn	Depart platform 4 to Colton Jn via NNL	1
Depart platform 4 to Colton Jn via NNL	Pass from Colton Jn	4
Depart platform 4 to Colton Jn via NNL	Arrive platform 3 from Colton Jn via LSL	5½
Depart platform 4 to Colton Jn via NNL	Arrive platform 3 from Colton Jn via NNL	3½
Pass/depart platform 3 to Colton Jn via LSL	Pass from Colton Jn via LSL	4½
Pass/depart platform 3 to Colton Jn via LSL	Arrive from Colton Jn via LSL	5½**
Pass to Micklefield from Colton via NNL	Arrive Platform 3 from Colton Jn via LSL	4½**
Pass to Micklefield from Colton Jn via LSL	Arrive Platform 3 from Colton Jn via NNL	3
Pass from Colton Jn via LSL	Pass from Micklefield to Colton Jn via NNL	2
Pass from Colton Jn via NNL to Micklefield	Pass from Milford Jn to Colton Jn via NNL	1½
Pass from Milford Jn to Colton Jn via NNL	Pass from Colton Jn via NNL to Micklefield	4
* May be reduced by ½ if second movement stopping at Sherburn-in-Elmet		
**May be reduced by 1½ if second movement has minimum (1) approaching Church Fenton		
Platform Re-occupation		
Platform 3 (up direction)		4½

Colton South Jn

Junction Margins

First Movement	Second Movement	Margin
Up LSL pass Colton Jn	Down Crossing movement from NNL pass Colton Jn	6
Up LSL pass Colton Jn	Down Crossing movement depart from NNL signals at Colton South Jn	2
Down Crossing movement pass Colton Jn	Up LSL pass Colton Jn	3
Up Crossing movement pass Colton Jn	Down NNL pass Colton Jn	6
Down NNL pass Colton Jn	Up Crossing movement pass Colton Jn	3

LN858 MILNER ROYD JN TO MILL LANE JN

Milner Royd Jn

See entry under route LN854 Hall Royd Jn (excl.) to Colton Jn

Dryclough Jn

Adjustments to Sectional Running Times

Movement Up	Reason	Value
From Halifax to Greetland Jn	Deceleration	{½} Passenger {1} Freight

Movement Down	Reason	Value
Pass from Greetland Jn	Acceleration	{½} *

* Applied approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass from Greetland Jn	Depart Up Halifax to Milner Royd Jn	1
Pass from Greetland Jn	Pass to Milner Royd Jn	2½
Depart/Pass Up Halifax to Milner Royd Jn	Pass from Greetland Jn	3

Halifax

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Down arrive platform 1	Approach Control	{½}

Dwell Time

180	1½ - May be reduced to 1 with prior agreement between Network Rail and Train Operator
All other	1

Junction Margins

First Movement	Second Movement	Margin
Depart/pass	Arrive/pass from the opposite direction (except as below)	4
Down depart platform 1	Up arrive/pass platform 1	4½
Up depart platform 1	Down arrive platform 1	3
Up depart	Up arrive	4

Halifax

Overlap Margins

First Movement	Second Movement	Margin
Down arrive platform 2	Down depart platform 1	1
Up depart platform 2	Up arrive platform 1	4½
Up arrive platform 1	Up depart platform 2	1

Minimum Turnround

From Leeds using same platform	5
From Leeds and replatformed	10

Low Moor

Dwell Time

180	1
All other unit types	½

LN860 DIGGLE JN TO COPLEY HILL EAST JN

Diggle Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
All Down trains running via the Down Diggle Loop	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass on Down Huddersfield Line	Depart from Down Diggle Loop towards Marsden	2
Pass on Down Huddersfield Line	Depart from Down Diggle Loop on Down Huddersfield Line towards Uppermill Jn	½

Marsden

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Departing Platform 2 or Platform 3 towards Huddersfield	Acceleration from 15mph crossover	1*

* applies approaching next timing point

Movement Up	Reason	Value
Arrive Platform 3	Approach Control	1
Arrive SL4724 signal	Approach Control	1½
Depart Platform 3	Acceleration	½*

* applies approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Depart Platform 2, 3 or Up Marsden Loop towards Huddersfield	Up pass Platform 2	3½

Marsden		
Depart Platform 2, 3 or Up Marsden Loop towards Huddersfield	Arrive Platform 2, 3 or Up Marsden Loop (SL4724) from Huddersfield	3½
Up pass/arrive Platform 2 or Up Marsden Loop	Depart Platform 2, 3 or Up Marsden Loop towards Huddersfield	½
Minimum Turnround		
5 from Huddersfield or Leeds		

Huddersfield				
Adjustments to Sectional Running Times				
Movement Up		Reason	Value	
Arriving if platform already occupied		Approach control	{1½}	
Movement Down		Reason	Value	
Arrive/pass platforms 2, 3 or 4 from Stocksmoor		Approach control	{1½}	
Dwell Time				
TPE		1½		
All other		1		
Junction Margins				
West End movements				
First Movement		Second Movement	Margin	
Freight Down pass Platform 3		Depart Platform 4 to Marsden	1½	
Passenger depart Platform 4 to Marsden		Freight Down pass Platform 3	3½	
Passenger arrive Platform 3 from Marsden		Freight pass Platform 4 to Marsden	2½	
Freight pass Platform 4 to Marsden		Passenger arrive Platform 3 from Marsden	4½	
Arrive Platform 3 or 4 from Springwood Jn		Pass Platform 2 to Marsden	1½	
Up Pass/Depart platforms 2, 3 or 4 to Marsden		Arrive platforms 2, 3 or 4 from Springwood Jn	4	
East End movements				
First Movement		Second Movement	Margin	
Depart Platform 5 to Bradley Jn		Arrive Platform 6	3	
Freight pass Platform 5 to Bradley Jn		Arrive Platform 6	3½	
Arrive Platform 6		Freight pass Platform 5 to Bradley Jn	1½	
Freight pass Platform 4 to Down Huddersfield Slow		Arrive Platform 2 from Up Huddersfield Slow	4	
Arrive Platform 2 from Up Huddersfield Slow		Freight pass Platform 4 to Down Huddersfield Slow	1½	
Depart Huddersfield platforms 2, 3 or 4 towards Hillhouse Carriage Sidings		Arrive Platform 4 from Up Huddersfield Slow	4½	
Passenger depart Platform 4 to Bradley Jn		Arrive Platform 2 from Up Huddersfield Slow	4	
Pass/Depart Platform 2 to Bradley Jn via Down Huddersfield Slow		Arrive Platform 4 from Hillhouse Carriage Sidings	4	
Overlap Margins				
First Movement		Second Movement	Signal	Margin
Down pass Platform 4 from Springwood Jn		Up arrive Platform 3	SL4758	5
Down arrive platforms 3 or 4 from Springwood Jn		Up arrive Platform 2	SL4756	2

Huddersfield		
Converging Headways		
First Movement	Second Movement	Margin
Depart Platform 5 to Hillhouse Carriage Sidings	Pass Platform 4 or 5 to Bradley Jn	4½
Depart Platform 5 to Hillhouse Carriage Sidings	Depart Platform 4 or 5 to Bradley Jn	3½
Arrive Platform 4 from Hillhouse Carriage Sidings	Pass/Arrive Platform 3 from Bradley Jn (when conflicting)	2
Pass/Arrive Platform 4 from Bradley Jn	Arrive Platform 3 from Hillhouse Carriage Sidings	2½
Minimum Turnround		
From Leeds, Sheffield, Bradford Interchange, Castleford or Manchester	5	
From other locations beyond Leeds, Sheffield, Bradford Interchange, Castleford or Manchester	10 (can be reduced to 5 minutes if an <i>additional</i> 5 minutes dwell is included at Leeds, Sheffield, Bradford Interchange, Castleford or Manchester)	
To or from London	10	
Platform Reoccupation	3	
Restrictions		
Note: All shunt moves to be fully timed		

Hillhouse Carriage Sidings		
Junction Margins		
First Movement	Second Movement	Margin
Pass/Depart Huddersfield to Bradley Jn	Depart Hillhouse Carriage Sidings	2
Depart Hillhouse Carriage Sidings	Pass/Depart Huddersfield to Bradley Jn	3
Depart Hillhouse Carriage Sidings	Arrive/Pass Huddersfield from Bradley Jn (when conflicting)	3½
Arrive Hillhouse Carriage Sidings	Pass Huddersfield to Bradley Jn	2½
Arrive/Pass Huddersfield from Bradley Jn	Depart Hillhouse Carriage Sidings (when conflicting)	1½

Hillhouse East Siding		
Junction Margins		
First Movement	Second Movement	Margin
Depart	Arrive	4½
Pass/Depart Huddersfield to Bradley Jn	Arrive Hillhouse East Siding	4½
Pass/Depart Huddersfield to Bradley Jn	Depart Hillhouse East Siding	3
Depart Hillhouse East Siding	Pass/Depart Huddersfield to Bradley Jn	2½
Arrive Hillhouse East Siding	Pass/Depart Huddersfield to Bradley Jn	Simultaneous
Arrive Hillhouse East Siding	Arrive/Pass Huddersfield from Bradley Jn	3
Arrive/Pass Huddersfield from Bradley Jn	Arrive Hillhouse East Siding	Headway

Bradley Jn		
(To be used until EiS L commissioning in 2027)		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Pass from Bradley Wood Jn (not calling at Deighton)	Acceleration	1* ½* 158 / 170 / 185
Pass from Bradley Wood Jn (calling at Deighton)	Acceleration	½*
* applies approaching next timing point		
Movement Down	Reason	Value
Pass to Bradley Wood Jn (not having called at Deighton)	Approach Control	1
Pass to Heaton Lodge East Jn (having called at Deighton) timed as 150/158/170	Acceleration	½*
* applies approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Heaton Lodge West Jn	Pass from Bradley Wood Jn	3
Pass from Heaton Lodge West Jn	Depart from Branch	1½
Depart Deighton to Huddersfield	Pass from Bradley Wood Jn	2
Depart Deighton to Huddersfield	Depart from Branch	1
Pass from Bradley Wood Jn	Down pass to Heaton Lodge East Jn	4
Pass from Bradley Wood Junction to Hillhouse	Down pass to Heaton Lodge East Jn	6½
Depart from Branch	Down pass to Heaton Lodge East Jn	3½
Depart from Branch to Hillhouse	Down pass to Heaton Lodge East Jn	7½
Pass to Heaton Lodge East Jn	Pass from Bradley Wood Jn	2
Pass to Heaton Lodge East Jn	Depart from Branch	½
Pass from Bradley Wood Jn	Pass to Bradley Wood Jn	2
Depart from Branch	Pass to Bradley Wood Jn	2½
Pass to Bradley Wood Jn	Pass to Heaton Lodge East Jn	3½
Pass to Heaton Lodge East Jn	Pass to Bradley Wood Jn	4
Pass from Bradley Wood Jn	Pass from Heaton Lodge West Jn	4
Depart from Branch	Pass from Heaton Lodge West Jn	4½

Bradley Jn		
(To be used from EiS L commissioning in 2027)		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Pass from Bradley Wood Jn (not calling at Deighton)	Acceleration	1* ½* 158 / 170 / 185
Pass from Bradley Wood Jn (calling at Deighton)	Acceleration	½*
* applies approaching next timing point		
Movement Down	Reason	Value
Pass to Bradley Wood Jn (not having called at Deighton)	Approach Control	1
Pass to Heaton Lodge East Jn (having called at Deighton) timed as 150/158/170	Acceleration	½*
* applies approaching next timing point		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Heaton Lodge West Jn	Depart from Branch	1½
Depart Deighton to Huddersfield	Pass from Bradley Wood Jn	2
Depart Deighton to Huddersfield	Depart from Branch	1
Pass from Bradley Wood Jn	Down pass to Heaton Lodge East Jn	2½
Pass from Bradley Wood Junction to Hillhouse	Down pass to Heaton Lodge East Jn	6½
Depart from Branch	Down pass to Heaton Lodge East Jn	3½
Depart from Branch to Hillhouse	Down pass to Heaton Lodge East Jn	7½
Pass to Heaton Lodge East Jn	Pass from Bradley Wood Jn	2
Pass to Heaton Lodge East Jn	Depart from Branch	½
Pass from Bradley Wood Jn	Pass to Bradley Wood Jn	2
Depart from Branch	Pass to Bradley Wood Jn	2½
Pass to Bradley Wood Jn	Pass to Heaton Lodge East Jn	2½
Pass to Heaton Lodge East Jn	Pass to Bradley Wood Jn	3½
Pass from Bradley Wood Jn	Pass from Heaton Lodge West Jn	3
Depart from Branch	Pass from Heaton Lodge West Jn	4½

Heaton Lodge West Jn
See entry under route LN854 – Hall Royd Jn (excl.) to Colton Jn

Heaton Lodge East Jn
(To be used from EiS L commissioning in 2027)
See entry under route LN854 – Hall Royd Jn (excl.) to Colton Jn

Mirfield
See entry under route LN854 – Hall Royd Jn (excl.) to Colton Jn

Mirfield East Jn

(To be used until EiS L commissioning in 2027)

Refer to LN854 – Hall Royd Jn (excl.) to Colton Jn

Thornhill LNW Jn

(To be used until EiS L commissioning in 2027)

Refer to LN854 – Hall Royd Jn (excl.) to Colton Jn

Ravensthorpe

(To be used from EiS L commissioning in 2027)

See entry under route LN854 – Hall Royd Jn (excl.) to Colton Jn

Baker Jn

(To be used from EiS L commissioning in 2027)

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Ravensthorpe, stopping at Dewsbury	Flashing Yellow/Deceleration	{½}
Movement Up	Reason	Value
Pass Baker Jn, having stopped at Dewsbury	Acceleration	{½} *
Pass from Dewsbury, stopping at signal SL4842	Deceleration	{½}

* applies approaching next timing point

Dewsbury

Dwell Time

DMU	1
80x	1½

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 1	Pass Down Main	4 3½ *
Pass Down Main	Down Depart Platform 1	2

* Includes 1 minute for overlap from signal SL4863 to time out.

Batley East Jn		
Junction Margins		
First Movement	Second Movement	Margin
Down pass Batley	Up pass to Down Huddersfield	3½
Down pass Batley	Up depart to Down Huddersfield	1

LN861 BRADLEY JN TO BRADLEY WOOD JN		
Bradley Jn		
See entry under route LN860 Diggle Jn to Copley Hill East Jn		

Bradley Wood Jn		
See entry under route LN854 – Hall Royd Jn (excl.) to Colton Jn		

LN862 BARNSELEY STATION JN TO HUDDERSFIELD		
Penistone		
Adjustment to Sectional Running Times		
Movement Up	Reason	Value
Arrive/pass when passing down train arriving less than 3” before	Overlap extends over points: approach control	2
Dwell Time		
All	1	
Junction Margins		
First Movement	Second Movement	Margin
Arrive / pass from Barnsley	Depart to Barnsley	1
Arrive / pass from Clayton West Jn	Depart single line to Clayton West Jn	1
Arrive from Clayton West Jn	Arrive / pass from Barnsley	3
Arrive from Barnsley	Arrive / pass from Clayton West Jn	3
Minimum Turnround	5 from Sheffield or Huddersfield	
Notes:		
Reversing trains: trains from south reverse in platform: from north must shunt via south end points		

Clayton West Jn		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Penistone	Pass to Penistone	3

Stocksmoor

Junction Margins

First Movement	Second Movement	Margin
Arrive/pass from Huddersfield	Depart to Huddersfield	1
Arrive/pass from Huddersfield	Pass to Huddersfield	2

Huddersfield

See entry under route LN860 Diggle Jn to Copley Hill East Jn

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSELEY

Wincobank Jn

See entry under route LN804 Tapton Jn to Gascoigne Wood (via Sheffield)

Meadowhall

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Trains from Barnsley to Platform 4	Approach Control	{1}

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Depart Platform 4 to Barnsley	Arrive Platform 4 from Barnsley	4
Depart Platform 4 to Sheffield via SL	Arrive Platform 4 from Sheffield via DF	3

Minimum Turnround | 5 Platform 4 only from Barnsley or Sheffield

Barnsley

Dwell Time

All	1
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Adjustment to Sectional Running Times

Movement Up	Reason	Value
Up arrive Platform 2	Approach control	{1}
Pass from Penistone	Acceleration	{1/2}
Depart Platform 2 to Up Main	Low speed crossover	{1/2}*

* Applies approaching next timing point

Movement Down	Reason	Value
Pass to Penistone	Approach control	{2}

Barnsley

Junction Margins

First Movement	Second Movement	Margin
Arrive/pass from Penistone	Depart to Penistone	Same time
Arrive/pass from Penistone	Pass to Penistone	1
Arrive/pass from Penistone	Pass to Woolley Coal Siding SB	3½
Depart/pass to Woolley Coal Siding SB	Arrive/pass from Penistone	4
Arrive/pass from Penistone	Depart to Pass to Woolley Coal Siding SB	1
Depart to Sheffield from Down platform	Arrive/pass Down platform from Sheffield	4½
Depart/pass Down platform to Penistone/ Woolley Coal Siding SB	Arrive Down platform from Penistone/ Woolley Coal Siding SB	4
Depart to Penistone	Pass to Woolley Coal Siding SB	4
Depart to Sheffield	Arrive from Woolley Coal Siding SB or from Penistone	4

Minimum Turnround

From Sheffield, Huddersfield or Leeds	7
From Sheffield, Huddersfield or Leeds including shunt	12
From other locations excluding London St Pancras beyond Sheffield, Huddersfield or Leeds including shunt if required	15
From London St Pancras including shunt if required	20

Platform Reoccupation

Down direction	4
Up direction	3½

Horbury Jn

See entry under route LN854 - Hall Royd Jn (excl.) to Colton Jn

LN870 WAKEFIELD TURNERS LANE JN TO CALDER BRIDGE JN

Turners Lane Jn

Restriction

Trains standing at K1246 signal that are longer than 457m/71SLU will foul Calder Bridge Jn

Calder Bridge Jn

See entry under route LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn

LN872 ALTOFTS JN TO LEEDS WEST JN

Methley Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass from Whitwood Jn (not stopping at Woodlesford)	Acceleration	1 Freight ½ Passenger To be applied approaching next timing point

Movement Up	Reason	Value
Pass to Whitwood Jn (not stopping at Woodlesford)	Differential junction speed	½

Junction Margins

First Movement	Second Movement	Margin
Pass from Whitwood Jn	Pass to Altofts Jn– non-stop Passenger	3
Pass from Whitwood Jn	Pass to Altofts Jn stopping at Woodlesford	3½
Pass to Altofts Jn	Pass from Whitwood Jn	3
Pass to Whitwood Jn	Pass to Altofts Jn	3½
Pass to Altofts Jn	Pass to Whitwood Jn	4
Pass from Altofts Jn (not stopping at Woodlesford)	Pass from Whitwood Jn (stopping at Woodlesford)	3½
Pass from Altofts Jn	Depart Methley Jn from Whitwood Jn (not stopping at Woodlesford)	2

Stourton Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Leeds Freightliner Terminal or Arrival/Departure Line.	Deceleration	{1}

Movement Up	Reason	Value
Pass from Arrival/Departure Line	Acceleration	{2}*
Pass from Leeds Freightliner Terminal	Acceleration	{2}*
	Brake test	{3}*

* To be applied approaching next timing point after Stourton Jn. Both allowances apply to schedules passing from Leeds Freightliner Terminal.

Junction Margins

First Movement	Second Movement	Margin
Pass from Leeds Freightliner Terminal or Arrive/Departure Line	Pass Down Midland	4*
Pass Down Midland	Depart from Leeds Freightliner Terminal or Arrive/Departure Line	2
Pass from Leeds Freightliner Terminal or Arrive/Departure Line	Pass to Leeds Freightliner Terminal or Arrive/Departure Line	2½*
Up Passenger Pass from Engine Shed Jn	Freight from Stourton RMC/Balm Road passes Hunslet South Jn	4

Stourton Jn

Up Freight. Pass from Engine Shed Jn	Freight from Stourton RMC/Balm Road passes Hunslet South Jn	5
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* To be increased by ½ if the first train is over 600m long

Hunslet Station Jn

Junction Margins

First Movement	Second Movement	Margin
Down train pass Stourton Jn	Pass to FLT or A/D Line	5
Pass to FLT or A/D Line from Up main	Down train pass Stourton Jn	3½

Engine Shed Jn & Holbeck Depot Jn

1st Move ↓ 2nd Move →	Pass to Leeds	Pass to Whitehall Jn	Pass from Leeds UM	Pass from Whitehall	Depart L3859	Depart Shunt Neck	Pass to Shunt Neck	Pass Stourton to Depot	Depart Whitehall Curve	Depart L4491 to Depot	Arrive L3859 from Leeds	Arrive L4491 from Leeds
Pass to Leeds	H	H	S	2.5	H	H	1	H	1	1	4	4
Pass to Whitehall Jn	H	H	S	2.5	H	H	1.5	H	1.5	1	4	4
Pass from Leeds UM	S	S	H	H	S	S	H	S	H	N	S/H	H
Pass from Whitehall	4	4	H	H	2	2	H	3	H	N	H	H
Depart L3859 to Leeds	H	H	S	2	N/A	H	2	H	2	H	2	S
Depart Shunt Neck	H	H	S	1.5	H	N/A	2	H	2	1.5	1.5	S
Pass to Shunt Neck	3	3	H	2.5	1.5	N	N/A	2	1.5	1.5	H	H
Pass Stourton to Depot	H	H	S	2.5	N	1.5	1.5	H	1.5	N	4.5	4.5
Depart Whitehall Curve	4.5	4.5	H	H	2.5	2.5	H	3	N/A	N	H	N
Depart L4491 to Depot	1.5	1.5	3	3	2	2	2	H	2	N/A	5	5
Arrive L3859 From Leeds	N	N	H	H	T	0.5	H	S	0.5	N	N/A	3.5
Arrive L4491 from Leeds	S	S	H	H	S	0.5	H	N	N	N	3.5	N/A

S = Simultaneous

H = Headway

N = Not Possible

Note: Margins shown at signal numbers are for reference only and are timed as a stop at Engine Shed Jn & Holbeck Depot Jn

LN876 CASTLEFORD EAST JN TO LEDSTON

Wheldon Arrival/Departure Line

Junction Margins

First Movement	Second Movement	Margin
Arrive Wheldon Road Siding	Arrive/Pass Castleford Platform 1	2½
Depart/Pass Castleford to Milford	Depart Wheldon Road Siding	2
Depart Weldon Road	Pass/Depart Castleford Platform 1	2

LN880 YORK TO SCARBOROUGH

York

See entry under route LN600 Shaftholme Jn to Reston GSP

Scarborough Bridge Jn

See entry under route LN600 Shaftholme Jn to Reston GSP

Malton

Dwell Time

DMU	1
80x	1½

Junction Margins

First Movement	Second Movement	Margin
Up depart platform	Down arrive	3½
Up depart platform	Down pass	2½
Down depart	Up arrive platform	4*
Down pass	Up arrive platform	4*

*Can be reduced by one minute if {1} added approaching Malton

Note: A train may stand on the Up Main, level with the station platform. Maximum length 276 yards

Seamer

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Non-stopping towards Filey	Approach Control	{½}

Dwell Time

All	1*
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* ½ for Class 150 and Class 170

Seamer		
Junction Margins		
First Movement	Second Movement	Margin
Depart to York	Arrive/pass from Filey	5
Pass to York	Arrive from Filey	4
Arrive/pass from Filey	Depart to York	1
Arrive/pass from Filey	Pass to York	1½
Arrive from Filey	Depart to Filey	Same time*
*For single line occupancy at Seamer South Jn		

Scarborough		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Train entering occupied platform	Calling on signal	1
Junction Margins (when conflicting)		
First Movement	Second Movement	Margin
Arrive from Seamer	Depart to Seamer	1
Depart to Seamer	Arrive From Seamer	5*
Depart platform 1 to Seamer	Depart Excursion Sidings	2½
*Can be reduced by one minute if {1} added approaching Scarborough		
Minimum Reversal	5 DMU	
Minimum Turnround		
From Hull or York	10	
From points beyond Hull or Leeds	20**	
** This may be reduced to a minimum of 10 minutes by the number of minutes of additional station dwell at Hull, Bridlington, or York, of the incoming service		
Train Watering Points	Scarborough station. Both the platform line on which the train is standing and the adjacent platform line from which the watering will take place must be blocked whilst the operation takes place	
Restriction: Platform 5 is barred to classes 153 156 185 150 155		
Excursion Sidings. Trains arrive into platform 1, then propel into the Excursion Sidings, then run-round, propelling back into platform 1 before departure. The Excursion Sidings can accommodate a second train, but this can only take place after the first train has completed a run round; therefore can only leave platform 1, 30 minutes after the first. The second train can only commence a run round after the first train has returned to platform 1; planners must satisfy themselves there is adequate time between the first train arriving platform 1, and the second train moving to that platform. All such moves to be fully timed		

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN
Wakefield Kirkgate
See entry under route LN854 - Hall Royd Jn (excl.) to Colton Jn

Calder Bridge Jn

Adjustment to Sectional Running Times

Movement Down	Reason	Value
Pass to Up Goods Loop	Approach Control at Signal K1991 and low speed crossover	1½

Junction Margins

First Movement	Second Movement	Margin
Pass to Turners Lane Jn	Pass from Wakefield Kirkgate	2½
Pass from Wakefield Kirkgate	Pass to Turners Lane Jn from Oakenshaw Jn	2
Arrive Up Goods Loop	Pass Up Main	4

Oakenshaw Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Crofton West Jn	Pass to Oakenshaw South Jn	3
Pass to Oakenshaw South Jn	Pass to Oakenshaw South Jn	4

Crofton West Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Hare Park Jn	Approach Control	½

Junction Margins

First Movement	Second Movement	Margin
Pass to Hare Park Jn	Pass from Crofton East Jn	4
Pass from Crofton East Jn	Pass to Hare Park Jn	3

Crofton East Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Crofton Down Sidings Headshunt	Deceleration	1 180, 185, XC 22x

Movement Up	Reason	Value
Pass from Crofton Down Sidings Headshunt	Acceleration	½* 180, 185, XC 22x

* Approaching next timing point

Junction Margins

First Movement	Second Movement	Margin
Pass to Oakenshaw South Jn	Pass from Crofton West Jn	3
Pass from Crofton West Jn	Pass to Oakenshaw South Jn	3

Crofton Depot

Departure margin

Second train cannot depart Crofton Depot until 1 minute after the first train has passed or arrived (if reversing) at Crofton East Junction

Arrival margin

Second train cannot pass/depart Crofton East Junction until 1 minute after the first train has arrived at Crofton Depot

Crofton Down Sidings Headshunt

Minimum Reversal

Grand Central 180	7
XC 1 x 22x	5
XC 2 x 22x	8

Pontefract Monkhill

Dwell Time

180	1½ - May be reduced to 1 with prior agreement between Network Rail and Train Operator
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Junction Margins

First Movement	Second Movement	Margin
Depart to Castleford	Arrive from Crofton East Jn	4½
Arrive/Pass from Crofton East Jn	Depart to Castleford	3½
Depart Platform 2 to Crofton East Jn	Arrive Platform 2 from Castleford	4
Depart Platform 2 to Crofton East Jn	Arrive Platform 2 from Crofton East Jn	5
Depart Platform 2 to Castleford	Arrive Platform 2 from Castleford	4½
Depart Platform 2 to Castleford	Arrive Platform 2 from Crofton East Jn	4½

Minimum Turnround

11 minutes for trains from Wakefield, if shunting between platforms via Pontefract East Jn. Turnrounds can be undertaken in Platform 2.

