

NETWORK RAIL

London North Eastern

Route

LNE

Week No.

10

PERIODICAL OPERATING NOTICE

CONTAINING

AMENDMENTS TO NATIONAL OPERATIONS PUBLICATIONS
INCLUDING NATIONAL OPERATING INSTRUCTIONS
MISCELLANEOUS INSTRUCTIONS AND NOTICES

INCORPORATING

SUPPLEMENT NO. 67 TO THE LNE ROUTE
SECTIONAL APPENDIX

SATURDAY 01 JUNE 2024
to
FRIDAY 30 AUGUST 2024
Inclusive

For additional items during the currency of this Notice, see Section D of the
Weekly Operating Notice (WON).

Published quarterly, on the first Saturday of March, June, September and December.

This notice comprises of 34 pages

For queries regarding the content of this publication contact:
PlanningPublications@networkrail.co.uk

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ACKNOWLEDGEMENT SLIP

Please complete the Acknowledgement Slip below (if appropriate), detach it and hand it to your Supervisor/Manager.

I, the undersigned, acknowledge receipt of the Periodical Operating Notice and Supplement No. 67 to the LNE Route Sectional Appendix effective from Saturday 01 June 2024 to Friday 30 August 2024

I undertake to familiarise myself with the contents and observe the instructions therein which apply to me.

Full Name (in capitals): _____

Signature (in full): _____

Location: _____

Date: _____

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Introduction

This Periodical Operating Notice (PON) composed of two sections:-

Part 1 contains items published for the first time in the PON. Items published in this first section that have not been published in the Weekly Operating Notice (WON) are additionally noted by a vertical line in the margin.

Part 2 contains items previously published in the PON that are still valid.

Items marked * * will not appear in future issues of the PON and a note must be taken of them.

Supplement to the Sectional Appendix

Attached to the back of this Notice are updates to the existing Sectional Appendix in the form of a Supplement. This is not part of the PON. It is a document in its own right. It has been physically attached to the PON to:

- ensure its effective distribution to all users
- reduce the amount of raw materials consumed in its generation and distribution
- reduce costs associated with production

The Supplement is identified as Supplement No. 67 and is dated 01 June 2024. In line with current industry standards items published in the Supplement will not appear in future PONs.

**Enquiries concerning amendments to the Sectional Appendix must be e-mailed to the
Planning Publications mailbox
PlanningPublications@networkrail.co.uk**

**Enquiries concerning amendments to the :
NATIONAL OPERATING PUBLICATIONS should be addressed to
STEVE RAY, NETWORK OPERATIONS.**

**Amendments to the Rule Book and Working Manuals for Railway Staff are produced by Rail Safety
& Standards Board.**

**NETWORK RAIL LNE ROUTE TAKE NO RESPONSIBILITY FOR ANY ERRORS THAT MAY BE
CONTAINED IN THESE AMENDMENTS**

**Enquiries concerning amendments to the Rule Book and Working Manual should be addressed
to:**

**RSSB
The Helicon
1 South Place
London
EC2M 2RB**

Email: enquirydesk@rssb.co.uk

RECORDING OF CONVERSATIONS

Telephone calls to Network Rail Signal boxes, Electrical Controls and Production Controls may be recorded for the purposes of monitoring the quality of safety related information being exchanged and to assist with investigations into incidents.

This publication is printed and distributed by APS Group

Telephone:

0161 495 4515

E-mail:

nrrons@theapsgroup.com

LATE OR NON-DELIVERY

Please contact APS Group if you have not received your PON by 15.00 hours on the Wednesday prior to the operative Saturday of this publication, thus allowing adequate time to expedite tracking and replacement procedures as necessary.

If you receive this publication from your line manager or a local distribution point arrangement, then please contact them direct and NOT APS Group

Part A - Foreword

A1 Introduction

This document contains new and previously published amendments to National Operations Publications, which are considered too urgent to await a complete reissue of the document concerned.

A2 Scope

This document is primarily used to publish minor changes to National Operations Publications. However, it may also be used to publish material changes that have already been consulted on but do not justify the reissue of a Rule Book module and / or handbook.

A3 Implementation

The publication date of this document is **01 June 2024**.

A4 Technical content

The technical content of this document has been approved by James Webb, Professional Head of Rail Operations, RSSB. Enquiries should be directed to RSSB at <https://customer-portal.rssb.co.uk/>.

A5 Definitions

Material change

Where duty holders are required by a Railway Group Standard to do something physically different.

Minor change

A minor change comprises of one of the following:

- Typographical errors or changes to administrative details such as telephone numbers, or
- Changes for the purpose of clarification, where there is negligible potential for misinterpretation which diminishes safety, or
- Changes to operational documents affecting only one duty holder, provided that the duty holder consents to those changes.

National Operations Publications

These are Railway Group Standards which set out mandatory requirements for direct application in the workplace and which are subject to frequent changes. These include any modules or handbooks forming part of the Rule Book (GERT8000) or its associated information handbooks with references in the RS500 series.

Periodical Operating Notice

An official document for publishing details of changes to National Operations Publications and local operational publications to the railway industry. This is often referred to as the PON.