Pontefract East Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Ferrybridge North Jn	Pass to Knottingley West Jn	4
Pass to Knottingley West Jn	Pass from Ferrybridge North Jn	3

Knottingley West Jn								
Adjustments to Sectional Running Times								
Movement Up				Reason				Value
Pass to Wagon Repair Depot and Knottingley TMD				Approach control				1
Junction Margins								
2 nd move → 1 st move ↓	From Shaft–holme to Crofton	From Shaft–holme to Ferry–bridge	From Goole to Crofton	From Goole to Ferry–bridge	From Ferry–bridge to Goole	From Ferry–bridge to Shaft–holme	From Crofton to Goole	From Crofton to Shaft–holme
From Shaftholme to Crofton	–	4	4	4	No conflict	No conflict	No conflict	No conflict
From Shaft-holme to Ferrybridge	4	–	4	4	No conflict	No conflict	4	4
From Goole to Crofton	4	4	–	4	No conflict	4	No conflict	4
From Goole to Ferrybridge	4	4	4	–	No conflict	4	4	4
From Ferry-bridge to Goole	No conflict	No conflict	No conflict	No conflict	–	4	4	3
From Ferrybridge to Shaftholme	No conflict	No conflict	3	3	4	–	3	3
From Crofton to Goole	No conflict	3	No conflict	3	4	3	–	4
From Crofton to Shaftholme	No conflict	3	3	3	3	4	4	–
Operating Restriction								
Knottingley West Junction must be clear before train is allowed to depart Ferrybridge Signal 6624 for environmental reasons. This does not apply to those trains worked by Class 59, 60 or 66 locomotives								

Knottingley	
Minimum Turnround	
5 minutes for trains from Leeds or Wakefield.	

England Lane Level Crossing		
Adjustments to Sectional Running Times		
Movement Down		Value
Freight pass from Knottingley TMD or Knottingley South Jn		3*
* Applies approaching next timing point		

England Lane Level Crossing

Junction Margins

First Movement	Second Movement	Margin
Pass from Knottingley South/East Jns	Pass to Knottingley West Jn	5
Pass to Crofton	Pass from Knottingley South/East Jns	3
Pass from Knottingley South Jn	Pass to Knottingley South Jn	5

Whitley Bridge

Junction Margins

First Movement	Second Movement	Margin
Pass from Eggborough PS	Pass Down Goole	4
Pass Down Goole	Pass from Eggborough PS	4

Drax Branch Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Drax Power Station	Pass Down Goole	4
Pass Down Goole	Pass from Drax Power Station	4

LN886 MONK BRETTON LOOP TO CROFTON EAST JN

Monk Bretton Loop

Restriction:

One train working exists between Oakenshaw South Jn and Monk Bretton. Monk Bretton loop is only used for locomotive run round

LN888 STAINFORTH JN TO FERRYBRIDGE NORTH JN

Knottingley South Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains towards Knottingley East Jn Approaching Knottingley South Jn	Approach control	2

Movement Up	Reason	Value
Trains from Knottingley East Jn After Knottingley South Jn	Acceleration	1

Junction Margins

First Movement	Second Movement	Margin
Pass to Knottingley East Jn	Pass from Knottingley West Jn	4

Knottingley West Jn

See entry under route LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn

Ferrybridge North Jn

See entry under route LN804 Tapton Jn to Gascoigne Wood (via Sheffield)

LN889 SHAFTHOLME JN TO HAYWOOD JN

Shaftholme Jn

See entry under route LN600 Shaftholme Jn to Reston GSP

LN894 KNOTTINGLEY SOUTH JN TO KNOTTINGLEY EAST JN

Knottingley South Jn

See entry under route LN888 Stainforth Jn to Ferrybridge North Jn

Knottingley East Jn

See entry under route LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn

LN896 DRAX POWER STATION BRANCH

Drax Branch Jn

See entry under route LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn

LN898 NEVILLE HILL EAST JN TO HULL

Neville Hill East Jn

Restriction

Access to Neville Hill Depot via Neville East Jn is controlled by Neville Hill East Ground Frame. Any moves planned across this junction must have authorisation from the Local Operations Manager and Neville Hill Depot. This does not apply to movements via the Up Hull Goods Loop.

Cross Gates

Dwell Time

DMU

1 minute for trains arriving in Leeds 0730 – 0900 and departing
Leeds 1600 – 1800 SX

Garforth	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

East Garforth	
Dwell Time	
DMU	1 minute for trains arriving in Leeds 0730 – 0900 and departing Leeds 1600 – 1800 SX

Micklefield		
Junction Margins		
First Movement	Second Movement	Margin
Pass from Church Fenton	Arrival from Gascoigne Wood Jn	2½ *
Pass from Gascoigne Wood Jn	Arrival from Church Fenton	3*
Depart to Gascoigne Wood Jn	Pass to Church Fenton	3
Depart to Church Fenton	Pass to Gascoigne Wood Jn	3
Pass/depart to Gascoigne Wood Jn	Arrive from Church Fenton	3½
Pass/depart to Gascoigne Wood Jn	Freight pass from Church Fenton	4
Depart to Cross Gates (only calling at Micklefield)	Pass from Church Fenton	4
*May be reduced to 2 if minimum (1) applied approaching Micklefield		

Gascoigne Wood		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Passenger pass from Sherburn/Milford Jn	Acceleration	{½}*
* Applies approaching next timing point		
Freight pass from Sherburn Jn. Adjustment applies approaching next timing point. For acceleration from slower speed route.		
Train Class	Trailing Load	Value
Class 4	Up to 800t	{1}
	1000t and above	{1½}
Class 6	Up to 800t	{½}
	1000t and above	{1}
Freight pass from Milford Jn. Adjustment applies approaching next timing point. For acceleration from slower speed route.		
Train Class	Trailing Load	Value
Class 4	Up to 1400t	{1½}
	1600t and above	{2}
Class 6	Up to 1400t	{1}
	1600t and above	{1½}
Movement Up	Reason	Value
Passenger pass to Sherburn/Milford Jn	Approach control	1
Freight pass to Milford Jn/Sherburn Jn	Approach control	1½

Gascoigne Wood

Junction Margins

First Movement	Second Movement	Margin
Pass from Micklefield	Pass to/from Sherburn Jn	3½
Pass to/from Micklefield	Pass from Milford Jn	5
Pass from Micklefield	Depart Down Milford from Milford Jn	2½
Pass to Micklefield	Depart Down Milford from Milford Jn	2
Pass from Sherburn Jn	Pass to Sherburn Jn	3½
Pass to Sherburn Jn	Pass from Micklefield	3
Pass to Sherburn Jn	Pass from Milford Jn /West Yard	5
Pass to Sherburn Jn	Pass from Sherburn Jn	4½*
Freight depart/pass from Milford Jn	Pass to Micklefield	3½
Freight depart/pass from Milford Jn	Freight pass to Milford Jn	3
Freight pass to Milford Jn	Freight pass from Milford Jn	6

* 4 if non-stop at Sherburn

Hambleton West Jn

Junction Margins

First Movement	Second Movement	Margin
Pass to Hambleton South Jn	Pass from Selby	3½
Pass from Selby	Pass to Hambleton South Jn	2½

Hambleton East Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains from Hambleton North Jn Approaching Selby	Differential junction speed	½
Movement Up	Reason	Value
Trains to Hambleton North Jn Approaching Hambleton East Jn	Approach control	½
Junction Margins		
First Movement	Second Movement	Margin
Pass from Hambleton West Jn	Depart from Hambleton North Curve	2

Selby

Dwell Time

LNER	2
Other	1

Junction Margins

First Movement	Second Movement	Margin
Depart to Hambleton East Jn	Arrive Platform 3 from Hambleton East Jn via Up main	7
Depart to Hambleton East Jn or Temple Hirst Jn from Platform 1	Arrive Platform 1 from Hambleton East Jn or Temple Hirst Jn	4½
Depart to Hambleton East Jn or Temple Hirst Jn from Platforms 1/2/3	Arrive Platform 2 from Hull	3
Depart to Temple Hirst Jn from Platform 2	Arrive Platform 3 from Hambleton East Jn	6
Depart to Temple Hirst Jn from Platform 2	Depart Platform 3 to Hambleton East Jn	2
Arrive from Hambleton East Jn (Platform 3)	Arrive from Howden (Platform 2)	3
Arrive from Temple Hirst Jn (Platform 1)	Arrive from Hambleton East Jn (Platform 3)	3½
Freight crosses at Selby West Junction to Temple Hirst Junction	Depart Selby to Hambleton East Jn	1

Note: Trains conveying passengers are not permitted to arrive in Platform 2 from Hambleton East Jn

Minimum Turnround

From Doncaster or York	5*
From Leeds	7*
From beyond Doncaster, Leeds or York	10*

* An additional 10 minutes is required if the train needs to be replatformed

Gilberdyke

Adjustment to Sectional Running Times

Movement Up	Reason	Value
Services approaching Gilberdyke non-stop to Goole	Differential junction speed	½
Movement Down	Reason	Value
Services Passing Gilberdyke from Goole	Acceleration	½ * to be applied after Gilberdyke

Junction Margins

First Movement	Second Movement	Margin
Pass to Selby	Pass from Goole	3½
Pass to Selby	Arrive from Goole	4
Depart to Selby	Pass/arrive from Goole	4½
Pass/arrive from Goole	Pass to Selby	2½
Pass/arrive from Goole	Depart to Selby	1
Pass to Selby	Pass to Goole	3
Pass to Goole	Pass to Selby	3
Depart to Selby	Pass to Goole	4
Depart to Goole	Pass to Selby	3½

Brough

Dwell Time

All	1
Hull Trains (802)	4
80xX (LNER)	2

Ferriby

Junction Margins

First Movement	Second Movement	Margin
Pass Hessle Road Junction towards Brough	Depart Ferriby towards Brough	7½

Hessle East Jn

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Pass to Dairycoates Branch	Approach Control on Signals HR277 and HR39	2

Movement Up	Reason	Value
Pass from Dairycoates Branch towards Ferriby	Acceleration	2

Junction Margins

First Movement	Second Movement	Margin
Down pass Hessle Road Jn	Depart HR35 Signal to Dairycoates Branch	½
Down pass Hessle Road Jn	Down depart/pass from Headshunt / Yard	½
Down pass Hessle Road Jn	Up depart/pass from Dairycoates Branch*	2
Up depart Hessle	Up depart/pass from Dairycoates Branch*	2½
Up depart/pass from Dairycoates Branch*	Down depart Hessle	3½
Up depart/pass from Dairycoates Branch*	Down freight pass Hessle Road Jn	6½
Up depart/pass from Dairycoates Branch*	Down passenger pass Hessle Road Jn	6
Up freight pass Hessle Road Jn	Up depart/pass from Dairycoates Branch*	6
Up passenger pass Hessle Road Jn	Up depart/pass from Dairycoates Branch*	5

*Margin may be reduced by 1 minute if departure is from HR37 Signal

Hessle Road Jn

Junction Margins

First Movement	Second Movement	Margin
Depart/pass from Branch	Pass to Hull	4
Pass to Hull	Depart/pass from Branch	3
Pass to/from Branch	Next train to/from Branch	4

Anlaby Road Jn

Junction Margins

First Movement	Second Movement	Margin
Pass from Branch	Pass Hessle Road Jn towards Hull	1½
Arrive Hull from Hessle Road Jn	Pass from Branch	1

Hull		
Dwell Time		
All	3 plus any differential allowance for arriving train	
Fueling allowances		
The following allowances must be made when fueling is required (only one trip at any one time)		
2 cars	10	
3 cars	15	
4 cars	20	
6 cars	30	
8 cars	40	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platforms 4 to 7	Depart Platforms 1 to 3 or Station Sidings to Selby	Parallel
Arrive Platforms 1 to 3 or Station Sidings	Depart Platforms 4 to 7	1
Depart Platforms 4 to 7 to Hessle Road Jn	Depart to Beverley	3
Depart to Selby	Conflicting arrival	4
Depart to Beverley or Botanic Gardens TMD	Arrive from Beverley or Botanic Gardens TMD	5
Depart to Beverley or Botanic Gardens TMD	Arrive from Selby	4
Arrive Signal HP1005 or Headshunt	Arrive Hull Station or Station Sidings	4
Minimum Turnround		
From Beverley	7	
From Bridlington/Doncaster/Leeds/ Scarborough and York	10	
From Halifax	15	
From beyond Doncaster/Leeds/ York	20	
LNER 80X from Class 1 to ECS or ECS to Class 1	13	
Station Sidings Lengths		
Siding A	105 metres	
Siding B	119 metres	
Siding C	162 metres	
Siding D	166 metres	
Siding E	238 metres	

LN899 HESSLE EAST JN TO HULL DAIRYCOATES
Hessle East Jn
Refer to LN898 Neville Hill East Jn to Hull

LN902 MICKLEFIELD JUNCTION TO CHURCH FENTON NORTH JUNCTION

Church Fenton

See entry under route LN854 - Hall Royd Jn (excl.) to Colton Jn

LN912 THORNE JN TO GILBERDYKE JN

Goole

Adjustments to Sectional Running Times

Movement Up	Reason	Value
Services with an extended dwell (greater than 2 minutes), routed towards Snaith or routed to Goole Goods Loop	Approach Control	1½
Movement Down	Reason	Value
Freight from Rawcliffe/Goole Glassworks sidings	Acceleration	½*
From Goole Goods Loop towards Gilberdyke	Acceleration	1* – MU, <1000t 1½* >=1000t 2* >=1800t

*To be applied approaching next timing point

Dwell Time

All 1

Junction Margins

First Movement	Second Movement	Margin
Arrive from Thorne Jn	Depart to Rawcliffe	Same time
Depart to Rawcliffe	Arrive from Thorne Jn	5
Down terminate	Down arrive	8*
Down pass from Rawcliffe	Up pass to Snaith	2½
Down pass from Rawcliffe	Up depart to Snaith	1
Freight pass to Snaith	Arrive/pass from Thorne Jn	5½
Freight depart to Snaith	Arrive/pass from Thorne Jn	6½
Depart Goole Goods Loop to Snaith	Arrive/pass from Thorne Jn	5½
Arrive Goole siding	Arrive from Gilberdyke	4½

* To allow for first train to detrain passengers and shunt from Platform 1 to Platform 2.

Minimum Turnround

10 trains from Doncaster, Hull Leeds and Sheffield. Must be replatformed

LN914 HULL (PARAGON) TO SEAMER WEST JN

Hull

Refer to LN898 Neville Hill East Jn to Hull

Cottingham

Dwell Time

All	1 Trains arriving Hull 0730 – 0900 weekdays, or departing Hull 1600 – 1800 weekdays
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Beverley

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Depart Down platform to Hull	Arrive Down platform from Hull	4

Minimum Turnround

From Hull Same platform	5
From Hull replatform, also From Doncaster, Leeds or York	10
From beyond Doncaster, Leeds or York.	20*

* May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull

Driffield

Dwell Time

All	1
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Bridlington

Dwell Time

All	1
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Junction Margins

First Movement	Second Movement	Margin
Arrive from Hunmanby	Depart to Hunmanby	1
Depart to Driffield	Conflicting arrival from from Driffield	4
Arrive Platform 6	Pass from Hunmanby	3

Minimum Turnround

From Hull	6 (not shunting between platforms) 12 (shunting between platforms)
From Doncaster, or York	10 12 (shunting between platforms)
From Scarborough	12
From beyond Doncaster, or York.	20*

* May be reduced to a minimum of 10 minutes if the incoming/outgoing services have additional station dwell at Hull

Hunmanby

Junction Margins

First Movement	Second Movement	Margin
Arrive/pass from Bridlington	Depart to Bridlington	1

Restriction:

Up train on Up line – Additional requirements associated with train lengths.

If it is necessary for a train with a length of more than 450 yards (420 metres) to pass over the crossing in the Up direction on the Up Bridlington line, the crossing must be under local control and the attendant advised in sufficient time before the train approaches the crossing

Reason for restriction:-

Signal SR124 at the west end of Hunmanby Station is designed not to clear to a proceed aspect until a train has come to a stand at it. The design of the crossing means there is a possibility that the barriers will raise, and the lights extinguish before a train with a length of more than 450 yards (420 metres) has passed clear of the crossing. Therefore, when such trains are planned to run over this route, arrangements must be made in advance for the crossing to be placed under local control

Filey

Dwell Time

All	1	
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Junction Margins

First Movement	Second Movement	Margin
Arrive/pass from Scarborough	Depart to Scarborough	1
Arrive/pass from Scarborough	Pass to Scarborough	1½

Minimum Turnround

From Scarborough	5	
Arrive loaded from other locations, return ECS or arrive ECS, return loaded	8	
From other locations, arrive and depart in service	10	

LN916 HESSLE ROAD JUNCTION TO SALTEND

Springbank South Junction

Junction Margins

First Movement	Second Movement	Margin
Pass from Single Line	Re-occupy Single Line	3

Hull Dock Security Gates

Operating Stop	4 All trains to stop for handover of 2 way radio.
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Bridges Junction

Junction Margins

First Movement	Second Movement	Margin
Pass to Hull Docks	Pass from Hull Docks	5
Pass to Hull Docks	Start from Hull Docks	3

LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

Armley Jn

Junction Margins

First Movement	Second Movement	Margin
Pass on Up Shipley Main (Passenger)	Pass from Down Harrogate to Down Shipley Main	3
Pass on Up Shipley Main (Freight)	Pass from Down Harrogate to Down Shipley Main	4
Pass from Down Harrogate to Down Shipley Main	Pass on Up Shipley Main	3
Pass from Down Harrogate to Down Shipley Main	Freight depart Down Shipley Main	2
Pass on Down Harrogate	Pass from Up Shipley Main to Up Harrogate	3
Pass from Up Shipley Main to Up Harrogate	Pass to Down Harrogate	2½

Standages

L3875 Down Shipley Main (Down direction) = 74 SLU / 473m
L3873 Up Shipley Main (Down direction) = 74 SLU / 472m

Kirkstall Loop

Junction Margins

First Movement	Second Movement	Margin
Arrive Down Loop	Down pass Armley Jn	1
Down depart Kirkstall Forge	Depart Down Loop	Same time
Down pass Apperley Jn not having stopped at Kirkstall Forge	Depart Down Loop	-3
Arrive Up Loop	Up pass Armley Jn	Same time
Up pass Armley Jn	Depart Up Loop	Same time

Apperley Jn		
Adjustments to Sectional Running Times		
Movement Up	Reason	Value
Trains from Ilkley non-stop to Leeds Approaching Armley Jn	Acceleration	½
Junction Margins		
First Movement	Second Movement	Margin
Pass Up Main	Pass to Guiseley	3
Pass to Guiseley	Pass Up Main	3
Pass from Guiseley	Pass to Guiseley	3

Dockfield Jn		
Adjustments to Sectional Running Times		
Movement Down	Reason	Value
Trains from Leeds to Skipton approaching Dockfield Jn requiring Shipley Platform 2W only	Approach control	{½}
Junction Margins		
First Movement	Second Movement	Margin
Pass from Ilkley	Pass to Ilkley/Leeds	3
Pass to Shipley Platform 2	Pass from Shipley Platform 3	3
Pass to Leeds	Pass from Ilkley	2½
Pass from Shipley Platform 3	Pass to Shipley Platform 2	3
Pass from Shipley Platform 1	Pass from Shipley Platform 3 (one train to Leeds, one to Ilkley)	2½
Pass from Shipley Platform 3	Pass from Shipley Platform 1 (one train to Leeds, one to Ilkley)	2½
Restriction		
A loco hauled (except 91) or HST service arriving at Platform 3 from Bradford Forster Square must pass the Starting signal (L3966) to platform the train. This requires the route to be cleared across Shipley East Jn and Dockfield Jn. A margin of 4 minutes must be allowed before/after any other conflicting movement is planned across Shipley East Jn/Dockfield Jn		

Shipley		
Adjustments to Sectional Running Times		
Movement	Reason	Value
From Bradford Forster Square to Dockfield Jn approaching Shipley Platform 3W	Approach control	½
From Bradford Forster Square to Keighley	Acceleration from low speed	½ *
From Keighley to Bradford Forster Square approaching Shipley Platform 5W	Approach control	½
Depart Platform 5 towards Bradford	Acceleration	1 *
* applies approaching next timing point		

Shipley		
Dwell Time		
DMU/EMU	1	
LNER	2 – may be reduced to 1½ with prior agreement between Network Rail and Train Operator	
Junction Margins		
First Movement	Second Movement	Margin
Arrive Platform 3 from Bradford Forster Square	Depart Platform 5 to Bradford Forster Square	1
Depart Platform 3 or 5 to Bradford Forster Square	Arrive Platform 3 or 5 from Bradford Forster Square	4
Arrive Platform 3 or 4 from Dockfield Jn	Depart Platform 5 to Bradford Forster Square	3
Depart Platform 5 to Bradford Forster Square	Arrive Platform 3 from Dockfield Jn	4
Arrive Platform 5 from Keighley	Depart Platform 2 to Keighley	1
Depart Platform 2 or 5 to Keighley	Arrive Platform 5 from Keighley	4½
Depart Platform 4 to Bradford Forster Square	Depart Platform 5 to Bradford Forster Square	3½
Depart Platform 3 to Leeds 80x 9/10 Car	Depart Platform 5 to Bradford Forster Square	1½
Depart Platform 3 to Leeds 80x 9/10 Car	Arrive Platform 3 or 5 from Bradford Forster Square	4
Arrive Platform 3 from Bradford Forster Square 80x 9/10car	Arrive Platform 5 from Skipton	Simultaneous
Arrive/pass Platform 3Y from Ilkley	Arrive/pass Platform 4 from Leeds	Simultaneous
Arrive Platform 5 from Skipton	Arrive Platform 3 from Bradford Forster Square 80x 9/10car	Simultaneous
Overlap Margins		
First Movement	Second Movement	Margin
Arrive Platform 5 from Bradford Forster Square	Arrive Platform 2 from Leeds (and vice versa)	3*
Arrive Platform 3 from Bradford Forster Square	Arrive Platform 2 from Leeds (and vice versa)	3*
Train formed of 6-cars from Platform 5 arrive Saltaire	Arrive Platform 3 from Ilkley/Leeds or Platform 5 from Keighley	Simultaneous
Train formed of 6-cars from Platform 5 arrive Saltaire	Arrive Platform 3 or 5 form Bradford Forster Square	Simultaneous
*These moves can be made simultaneously by using the short overlap, planned using platforms 2W, 3W and 5W, and with appropriate adjustment as above.		
Planning Note		
No pathing time or other allowances should be shown between Shipley and Saltaire as there are no intermediate signals.		
Due to the positioning of Stop Boards, the following apply to LNER trains running to/from Bradford Forster Square.		
Trains towards Leeds formed of 9 or 10 car Class 80x will block Shipley South Jn while calling. See Junction Margins (above).		

Saltaire	
Dwell Time	
	1 Only trains arriving at Leeds or Bradford Forster Square between 0730 and 0900 EWD, or departing Leeds or Bradford Forster Square between 1600 and 1800 EWD
Planning Note	
No pathing time or other allowances should be shown between Saltaire and Shipley as there are no intermediate signals.	

Bingley	
Dwell Time	
DMU	1 Only trains arriving at Leeds or Bradford Forster Square between 0730 and 0900 EWD, or departing Leeds or Bradford Forster Square between 1600 and 1800 EWD
EMU	1

Crossflatts	
Dwell Time	
	1 Only trains arriving at Leeds or Bradford Forster Square between 0730 and 0900 EWD, or departing Leeds or Bradford Forster Square between 1600 and 1800 EWD

Keighley		
Dwell Time		
DMU/EMU	1	
LNER	2 – may be reduced to 1½ with prior agreement between Network Rail and Train Operator	
Minimum Turnround	10 including shunt	
Junction Margins		
First Movement	Second Movement	Margin
Train terminate Keighley	Following train arrive Keighley	7

Steeton and Silsden	
Dwell Time	
	1 Only trains arriving at Leeds or Bradford Forster Square between 0730 and 0900 EWD, or departing Leeds or Bradford Forster Square between 1600 and 1800 EWD

Skipton		
Adjustments to Sectional Running Times		
Movement	Reason	Value
Passenger arriving at Platform 1, 2 or 4	Approach control	{½} DMU
Down Passenger pass/depart Platform 4	Differential junction speed	{1}*
Down Freight pass Platform 4	Differential junction speed	{2}*
Up Pass Platform 3	Approach control	{2}
* Applies approaching next timing point		
Dwell Time		
All	2	
Junction Margins		
First Movement	Second Movement	Margin
Depart to Keighley	Arrive from Keighley into same platform	4
Arrive from Keighley	Depart to Keighley	1
Depart to Up Carriage Sidings	Arrive from Gargrave	5
Arrive from Up Carriage Sidings	Depart to Up Carriage Sidings	2
Depart from Platforms 2 or 3 to Keighley	Depart from Up Carriage Sidings to same platform	1
Arrive from Gargrave	Depart to Up Carriage Sidings	1
Arrive Platform 1	Arrive Platform 2 from Gargrave	3
Arrive Platform 2 Gargrave	Arrive Platform 1	3
Arrive Platform 2 from Gargrave	Depart Platform 1, 3, 4 to Keighley	2
Arrive Platform 2X from Keighley	Arrive Platform 3 from Gargrave	5
Depart Platforms 1, 3 or 4 to Keighley	Arrive Platform 2 from Gargrave or Up Carriage Sidings	3
Depart Platform 3 to Gargrave	Freight to/from Rylstone timed to commence run-round (loco can uncouple from train whilst waiting)	8*
*Run round must be a minimum of 20 minutes		
Minimum Turnround		
DMU/EMU	5 There must not be two consecutive 5 minute turnrounds per diagram. The total of any two consecutive turnrounds per diagram must be no less than 15 minutes.	
80x/91	10	
Planning Notes		
1. Run Rounds		
Only one train can perform a run round movement at Skipton at a time.		
A run round starting on the Down Shipley Slow to Down Shipley Fast is not able to depart from the Down Shipley Slow until after a preceding train has departed or passed Gargrave.		
2. Platform 1 standage		
Buffer stop to end of platform is 99m, however formations up to 145m can be accommodated behind signal L4032 under ASDO arrangements		
Platform Reoccupation	4	
Train Watering Points	Available at the station	

Gargrave

Dwell Time

All	1/2
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LN924 APPERLEY JN TO ILKLEY

Apperley Jn

Refer to LN922 Whitehall West Jn to Hellifield South Jn

Guiseley/Esholt Jns

Junction Margins

First Movement	Second Movement	Margin
Arrive Guiseley from Leeds	Depart to Leeds	Same time
Arrive Guiseley from Bradford	Depart to Bradford	1
Arrive Guiseley from Leeds	Depart to Bradford	1
Depart Guiseley to Bradford	Arrive from Leeds	5

Guiseley

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Arrive Platform 2 from Apperley Jn	Slower speed route	{1}

Dwell Time

All	1
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Burley-in-Wharfedale

Dwell Time

All	1
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Ilkley

Adjustments to Sectional Running Times

Movement Down	Reason	Value
Trains arriving in Platform 2	Approach control	1/2
Trains arriving into an occupied platform	Approach control	1/2

Junction Margins

First Movement	Second Movement	Margin
Arrive Platform 2	Depart Platform 1	1
Depart Platform 1	Arrive Platform 2	5
Depart Platform 1	Arrive Platform 1	4
Depart Platform 2	Arrive Platform 2	5

Ilkley

Minimum Turnround	5 There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes.
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Operating Note: The penultimate and last arriving trains of the night should be planned to run in and be berthed in Platform 2 for cleaning and maintenance purposes.

LN928 SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE

Shipley

Refer to LN922 Whitehall West Jn to Hellifield

Bradford Forster Square

Minimum Turnround

80X / 91	10
All other	5 *

There must not be 2 consecutive 5 minute turnrounds, and the total of any two consecutive must be at least 15 minutes

Platform End Conflicts

First Movement	Second Movement	Margin
Arrival	Conflicting departure	1
Depart Platform 0 or 1	Conflicting arrival	4
Depart Platform 2 or 3	Arrive Platform 2 or 3	3

Train Watering Points	Available at the station
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LN932 SHIPLEY SOUTH JN TO SHIPLEY WEST JN

Shipley

Refer to LN922 Whitehall West Jn to Hellifield

5.4 Standages

All lengths shown in the following section are in SLU (Standard Length Unit – a SLU measures 21 feet/6.4m), and metres.

5.4.1 Loop Lengths and Standages

The tables below show the maximum length of train that may use each of the loops or standage locations. All lengths are measured from the signal at the exit of the location to the block joint in rear unless stated otherwise. All lengths quoted exclude allowance for stand back unless stated otherwise. Check Sectional Appendix for locations where standage is not quoted.

Should a train which exceeds the length shown be planned to stop thus fouling a route in rear, any applicable junction margins must be based on the departure time of the fouling train. Refer to section 5.3 for applicable margins.

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN				
Claypole				
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	113	723	In Down directions, trains in excess of 350 yards (50 SLU) in length are only permitted to stand for a maximum of 15 minutes
Up Passenger Loop	Up	92	588	Between signal LN52 and 236 points
Newark Goods Loop				
Track	Direction	SLU	Metres	Notes
Newark Goods Loop	Both	76	486	
Carlton Loops				
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	118	755	
Up Passenger Loop	Up	118	755	
Retford				
Track	Direction	SLU	Metres	Notes
Up Platform Loop	Up	118	755	
Ranskill Loops				
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	118	755	
Up Passenger Loop	Up	118	755	
Arksey Down Passenger Loop				
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	85	544	

LN125 HITCHIN CAMBRIDGE JN TO ROYSTON (INCLUSIVE)

Royston		Usable Length		
Track	Direction	SLU	Metres	Notes
Royston Down Siding	Down	28	181	

LN150 FLYOVER EAST JUNCTION TO DECOY NORTH JN

Doncaster Down Decoy		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Decoy Reception Siding 1	Down	79	509	
Down Decoy Reception Siding 2	Down	78	502	
Down Decoy Reception Siding 3	Down	80	516	
Down Decoy Reception Siding 4	Down	80	516	
Down Decoy Reception Siding 5	Down	65	416	
Down Decoy South Loop	Down	16	107	
Doncaster Royal Mail Terminal	Down	83	536	

LN600 SHAFTHOLME JUNCTION TO RESTON GSP				
Holgate Goods Loop		Usable Length		
Track	Direction	SLU	Metres	Notes
Holgate Goods Loop	Both	79	505	Signal Y211 to Signal Y200
Holgate Goods Loop	Both	54	345	Signal Y211 to Signal Y622
Holgate Receptions		Usable Length		
Track	Direction	SLU	Metres	Notes
Holgate Reception No.1	Both	76	488	
Holgate Reception No.2	Both	72	460	
Holgate Reception No.3	Both	72	460	
Darlington		Usable Length		
Track	Direction	SLU	Metres	Notes
Darlington Down Loop	Down	105	672	
Darlington Down Bypass	Down	19	128	
Darlington Up Loop	Up	89	570	
Ferryhill Up Goods Loop		Usable Length		
Track	Direction	SLU	Metres	Notes
Up Goods Loop	Up	70	448	
Durham		Usable Length		
Track	Direction	SLU	Metres	Notes
Up Loop	Up	88	563	
Down Slow	Down	80	512	
Tyne Yard		Usable Length		
Track	Direction	SLU	Metres	Notes
Reversible Goods	Both	35	224	
Newcastle		Usable Length		
Track	Direction	SLU	Metres	Notes
Provincial Sidings	Both	22	140	
Heaton		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Goods Loop	Down	117	749	
Down Sidings Shunt Neck	Down	5	30	
Up Goods Loop	Up	107	685	
Morpeth		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Slow	Down	29	188	To signal M129 (clear of Morpeth North Level Crossing)
Down Slow	Down	84	538	To signal M141 (Morpeth North Jn, clear of Morpeth North Level Crossing)
Up Passenger Loop	Up	67	428	

Chevington		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	131	838	
Up Passenger Loop	Up	135	864	
Wooden Gate		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	76	486	
Down Refuge Siding	Down	61	390	
Up Passenger Loop	Up	137	876	
Crag Mill		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	160	1024	
Up Passenger Loop	Up	170	1088	
Tweedmouth		Usable Length		
Track	Direction	SLU	Metres	Notes
No. 1 Reception	Up	60	384	
Berwick-upon-Tweed		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Goods Loop	Both	114	736	
Up Goods Loop	Up	60	384	

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Cliff House Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Cliff House Loop	Down	109	700	Reversal possible in the loop
Up Cliff House Loop	Up	311	1991	
East Boldon		Usable Length		
Track	Direction	SLU	Metres	Notes
East Boldon Up Loop	Down	69	442	
Pelaw Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Pelaw Goods Loop	Down	50	320	
Up Pelaw Goods Loop	Both	60	384	

LN632 STOCKTON CUT JN TO SALT BURN

Redcar		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Loop	Down	53	380	

LN696 HEPSCOTT JN TO MORPETH JN

Morpeth		Usable Length		
Track	Direction	SLU	Metres	Notes
DMU Reverse Siding	Both	19	121	

LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Barnetby		Usable Length		
Track	Direction	SLU	Metres	Notes
Dn Cleethorpes Goods	Both	87	554	Standage between signals CB8835 and CB8812
Barnetby Reception Siding No.1	Both	77	492	Standage between signals CB8837 and CB8816
Barnetby Reception Siding No.2	Both	77	492	Standage between signals CB8839 and CB8822

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD

Heeley		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Heeley Loop	Down	94	603	Standage from Signal S81 to clearing point in rear.
Up Heeley Loop	Up	106	680	Standage from Signal S70 to clear of track circuit in rear

Sheffield		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Station Siding	Both	42	293	
Through line	Both	42	293	Between S102 and S123
	Both	10	64	Between S102 and S113
Up Station siding No 1	Both	38	247	
Up Station siding No 2	Both	38	247	

LN806 TAPTON JN TO MASBOROUGH JN VIA 'OLD ROAD'

Canklow		Usable Length		
Track	Direction	SLU	Metres	Notes
Up Canklow Goods	Both	126	807	Between signals S402 and S1061

LN808 DORE STATION JN TO EARLES SIDINGS (EXCL.)

Bamford		Usable Length		
Track	Direction	SLU	Metres	Notes
Bamford Up Loop	Both	100	640	

LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON

Hexthorpe Sidings		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Hexthorpe Goods	Both	102	658	Signal D1470 to Signal D701

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN

Leeds		Usable Length		
Track	Direction	SLU	Metres	Notes
Through Road	Both	51	327	Full Length
Through Road West	Both	15	100	
Through Road East	Both	16	105	

LN840 ENGINE SHED JN & HOLBECK DEPOT JN TO WHITEHALL EAST JN

Whitehall East Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Signal L3630 – Down Whitehall Curve	Down	67	430	Blocks access to the Up Whitehall Curve
Signal L3630 – Down Whitehall Curve	Down	65	414	Clear of the Up Whitehall Curve
L3632 – Up Whitehall Curve	Down	67	431	Blocks access to the Down Whitehall Curve
L3632 – Up Whitehall Curve	Down	65	414	Clear of the Down Whitehall Curve
Engine Shed Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Signal L3862 - Up Whitehall Curve	Up	67	431	
Signal L3864 – Down Whitehall Curve	Up	69	443	Ex-D line. 71 SLU / 456m ex-F line

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

Healey Mills SCO Yard		Usable Length		
Track	Direction	SLU	Metres	Notes
Engine Line X	Up	67	430	Standage behind HM191 clear of Up L&Y Slow/Up L&Y Fast lines at Healey Mills D Jn
Wakefield Kirkgate		Usable Length		
Track	Direction	SLU	Metres	Notes
Through Line	Both	37	238	Standage between signals K1231 and K1218
Up Goole	Both	33	210	Standage between signals K1237 and K1224
Down Goods Loop	Down	60	384	
Up Goods Loop	Up	70	448	

LN860 DIGGLE JN TO COPLEY HILL EAST JN

Diggle		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Diggle Loop	Down	55	352	
Marsden		Usable Length		
Track	Direction	SLU	Metres	Notes
Up Marsden Loop	Down	76	490	Standage to SL4729 in rear when departing down direction
	Up	103	665	

LN870 WAKEFIELD TURNER'S LANE JN TO CALDER BRIDGE JN

Calder Bridge Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Turners Lane Curve (TLC)	Down	106	680	Standage at K1189 signal clear of the block joint in rear

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

Calder Bridge Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Up Goods Loop	Down	70	453	
Knottingley		Usable Length		
Track	Direction	SLU	Metres	Notes
Up Goole Goods Loop Down	Down	36	231	Between Signals FE6423 and FE6421
Up Goole Goods Loop Down	Down	76	491	Between Signals FE6423 and FE6402
Up Goole Goods Loop Down	Up	26	171	Between Signals FE6402 and FE6411
Up Goole Goods Loop Down	Up	76	491	Between Signals FE6402 and FE6423

LN892 PONTEFRACT EAST JN TO FERRYBRIDGE SOUTH JN

Pontefract East Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Up & Down Monkhill	Up	96	617	Between FE6377 and clearance point in rear
Ferrybridge South Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Up & Down Monkhill	Down	68	435	Between Signals FE6615 and FE6377

LN912 THORNE JN TO GILBERDYKE JN

Goole		Usable Length		
Track	Direction	SLU	Metres	Notes
Up/Down Goods Loop	Both	61	390	
Up Station Siding	Down	12	80	

LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

Kirkstall Loops		Usable Length		
Track	Direction	SLU	Metres	Notes
Down Passenger Loop	Down	81	518	
Up Passenger Loop	Up	81	518	
Whitehall West Jn		Usable Length		
Track	Direction	SLU	Metres	Notes
Signal L3613 – Down Shipley Main	Up	135	862	
Signal L3615 – Up Shipley Main	Up	107	684	

5.4.2 Platform Lengths

The tables below show 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.

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN			
London King's Cross			
Platform	Direction	Usable Length	Notes
0	Both	305	Buffer stop to end of platform. Buffer to signal is 329m, which may be used by Caledonian Sleeper services only.
1	Both	304	Buffer stop to end of platform
2	Both	285	Buffer stop to end of platform
3	Both	289	Buffer stop to end of platform
4	Both	290	Buffer stop to end of platform
5	Both	270	Buffer stop to end of platform
6	Both	288	Buffer stop to end of platform
7	Both	288	Buffer stop to end of platform
8	Both	289	Buffer stop to end of platform
9	Both	176	Buffer stop to end of platform
10	Both	176	Buffer stop to end of platform

Finsbury Park			
Platform	Direction	Usable Length	Notes
1	Up	245	
2	Up	245	
3		257	To sighting point of K384 signal. Full length 263m
4	Up	249	
5	Down	246	
6		178	
7	Down	239	
8	Down	168	

Harringay			
Platform	Direction	Usable Length	Notes
2 - Down	Down	125	
1 - Up	Up	126	

Hornsey			
Platform	Direction	Usable Length	Notes
2 - Down	Down	124	
1 - Up	Up	126	

Alexandra Palace

Platform	Direction	Usable Length	Notes
4 - Down Hertford	Down	169	
3 - Down Slow	Down	170	
2 - Up Fast	Up	167	
1 - Up Slow	Up	169	

New Southgate

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	172	
3 – Down Fast	Down	172	
2 – Up Fast	Up	172	
1 – Up Slow	Up	172	

Oakleigh Park

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	173	
3 – Down Fast	Down	173	
2 – Up Fast	Up	174	
1 – Up Slow	Up	174	

New Barnet

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	160	
3 – Down Fast	Down	177	
2 – Up Fast	Up	165	
1 – Up Slow	Up	165	

Hadley Wood

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	186	
3 – Down Fast	Down	126	
2 – Up Fast	Up	126	
1 – Up Slow	Up	186	

Potters Bar

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	166	
3 – Down Fast	Down	166	
2 – Up Fast	Up	164	
1 – Up Slow	Up	164	

Brookmans Park

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	123	
3 – Down Fast	Down	123	
2 – Up Fast	Up	123	
1 – Up Slow	Up	123	

Welham Green

Platform	Direction	Usable Length	Notes
2 – Down Slow	Down	129	
1 – Up Slow	Up	129	

Hatfield

Platform	Direction	Usable Length	Notes
3 – Down Slow	Down	170	
2 – Down Fast	Down	170	
1 – Up Slow	Up	170	

Welwyn Garden City

Platform	Direction	Usable Length	Notes
4 – Welwyn Down Back Platform	Down	185	
3 – Down Slow	Down	185	
2 – Up Slow	Up	185	
1 – Welwyn Up Back Platform	Up	185	

Welwyn North

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	170	
1 – Up Main	Up	170	

Knebworth

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	169	
3 – Down Fast	Down	169	
2 – Up Slow	Up	169	
1 – Up Fast	Up	169	

Stevenage

Platform	Direction	Usable Length	Notes
5 – Down Hertford (Bay)	Both	127	
4 – Down Slow	Down	247	
3 – Down Fast	Down	247	
2 – Up Fast	Up	247	
1 – Up Slow	Up	247	

Hitchin

Platform	Direction	Usable Length	Notes
2 – Down Slow	Down	249	
1 – Up Slow	Up	247	

Arlesey

Platform	Direction	Usable Length	Notes
2 – Down Slow	Down	245	
1 – Up Slow	Up	245	

Biggleswade

Platform	Direction	Usable Length	Notes
4 – Down Slow	Down	247	
3 – Down Fast	Down	247	
2 – Up Fast	Up	246	
1 – Up Slow	Up	246	

Sandy

Platform	Direction	Usable Length	Notes
2 – Down Slow	Down	246	
1 – Up Slow	Up	246	

St Neots

Platform	Direction	Usable Length	Notes
1 – Down Slow	Down	249	
2 – Down Fast	Down	249	
3 – Up Fast	Up	249	
4 – Up Slow	Up	249	

Huntingdon

Platform	Direction	Usable Length	Notes
3 – Down Slow	Down	247	
2 – Up Slow	Up	295	
1 – Bay	Both	166	

Peterborough

Platform	Direction	Usable Length	Notes
1 – Up Slow No.1	Both	326	
2 – Up Slow No. 2	Both	319	
3 – Up Fast	Up	265	
4 – Down Slow No. 2	Both	265	
5 – Down Slow No.1	Both	265	
6 – Up March	Both	188	
7 – Down March	Both	188	

Grantham

Platform	Direction	Usable Length	Notes
4 – Down Slow	Both	249	
3 – Down (Bay)	Down	64	Platform 4 side. Additional 31m on Platform 2 side
2 – Down Main	Down	289	
1 – Up Main	Up	290	

Newark North Gate

Platform	Direction	Usable Length	Notes
1 – Down Main	Down	255	
2 – Up Main	Up	255	
3 – Newark Passenger Loop	Down	302	
	Up	238	

Retford

Platform	Direction	Usable Length	Notes
2 – Down Platform Line	Both	253	
1 – Up Platform Loop	Up	255	
3 – Down Worksop	Down	135	
4 – Up Worksop	Up	135	

Doncaster

Platform	Direction	Usable Length	Notes
8 – Down Platform Loop	Down	325	
	Up	285	
7 – Bay	Both	105	
Middle Siding	Both	96	
6 – Bay	Both	109	
5 – Bay	Both	57	
4 – Down Slow	Down	299	
	Up	257	
3a – Up Slow	Up	246	Up direction from D292 to D282 Signal
3b – Up Slow	Up	165	
2 – Bay	Both	105	
1 Up Passenger Loop	Both	327	
	Down	234	Down direction to D1481 Signal
	Up	318	Up direction to D278 Signal
0 - Bay	Both	96	

LN105 MOORGATE TO FINSBURY PARK JN

Moorgate

Platform	Direction	Usable Length	Notes
9	Both	123	
10	Both	127	

Old Street

Platform	Direction	Usable Length	Notes
3 – Down Main	Down	128	
4 – Up Main	Up	128	

Essex Road

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	128	
1 – Up Main	Up	128	

Highbury & Islington

Platform	Direction	Usable Length	Notes
4 – Down Main	Down	126	
6 – Up Main	Up	128	

Drayton Park

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	124	
1 – Up Main	Up	124	

LN120 WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD

Bowes Park

Platform	Direction	Usable Length	Notes
2 – Down Hertford	Down	138	
1 – Up Hertford	Up	138	

Palmers Green

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	127	
1 – Up Main	Up	137	

Winchmore Hill

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	136	
1 – Up Main	Up	135	

Grange Park

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	129	
1 – Up Main	Up	129	

Enfield Chase

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	126	
1 – Up Main	Up	125	

Gordon Hill

Platform	Direction	Usable Length	Notes
3 – Down Main	Down	122	
2 – Up Main	Up	122	
1 – Gordon Hill Up Bay	Both	122	