Part B - Changes since previous issue

| Amendment No | Publication and section |
|--|--------------------------------|
| Part C - New amendments to National Operations Publications | |
| | N/A |
| | |
| Amendment No | Publication and section |
| Part D - Previous amendments to National Operations Publications | |
| | N/A |

Part C - New amendments to National Operations Publications

GERT8000 Rule Book

There are no new amendments to the Rule Book.

Part D - Previous amendments to National Operations Publications

GERT8000 Rule Book

Module T3 Possession of a running line for engineering work

9.1 Authority for movements of engineering trains (see diagram T3.4)

Explanation of change

Following a recent incident in which an on-track machine entered a possession at an intermediate point without getting the necessary authority from the PICOP or the signaller, it was agreed that the instructions to a driver on who can give that authority do not completely explain the procedure. Section 9.1 a) states that when entering from a line not under possession the signaller gives the authority and that the driver will be met, but does not explain where or by whom. Section 9.1 b) explains that for a movement from a siding under possession, the PICOP gives authority. Section 9.1 c) does not refer to a movement from a siding under possession directly into a work site. Handbook 11 and handbook 12 do explain to PICOPs and ESs that they, or competent persons on their behalf, will meet the train and where they will do so. Section 9.1 a) has been expanded to explain that when the signaller authorises a movement to enter a possession at an intermediate point, the train will be met at that point by the PICOP if the train is to enter the possession between work sites, or by the ES if the train is to enter directly into a work site. In either case this can be a competent person on behalf of the PICOP or ES. Section 9.1 b) has not been changed as the PICOP when authorising the movement from an adjacent siding will give the driver any necessary instructions. Section 9.1 c) now includes a new item to say that a movement from a siding under possession directly into a work site will be met at the siding exit by the ES or a competent person on the ES's behalf. As the competency of safe work leader is now obsolete, the previous references to an SWL have been removed. Section 9.1 has been revised as shown. Diagram T3.4 has not been changed.

9.1 Authority for movement of engineering trains (See diagram T3.4)

driver

You must make movements only if you have the authority of the following personnel.

a) Signaller

The signaller will personally authorise you to make a movement that is required to:

- proceed from either end towards the detonator protection for the possession
- proceed to the location where your train will be met when entering the possession when the PICOP has the token on a single line
- enter the possession at an intermediate point where your train will be met
- pass through points or crossings that are protecting the possession at an intermediate point when leaving the possession
- proceed past the location of the detonator protection when leaving the possession
- proceed from the location agreed between the PICOP and signaller when the train is leaving the possession when the PICOP has the token on a single line.

If you are given permission to enter the possession at an intermediate point between work sites, you will be met there and given instructions by the PICOP, or a competent person sent by the PICOP. If the movement from that point will be directly into a work site, you will be met there by the ES, or a competent person sent by the ES.

driver**b) PICOP**

The PICOP (or competent person on the PICOP's behalf) will authorise you to make a movement that is required to:

- go past the location of the detonator protection into the possession
- pass through points or crossings that are protecting the possession at an intermediate point when entering the possession
- enter or leave the possession from a siding that is also under possession
- move between the detonator protection at each end of the possession and the nearest work site
- pass the work-site marker board (WSMB) at the exit from a work site, this will be showing two yellow flashing lights
- move between work sites.

The PICOP will wear an armband on the left arm, or a badge on the upper body, with PERSON I.C. POSSESSION in red letters on a yellow background.

c) ES

The ES (or a competent person on the ES's behalf) will authorise you to make a movement:

- past a WSMB into a work site, this will be showing two red flashing lights
- within a work site.

The ES can permit a person to travel in your cab to give you instructions about the working of your train while loading and unloading, as shown in module SS2 *Shunting*.

If you are entering the possession from an adjacent siding under possession directly into a work site, the ES, or a competent person sent by the ES, will meet you at the exit from the siding to give you instructions.

The ES will wear an armband on the left arm, or a badge on the upper body, with ENGINEERING SUPERVISOR in blue letters on a yellow background.

driver

Handbook RS524 List of Dangerous Goods and their United Nations numbers

Table 1

Explanation of change

The 2023 RID regulations include a number of changes to the details of UN numbers which are as shown below.

Delete: the following which ceased to be valid after 30th June 2023:

| UN Number | Substance | Dangerous Goods Class | Subsidiary Hazard(s) | Packing Group |
|-----------|----------------------------|-----------------------|----------------------|---------------|
| 1169 | Extracts, aromatic, liquid | | | |

Amend: the following as shown:

| UN Number | Substance | Dangerous Goods Class | Subsidiary Hazard(s) | Packing Group |
|-----------|---|-----------------------|----------------------|---------------|
| 1197 | Extracts, liquid for flavour or aroma | 3 | | II, III |
| 1345 | Rubber scrap or Rubber shoddy, powdered or granulated not exceeding 840 microns and rubber content exceeding 45% | 4.1 | | II |
| 1872 | Lead dioxide | 5.1 | | III |
| 1891 | Ethyl bromide (Bromoethane) | 3 | 6.1 | II |
| 2015 | Hydrogen peroxide, stabilized or hydrogen peroxide, aqueous solution, stabilized with more than 70% hydrogen peroxide | 5.1 | 8 | I |