Crews Hill

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	126	
1 – Up Main	Up	126	

Cuffley

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	126	
1 – Up Main	Up	126	

Bayford

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	123	
1 – Up Main	Up	122	

Hertford North

Platform	Direction	Usable Length	Notes
3 – Down Hertford Bay	Both	145	
2 – Down Main	Down	153	
1 – Up Main	Up	154	

Watton-At-Stone

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	126	
1 – Up Main	Up	126	

LN125 HITCHIN, CAMBRIDGE JN TO ROYSTON (INCLUSIVE)

Letchworth Garden City

Platform	Direction	Usable Length	Notes
2 – Down Royston	Down	246	
1 – Up Royston	Up	246	

Baldock

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	168	
1 – Up Main	Up	168	

Ashwell & Morden

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	168	
1 – Up Main	Up	167	

Royston

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	261	
1 – Up Main	Up	247	

LN600 SHAFTHOLME JN TO RESTON GSP

York

Platform	Direction	Usable Length	Notes
1 (Bay)	Both	184	
2 (Bay)	Both	169	
3	Down	242	
	Up	272	
4	Both	157	
5	Down	391	
	Up	410	
6 (Bay)	Both	264	
7 (Bay)	Both	249	
8 (Bay)	Both	152	
9	Down	318	
	Up	375	
10	Down	315	
	Up	266	
11	Down	329	
	Up	329	

Thirsk

Platform	Direction	Usable Length	Notes
2 – Down Slow	Down	135	
1 – Up Slow	Up	148	

Northallerton

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	261	
1 – Up Main	Up	270	

Darlington

Platform	Direction	Usable Length	Notes
1	Up	354	
	Down	347	To T887 signal.
2 (Bay)	Both	181	
3 (Bay)	Both	200	
4	Both	458	
	Up	238	To T888 signal.
4a	Down	134	To T895 signal.
4b	Down	251	Clear of 1080B points.
5	Both	270	
6 (Bay)	Both	152	

Durham

Platform	Direction	Usable Length	Notes
2 – Down Slow	Down	295	
1 – Up Main	Up	264	

Chester-Le-Street

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	110	
1 – Up Main	Up	110	

Newcastle

Platform	Direction	Usable Length	Notes
1 (Bay)	Both	161	
2 – Down Main	Both	362	
3 – Up Main	Both	304	
4	Both	268	
5	Both	68	Combined length of Platforms 5 and 6 as a single platform is 217 metres
6	Both	97	
7	Both	115	Combined length of Platforms 7 and 8 as a single platform is 209 metres in Down direction and 212 metres in Up direction.
8	Both	41	
9 (Bay)	Both	112	
10 (Bay)	Both	114	
11 (Bay)	Both	130	

Manors

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	84	
1 – Up Main	Up	82	

Cramlington

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	101	
1 – Up Main	Up	101	

Morpeth

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	232	
1 – Up Main	Up	234	

Pegswood

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	89	
1 – Up Main	Up	89	

Widdrington

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	90	
1 – Up Main	Up	90	

Acklington

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	114	
1 – Up Main	Up	114	

Alnmouth

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	233	
1 – Up Main	Up	233	

Chathill

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	83	
1 – Up Main	Up	164	

Berwick-Upon-Tweed

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	233	
1 – Up Main	Up	234	

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Yarm

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	78	
1 – Up Sunderland	Up	78	

Eaglescliffe

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	208	
1 – Up Sunderland	Up	190	

Stockton

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	104	
1 – Up Sunderland	Up	104	

Billingham

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	146	
1 – Up Sunderland	Up	146	

Seaton Carew

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	125	
1 – Up Sunderland	Up	125	

Hartlepool

Platform	Direction	Usable Length	Notes
1 (Bay)	Both	76	
2 – Down Sunderland	Down	153	
	Up	137	
3 – Up Sunderland	Up	150	

Horden

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	100	
1 – Up Sunderland	Up	100	

Seaham

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	115	
1 – Up Sunderland	Up	115	

Sunderland

Platform	Direction	Usable Length	Notes
1 – Up Sunderland	Down	77	Platforms 1 and 2 can be combined with a total length of 179 metres in the Up direction and 206 metres in the Down direction.
	Up	72	
2 – Up Sunderland	Down	84	
	Up	61	
3 – Down Sunderland	Down	60	Platforms 3 and 4 can be combined with a total length of 174 metres in the Down direction and 177 metres in the Up direction.
	Up	60	
4 – Down Sunderland	Down	72	
	Up	80	

St Peters

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	65	
1 – Up Sunderland	Up	65	

Stadium Of Light

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	65	
1 – Up Sunderland	Up	65	

Seaburn

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	65	
1 – Up Sunderland	Up	65	

East Boldon

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	65	
1 – Up Sunderland	Up	65	

Brockley Whins

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	65	
1 – Up Sunderland	Up	65	

Fellgate

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	65	
1 – Up Sunderland	Up	65	

Heworth

Platform	Direction	Usable Length	Notes
2 – Down Sunderland	Down	120	
1 – Up Sunderland	Up	120	

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JN

South Hylton

Platform	Direction	Usable Length	Notes
Single	Both	130	

Pallion

Platform	Direction	Usable Length	Notes
2 – Down South Hylton	Down	65	
1 – Up South Hylton	Up	65	

Millfield

Platform	Direction	Usable Length	Notes
2 – Down South Hylton	Down	65	
1 – Up South Hylton	Up	65	

University

Platform	Direction	Usable Length	Notes
2 – Down South Hylton	Down	65	
1 – Up South Hylton	Up	65	

Park Lane

Platform	Direction	Usable Length	Notes
2 – Down South Hylton	Down	65	
1 – Up South Hylton	Up	65	

LN631 DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN

Dinsdale

Platform	Direction	Usable Length	Notes
2 – Down Dinsdale	Down	97	
1 – Up Dinsdale	Up	97	

Teesside Airport (Station out of use until at least February 2028)

Platform	Direction	Usable Length	Notes
2 – Down Dinsdale	Down	-	Out of use.
1 – Up Dinsdale	Up	76	

Allens West

Platform	Direction	Usable Length	Notes
2 – Down Dinsdale	Down	122	
1 – Up Dinsdale	Up	97	

LN632 STOCKTON CUT JN TO SALT BURN

Thornaby

Platform	Direction	Usable Length	Notes
2 – Down Saltburn	Down	143	
1 – Up Saltburn	Up	146	

Middlesbrough

Platform	Direction	Usable Length	Notes
2 – Down Saltburn Fast	Down	265	
1 – Up Saltburn Fast	Up	201	

South Bank

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	75	
1 – Up Main	Up	74	

British Steel Redcar (Station out of use until further notice)

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	60	
1 – Up Main	Up	60	

Redcar Central

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	102	
1 – Up Main	Up	128	

Redcar East

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	84	
1 – Up Main	Up	83	

Longbeck

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	84	
1 – Up Main	Up	83	

Marske

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	137	
1 – Up Main	Up	134	

Saltburn

Platform	Direction	Usable Length	Notes
1	Both	156	
2	Both	157	

LN634 GUISBOROUGH JN TO WHITBY**James Cook University Hospital**

Platform	Direction	Usable Length	Notes
Single	Both	102	

Marton

Platform	Direction	Usable Length	Notes
Single	Both	81	

Gypsy Lane

Platform	Direction	Usable Length	Notes
Single	Down	81	
	Up	98	

Nunthorpe

Platform	Direction	Usable Length	Notes
2 – Down Loop	Down	86	
1 – Up Loop	Up	84	

Great Ayton

Platform	Direction	Usable Length	Notes
Single	Both	84	

Battersby

Platform	Direction	Usable Length	Notes
Single	Both	155	

Kildale

Platform	Direction	Usable Length	Notes
Single	Both	38	

Comondale

Platform	Direction	Usable Length	Notes
Single	Both	51	

Castleton Moor

Platform	Direction	Usable Length	Notes
Single	Both	77	

Danby

Platform	Direction	Usable Length	Notes
Single	Both	90	

Lealholm

Platform	Direction	Usable Length	Notes
Single	Both	100	

Glaisdale

Platform	Direction	Usable Length	Notes
2	Down	92	
1	Up	86	

Egton

Platform	Direction	Usable Length	Notes
Single	Both	80	

Grosmont

Platform	Direction	Usable Length	Notes
Single	Both	83	

Sleights

Platform	Direction	Usable Length	Notes
Single	Both	74	

Ruswarp

Platform	Direction	Usable Length	Notes
Single	Down	101	
	Up	80	

Whitby

Platform	Direction	Usable Length	Notes
1 – Platform No.1 Line	Both	177	
2 – Platform No.2 Line	Both	173	

LN682 KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN

Dunstan

Platform	Direction	Usable Length	Notes
2 – Down Hexham	Down	94	
1 – Up Hexham	Up	93	

Metrocentre

Platform	Direction	Usable Length	Notes
2 – Down Hexham	Down	100	
1 – Up Hexham	Up	100	

Blaydon

Platform	Direction	Usable Length	Notes
2 – Down	Down	97	
1 – Up	Up	97	

Wylam

Platform	Direction	Usable Length	Notes
2 – Down	Down	92	
1 – Up	Up	107	

Prudhoe

Platform	Direction	Usable Length	Notes
2 – Down	Down	98	
1 – Up	Up	95	

Stocksfield

Platform	Direction	Usable Length	Notes
2 – Down	Down	109	
1 – Up	Up	119	

Riding Mill

Platform	Direction	Usable Length	Notes
2 – Down	Down	94	
1 – Up	Up	100	

Corbridge

Platform	Direction	Usable Length	Notes
2 – Down	Down	97	
1 – Up	Up	100	

Hexham

Platform	Direction	Usable Length	Notes
2 – Down	Down	102	
1 – Up	Up	102	

Haydon Bridge

Platform	Direction	Usable Length	Notes
2 – Down	Down	108	
1 – Up	Up	110	

Bardon Mill

Platform	Direction	Usable Length	Notes
2 – Down	Down	95	
1 – Up	Up	91	

Haltwhistle

Platform	Direction	Usable Length	Notes
2 – Down	Down	97	
1 – Up	Up	97	

Brampton

Platform	Direction	Usable Length	Notes
2 – Down	Down	106	
1 – Up	Up	107	

Wetheral

Platform	Direction	Usable Length	Notes
2 – Down	Down	95	
1 – Up	Up	74	

LN694 BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON

Northumberland Park

Platform	Direction	Usable Length	Notes
Newsham Single	Both	100	

Seaton Delaval

Platform	Direction	Usable Length	Notes
Newsham Single	Both	100	

Newsham

Platform	Direction	Usable Length	Notes
Down Newsham	Down	100	
Up Newsham	Up	100	

Blyth Bebside

Platform	Direction	Usable Length	Notes
Down Newsham	Down	100	
Up Newsham	Up	100	

Bedlington

Platform	Direction	Usable Length	Notes
Down Newsham	Down	100	
Up Newsham	Up	96	

LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN

Ashington

Platform	Direction	Usable Length	Notes
Bay	Both	103	

LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Cleethorpes

Platform	Direction	Usable Length	Notes
1	Both	202	DMU restricted to 170
2	Both	205	DMU restricted to 174
3	Both	205	DMU restricted to 174
4	Both	203	

New Clee

Platform	Direction	Usable Length	Notes
1 – Cleethorpes Single	Both	144	

Grimsby Docks

Platform	Direction	Usable Length	Notes
1 – Cleethorpes Single	Both	97	

Grimsby Town

Platform	Direction	Usable Length	Notes
1	Up	135	
2	Down	137	
	Up	136	
3 (Bay)	Both	138	

Great Coates

Platform	Direction	Usable Length	Notes
Down Cleethorpes	Down	55	
Up Cleethorpes	Up	80	

Healing

Platform	Direction	Usable Length	Notes
Down Cleethorpes	Down	56	
Up Cleethorpes	Up	56	

Stallingborough

Platform	Direction	Usable Length	Notes
Down Cleethorpes	Down	85	
Up Cleethorpes	Up	86	

Habrough

Platform	Direction	Usable Length	Notes
Down Cleethorpes	Down	110	
Up Cleethorpes	Up	115	

Barnetby

Platform	Direction	Usable Length	Notes
1 – Up Cleethorpes Slow		116	
2 – Up Cleethorpes Fast		115	
3 – Down Cleethorpes Fast		116	
4 – Down Cleethorpes Slow		103	

Brigg

Platform	Direction	Usable Length	Notes
Down	Down	140	
Up	Up	154	

Kirton Lindsey

Platform	Direction	Usable Length	Notes
Single	Both	129	

Gainsborough Central

Platform	Direction	Usable Length	Notes
1 – Down Main	Down	138	
2 – Up Main	Up	138	

Retford Low Level

Platform	Direction	Usable Length	Notes
3 - Down Worksop	Down	135	
4 - Up Worksop	Up	135	

Worksop

Platform	Direction	Usable Length	Notes
1 – Down Worksop	Down	121	
2 – Up Worksop	Up	113	

Shireoaks

Platform	Direction	Usable Length	Notes
Down Main	Down	97	
Up Main	Up	97	

Kiveton Park

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	75	
1 - Up Main	Up	74	

Kiveton Bridge

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	75	
1 - Up Main	Up	75	

Woodhouse

Platform	Direction	Usable Length	Notes
2 – Down Worksop	Down	84	
1 - Up Worksop	Up	84	

Darnall

Platform	Direction	Usable Length	Notes
2 – Down Worksop	Down	108	
1 - Up Worksop	Up	108	

LN742 KILLINGHOLME TO BROCKLESBY JUNCTION

Ulceby

Platform	Direction	Usable Length	Notes
Single	Both	44	

LN744 ULCEBY NORTH JUNCTION TO BARTON ON HUMBER

Thornton Abbey

Platform	Direction	Usable Length	Notes
Down Barton	Down	55	
Up Barton	Up	55	

Goxhill

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	83	
1 – Up Main	Up	83	

New Holland

Platform	Direction	Usable Length	Notes
Single	Both	43	

Barrow Haven

Platform	Direction	Usable Length	Notes
Single	Down	46	
	Up	61	

Barton on Humber

Platform	Direction	Usable Length	Notes
Single	Both	55	

LN752 WRAWBY JN TO MARSHGATE JN

Scunthorpe

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	143	
1 – Up Main	Up	138	

Althorpe

Platform	Direction	Usable Length	Notes
Down Main	Down	102	
Up Main	Up	102	

Crowle

Platform	Direction	Usable Length	Notes
Down Main	Down	90	
Up Main	Up	89	

Thorne South

Platform	Direction	Usable Length	Notes
Down Main	Down		
Up Main	Up		

Hatfield & Stainforth

Platform	Direction	Usable Length	Notes
Down	Down	111	
Up	Up	107	

Kirk Sandall

Platform	Direction	Usable Length	Notes
Down	Down	104	
Up	Up	104	

LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JUNCTION**Mansfield Woodhouse**

Refer to East Midlands Timetable Planning Rules - LN3273 Condor Park Jn to Shirebrook Jn

Shirebrook

Platform	Direction	Usable Length	Notes
1 - Down	Down	79	
2 - Up	Up	79	

Langwith Whaley Thorns

Platform	Direction	Usable Length	Notes
1 - Down	Down	79	
2 - Up	Up	79	

Creswell

Platform	Direction	Usable Length	Notes
1 - Down	Down	79	
2 - Up	Up	79	

Whitwell

Platform	Direction	Usable Length	Notes
1 - Down	Down	79	
2 - Up	Up	79	

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD**Dronfield**

Platform	Direction	Usable Length	Notes
1 – Up Main	Up	111	
2 – Down Main	Down	111	

Sheffield			
Platform	Direction	Usable Length	Notes
1	Down	331	
	Up	260	To S101 signal
1a	Down	132	To S112 signal. Trains over 68m in down direction will prevent access between platform 1B and the south/sidings.
	Up	68	To S101 signal
1b	Down	146	Clear of 4060B points
	Up	143	To S116 signal
2	Down	350	To S127 signal
	Up	329	To S104 signal
2c (Bay)	Both	58	
3 (Bay)	Both	127	
4 (Bay)	Both	113	
5	Down	326	
	Up	237	To S106 signal
6	Both	352	
7 (Bay)	Both	107	
8	Down	368	To S139 signal
	Up	379	

Meadowhall			
Platform	Direction	Usable Length	Notes
1 – Up Main	Up	105	
2 – Down Main	Down	105	

Swinton			
Platform	Direction	Usable Length	Notes
1 - Down Main	Down	92	
2 - Up Main	Up	92	
3 - Down Conisbrough	Down	92	

Bolton-Upon-Dearne			
Platform	Direction	Usable Length	Notes
2 – Down Pontefract	Down	96	
1 – Up Pontefract	Up	96	

Goldthorpe			
Platform	Direction	Usable Length	Notes
2 – Down Pontefract	Down	92	
1 – Up Pontefract	Up	92	

Thurnscoe			
Platform	Direction	Usable Length	Notes
2 – Down Pontefract	Down	92	
1 – Up Pontefract	Up	92	

Moorthorpe

Platform	Direction	Usable Length	Notes
1 – Up Pontefract	Up	120	
2 – Down Pontefract	Down	110	

Pontefract Baghill

Platform	Direction	Usable Length	Notes
1 – Down Pontefract	Down	127	
2 – Up Pontefract	Up	102	

LN808 DORE STATION JUNCTION TO EARLES SIDINGS (EXCL.)

Dore & Totley

Platform	Direction	Usable Length	Notes
1 – Down Hope Valley	Down	152	
2 – Up Hope Valley	Up	152	

Grindleford

Platform	Direction	Usable Length	Notes
1 – Down Hope Valley	Down	93	
2 – Up Hope Valley	Up	95	

Hathersage

Platform	Direction	Usable Length	Notes
1 – Down Hope Valley	Down	95	
2 – Up Hope Valley	Up	100	

Bamford

Platform	Direction	Usable Length	Notes
1 – Down Hope Valley	Down	101	
2 – Up Hope Valley	Up	103	

LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON

Conisbrough

Platform	Direction	Usable Length	Notes
1 – Down Conisbrough	Down	117	
2 – Up Conisbrough	Up	97	

Mexborough

Platform	Direction	Usable Length	Notes
1 – Down Conisbrough	Down	112	
2 – Up Conisbrough	Up	112	

Swinton

See entry under route LN804 Tapton Jn to Gascoigne Wood Jn via Sheffield

LN830 ALDWARKE JN TO WOODBURN JN

Rotherham Central

Platform	Direction	Usable Length	Notes
1 – Down Tinsley	Down	112	
2 – Up Tinsley	Up	108	
3 – Low level	Down	30	For Tram-train (Class 399) use only
4 – Low Level	Up	30	For Tram-train (Class 399) use only

Magna Tram Stop

Platform	Direction	Usable Length	Notes
1 – Down Tinsley	Down	30	For Tram-train (Class 399) use only
2 – Up Tinsley	Up	30	For Tram-train (Class 399) use only

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN

Bentley

Platform	Direction	Usable Length	Notes
1 – Up Leeds	Up	104	
2 – Down Leeds	Down	104	

Adwick

Platform	Direction	Usable Length	Notes
1 – Up Leeds	Up	104	
2 – Down Leeds	Down	104	

South Elmsall

Platform	Direction	Usable Length	Notes
1 – Up Doncaster	Up	91	
2 – Down Doncaster	Down	91	

Fitzwilliam

Platform	Direction	Usable Length	Notes
1 – Up Doncaster	Up	93	
2 – Down Doncaster	Down	93	

Sandall and Agbrigg

Platform	Direction	Usable Length	Notes
1 – Up Doncaster	Up	93	
2 – Down Doncaster	Down	93	

Wakefield Westgate

Platform	Direction	Usable Length	Notes
1 – Up Doncaster	Up	255	
2 – Down Wakefield Platform loop	Down	255	

Outwood

Platform	Direction	Usable Length	Notes
1 – Up Doncaster	Up	93	
2 – Down Doncaster	Down	93	

Leeds

Platform	Direction	Usable Length	Notes
0 - (Bay)	Both	204	
1 - (Bay)	Both	274	When a train is showing as occupying Platform 1 or 1a, then the non-preferred route for arrival into Platform 2 needs to be used
2 - (Bay)	Both	209	
3 - (Bay)	Both	132	
4 - (Bay)	Both	154	
5 - (Bay)	Both	206	
6 - (Bay)	Both	279	
7 - (Bay)	Both	105	
8	Both	342	
8ab	Both	166	
8cd	Both	166	
9	Both	265	
9b	Both	106	
9cd	Both	148	
10 - (Bay)	Both	99	
11	Both	368	
11ab	Both	149	
11cd	Both	147	
12	Both	309	
12ab	Both	91	
12cd	Up	146	
	Down	123	
13 - (Bay)	Both	111	
14 - (Bay)	Both	80	
15	Both	231	
15a	Both	104	
15b	Both	106	
16	Both	218	
16a	Both	107	
16b	Both	100	
17 - (Bay)	Both	106	

LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE

Burley Park

Platform	Direction	Usable Length	Notes
1 – Up Harrogate	Up	97	
2 – Down Harrogate	Down	97	

Headingley

Platform	Direction	Usable Length	Notes
1 – Up Harrogate	Up	97	
2 – Down Harrogate	Down	97	

Horsforth

Platform	Direction	Usable Length	Notes
1 – Up Harrogate	Up	115	
2 – Down Harrogate	Down	110	

Weeton

Platform	Direction	Usable Length	Notes
1 – Up Harrogate	Up	86	
2 – Down Harrogate	Down	88	

Pannal

Platform	Direction	Usable Length	Notes
1 – Up Harrogate	Up	91	
2 – Down Harrogate	Down	91	

Hornbeam Park

Platform	Direction	Usable Length	Notes
1 – Up Harrogate	Up	86	
2 – Down Harrogate	Down	87	

Harrogate

Platform	Direction	Usable Length	Notes
1 – Down Main/Up York	Down	221	Trains from Leeds, departing in York direction
	Up	191	To H26 signal. Trains from Leeds or York, departing in Leeds direction
2 – Up Main		-	Out of Use
3 – Up Main/Down York	Up	243	

Starbeck

Platform	Direction	Usable Length	Notes
1 – Down York	Down	139	
2 – Up York	Up	139	

Knaresborough

Platform	Direction	Usable Length	Notes
1 – Down	Down	82	
2 – Up	Up	83	

Cattal

Platform	Direction	Usable Length	Notes
1 – Up	Up	86	
2 – Down	Down	86	

Hammerton

Platform	Direction	Usable Length	Notes
1 – Up	Up	86	
2 – Down	Down	89	

Poppleton

Platform	Direction	Usable Length	Notes
1 – Up Harrogate	Up	84	
2 – Down Harrogate	Down	84	

LN852 HOLBECK JN TO BRADFORD INTERCHANGE

Bramley

Platform	Direction	Usable Length	Notes
1 – Down Bradford	Down	102	
2 – Up Bradford	Up	102	

New Pudsey

Platform	Direction	Usable Length	Notes
1 – Down Bradford	Down	122	
2 – Up Bradford	Up	122	

Bradford Interchange

Platform	Direction	Usable Length	Notes
1 - (Bay)	Both	209	
2 - (Bay)	Both	203	
3 - (Bay)	Both	127	
4 - (Bay)	Both	127	

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

Hebden Bridge

Platform	Direction	Usable Length	Notes
1 – Up L & Y	Up	121	
2 – Down L & Y	Down	110	

Mytholmroyd

Platform	Direction	Usable Length	Notes
1 – Up L & Y	Up	122	
2 – Down L & Y	Down	122	

Sowerby Bridge

Platform	Direction	Usable Length	Notes
1 – Up L & Y	Up	121	
2 – Down L & Y	Down	118	

Brighouse

Platform	Direction	Usable Length	Notes
1 – Down L & Y	Down	118	
2 – Up L & Y	Up	119	

Mirfield

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	151	
2 - Up Huddersfield Fast	Up	151	
3 – Up Huddersfield Slow	Up	102	

Wakefield Kirkgate

Platform	Direction	Usable Length	Notes
1 – Down L & Y	Both	96	
2 – Up L & Y	Both	120	
3 - Down Goole	Both	103	

Normanton

Platform	Direction	Usable Length	Notes
1 – Down L & Y	Down	81	
2 – Up L & Y	Up	81	

Castleford

Platform	Direction	Usable Length	Notes
1 – Down Normanton	Down	101	
2 – Up Normanton	Up	97	

Sherburn-in-Elmet

Platform	Direction	Usable Length	Notes
1 – Up Normanton	Up	83	
2 – Down Normanton	Down	77	

Church Fenton

Platform	Direction	Usable Length	Notes
1	Up	101	
2	Down	132	
3	Down	132	
	Up	121	
4	Down	119	

Ulleskelf

Platform	Direction	Usable Length	Notes
1 – Up Normanton	Up	106	
2 – Down Normanton	Down	106	

LN858 MILNER ROYD JN TO BRADFORD MILL LANE JN

Halifax

Platform	Direction	Usable Length	Notes
1 – Up Halifax	Up	186	
2 – Down Halifax	Down	187	

Low Moor

Platform	Direction	Usable Length	Notes
1 – Up Halifax	Up	96	
2 – Down Halifax	Down	96	

LN860 DIGGLE JN TO COPLEY HILL EAST JN

Marsden

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	100	
2 – Up Huddersfield	Up	98	
3 – Up Marsden Loop	Up	99	

Slaithwaite

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	99	
2 – Up Huddersfield	Up	99	

Huddersfield

Platform	Direction	Usable Length	Notes
1 (Bay) – Penistone Single	Both	100	
2 – Up Huddersfield	Both	202	
3 – Down Huddersfield	Both	202	
4 – Up Huddersfield Slow	Both	253	
5 – Down Huddersfield Slow	Both	216	
6 – Bay	Both	220.5	

Deighton

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	158	
2 – Up Huddersfield	Up	168	

Mirfield

See entry under route LN854 Hall Royd Jn (excl.) to Colton Jn

Ravensthorpe (Out of Use until 2028)

Dewsbury

Platform	Direction	Usable Length	Notes
1 – Dewsbury Down Loop	Down	150	
2 – Up Huddersfield	Up	166	

Batley

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	119	
2 – Up Huddersfield	Up	126	

Morley

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	152	
2 – Up Huddersfield	Up	151	

Cottingley (To close when White Rose opens)

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	85	
2 – Up Huddersfield	Up	85	

White Rose (Out of Use until further notice)

Platform	Direction	Usable Length	Notes
1 – Down Huddersfield	Down	150	
2 – Up Huddersfield	Up	150	

LN862 BARNSELY STATION JN TO HUDDERSFIELD

Dodworth

Platform	Direction	Usable Length	Notes
Single – Down/Up Huddersfield	Both	95	

Silkstone Common

Platform	Direction	Usable Length	Notes
Single – Down/Up Huddersfield	Both	102	

Penistone

Platform	Direction	Usable Length	Notes
1 – UPL	Up	121	
2 – DPL	Down	102	

Denby Dale

Platform	Direction	Usable Length	Notes
Single – Penistone single	Both	65	

Shepley

Platform	Direction	Usable Length	Notes
1 – Up Penistone	Up	65	
2 – Down Penistone	Down	65	

Stocksmoor

Platform	Direction	Usable Length	Notes
1 – Up Penistone	Up	66	
2 – Down Penistone	Down	66	

Brockholes

Platform	Direction	Usable Length	Notes
Single – Penistone single	Both	65	

Honley

Platform	Direction	Usable Length	Notes
Single – Penistone single	Both	65	

Berry Brow

Platform	Direction	Usable Length	Notes
Single – Penistone single	Both	65	

Lockwood

Platform	Direction	Usable Length	Notes
Single – Penistone single	Both	65	

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSLEY

Meadowhall

Platform	Direction	Usable Length	Notes
3 – Up Barnsley	Up	105	
4 – Down Barnsley	Down	105	

Chapelton

Platform	Direction	Usable Length	Notes
1 – Up Barnsley	Up	85	
2 – Down Barnsley	Down	85	

Elsecar

Platform	Direction	Usable Length	Notes
1 – Up Barnsley	Up	99	
2 – Down Barnsley	Down	130	

Wombwell

Platform	Direction	Usable Length	Notes
1 – Up Barnsley	Up	99	
2 – Down Barnsley	Down	134	

Barnsley

Platform	Direction	Usable Length	Notes
1 – Up Barnsley	Up	102	
2 – Down Barnsley	Down	163	

Darton

Platform	Direction	Usable Length	Notes
1 – Up Main	Up	104	
2 – Down Main	Down	104	

LN872 ALTOFTS JN TO LEEDS WEST JN

Woodlesford

Platform	Direction	Usable Length	Notes
1 – Down Midland	Down	100	
2 – Up Midland	Up	101	

LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN

Glasshoughton

Platform	Direction	Usable Length	Notes
1 – Up Cutsyke	Up	97	
2 – Down Cutsyke	Down	97	

LN880 YORK TO SCARBOROUGH

Malton

Platform	Direction	Usable Length	Notes
Down Main	Both	150	

Seamer

Platform	Direction	Usable Length	Notes
1 – Up Scarborough	Up	125	
2 – Down Scarborough	Down	120	

Scarborough

Platform	Direction	Usable Length	Notes
1	Both	277	
2	Both	183	
3	Both	163	
4	Both	129	
5	Both	122	

LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN

Streethouse

Platform	Direction	Usable Length	Notes
1 - Up Goole	Up	103	
2 - Down Goole	Down	101	

Featherstone

Platform	Direction	Usable Length	Notes
1 - Up Goole	Up	101	
2 - Down Goole	Down	101	

Pontefract Tanshelf

Platform	Direction	Usable Length	Notes
1 - Up Goole	Up	101	
2 - Down Goole	Down	101	

Pontefract Monkhill

Platform	Direction	Usable Length	Notes
1 - Up Goole	Up	96	
2 - Down Goole	Down	101	

Knottingley

Platform	Direction	Usable Length	Notes
1 - Up Goole	Up	106	
2 - Down Goole	Down	106	

Whitley Bridge

Platform	Direction	Usable Length	Notes
1 - Up Goole	Up	59	
2 - Down Goole	Down	50	

Hensall

Platform	Direction	Usable Length	Notes
1 - Down Goole	Down	49	
2 - Up Goole	Up	62	

Snaith

Platform	Direction	Usable Length	Notes
Single – Down/ Up Goole	Both	35	

Rawcliffe

Platform	Direction	Usable Length	Notes
Single – Down/ Up Goole	Both	47	

LN898 NEVILLE HILL EAST JN TO HULL

Cross Gates

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	151	
2 – Up Hull	Up	148	

Garforth

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	151	
2 – Up Hull	Up	149	

East Garforth

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	102	
2 – Up Hull	Up	102	

Micklefield

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	101	
2 – Up Hull	Up	90	

South Milford

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	68	
2 – Up Hull	Up	91	

Selby

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	200	
2 – Up Hull	Up	257	
3 - Bay	Both	120	

Wressle

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	95	
2 – Up Hull	Up	79	

Howden

Platform	Direction	Usable Length	Notes
1 – Up Hull	Up	120	
2 – Down Hull	Down	123	

Eastrington

Platform	Direction	Usable Length	Notes
1 – Up Hull	Up	90	
2 – Down Hull	Down	90	

Gilberdyke

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	110	
2 – Up Hull	Up	110	

Broomfleet

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	95	
2 – Up Hull	Up	95	

Brough

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	184	
2 – Up Hull	Up	184	

Ferriby

Platform	Direction	Usable Length	Notes
1 – Down Hull	Down	110	
2 – Up Hull Slow	Up	170	

Hessle

Platform	Direction	Usable Length	Notes
1 – Up Hull	Up	105	
2 – Down Hull	Down	105	

Hull			
Platform	Direction	Usable Length	Notes
1	Both	75	
2	Both	176	
3	Both	171	
4	Both	170	
5	Both	229	
6	Both	231	
7	Both	224	

LN902 MICKLEFIELD JN TO CHURCH FENTON NORTH JN

Church Fenton

See LN854 Hall Royd Jn (excl.) to Colton Jn

LN912 THORNE JN TO GILBERDYKE JN

Thorne North

Platform	Direction	Usable Length	Notes
1 - Up	Up	90	
2 - Down	Down	89	

Goole

Platform	Direction	Usable Length	Notes
1 - Up	Up	105	
2 - Down	Down	115	

Saltmarshe

Platform	Direction	Usable Length	Notes
1 – Down Saltmarshe	Down	71	
2 – Up Saltmarshe	Up	71	

LN914 HULL (PARAGON) TO SEAMER WEST JN

Hull (Paragon)

See entry under route LN898 Neville Hill East Jn to Hull

Cottingham

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	108	
1 – Up Main	Up	108	

Beverley

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	104	
1 – Up Main	Up	104	

Arram

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	79	
1 – Up Main	Up	81	

Hutton Cranswick

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	83	
1 – Up Main	Up	60	

Drifffield

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	124	
1 – Up Main	Up	103	

Nafferton

Platform	Direction	Usable Length	Notes
2 – Down Main	Down	80	
1 – Up Main	Up	58	

Bridlington

Platform	Direction	Usable Length	Notes
4 – Down Main	Down	165	
5 – Up Main	Both	168	
6 (Bay)	Both	131	

Bempton

Platform	Direction	Usable Length	Notes
Single - Down/Up Bridlington	Down	117	
	Up	93	

Hunmanby

Platform	Direction	Usable Length	Notes
2 - Down Bridlington	Down	92	
1 - Up Bridlington	Up	92	

Filey

Platform	Direction	Usable Length	Notes
2 - Down Bridlington	Down	119	
1 - Up Bridlington	Up	112	

LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN

Kirkstall Forge

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	143	
2 – Down Shipley Main	Down	143	

Apperley Bridge

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	120	
2 – Down Shipley Main	Down	143	

Shipley

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	143	
2 – Down Shipley Main	Down	106	
	Up	115	
3 - Up & Dn Shipley Curve	Down	240	
	Up	215	
4 - Down Forster Square	Down	198	
5 - Up & Dn Shipley Curve	Both	98	

Saltaire

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	143	
2 – Down Shipley Main	Down	143	

Bingley

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	143	
2 – Down Shipley Main	Down	143	

Crossflatts

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	102	
2 – Down Shipley Main	Down	102	

Keighley

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	201	
2 – Down Shipley Main	Down	225	

Steeton and Silsden

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	102	
2 – Down Shipley Main	Down	102	

Cononley

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	95	
2 – Down Shipley Main	Down	116	

Skipton

Platform	Direction	Usable Length	Notes
1 (Bay)	Both	99	Buffer stop to end of platform 99m, formations up to 145m can be accommodated behind signal L4032 under ASDO arrangements.
2 – Up Shipley Main	Down	197	
	Up	200	
3 – Down Shipley Fast	Down	183	
	Up	155	
4 – Down Shipley Slow	Down	182	
	Up	154	

Gargrave

Platform	Direction	Usable Length	Notes
1 – Up Shipley Main	Up	88	
2 – Down Shipley Main	Down	92	

LN924 APPERLEY JN TO ILKLEY

Guiseley

Platform	Direction	Usable Length	Notes
1 – Down Ilkley	Down	143	
2 – Up Ilkley	Up	143	

Menston

Platform	Direction	Usable Length	Notes
1 – Down Ilkley	Down	143	
2 – Up Ilkley	Up	98	

Burley in Wharfedale

Platform	Direction	Usable Length	Notes
1 – Down Ilkley	Down	141	
2 – Up Ilkley	Up	118	

Ben Rhydding

Platform	Direction	Usable Length	Notes
1 – Down Ilkley	Down	99	
2 – Up Ilkley	Up	99	

Ilkley

Platform	Direction	Usable Length	Notes
1	Both	199	
2	Both	199	

LN926 DOCKFIELD JN TO ESHOLT JN

Baildon

Platform	Direction	Usable Length	Notes
Single	Both	102	

LN928 SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE

Shipley

See LN922 Whitehall West Jn to Hellifield South Jn

Frizinghall

Platform	Direction	Usable Length	Notes
1 – Up Foster Square	Up	98	
2 – Down Foster Square	Down	98	

Bradford Forster Square

Platform	Direction	Usable Length	Notes
0	Both	237	
1	Both	264	
2	Both	266	
3	Both	101	

LN932 SHIPLEY SOUTH JN TO SHIPLEY WEST JN

Shipley

See LN922 Whitehall West Jn to Hellifield South Jn

5.5 Timing Allowances

All allowances shown are in minutes.

LH/HST/22x/80X	Refers to non-freight locomotive hauled trains and all trains capable of running over 100 mph. Performance allowance does not apply to empty coaching stock moves and freight services
MU/LL	Refers to all forms of multiple unit, whether diesel or electric as well as to light locomotives, not capable of running at over 100 mph. Performance allowance does not apply to light locomotives
CI 4	Refers to locomotive hauled Class 4 freight trains
CI 6	Refers to locomotive hauled Class 6 freight trains

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

E refers to engineering allowance
P refers to performance allowances

Definitions of these timing allowances are available within Section 1.13.4 of the National TPR document. A glossary of symbols used is available within Appendix G of the National TPR document.

5.5.1 SX Daytime

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

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN					
Timing Section	Type	LH HST 91 180 80X 22X	MU	Freight	Remarks
Down					
Approach Welwyn Garden City	E		1		Applies to trains terminating at Welwyn Garden City Only
	P		1		Applies to trains running beyond Welwyn Garden City that have run via Down Slow from Finsbury Park or Alexandra Palace. May be moved to approaching Stevenage if appropriate
Approach Stevenage	P	1*	1*		*Not applicable to trains from Hertford Loop.
	E			1*	May be moved to approaching Welwyn Garden City or split approaching Welwyn Garden City and Stevenage if appropriate.
Approach Holme Jn	E	1*	1*	1*	* May be shown approaching Fletton Jn if required
Approach Newark North Gate	E	1	1	1	
Approach Loversall Carr Jn	E	1	1	1	
Up					
Approach Doncaster	E	1*	1*	1	*Not required for services that are routed towards Sheffield
Approach Newark Flat Crossing	E	1*	1*	1*	*May be shown approaching Newark North Gate for trains booked to call there
After Tallington	E	1	1	1	Does not apply to trains from Stamford direction (LN3615) or EMR services from Nottingham Branch Jn
Approach Knebworth	P		1		Only applies to trains stopping at Knebworth.
Approach Woolmer Green Jn	E	1*	1*	1	* Applies to all services originating north of Peterborough (exclusive).
	P	1	1		Applies to services originating from Peterborough/King's Lynn/Ely/Cambridge or locations south thereof. Does not apply if stopping at Knebworth.
Approach Welwyn Garden City	P		1		Applies to trains that have crossed to Up Slow at Digswell Junction. May be applied approaching Woolmer Green or split approaching Woolmer Green and Welwyn Garden City if appropriate
Approach Potters Bar	P	1	1		Applies to non-stop trains running Up Fast from Digswell Jn May be applied approaching Woolmer Green Jn or split approaching Woolmer Green Jn and Potters Bar if appropriate.

LN105 MOORGATE TO FINSBURY PARK JUNCTION

Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Up – Weekdays					
Approach Drayton Park	P		1		

LN110 CANONBURY WEST JUNCTION TO FINSBURY PARK JUNCTION

Timing Section	Type	LH	MU	Freight	Remarks
Up					
Approach Canonbury West Junction	E	1	1	1	

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

Timing Section	Type	LH HST 80x	MU	Freight	Remarks
Down					
Approach Langley Junction	P	1	1*		*Does not apply to services terminating at Stevenage
	E		1 [#]	1	[#] Applies only to services terminating at Stevenage
Approach Hertford North	E		1		Applies only to services terminating at Hertford North
Approach Gordon Hill	E		1		Applies only to services terminating at Gordon Hill
Up					
Approach Alexandra Palace	P	1	1*		*Allowance for MU only applies to trains originating from North of Stevenage
	E		1*	1	*Applies only to services terminating at Alexandra Palace and ECS services to Hornsey EMUD (not applicable to reversals from Bowes Park/Bowes Park RRL)

LN125 HITCHIN CAMBRIDGE JUNCTION TO ROYSTON (INCLUSIVE)

Timing Section	Type	LH	MU	Freight	Remarks
Down					
Approach Letchworth/Baldock/Royston	E	1	1	1	Terminating Trains Only

LN147 HELPSTON JN TO UFFINGTON

Up – SX Daytime

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Approaching Helpston Jn	E	1	1	1	

LN600 SHAFTHOLME JN TO RESTON GSP

Timing Section	Type	LH HST 80x 22x	MU	Freight	Remarks
Down					
Approach Colton Jn	E	1	1	1	
Approach Darlington/Darlington DGL	P	1	1		
	E			1	
Approach Birtley Jn	E	1	1	1	
Approach Berwick	E	1	1	1	Services which Terminate between Newcastle and Berwick are to receive this allowance approaching their terminating location
Up					
Approach Heaton South Jn	E	1	1	1	Services which have originated on Blyth & Tyne routes (LN694/LN702/LN704) do not require this allowance
Approaching Darlington	P	1	1		Does not apply to TPE services
	E			1	
Approaching Skelton Jn	E	1	1	1	Services on the SL are to receive this allowance approaching Skelton Bridge Jn

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST

Timing Section	Type	LH HST 80x	MU	Freight	Remarks
Down					
Approach Eaglescliffe	E	1	1	1	Approaching Eaglescliffe from Yarm
Approach Hartlepool	E	1	1		Terminating services only
Approach Sunderland	E	1	1	1	Approaching Sunderland from Ryhope Grange Jn
Approach Pelaw Metro Jn	E		1		Tyne & Wear Metro only
Approach Park Lane Jn	P	1	1		Allowances may be applied at Park Lane Jn or Pelaw Jn as required
	E	1	1	2	
Up					
Approach Sunderland	E	1	1*	1	All Northern and TWM terminating services only
Approach Northallerton East Junction	E	1	1	1	

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Weekdays					
Approach South Hylton	E		1		

LN631 DARLINGTON SOUTH JUNCTION TO EAGLESCLIFFE SOUTH JUNCTION

Timing Section	Type	LH	MU	Freight	Remarks
Up					
Approach Darlington	E	1	1	1	
	P		1*		* Where possible apply approaching Dinsdale

LN632 STOCKTON CUT JUNCTION TO SALTBURN

Timing Section	Type	LH 80X	MU	Freight	Remarks
Down					
Approach Middlesbrough	E	1	1*	1	*Terminating trains only
	P		1		
Approach Saltburn	E	1	1	1	
Up					
Approach Whitehouse Jn	E	1	1	1	

LN634 GUISBOROUGH JUNCTION TO WHITBY

Timing Section	Type	LH	MU	Freight	Remarks
Down					
Approach Nunthorpe	E	1	1	1	
Approach Whitby	E	1	1	1	
Up					
Approach Nunthorpe	E		1		
Approach Cargo Fleet Road Signal MW6984	P	2			
	E		1	2	

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Ferryhill South Junction	E	2		2	

LN678 DARLINGTON NORTH JUNCTION TO EASTGATE

Timing Section	Type	LH HST	MU	CI 6	
Down – Weekdays					
Approaching Bishop Auckland	P	1			
	E	1		1	
Up – Weekdays					
Approaching Darlington	P	1	1		
	E	1		1	

LN682 KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN

Please refer to Line of Route NW9909 (North West & Central Timetable Planning Rules) for Petteril Bridge Jn to Carlisle South Jn and NW4001 for Carlisle South Jn to Carlisle North Jn

Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Hexham	E	1	1	1	
Approach Petteril Bridge Jn	E	1	1	1	
Up – Weekdays					
Approach Hexham	E	1	1	1	
Approach Norwood Jn	P		1		Not for trains starting at Metro Centre
	E	1	1	1	

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Gainsborough Central	E		5		[5] is required to operate track circuits whilst passenger operation is Saturdays only
Approach Retford	E	2	2	2	
Approach Worksop	P		1		
Approach Nunnery Main Line Junction	E	1	1	1	
	P		1*		*Can be removed from Northern services if the arrival at Sheffield is advertised 1 minute later to the public
Up – Weekdays					
Approach Worksop	E	2	1	2	Terminating trains only
	P		½		Terminating trains only
Approach Retford	E	2	1* 5^	2	*Terminating trains only ^ [5] is required to operate track circuits whilst passenger operation is Saturdays only
	P		1		Terminating trains only
Approach Clarborough Junction	E	2	1	2	
Approach Gainsborough Central	P		1		Terminating trains only

LN736 CLEETHORPES TO NUNNERY MAIN LINE JUNCTION VIA RETFORD

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Approach Marsh Junction/Grimsby Town	E	2	1	2	
Approach Cleethorpes	P		2		Terminating Grimsby Town only
	P		4*%		2 minutes may be shown as advertised differential *For arrivals into Cleethorpes for services from Barton-on-Humber, the value of 1 minute performance should be presentable as either <1> before or as public timetable differential in Cleethorpes arrival. % 3 for Transpennine Express services

LN742 KILLINGHOLME JUNCTION TO BROCKLESBY JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Ulceby	E	1		1	
Up – Weekdays					
Approach Humber Rd Junction	E	2		2	

LN752 WRAWBY JN TO MARSHGATE JN

Approaching Location	Type	Value Down	Value Up	Remarks
Wrawby Jn	E		1	Does not apply to MU or light engines
Foreign Ore Branch Jn	E	1		
Scunthorpe	E		1	Excludes MU and light engines not terminating at Scunthorpe
	P		1	For MU and light engines terminating at Scunthorpe only, and all Transpennine Express services
Thorne Jn	E	1		Does not apply to MU or light engines
Hatfield & Stainforth	E	2		Applies to services towards Thorpe Marsh Jn only
Doncaster	E	1		
	P	3		2 for MU or light engines, reduced to 1 if starting at Goole or Scunthorpe

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Hexthorpe Junction	E	1	1	1	
Up – Weekdays					
Approach Bentley Junction	E	1	1	1	

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Dore Station Jn	E	1*	1*	1*	*Can alternatively be applied approaching Sheffield if required
Approach Milford Jn	E	3^	3	2	^ [1] applies to CrossCountry ECS from Crofton Depot via Pontefract Monkhill
Up – Weekdays					
Approach Pontefract Baghill/ Ferrybridge North Jn	E	2		2	Does not apply to trains from Ferrybridge Power Station [1] applies to all services diverging from LN804 at Ferrybridge North Jn
Approach Moorthorpe/Moorthorpe Signal L6586	E	3	3	3	
Approach Wincobank Jn	P	1**	1*		*Can be applied flexibly between Aldwarke and Nunnery Main Line Jns if required. Where possible apply approaching Meadowhall. ^Can be removed from CrossCountry and Northern services if the arrival at Sheffield is advertised 1 minute later to the public
Approach Nunnery Main Line Jn	E	1**	1	1	** Does not apply to CrossCountry services which have come from LN868

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Masborough Junction	E	2*	2*	2*	*Can be applied approaching Masborough Sorting Sidings South Junction
Up – Weekdays					
Approach Beighton Junction	E	2	2	2	

LN808 DORE STATION JN TO EARLES SIDINGS (EXCL.)

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Weekdays					
Approaching Grindleford	E	1	1	1	

LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Doncaster	E	1	1	1	*Can be applied flexibly between Swinton Jn and Doncaster if required
	P	1*	1*		

LN830 ALDWARKE JUNCTION TO WOODBURN JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Rotherham Central	E	1		2	

LN836 DONCASTER MARSHGATE JN TO NEVILLE HILL EAST JN

Timing Section	Type	LH HST 80X 22X	MU	Freight	Remarks
Down					
	E	1	1	1	
Approach Holbeck Jn/ Copley Hill West Jn	P	1*\$	1*		*Does not apply to London North Eastern Railway services \$ Can be removed from CrossCountry services if the arrival at Leeds is advertised 1 minute later to the public
Up					
Approach Neville Hill West Jn	P	1	1		
	E			1	
Approach Doncaster	E	1	1*	1	*Does not apply to services starting at Adwick
	P		1		Terminating trains only. Does not apply services starting at Adwick.