Add: the following new entry:

| UN Number | Substance | Dangerous Goods Class | Subsidiary Hazard(s) | Packing Group |
|-----------|--|-----------------------|----------------------|---------------|
| 3550 | Cobalt dihydroxide powder, containing not less than 10% respirable particles | 6.1 | | I |

Changes to various modules and handbooks as a result of the term ‘pilotman’ being replaced by ‘pilot’

Explanation of change

It has been pointed out that the use of the term ‘pilotman’ in Rule Book modules P1 *Single line working* and P2 *Working single and bi-directional lines by pilotman* suggests that the person carrying out the role must be a man. This is not correct and the term has been changed to ‘pilot’.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage, but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at www.rssb.co.uk or in the Rule Book App.

| Rule Book module or handbook | Section or regulation | Amendment |
|--|--|---|
| G1 General safety responsibilities and personal track safety for non-track workers | 5.3 5.6 | Amend ‘pilotman’ to ‘pilot’ |
| T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided. | 7.2 | Amend ‘pilotman’ to ‘pilot’ |
| TS3 Absolute block regulations | 9.1 9.2.2 9.2.4 9.5 | Amend ‘pilotman’ to ‘pilot’ |
| TS4 Electric token block regulations | 2.2 8.1.1 8.2.1 8.6.1 | Amend title of module P2 to read <i>‘Working single and bi-directional lines by pilot’</i> . |
| TS4 Electric token block regulations | 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.5 8.6.1 8.6.2 8.7 8.8 | Amend ‘pilotman’ to ‘pilot’ |

| | | |
|------------------------------------|---|--|
| TS5 Tokenless block regulations | 8.1 8.2 | Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> ' |
| TS5 Tokenless block regulations | 8 8.1 8.2 8.3 8.4 8.5 8.5.2 | Amend 'pilotman' to 'pilot' |
| TS7 No-signaller token regulations | 2.2 8.1.1 8.2.1 8.3.1 | Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> ' |
| TS7 No-signaller token regulations | 3.1 8.1.1 8.1.2 8.2.1 8.2.2 8.2.3 8.3.1 8.3.2 8.4 | Amend 'pilotman' to 'pilot' |
| TS8 One-train working regulations | 8.1 8.4.1 | Amend title of module P2 to read ' <i>Working single and bi-directional lines by pilot</i> ' |
| TS8 One-train working regulations | 3.1 3.2 8 8.1 8.2 8.3 8.4.1 8.4.2 | Amend 'pilotman' to 'pilot' |
| Handbook 5 Handsignalling duties | 4 6.1 | Amend 'pilotman' to 'pilot' |

Changes to various modules and handbooks as a result of the term ‘manned level crossing’ being replaced by ‘manually-controlled level crossing’

Explanation of change

It has been pointed out that the use of the term ‘manned level crossing’ in the Rule Book suggests that the person operating the crossing must be a man. This is not correct and the wording has been changed as necessary to refer to these crossings as ‘manually-controlled’.

The modules and handbooks concerned will be reissued over a period. Those listed below will not be reissued in printed format at this stage but were amended as shown from 3 December 2022. Existing copies should be altered in ink to show these changes.

Electronic versions of the modules and handbooks including these changes can be found at www.rssb.co.uk or in the Rule Book App.

| Rule Book module or handbook | Section or regulation | Amendment |
|---|-----------------------|--|
| T3 ERTMS Possession of an ERTMS running line for engineering work where lineside signals are not provided | 5.9 | Amend ‘manned level crossing’ to ‘manually-controlled level crossing’ |
| TS9 Level crossings – signallers’ regulations | 1 | Amend ‘manned crossing with barriers’ to ‘manually-controlled level crossing with barriers’ Amend ‘manned crossing with gates’ to ‘manually-controlled crossing with gates’ |
| TW8 Level crossings – drivers’ instructions | 1 | Amend ‘manned crossing with barriers’ to ‘manually-controlled level crossing with barriers’ Amend ‘manned crossing with gates’ to ‘manually-controlled crossing with gates’ |

Handbook RS523 GSM-R Handbook

8 Broadcast calls

Explanation of change

A GSM-R acknowledged safety broadcast can now be used by a signaller to inform drivers that a warning board or speed indicator for a temporary speed restriction is missing or obscured. Section 8.4 has been amended to include this. (This addition was first published in the December 2017 Periodical Operating Notice).

The '**Poor rail conditions**' section has now been changed to refer to 'reportable' railhead conditions to match the changes that have been made in Rule Book module TW1 'Preparation and movement of trains' to describe rail conditions.

8.4 Acknowledged (safety) broadcast calls

Safety broadcast calls are used to reach a clear understanding by using non verbal acknowledgement.

After listening to the message in its entirety and after the call has been terminated the driver acknowledges their understanding of the message by pressing the **ST** button.

Uses for safety broadcasts

Safety broadcast calls can be used for the following scenarios.

- Poor rail conditions.
- Animals on the line (Not tunnels).
- Defective Emergency Indicators.
- Missing or obscured Temporary Speed Restriction (TSR) board.
- Unusual events (Not Track or Signalling).

Scripts for safety broadcasts

The following scripts set out the content of a pre-recorded safety broadcast:

Poor rail conditions

"This is a safety broadcast from the signaller at _____. There are reportable railhead conditions at/on* the approach to _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Animals on or near the line

"This is a safety broadcast from the signaller at _____. There are animals on or near the line at/between* _____ and* _____, proceed at caution. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate.

Defective Emergency Indicators

"This is a safety broadcast from the signaller at _____. There is a defective emergency indicator for a _____ mph emergency speed restriction at _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

Missing or obscured TSR board

"This is a safety broadcast from the signaller at _____. There is a missing/obscured* warning board or speed indicator* for the _____ mph temporary speed restriction at _____**. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Delete as appropriate

** Insert name or location.

Note: If more than one TSR board is missing or obscured for a speed restriction then a GSM-R berth-triggered broadcast message cannot be used for this purpose.

Unusual events

"This is a safety broadcast from the signaller at _____. * _____. Only acknowledge if you have fully understood this message. To acknowledge, press the **ST** button. End of safety broadcast."

*Insert details of the incident, location and any speed restriction in the main body of the broadcast.

Note: unusual events can include overcrowding on station platforms. The location of the event must be easily identifiable by the signaller and the driver.

Part E - Amendments summary

GERT8000 Rule Book

| Module, Issue and Section amended | Number | Published |
|---|---------------|------------------|
| Handbook RS523 GSM-R Handbook, Issue 1, Section 8.4 | 02/18 | June 2018 |
| Various modules and handbooks | 01/22 | December 2022 |
| Various modules and handbooks | 02/22 | December 2022 |
| Handbook RS524 List of Dangerous Goods and their United Nations numbers, issue 1, table 1 | 03/23 | March 2023 |
| GERT8000-T3 Possession of a running line for engineering work, issue 11, section 9.1 | 04/23 | December 2023 |

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Miscellaneous Instructions

SIGNAL BOX AND GSM-R TELEPHONE NUMBERS LONDON NORTH EASTERN

Note: GSM-R calls and messages will be diverted to another signal box/panel if:

- the signal box has closed ('switched out') while the line remains open
- the panel/workstation is unstaffed during 'Light Duty Working'.

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|------------------------------------|-----------------|-----------------|---------------|----------------------|
| Allington | 03 62162 | 01302 362162 | AL | 74 8140 01 |
| Alnmouth | 03 84640 | 01665 830960 | A | 74 8220 01 |
| Alrewas | 05 65447 | 01332 265447 | AS | 74 6025 01 |
| Ancaster | TBC | 03308584568 | AR | 74 8141 01 |
| Ashington | | | | |
| Ashwell | 05 68618 | 0330 8584740 | AL | 74 7125 01 |
| Aycliffe TSC | 08526014 | 033085 26014 | T | N/A |
| Bardon Hill | 05 65491 | 01332 265491 | BH | 74 7124 01 |
| Bardon Mill (usually switched out) | NO PHONE | | BM | |
| Barnsley | 03 37096 | 01226 730808 | BY | 74 8100 01 |
| Barton Hill | 085 20177 | 03308 520177 | BE | 74 8257 01 |
| Batley | 03 39734 | 01132 479734 | B | 74 8110 01 |
| Beckingham | 03 62588 | 01302 362588 | B | 74 8163 01 |
| Bedlington North | 03 79914 | 01670 530085 | BN | 74 8297 01 |
| Bedlington South | 03 79915 | 01670 823444 | BS | |
| Bedford | 085 84899 | 004 8582 | | |
| Luton North Jn to Oakley. | (0330 858 4899) | (020 7644 8582) | | |
| Bighton Station Jn. | 03 37389 | 01142 889010 | BX | 74 7149 01 |
| Bellwater Jn | N/A | 01205 270513 | BJ | 74 8122 01 |
| Beverley | 08587752 | 3308587752 | BS | 74 8260 01 |
| Blaydon | 03 82412 | 0191 4147704 | BN | 74 8224 01 |
| Boston West Street Junction | N/A | 01205 352510 | WS | 74 8124 01 |
| Brampton Fell | 03 79921 | 01697 73306 | BF | 74 6451 01 |
| Bridlington | 03 79910 | 01262 670378 | BN | 74 8259 01 |
| Brigg | 03 66485 | 01472 266485 | B | 74 8238 01 |
| Castleford | 08588056 | 03308588056 | CD | 74810801 |
| Cattal | 03 79903 | 01423 331471 | C | 74 8301 01 |
| Caverswall | 05 30419 | 01270 530419 | CL | 74 7120 01 |
| Clipstone | TBC | 03308588038 | C CJ | 74 7157 01 |
| Common Road | 085 20176 | 03308 520176 | - | - |
| Corby Gates | 05 80219 | 01228 561244 | CG | 74 6450 01 |
| Crag Hall | 03 79912 | 01287 678209 | C | 74 4241 01 |
| Cricklewood | 00 48653 | 0207 6448653 | CD | 74 7167 01 |
| Cutsyke Jn | 03 39278 | 01132 479278 | CJ | 74 8119 01 |
| Creswell | TBC | 03308588043 | E | 74 7126 01 |