LN838 LEEDS ARMLEY JUNCTION TO YORK SKELTON JUNCTION VIA HARROGATE

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6	Remarks
Down (Leeds to Harrogate) – Weekdays					
Approach Harrogate	E	1	1		Terminating trains only
	P		1		Terminating trains only
Up (Harrogate to Leeds) – Weekdays					
Approach Armley Junction	E	1	1		
	P		1		
Up (Harrogate to York) – Weekdays					
Approach Knaresborough	E		1		Terminating trains only
Approach York	P		1		Can be located approaching Skelton Jn to aid planning
	E		1		Can be located approaching Skelton Jn to aid planning

LN842 THORPE MARSH JN TO ADWICK JN

Approaching Location	Type	Value Down	Value Up	Remarks
Applehurst Jn	E	1		

LN852 HOLBECK JN TO BRADFORD INTERCHANGE

Approaching Location	Type	Value Down	Value Up	Remarks
Holbeck Jn	P		1	MU Trains only

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

Approaching Location	Type	Value Down	Value Up	Remarks
Hebden Bridge	E		1	
Brighouse	E		1	Terminating trains only
Bradley Wood Jn	E	1		MU Trains to Huddersfield only
Healey Mills/Horbury Jn	E	1*		*Does not apply to services from Todmorden
Horbury Jn	P	1		Trains from Huddersfield Does not apply to TPE services
Castleford	E	1		Freight from Normanton direction only
	E		1	
Milford Jn	E	1		
Colton Jn	P	1		Passenger only (excluding class 0) For MU may be reduced to ½ for 1Bxx service group with prior agreement between Network Rail and Train Operator.

LN858 MILNER ROYD JN TO BRADFORD MILL LANE JN

Approaching Location	Type	Value Down	Value Up	Remarks
Halifax	E	1		Does not apply to services starting at Hebden Bridge
	P		1	Terminating trains and trains to Huddersfield only

LN860 DIGGLE JN TO COPLEY HILL EAST JN

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Huddersfield	E	1	1	1	
Approach Whitehall Jn	E	1	1	1	
	P		1*		* Applies to stopping services only.
Up – Weekdays					
Approach Heaton Lodge West Jn	E		1		Stopping services from Leeds and Wakefield
	P		1		Stopping services from Leeds and Wakefield. Does not apply to TPE services.

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Penistone	P		1		* Where possible apply approaching Stocksmoor
Approach Huddersfield	E	1	1		
	P		<1/2>*		
Up – Weekdays					
Approach Barnsley	E	1	1		
	P		1		

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSELY

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Barnsley	E	1		1	
Approach Horbury Jn	P		<1>*		* Where possible apply approaching Darton
Up – Weekdays					
Approach Barnsley	P		1		Trains starting from Leeds only
Approach Wincobank Jn	E	1		1	

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Engine Shed Junction & Holbeck Depot Junction	E	2	1	2	Approaching Stourton for trains that terminate or call
	P		1		

LN880 YORK TO SCARBOROUGH

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Malton	E	1	1	1	
Approach Scarborough	P	3	1		
Up – Weekdays					
Approach Malton	P		1		
Approach York	P	2			
	E	1	1	1	

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Pontefract	E		1*		* Trains terminating from Wakefield direction
	P		1*		
Approach Knottingley	E	1	1*	1	*Terminating trains only ^ Where possible apply approaching Streethouse
	P		<1>^		
Approach Goole	P		<2>*		* Where possible apply <1> approaching Hensall and <1> approaching Goole.
Up – Weekdays					
Approach Knottingley	P		1		
Approach Wakefield Kirkgate	E		1		

LN898 NEVILLE HILL EAST JUNCTION TO HULL

Timing Section	Type	LH HST 80X 22X	MU	Freight	Remarks
Down					
Approach Selby	P	1	1		Terminating Services Only
	E	1	1	1	
Approach Gilberdyke	P	1*	1*		*TPE and Northern Services Only
Approach Hessle Road Jn	E	1	1	1	
Up					
Approach Selby	E	1	1	1	
Approach Gascoigne Wood Jn	E	1	1*	1	*Does not apply to services starting at Selby

LN910 TEMPLE HIRST JUNCTION TO SELBY SOUTH JUNCTION

Timing Section	Type	LH HST 80X	MU	Freight	Remarks
Down					
Approach Selby	E	1	1	1	

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Goole	P		1		Terminating trains only
Approaching Gilberdyke	P	<1>*	<1>*		* Where possible apply approaching Saltmarshe

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Up – Weekdays					
Approach Thorne Junction	E		1		Northern services only. Does not apply to services starting at Goole

LN914 HULL (PARAGON) TO SEAMER WEST JN

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Weekdays					
Approach Beverley	P		1		Terminating Northern services only
Approach Bridlington	E	2	1		
	P		1		
Approach Seamer	E	2	1		
Up – Weekdays					
Approach Bridlington	E		1		
	P		1		
Approach Hull	E	2	1*		*Does not apply to services starting at Beverley
	P		1		

LN922 WHITEHALL WEST JUNCTION TO HELLIFIELD SOUTH JUNCTION

Timing Section	Type	LH HST 80X 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Skipton	E	1	1	2	
	P		1		Terminating trains only
Up – Weekdays					
Approach Skipton	E	2	2	2	
	P		1		
Approach Armley Junction	E	1	1	2	
	P		<1>*		* Where possible apply approaching Kirkstall Forge

LN924 APPERLEY JUNCTION TO ILKLEY

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Ilkley	E		1		
	P		1		

LN928 SHIPLEY EAST JUNCTION TO BRADFORD FORSTER SQUARE					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Weekdays					
Approach Bradford Forster Square	E	1	1	2	
	P		<1>*		* Where possible apply approaching Frizinghall

5.5.2 SX Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Trains should not be timed on the Fast Lines between Belle Isle Jn and Digswell Jn, or Woolmer Green Jn and Hitchin (both directions). The allowances shown in this table replace any shown under daytime allowances for this line of route. Refer to EAS Section 4 for applicable times.					
Down					
Approach Hitchin	E	3*	3*	3*	* [2] applies for trains planned via Hertford Loop
Approach Huntingdon (FL)	E	7	7	7	
Approach Fletton	E	3	3	3	
Approach Stoke Jn	E	2	2	2	
Approach Grantham	E	20	20	20	(A)
Approach Newark Northgate	E	20	20	20	(A)
Approach Loversall Carr Jn	E	20	20	20	(A)
Approach Doncaster	E	5#	5#	5#	#Trains timed FL throughout only. Not applicable to trains starting or terminating in Doncaster Yards.
Up					
Approach Loversall Carr Jn	E	5	5	5	(A0
Approach Newark Northgate	E	20	20	20	(A)
Approach Grantham	E	20	20	20	(A)
Approach Stoke Jn	E	20	20	20	(A)
Approach Peterborough (SL)	E	2	2	2	
Approach Cadwell	E	3	3	3	Applies to crossing moves Up Slow to Up Fast only
Approach Hitchin (SL)	E	3	3	3	
Approach Hitchin (FL)	E	10	10	10	Does not apply to trains that have crossed Up Slow to Up Fast at Cadwell
Approach Belle Isle Jn	E	3 [^]	3 [^]	3 [^]	Services routed towards the North London Lines (LN115) are to receive this allowance approaching Copenhagen Jn. *This does not apply to ECS moves to King's Cross originating at Bounds Green, Hornsey EMUD, Ferme Park Sidings or Bowes Park Reversing Sidings. [^] [2] applies for trains planned via Hertford Loop
(A) Only one allowance to be applied per train between Stoke Jn and Loversall Carr Jn. Applies in <u>both</u> directions to all services, commencing after the passage of 1D36 King's Cross to Leeds, and finishing before the passage of 1Y00 York to King's Cross.					

LN600 SHAFTHOLME JN TO RESTON GSP

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning					
Doncaster – Colton Jn					NIL
Colton Jn – York	E	3	3	3	Refer to EAS Section 4 for applicable times. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York.
York – Skelton Jn	E	3	3	3	Refer to EAS Section 4 for applicable times.
Longlands Jn – Darlington South Jn	E	15	15	15	Refer to EAS Section 4 for applicable times. (B)
	E	2			Diverted Sleeper Services Only
Darlington South Jn – Tursdale Jn	E	15	15	15	Refer to EAS Section 4 for applicable times. (B)
	E	2			Diverted Sleeper Services Only
Tursdale Jn – Durham	E	15	15	15	Refer to EAS Section 4 for applicable times. (B)
	E	2			Diverted Sleeper Services Only
Durham – King Edward Bridge South Jn	E	15	15	15	Refer to EAS Section 4 for applicable times. (B) Does not apply to any movements starting from Tyne Yard.
	E	2			Diverted Sleeper Services Only
King Edward Bridge South Jn – Newcastle Newcastle – Heaton South Jn	E	2	2	2	Refer to EAS Section 4 for applicable times. (D) All FL trains to be timed over same line Refer to EAS Section 4 for applicable times. (D) All trains to be timed over one line
	E	2	2	2	Refer to EAS Section 4 for applicable times. (D) All trains to be timed over one line
A – Only one allowance per train between Stoke Jn and Loversall Carr Jn, to finish before the passage of 1A01 0505 Leeds – King's Cross. No other train should be timed to pass these services within SLW times					
B – Maximum 17 minutes allowance per train between Longlands Jn and King Edward Bridge South Jn					
D – only one allowance per train King Edward Bridge South Jn to Heaton South Jn					

LN784 HIGH MARNHAM TO SHIREBROOK EAST JN

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Weekdays					
Boughton Jn – Shirebrook Jns	E	2	2	2	Refer to EAS Section 4 for applicable times. Single Line Working. All trains to be timed over same line.

LN854 HALL ROYD JN (EXCL.) TO COLTON JN**Down and Up – Monday night/Tuesday morning to Friday night/Saturday morning**

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Church Fenton – Colton Jn	E	3	3	3	Refer to EAS Section 4 for applicable times. To be coordinated with Colton Jn – York. Only one allowance between Church Fenton and York
Horbury Jn – Wakefield Kirkgate	E	3	3	3	Refer to EAS Section 4 for applicable times.

5.5.3 SO Daytime (See routes for applicable times)

The values shown in SX Daytime apply to SO Daytime

5.5.4 SO Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
All trains King's Cross to Peterborough (both Down and Up) to be planned over the Slow Lines. Refer to EAS Section 4 for applicable times.					
Down – Saturday night/Sunday morning					
Approach Hitchin	E	3*	3*	3*	* [2] applies for trains planned via Hertford Loop
Approach Fletton	E	3	3	3	
Approach Newark North Gate	E	1	1	1	
Approach Loversall Carr Jn	E	1	1	1	
Up – Saturday night/Sunday morning					
Approach Doncaster	E	1*	1*	1	*Not required for services that are routed towards Sheffield
Approach Newark Flat Crossing	E	1*	1*	1*	*May be shown approaching Newark North Gate for trains booked to call there
After Tallington	E	1	1	1	Does not apply to trains from Stamford direction (LN3615) or EMR services from Nottingham Branch Jn
Approach Hitchin	E	3	3	3	
Approach Belle Isle Jn	E	3 [^]	3 [^]	3 [^]	Services routed towards the North London Lines (LN115) are to receive this allowance approaching Copenhagen Jn. *This does not apply to ECS moves to King's Cross originating at Bounds Green, Hornsey EMUD, Ferme Park Sidings or Bowes Park Reversing Sidings. [^] [2] applies for trains planned via Hertford Loop

LN600 SHAFTHOLME JN TO RESTON GSP					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance					
Down and Up – Saturday night/Sunday morning					
Colton Jn – York	E	3	3	3	Refer to EAS Section 4 for applicable times. To be coordinated with Church Fenton – Colton Jn. Only one allowance Church Fenton – York
Newcastle – Heaton South Jn	E	2	2	2	Refer to EAS Section 4 for applicable times. All trains to be timed over the same line

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up Saturday night/Sunday morning					
Church Fenton – Colton Jn	E	3	3	3	Refer to EAS Section 4 for applicable times. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York.

5.5.5 Sunday Daytime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN105 MOORGATE TO FINSBURY PARK JUNCTION					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sundays					
Approach Drayton Park	P		1		

LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA THE COAST					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sundays					
Approach Sunderland	E		1		All Northern and TWM terminating services only

LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JUNCTION					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sundays					
Approach South Hylton	E		1		

LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JUNCTION					
Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Ferryhill South Junction	E	2	2	2	

LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Retford	E	2	2	2	
Approach Worksop	P		1		
Approach Nunnery Main Line Jn	E	1	1	1	
	P		1		
Up – Sundays					
Approach Worksop	E	2	2	2	Terminating trains only
	P		½		Terminating trains only
Approach Retford	E	2	2	2	Terminating trains only
	P		2		Terminating trains only
Approach Clarborough Jn	E	2	2	2	
Approach Gainsborough Central	P		1		Terminating trains only
Approach Marsh Jn/Grimsby Town	E	2	1	2	
	P		<2>%		Nil for trains from Barton on Humber % 1 applies to Transpennine Express services
Approach Cleethorpes	P		2*		*For arrivals into Cleethorpes for services from Barton-on-Humber, the value of 1 minute performance should be presentable as either <1> before or as public timetable differential in Cleethorpes arrival.

LN752 WRAWBY JN TO MARSHGATE JN

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Scunthorpe Foreign Ore Branch Jn	E	1	1	1	
Approach Thorne Jn	E	1		1	
Approach Hatfield & Stainforth	E	2	2	2	Applies to services towards Thorpe Marsh Jn only
Approach Doncaster	E	1	1	1	
	P	3	2*		*1 minute for trains starting at Goole or Scunthorpe
Up – Sundays					
Approach Scunthorpe	P		<1>		Terminating trains, and all Transpennine Express services
	E	1	1*	1	*Terminating trains Only
Approach Wrawby Jn	E	1		1	

LN758 BRANCLIFFE EAST JUNCTION TO KIRK SANDALL JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach St Catherines Jn	E	15	15	15	Applies only to the first train on the route.
Up – Sundays					
Approach Brancliffe Jn	E	15	15	15	Applies only to the first train on the route.

LN766 BENTLEY JUNCTION TO HEXTHORPE JUNCTION (DONCASTER AVOIDING LINE)

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Hexthorpe Junction	E	1	1	1	
Up – Sundays					
Approach Bentley Junction	E	1	1	1	

LN804 TAPTON JN TO GASCOIGNE WOOD JN VIA SHEFFIELD

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Dore Station Jn	E	1*	1*	1*	*Can alternatively be applied approaching Sheffield if required
Approach Milford Jn	E	3^	3	2	^ [1] applies to CrossCountry ECS from Crofton Depot via Pontefract Monkhill
Up – Sundays					
Approach Pontefract Baghill/Ferrybridge North Jn	E	2	3	2	Does not apply to trains from Ferrybridge Power Station [1] applies to all services diverging from LN804 at Ferrybridge North Jn
Approach Moorthorpe/Moorthorpe Signal L6586	E	3	3	3	
Approach Wincobank Jn	P	1**	1*		*Can be applied flexibly between Aldwarke and Nunnery Main Line Junctions if required *Can be removed from CrossCountry and Northern services if the arrival at Sheffield is advertised 1 minute later to the public
Approach Nunnery Main Line Jn	E	1	1	1	

LN806 TAPTON JUNCTION TO MASBOROUGH JUNCTION VIA 'OLD ROAD'

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Masborough Junction	E	2	2	2	
Up – Sundays					
Approach Beighton Junction	E	2	2	2	

LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Up – Sundays					
Approach Doncaster	E	1	1	1	*Can be applied flexibly between Swinton Jn and Doncaster if required
	P	1*	1*		

LN842 THORPE MARSH JN TO ADWICK JN

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Applehurst Jn	E	1	1	1	

LN852 HOLBECK JN TO BRADFORD INTERCHANGE

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Up – Sundays					
Approach Holbeck Jn	P		2*		* 1 minute for trains from Halifax, Hebden Bridge or Huddersfield.

LN860 DIGGLE JN TO COPLEY HILL EAST JN

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Huddersfield	E		1		Terminating trains only
	P		1		Terminating trains only
Up – Sundays					
Approach Huddersfield/Marsden	E		1		Terminating trains only
Approach Heaton Lodge Jn	P		1		Stopping services from Leeds direction

LN862 BARNSELY STATION JUNCTION TO HUDDERSFIELD

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Penistone	P		1		
Approach Huddersfield	E	1	1		
	P		½		
Up – Sundays					
Approach Barnsley	E	1	1		
	P		1		

LN868 WINCOBANK JN TO HORBURY JN VIA BARNSELY

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Barnsley	E	1		1	
Up – Sundays					
Approach Barnsley	P		1		Trains starting from Leeds only
Approach Wincobank Jn	E	1		1	

LN872 ALTOFTS JUNCTION TO LEEDS WEST JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Engine Shed Junction & Holbeck Depot Junction	E	2	2*	2	Approaching Stourton for trains that terminate or call * 1 minute for trains from Knottingley direction
	P		2		

LN882 WAKEFIELD KIRKGATE WEST JUNCTION TO GOOLE POTTERS GRANGE JUNCTION

Timing Section	Type	LH HST 22X	MU LL	Freight	Remarks
Down – Sundays					
Approach Pontefract	E		1*		* Trains terminating from Wakefield direction
	P		1*		* Trains terminating from Wakefield direction
Approach Knottingley	E	1	1	1	
	P		1		
Approach Goole	P		2		
Up – Sundays					
Approach Knottingley	P		1		
Approach Wakefield Kirkgate	E		1		
	P		1		

LN912 THORNE JUNCTION TO GILBERDYKE JUNCTION

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approaching Gilberdyke	P	1	1		
Approach Goole	P		1		Terminating trains only

LN914 HULL (PARAGON) TO SEAMER WEST JN

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6	Remarks
Down – Sundays					
Approach Bridlington	E	2	2		Terminating trains only
	P		1		
Approach Seamer	E	2	2*		* Does not apply to trains starting from Filey and continuing to York or beyond
Up – Sundays					
Approach Bridlington	P		1		
Approach Hull	E	2	2*		* 1 minute for trains starting from Beverley
	P		1		

5.5.6 Sunday Nighttime (See routes for applicable times)

SX daytime allowances apply to those routes excluded from this section

LN101 LONDON KING'S CROSS TO SHAFTHOLME JN					
Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Trains should not be timed on the Fast Lines between Belle Isle Jn and Digswell Jn, or Woolmer Green Jn and Hitchin (both directions). The allowances shown in this table replace any shown under daytime allowances for this line of route. Refer to EAS Section 4 for applicable times.					
Down – Sunday night/Monday morning					
Approach Hitchin	E	3*	3*	3*	* [2] applies for trains planned via Hertford Loop
Approach Huntingdon (FL)	E	7	7	7	
Approach Fletton	E	3	3	3	
Approach Doncaster	E	5	5	5	3 applies for trains timed on SL or GL
Up – Sunday night/Monday morning					
Approach Loversall Carr Jn	E	5	5	5	3 applies for trains timed on SL or GL
Approach Cadwell	E	3	3	3	Applies to crossing moves Up Slow to Up Fast only.
Approach Hitchin (SL)	E	3	3	3	
Approach Hitchin (FL)	E	10	10	10	Does not apply to trains that have crossed Up Slow to Up Fast at Cadwell
Approach Belle Isle Jn	E	3 [^]	3 [^]	3 [^]	Services routed towards the North London Lines (LN115) are to receive this allowance approaching Copenhagen Jn. *This does not apply to ECS moves to King's Cross originating at Bounds Green, Hornsey EMUD, Ferme Park Sidings or Bowes Park Reversing Sidings. [^] [2] applies for trains planned via Hertford Loop

LN600 SHAFTHOLME JN TO RESTON GSP

Timing Section	Type	LH HST 80X CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Colton Jn – York	E	3	3	3	Refer to EAS Section 4 for applicable times. (A)
York – Skelton Jn	E	2	2	2	All trains to be timed over same line. Refer to EAS Section 4 for applicable times.
Skelton Jn – Longlands Jn	E	2	2	2	All trains to be timed to run Slow line]. Refer to EAS Section 4 for applicable times.
Longlands Jn – Darlington South Jn	E	15	15	15	Refer to EAS Section 4 for applicable times. (B)
Darlington South Jn – Tursdale Jn	E	15	15	15	Refer to EAS Section 4 for applicable times. (B)
Tursdale Jn – Durham	E	15	15	15	Refer to EAS Section 4 for applicable times. (B)
Durham – King Edward Bridge South Jn	E	15	15	15	Refer to EAS Section 4 for applicable times. (B) Does not apply to any movements starting from Tyne Yard.
King Edward Bridge South Jn – Newcastle	E	2	2	2	All FL trains to be timed over the same line Refer to EAS Section 4 for applicable times. (C) All trains to be timed over same line Refer to EAS Section 4 for applicable times. (C)
Newcastle to Heaton South Jn	E	2	2	2	All trains to be timed over same line Refer to EAS Section 4 for applicable times. (C)
(A) To be coordinated with Church Fenton – Colton Jn. Only one allowance between Church Fenton and York					
(B) Only one allowance per train between Longlands Jn and King Edward Bridge South Jn					
(C) Only one allowance between King Edward Bridge South Jn and Heaton South Jn					

LN752 WRAWBY JN TO MARSHGATE JN

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Wrawby Jn – Thorne Jn	E	2	2	2	2340 Sun – 0530 Mon. Refer to EAS Section 4 for applicable times.
Thorne Jn – Kirk Sandall Jn	E	2	2	2	All trains to be timed via slow lines. Refer to EAS Section 4 for applicable times.

LN784 HIGH MARNHAM TO SHIREBROOK EAST JN

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Boughton Jn – Shirebrook Jns	E	2	2	2	Single Line Working. All trains to be timed over same line. Refer to EAS Section 4 for applicable times.