Miscellaneous Instructions- Continued

SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued

LONDON NORTH EASTERN – Continued

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|--|-----------|--------------|---------------------------|----------------------|
| DERBY, EAST MIDLANDS | | | | |
| CONTROL CENTRE | | | | |
| <u>Burton WS (DY)</u> | 05 63689 | 01332 263689 | DY | 74 7106 01 |
| Elford to Sunny Hill (Exclusive)/ | | | | |
| Chellaston line/N.Staffs line | | | | |
| <u>Chesterfield Workstation</u> | 08 552427 | 01332 442427 | PK, RT, SS, ST, TC, TD | 74 7111 01 |
| Clay Cross Tunnel/Morton Jn to Tapton Jn (inclusive) | | | | |
| <u>Erewash Workstation</u> | 08 552421 | 01332 442421 | PK, RT, SS, ST, TC, TD | 74 7110 01 |
| Trent East Jn (excl) to Clay Cross North Jn (excl) & Kirkby Lane End Jn (excl) | | | | |
| <u>Kettering Workstation</u> | 085 52402 | 01332 442402 | LR | 74 7153 01 |
| Sharnbrook Jn (excl) / Hinkley to Wigston North Jn | 05 68040 | | | |
| <u>Leicester Workstation</u> | 085 52403 | 01332 442403 | LR | 74 7154 01 |
| Knighton Jn to Loughborough North Jn / Bagworth and Syston South / North to Frisby (excl) | 05 68245 | | | |
| <u>Mansfield Workstation</u> | 085 52396 | 01332 442396 | KS, MS | 74 7155 01 |
| Lincoln Street to McKenzies UWC | | | | |
| <u>Netherfield Workstation</u> | 085 52401 | 01332 442401 | NN, GN | 74 7104 01 |
| Nottingham East Jn. (excl) To Bulcote / Bingham Road | | | | |
| <u>Nottingham Workstation</u> | 085 52399 | 01332 442399 | MS, NN, RT, TN | 74 7105 01 |
| Attenborough Station (excl) To Nottingham East Jn Mansfield Jn to Trowell South Jn. (excl) / Lincoln Street (excl) | | | | |
| <u>Trent Workstation</u> | 085 52395 | 01332 442395 | SS,ST,TC,TD,TN | 74 7109 01 |
| Loughborough North Jn. excl) to Castle Donnington /Spondon (excl) / Attenborough Station. | | | | |
| <u>Derby (DY) Centre Panel -</u> | 05 63688 | 01332 263688 | DY, TD,DC, DW & EC | 74 7114 01 |
| Sunny Hill – (Inclusive) Derby station / Spondon / Etches Park to Ambergate / Matlock / Wingfield. | | | | |
| Diggle | 05 85110 | 01457 873762 | DE | 74 6472 01 |

Miscellaneous Instructions- Continued

SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued LONDON NORTH EASTERN - Continued

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|---|----------------------------------|----------------------------------|---------------|----------------------|
| DONCASTER | | | | |
| Duty Shift Manager | 08586066 | 033 08586066 | D | 74 8205 01 |
| Stoke Tunnel – B. Bay LC Doncaster Panel 1 -100 m – 139m 71ch | 08586055 08586056 08586057 | 08586055 08586056 08586057 | D | 74 8200 01 |
| Botany Bay LC - Belmont Firbeck Jn - St Caths Jn Black Carr - Park Drain Doncaster Panel 2 139m 71ch – 154m 36ch | 08586058 08586054 | 033 08586058 033 08586054 | D | 74 8201 01 |
| Belmont - Arksey LC Kirk Sandall Jn - Marshgate Jn Conisbrough Tunnel - St - James Jn Marshgate Jn - Bentley LC Doncaster Panel 3 154m 36ch – 158m 02ch | 08586061 | 033 08586061 | D | 74 8202 01 |
| Arksey LC - Balne LC Womersley - Shaftholme Kirk Sandall - Markham Doncaster Panel 4 157m 52ch – 160m | 08586059 | 033 08586059 | D | 74 8203 01 |
| Thorne N. - K. Sandall Jn Thorne Jn - Keadby Doncaster Panel 5 1m 04ch – 18m 13ch | 08586060 08586062 | 033 08586060 033 08586062 | D | 74 8204 01 |
| Doncaster - Skellow Jn - Stainforth Jn | 08586060 | 033 08586060 | D | |
| Driffield | 03 79911 | 01377 257751 | D | 74 8261 01 |
| Eastfield | 03 59251 | 01733 297251 | E | 74 8168 01 |
| Egginton Jn | 05 65407 | 01332 265407 | EN | 74 7115 01 |
| Elmton & Creswell | 03 66647 | 01909 720277 | E | 74 7126 01 |
| Ferrybridge Panel 1 (Knottingley/Ferrybridge) | 03 75156 | 01904 525156 | FE | 74 8114 01 |
| Ferrybridge Panel 2 (Hensall/Sudforth Lane) | 03 75128 | 01904 525128 | FE | 74 8114 01 |
| Fine Lane Crossing | 05 65415 | 01332 265415 | | |
| Foley Crossing | 05 30367 | 01782 320798 | FY | 74 7121 01 |
| Freemans | 03 84334 | 01670 520008 | F | 74 8310 01 |
| Frisby | 05 68396 | 0330 8525134 | F | 74 7139 01 |
| Gainsborough Central | 03 66391 | 07515 620680 | GC | 74 8241 01 |
| Gainsborough Trent Jn | 085 84998 | 03308 584998 | C | 74 7109 01 |
| Gascoigne Wood | 03 75553 | 01904 525553 | GW | 74 8115 01 |
| Goole | 03 62878 | 01405 761959 | G | 74 8271 01 |
| Goole Bridge | 03 62848 | 01430 430012 | GB | 74 8272 01 |
| Goxhill | 03 65289 | 01302 357659 | G | 74 4237 01 |
| Grangetown | 03 85260 | 01325 345260 | G | 74 8276 01 |
| Great Coates No.1 | 03 66259 | (UN-MANNED) | GC | 74 8228 01 |
| Haltwhistle | 03 79922 | 01434 320232 | HW | 74 6453 01 |
| Hammerton | 03 79902 | 01423 330250 | H | 74 8300 01 |
| Harrogate | 03 79906 | 01423 528735 | LH | 74 8304 01 |
| Haydon Bridge | 03 79923 | 01434 684610 | HB | 74 6455 01 |