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

(To be used until EiS L commissioning in 2027)

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up Sunday night/Monday morning					
Heaton Lodge Jn – Thornhill LNW Jn					Up trains to be timed on Slow line. Refer to EAS Section 4 for applicable times.
Church Fenton – Colton Jn	E	3	3	3	Refer to EAS Section 4 for applicable times. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York

LN854 HALL ROYD JN (EXCL.) TO COLTON JN

Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
(To be used from EiS L commissioning in 2027)					
Additional Engineering Allowance Down and Up Sunday night/Monday morning					
Church Fenton – Colton Jn	E	3	3	3	Refer to EAS Section 4 for applicable times. To be coordinated with Colton Jn – York. One allowance only between Church Fenton and York

LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN					
Timing Section	Type	LH HST CI 4 22X	MU LL	CI 6, 7 & 8	Remarks
Additional Engineering Allowance Down and Up – Sunday night/Monday morning					
Shipley East Jn – Skipton	E	20	20	20	Refer to EAS Section 4 for applicable times. (A)
Skipton – Hellifield	E	20	20	20	Refer to EAS Section 4 for applicable times. (A)
(A) Only one allowance per train between Kirkstall Jn and Hellifield, to be co-ordinated with NW&C allowances. Refer to Section 5.5.6 of the NW&C Timetable Planning Rules					

6 Timetabling Considerations

6.1 Advertised and Working Times

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

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

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

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

6.2 Timing of Light Locomotives

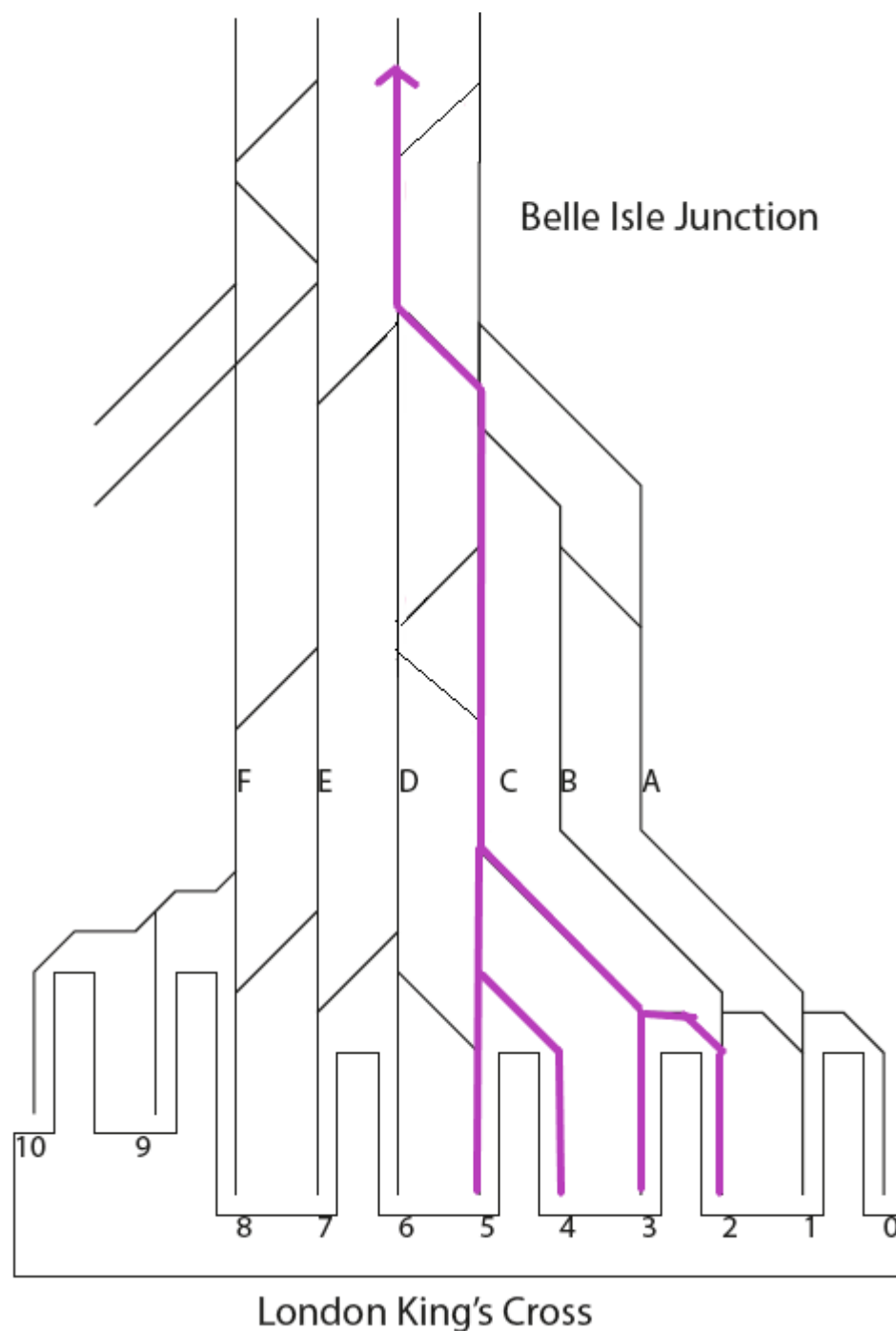
It is a general principle that all light locomotive movements will be timed. Any exceptions to this must be agreed by the appropriate Operational Planning Manager.

Appendix A Route Code Diagrams

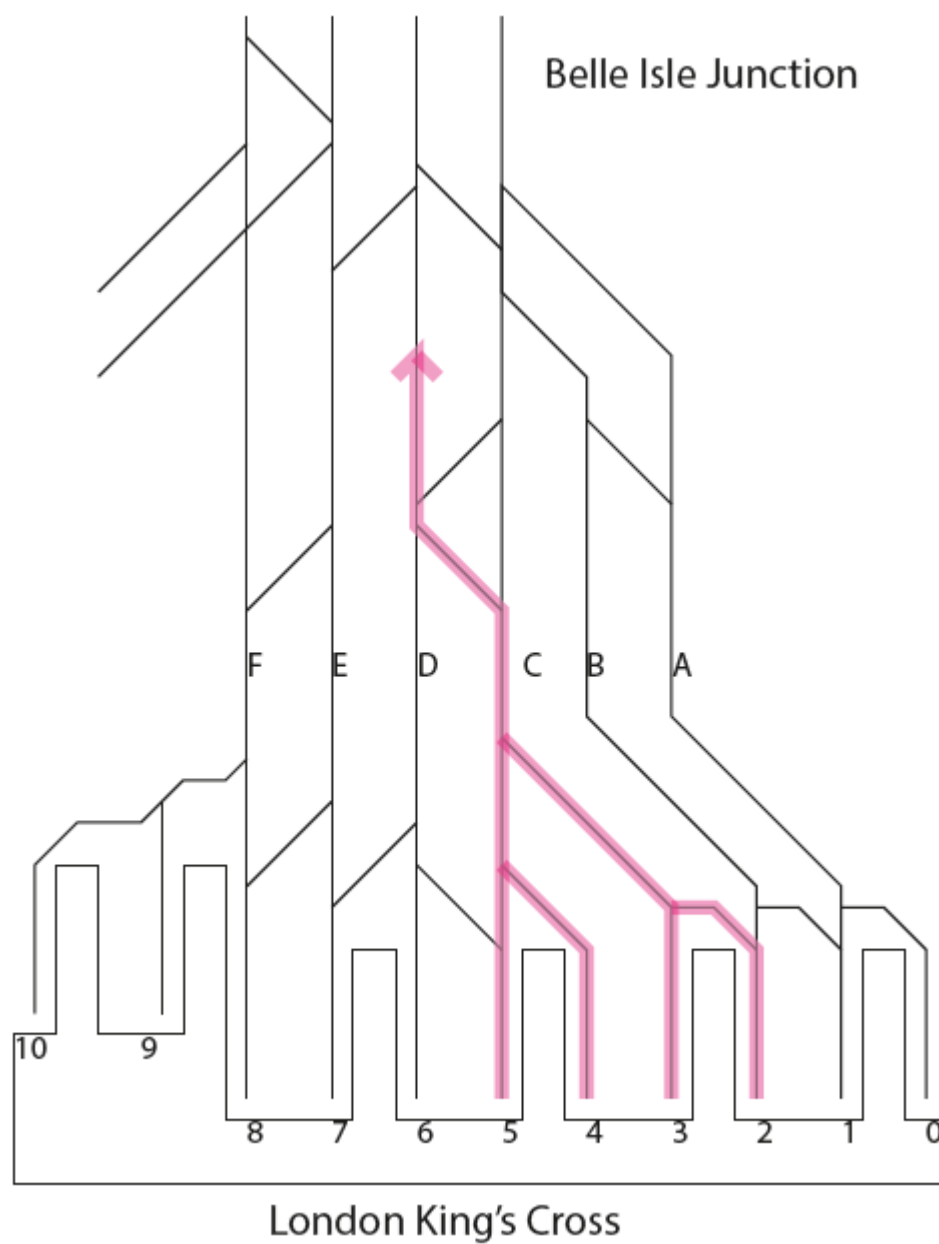
The following diagrams are supplementary to the information shown in Section 2.1

London King's Cross Area

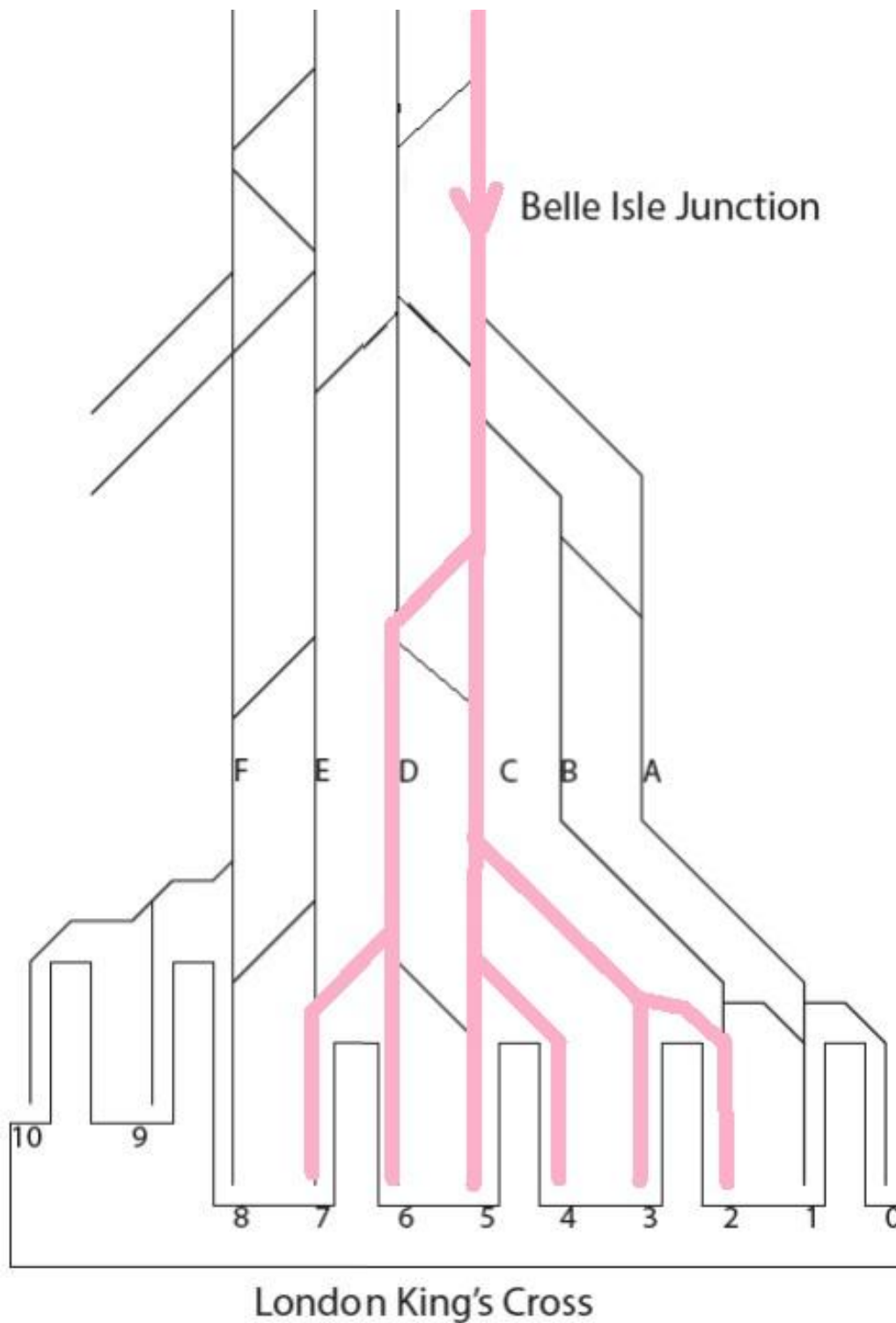
London King's Cross Route C (from Platforms 2-5)



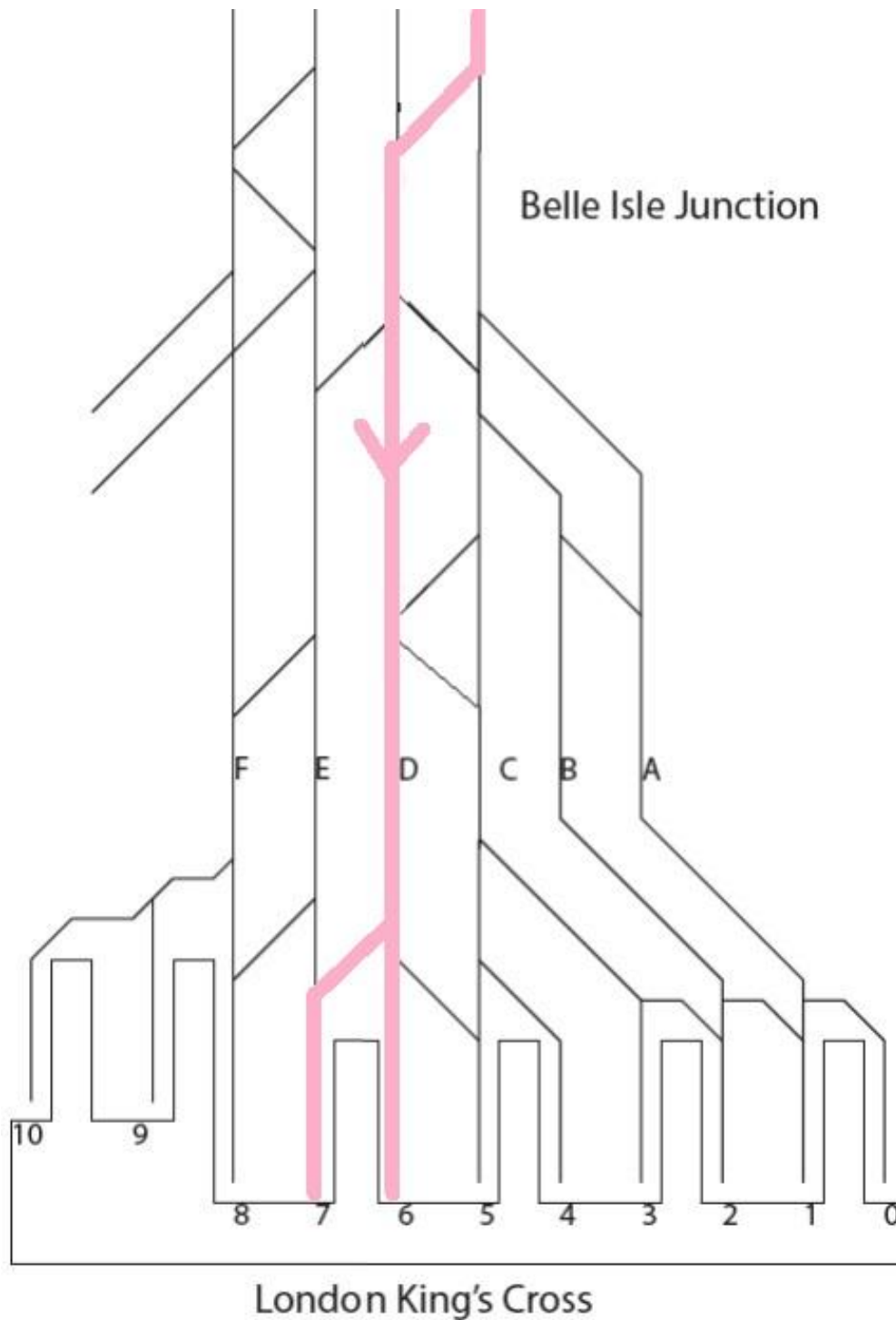
London King's Cross Route CX (from Platforms 2-5)



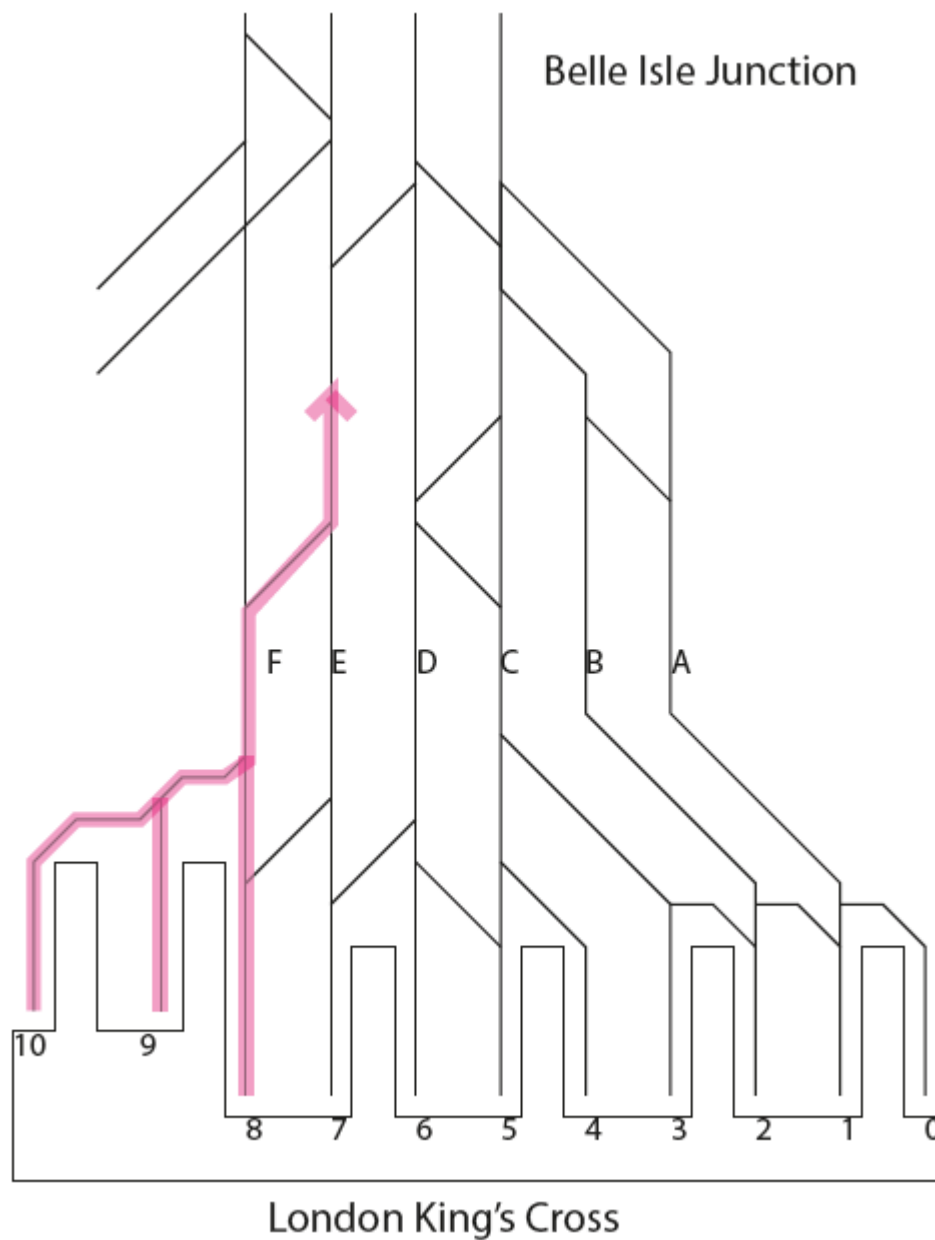
Belle Isle Route C (into London King's Cross platforms 2 to 7)



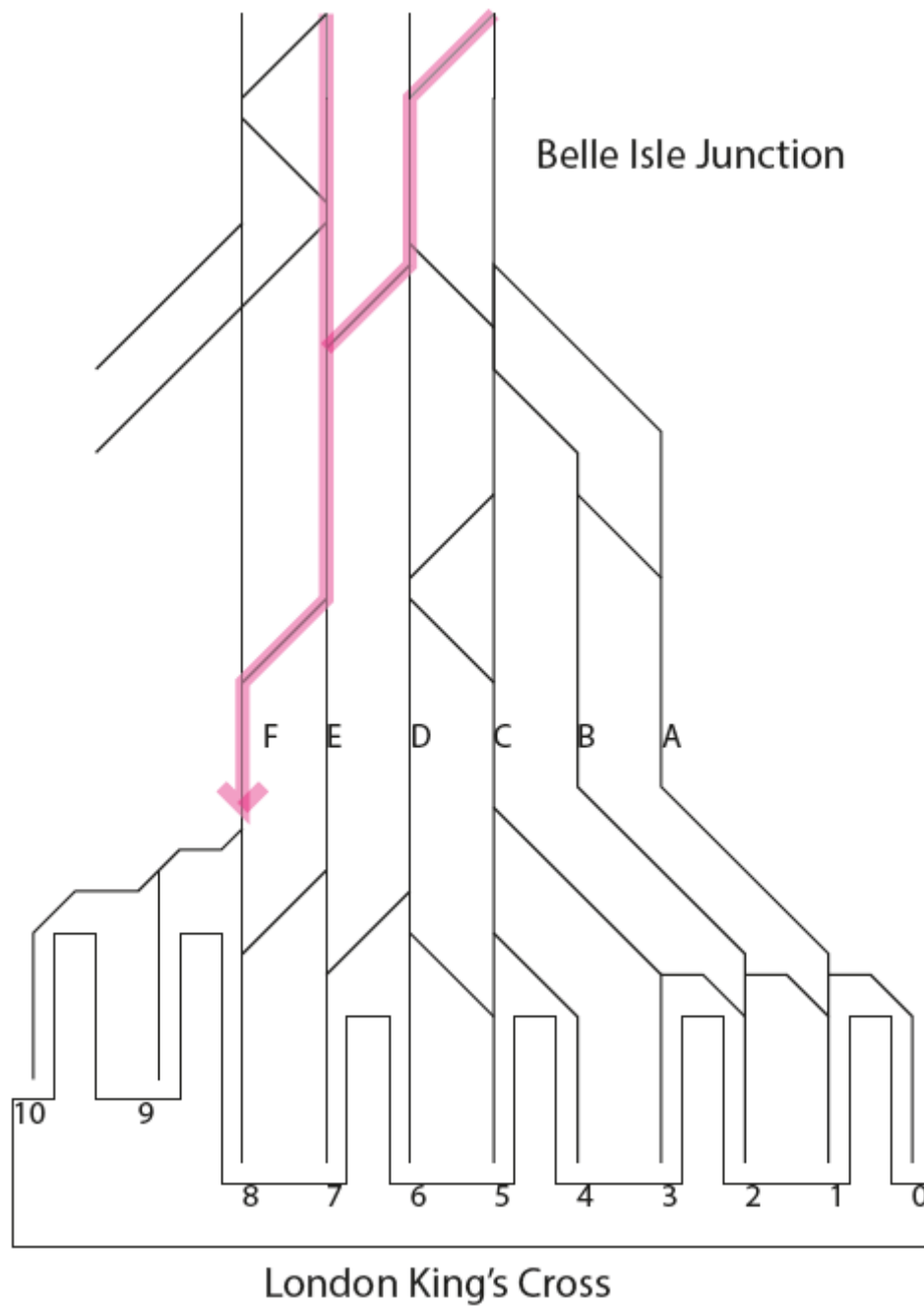
Belle Isle Route D (into London King's Cross platforms 6 and 7)



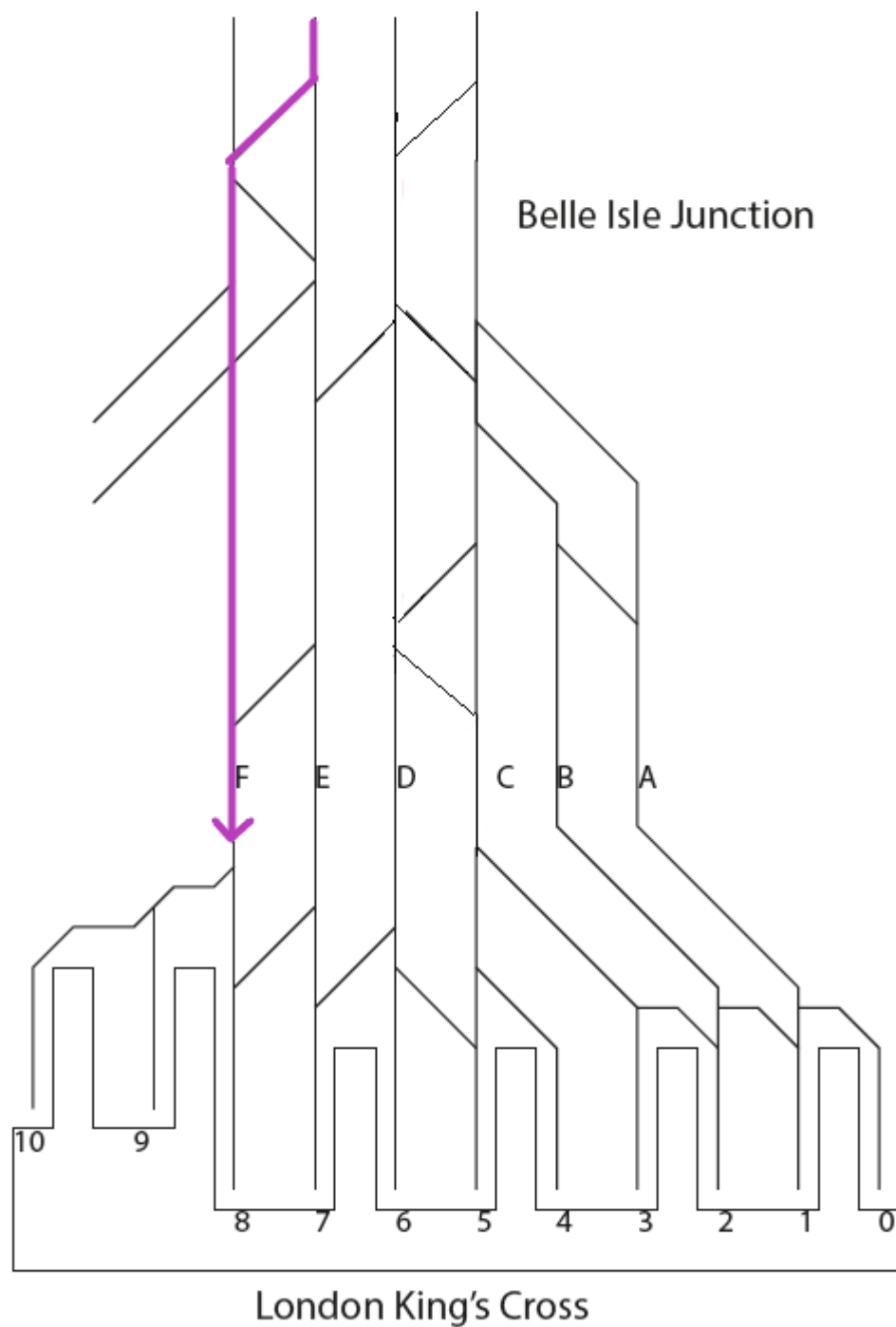
London King's Cross Route FX (from Platforms 8-10)