Miscellaneous Instructions- Continued

SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued LONDON NORTH EASTERN - Continued

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|--|-----------------|-----------------|---------------|----------------------|
| Heaton Control Tower | 03 84795 | 0191 2214795 | CT | |
| Heckington | TBC | 03308584569 | HN | 74 8126 01 |
| Heighington | 08526008 | 033085 26008 | H, S, T | 74 8283 01 |
| Hellifield | 03 31736 | 01729 851387 | HD | 74 6425 01 |
| Hessle Road | 08588048 | 03308588048 | HR | 74826201 |
| Hexham | 03 82506 | 01434 609126 | HE | 74 6456 01 |
| Hilton Crossing | 05 65426 | 01332 264526 | HE | 74 6456 01 |
| Holton-le-Moor | 03 66487 | 01673 828998 | HM | 74 8243 01 |
| Horbury Jn | 03 39912 | 01132 479912 | HJ | 74 8106 01 |
| Hubberts Bridge | N/A | 01205 290576 | HB | 74 8125 01 |
| Hutton Bonville TSC | 08526018 | 033085 26018 | Y, T | N/A |
| Hull Paragon | 08588051 | 03308588051 | HP | 74826301 |
| Immingham Rec Sidings | 03 65280 | 01469 578028 | IR | 74 8229 01 |
| Immingham West Jn. | 03 65281 | 01463 572967 | IW | 74 8230 01 |
| Keadby Canal | 03 66479 | 01472 266479 | N/A | N/A |
| <u>Kentish town</u> | 08584896 | 085 86421 | | |
| St Pancras (HL)-/- dock in north to Belsize tunnel | (0330 858 4896) | (0330 858 6241) | | |
| Ketton | 03 59389 | 0330 8525590 | K | 74 7150 01 |
| Kirkham Abbey | 03 73201 | 01653 618013 | K | 74 8256 01 |
| Kiveton | TBC | 03308584990 | KS | 74 8244 01 |
| Kirton Lime Sidings | 03 66409 | 01909 536631 | K | 74 8239 01 |
| Kiveton Park | 03 66645 | 01909 536645 | KS | 74 8250 01 |
| Knaresborough | 03 79904 | 01423 860260 | K | 74 8302 01 |
| Langham Jn | 05 68617 | 0330 8525139 | LN | 74 7156 01 |
| Langworth | 03 66378 | 01522 753702 | L | 74 8244 01 |

Miscellaneous Instructions- Continued

SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued

LONDON NORTH EASTERN - Continued

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|--|----------------------|------------------------------|---------------|----------------------|
| LINCOLN CONTROL | | | | |
| CENTRE | | | | |
| City Workstation #1 | 03 66348 | 01472 266348 | BL/LG/SL | 74 8155 01 |
| Metheringham (excl) to East Holmes Jn (inclusive) | | 01522 787533 | | |
| East Workstation # 3 | 03 66344 | 01472 266344 | WS/SL | 74 8166 01 |
| Gosberton (excl) to Metheringham (inclusive) | | 01522 533559 | | |
| South Workstation # 4 | 03 66355 | 01472 266355 | WS | 74 8157 01 |
| Werrington Jn (excl) to Gosberton (inclusive) | | 01522 536298 | | |
| West Workstation.#2 | 03 66347 | 01472 266347 | LG NL | 74 8156 01 |
| East Holmes Jn (excl) to G. Trent E JN & C. Willingham (excl) to Hykeham | | 01522 787530 | | |
| Lichfield TV Jn SB | 085 55726 | 01543 410191 | TV | 74 6026 01 |
| Longbeck | 03 85453 | 01325 345453 | L | 74 4240 01 |
| Low Gates | 08526021 08526019 | 033085 26021 033085 26019 | LG, Y | 74 8280 01 |
| Low Row | 03 79924 | 01697 746242 | LR | 74 6452 01 |
| Maltby Colliery | 03 62596 | 01709 815106 | M | 74 7145 01 |
| Malton | 03 73204 | 01904 523204 | M | 74 8255 01 |
| Mantle Lane | 05 65403 | 01332 265403 | ML | 74 7163 01 |
| Manton Jn | 05 68605 | 0330 8586233 | MJ | 74 7165 01 |
| Melton Mowbray | 05 68248 | 0330 8525581 | MN | 74 7166 01 |
| Middlesbrough | 03 85317 | 01325 345317 | M | 74 8274 01 |
| Milford | N/A | 01904 525527 | M | 74 8109 01 |
| Moira West Jn (MW) | 05 65487 | 01332 265487 | MW | 74 7169 01 |
| Morpeth | 03 84340 | 01670 503575 | M | 74 8219 01 |
| Northorpe | (03 66420 faulty) | 07710 938240 | N | 74 8240 01 |

Miscellaneous Instructions- Continued

| | | | | |
|---|-----------|---------------|-------|-----------------------|
| Nunthorpe | 03 85449 | 01642 324768 | N | 74 8273 01 |
| Northallerton TSC | 08526018 | 033085 26018 | Y, T | N/A |
| Oakham | 05 68613 | 0330 8525138 | OM | 74 7162 01 |
| Oxmarsh Crossing | 03 65209 | 01469 563209 | OM | 74 4238 01 |
| Redcar | 03 85452 | 01325 345452 | R | 74 8277 01 |
| PETERBOROUGH | | | | |
| Duty Shift Manager | 085 84004 | 0330 858 4004 | | 74 8139 01 |
| <u>Peterborough South Panel</u> | | | | |
| <u>Sandy – Holme LC</u> | 085 25180 | 0330 852 5180 | P | 74 8137 01 |
| Holme LC – Peterborough station south | 085 25182 | 0330 852 5182 | | |
| <u>Peterborough North Panel</u> | | | | |
| Peterborough Station south – Tallington LC | 085 25181 | 0330 852 5181 | P | 74 8137 01 |
| Tallington LC - Stoke | 085 25179 | 0330 8525179 | P | 74 8138 01 |
| Poppleton | 03 73730 | 01904 523730 | P | 74 8299 01 |
| Prince of Wales | 03 75137 | 01904 525137 | P | 74 8116 01 |
| Preston Panel A | 05 82270 | 01772 551 270 | PN | 74 3546 01 |
| Preston Panel B | 05 82266 | 01772 551 266 | PN | 74 3547 01 |
| Preston Panel C | 05 82265 | 01772 551 265 | PN | 74 3548 01 |
| Preston Panel D | 05 82605 | 01772 551 605 | PN | 74 3549 01 |
| Prudhoe | 03 82502 | 01661 835270 | PE | 74 8222 01 |
| Pyewipe Road | 03 66237 | (UN-MANNED) | P | 74 8227 01 |
| Rauceby | TBC | 03308525003 | RY | 74 8142 01 |
| Redcar Central | 03 85452 | 01325 345452 | R | 74 8277 01 |
| Roddige Crossing | 05 65416 | 01332 265416 | N/A | N/A |
| Scropton | 085 84094 | 0330 8584094 | SN | 74 7117 01 |
| Scunthorpe | 03 66461 | 01472 266461 | S | 74 8245 01/74 4239 01 |
| Seamer | 03 73212 | 01904 523212 | SR/YS | 74 8253 01 |
| Selby | 03 75528 | 01904 525528 | S | 74 8270 01 |
| Shildon | 03 83205 | 01388 777958 | S | 74 8282 01 |
| Shirebrook Jn | TBC | 03308588040 | SJ | 74 7122 01 |
| Sibsey | | | S | 74 8123 01 |
| Skegness | N/A | 01754 764859 | S | 74 8120 01 |
| Sleaford East | 03 62179 | 01529 415808 | SE | 74 8145 01 |
| Sleaford West | 03 62154 | 01529 307476 | SW | 74 8146 01 |
| Starbeck | 03 79905 | 01423 881503 | S | 74 8303 01 |
| Strensall | 085 20175 | 03308 520175 | S | 74 8258 01 |
| Sudbury | 085 84098 | 0330 8584098 | SY | 74 7118 01 |
| Swinderby | 03 66396 | 01522 869481 | S | 74 8164 01 |
| Tees | 03 85237 | 01325 345437 | TY | 74 8278 01 |
| Thoresby Colliery Jn | 03 66764 | 01623 824627 | T | 74 8313 01 |
| Thorpe Culvert | N/A | 01754 880385 | TC | 74 4236 01 |
| THREE BRIDGES ROC | | | | |
| <u>(TWH) Core Central Workstation</u> Farrington (EXCL) / St Pancras to Dock Jn | 085 75367 | 01293 621367 | TWH | 74 3325 01 |
| <u>(TVS) Core South Workstation</u> Farrington (INC) to Loughborough Jn / Elephant and Castle | 085 75369 | 01293 621369 | TVS | 74 3326 01 |