Belle Isle Route EX (into London King's Cross Platforms 8-10)



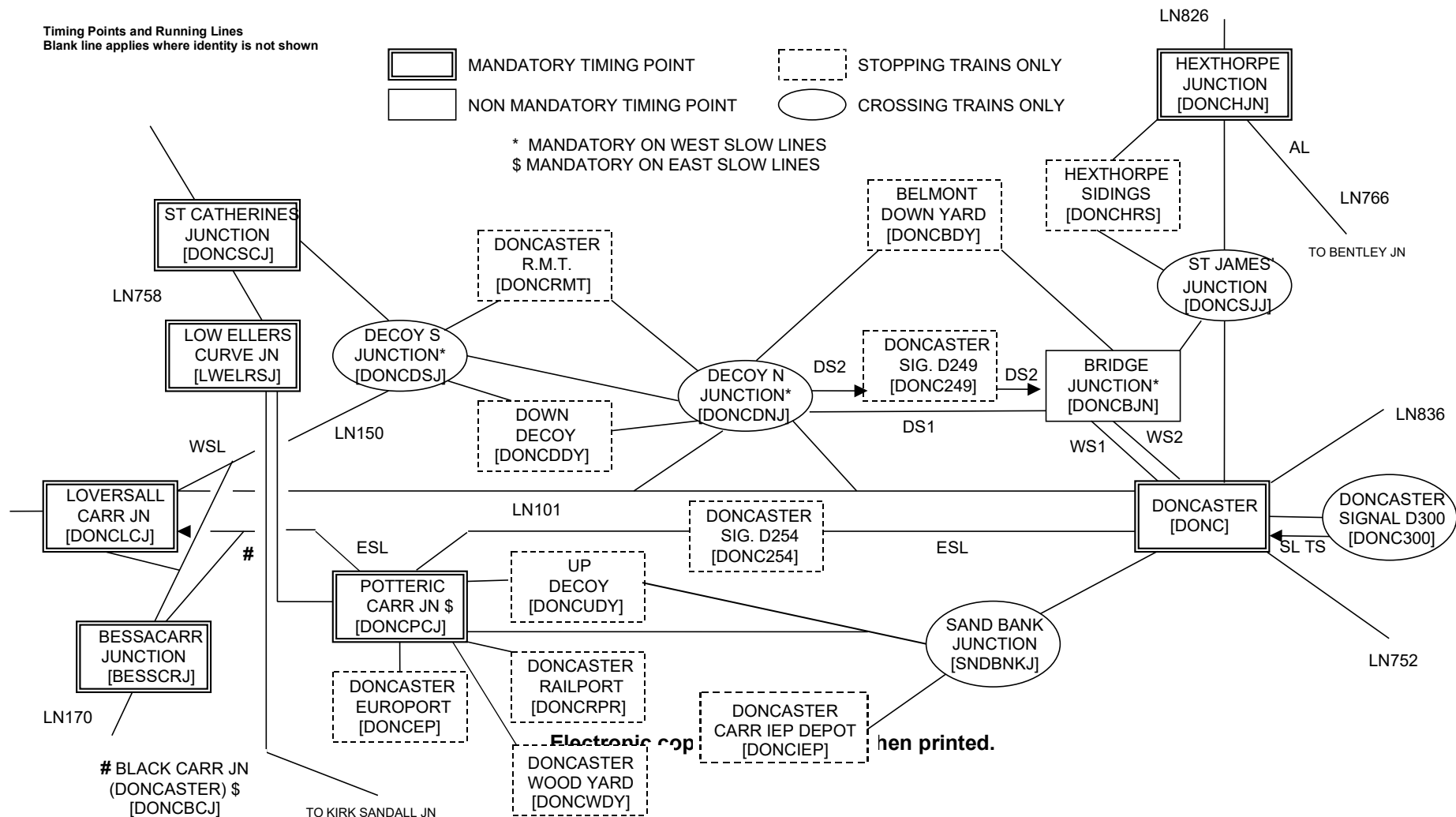
Belle Isle Route F (into London King's Cross platforms 8-10)



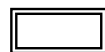
Appendix B Timing Point Diagrams

The following diagrams are supplementary to the information shown in Section 2.1

Doncaster Area Timing Points



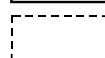
Doncaster Area Timing Points 2



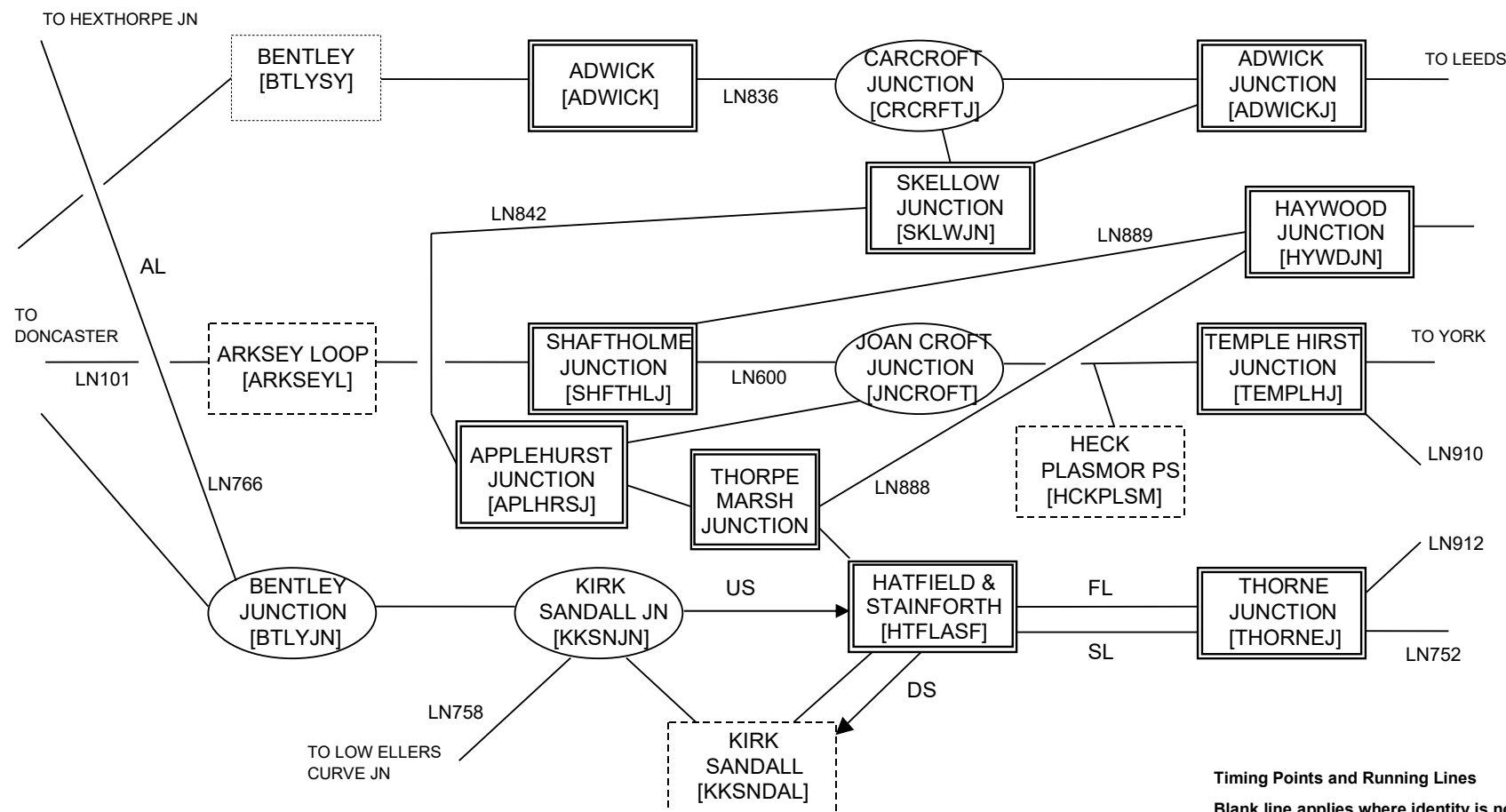
MANDATORY TIMING POINT



CROSSING TRAINS ONLY



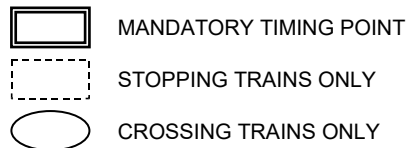
STOPPING TRAINS ONLY



Timing Points and Running Lines

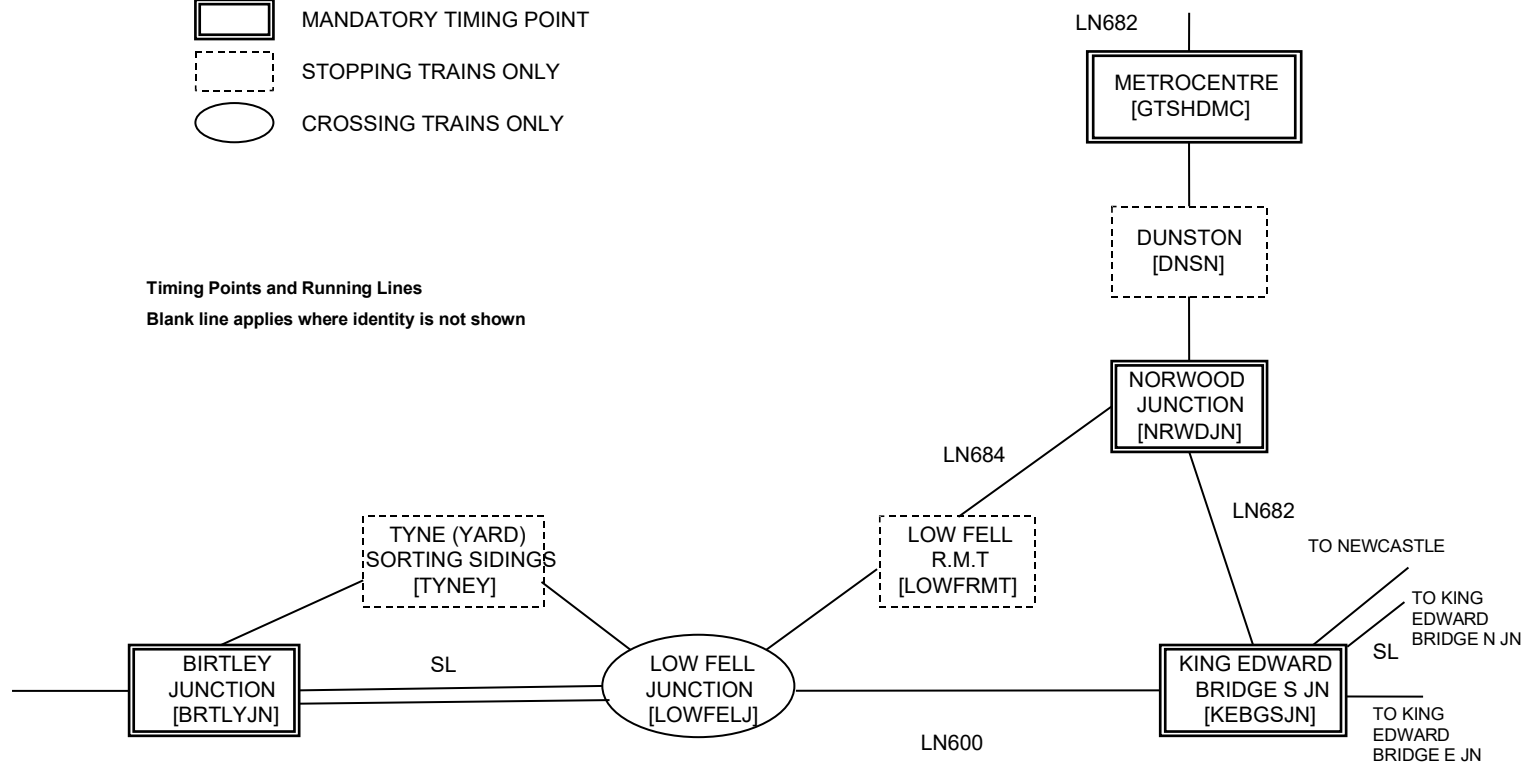
Blank line applies where identity is not shown

Newcastle Area Timing Points

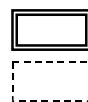


Timing Points and Running Lines

Blank line applies where identity is not shown



Newcastle Area Timing Points 2



MANDATORY TIMING POINT

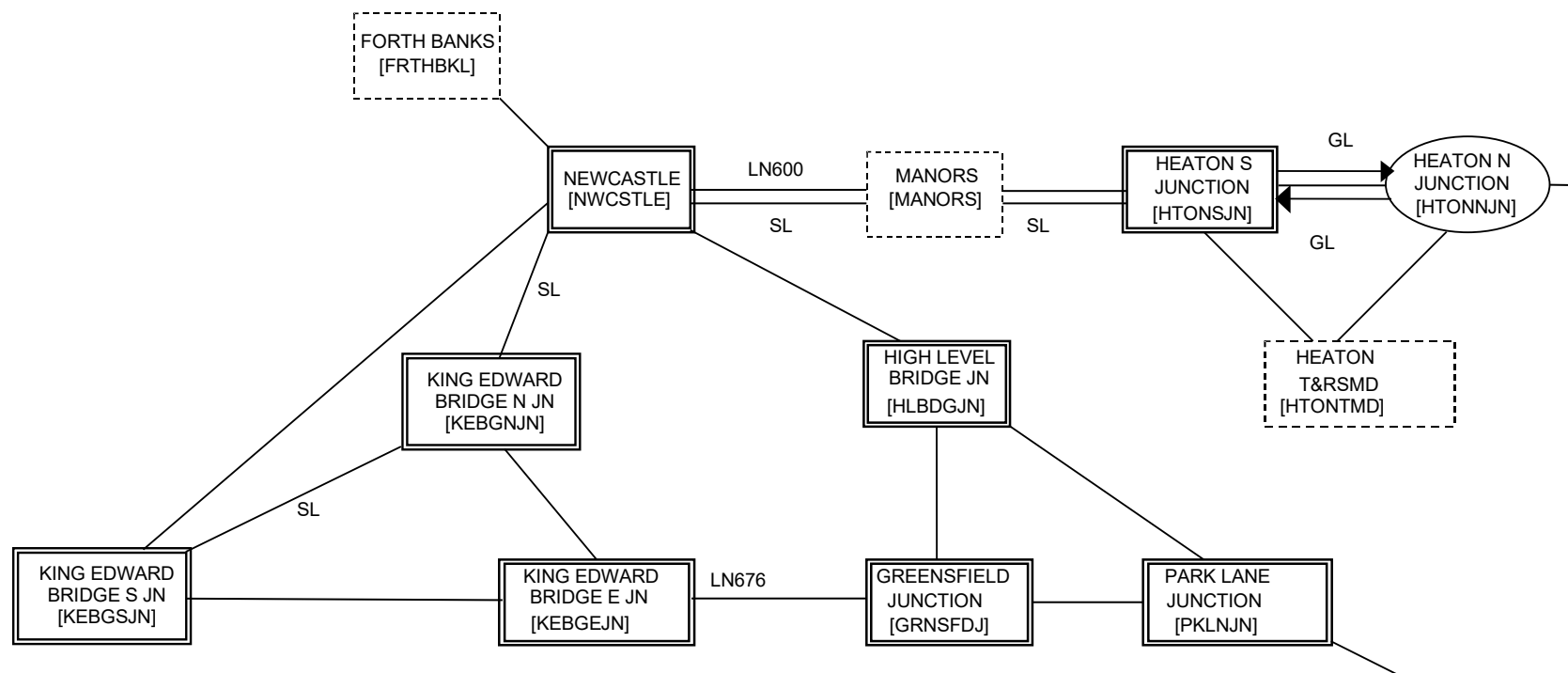
STOPPING TRAINS
ONLY



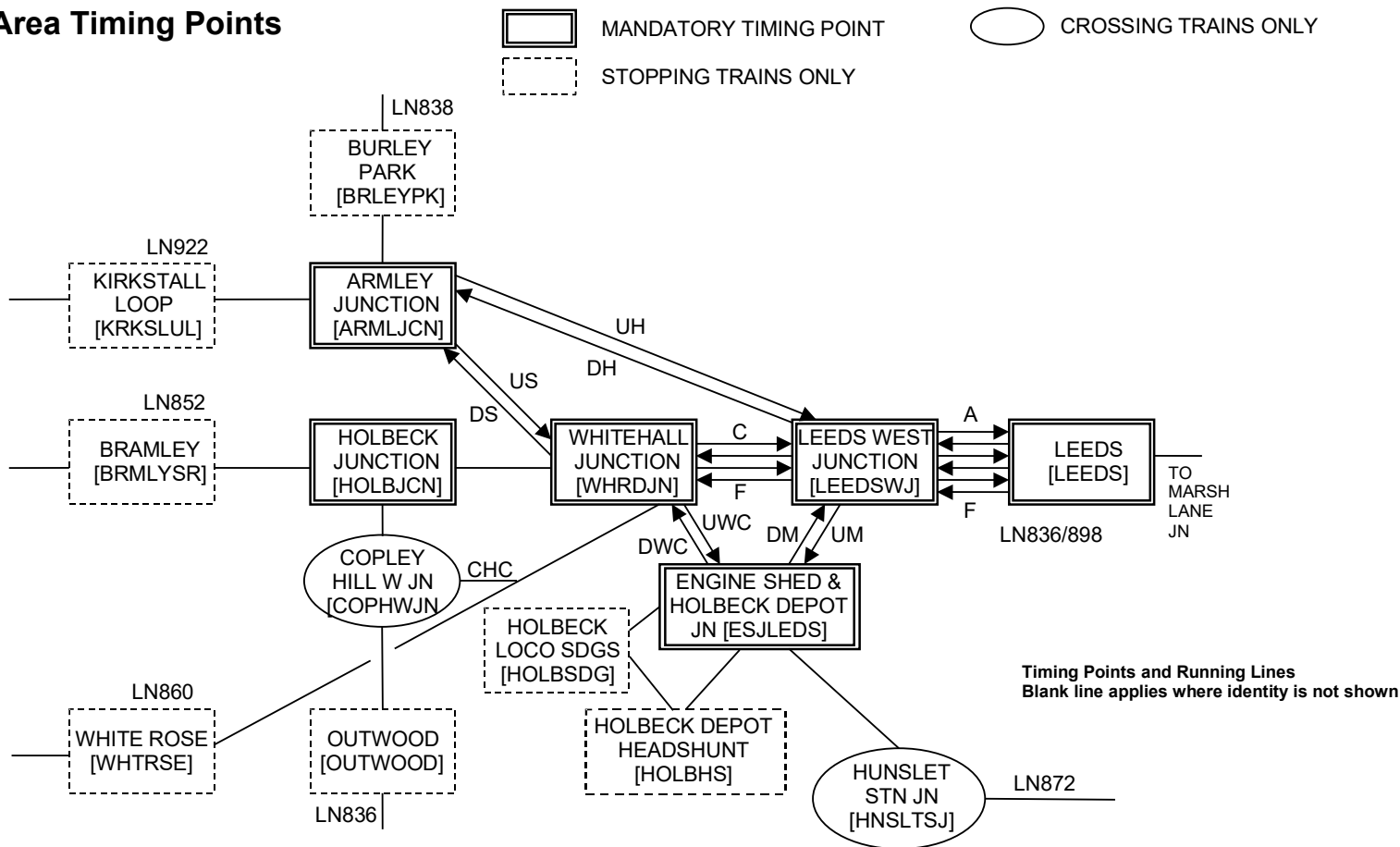
CROSSING TRAINS
ONLY

Timing Points and Running Lines

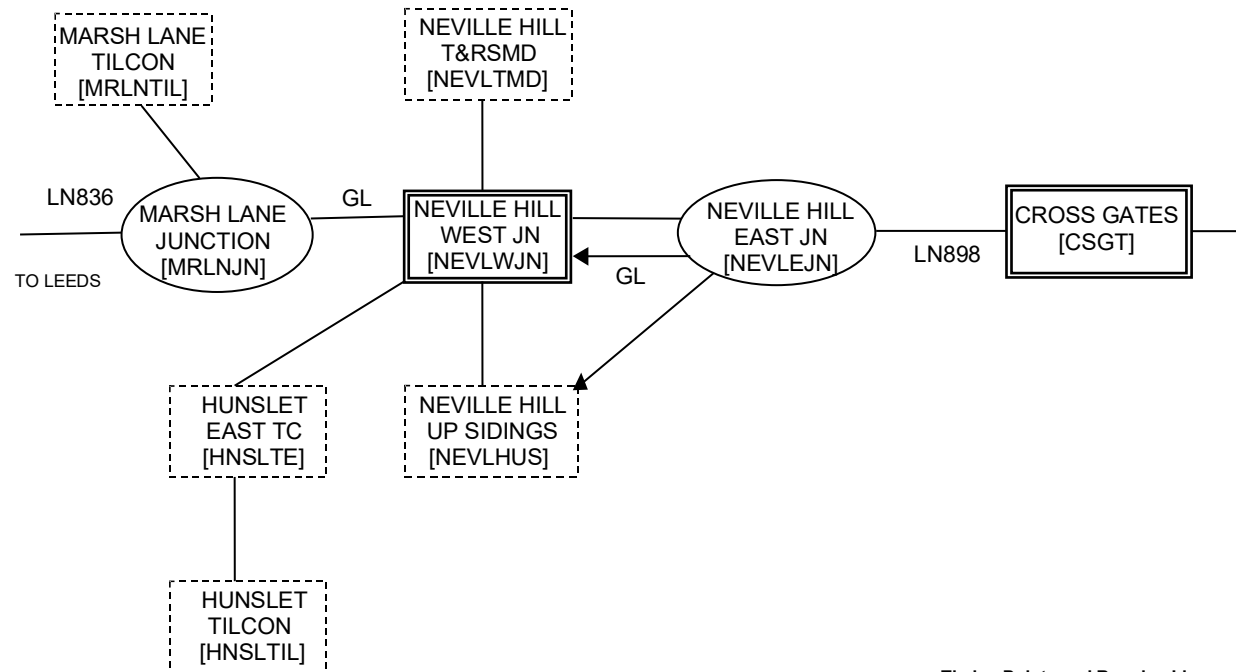
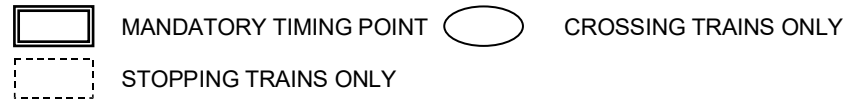
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Leeds Area Timing Points



Leeds Area Timing Points 2



Timing Points and Running Lines
Blank line applies where identity is not shown