Miscellaneous Instructions- Continued

SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued LONDON NORTH EASTERN - Continued

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|---|---------------------------------|--------------------------------|---------------|----------------------|
| Thrumpton | 08587753 | 03308587753 | TN | 74824901 |
| Tutbury | 05 64127 | 01332 264127 | TY | 74 7116 01 |
| Tweedmouth | 03 84440 | 0191 2214440 | TW | 74 8221 01 |
| Thoresby | TBC | 03308588039 | T | 74 8313 01 |
| Tursdale TSC | 08526000 | 033085 26000 | T | N/A |
| TYNESIDE | | | | |
| Tyneside ROC Duty Shift Manager | 03 82670 | 0191 2213670 | | |
| Tyneside ROC Ashington Workstation | 085 86238 | 03308 586238 | BA | 74 8225 01 |
| Tyneside ROC Darlington Workstation N. Northallerton T970/T971 to Chester Moor T283/T286. | 03 82816 | 0191 2330446 | T | 74 8216 01 |
| Tyneside ROC Gateshead Workstation Chester Moor T281/T284 , Blaydon T266/T267 to KEB T241/T243/T245/T247, HL via Greensfield T547/T549 , Heworth T58/T57. | 03 82566 | 0191 2330447 | T | 74 8215 01 |
| Tyneside ROC Newcastle Workstation KEB T481/T483/T485/T487 to HL via Station T522/T524, Plassey T671/T674 | 03 82662 | 0191 2330448 | T | 74 8214 01 |
| Tyneside ROC Sunderland Workstation Heworth T63/T64 to Ryhope T6203/T6204, + South Hylton and Tyne Dock branches. | 03 82369 | 0191 2213369 | T | 74 8217 01 |
| Uffington | 03 59429 | 0330 8584060 | UN | 74 7186 01 |
| Uttoxeter | 085 84095 | 03308584095 | UR | 74 7119 01 |
| Uttoxeter Fax | 085 84100 | 0330 8584100 | | |
| Wainfleet | N/A | 01754 880365 | W | 74 8121 01 |
| Wakefield Kirkgate | 03 39928 | 01132 479928 | WK | 74 8107 01 |
| Weaverthorpe | 03 73208 | 01904 523208 | W | 74 8254 01 |
| WEST HAMPSTEAD (WH) | | | | |
| Belsize tunnel to elstree tunnel | 085 84897 (0330 858 4897) | 004 8577 (020 7644 8577) | | |
| West Hampstead SSM | 085 52478 | 01332 442478 | | 74 7100 01 |
| (WH) Panel 1 –see TBROC | | | | |
| (WH) Panel 2 - Dock Jn Nth (excl) to Crickwood Jn | 00 48577 | 020 7644 8577 | WH | 74 7159 01 |
| (WH) Panel 3 - Brent Curve Jn to Luton North Jn (incl) | 00 48578 | 020 7644 8578 | WH | 74 7160 01 |
| (WH) Panel 4 - Luton N Jn excl) - Sharnbrook. | 00 48582 | 020 7644 8582 | WH | 74 7164 01 |
| Whissendine | 03 85466 | 0330 8584738 | N | 74 8287 01 |
| Whitehouse | | | | |
| Wickenby | | | | |
| Winning | | | | |
| Woodburn Jn | | | | |
| Woodhouse Jn | | | | |
| Woolley Coal Siding | | | | |
| Worksop | | | | |
| Wyfordby Crossing | 05 68358 | 0330 8525130 | | |
| Wylam | 03 82501 | 01661 853547 | WM | 748 223 01 |
| Wymondham Crossing | 05 68278 | 0330 8584739 | | |
| Worksop | TBC | 03308521569 03308525170 | WP | 74 7127 01 |

Miscellaneous Instructions- Continued
SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued
LONDON NORTH EASTERN - Continued

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|--|------------------------|------------------------------|----------------------|----------------------|
| York Rail Operating Centre (YROC) | | | | |
| YORK ROC | | | | |
| Shift Signalling Manager (Kings Cross Sub-ROC) | 085 42108 085 42107 | 033 08542108 033 08542107 | YA, K | 74 8151 01 |
| Hitchin Workstation | | 020 89290508 | K | 74 8136 01 |
| Langley Workstation | | 020 89290505 | WL, K | 74 8135 01 |
| Wood Green Workstation | | 020 73144137 | K | 74 8150 01 |
| Finsbury Park Workstation | | 020 89290503 | K | 74 8133 01 |
| Kings Cross Workstation | | 020 89290502 | YA, K | 74 8132 01 |
| Shift Signalling Manager (Sheffield Sub-ROC) | 033 085 42008 | 033 085 42008 | | 74 8159 01 |
| Hartlepool Workstation | 085-42009 | 033-085-42009 | NS, NF & RG | 74 8281 01 |
| Halifax Workstation | | | | |
| Weasel Hall Tunnel (Inclusive) and Greetland Jn (Exclusive) to Bradford Interchange (Inclusive). Bradford Interchange (Inclusive) to Holbeck Jn (Exclusive) | 085-42007 | 033-085-42007 | HG, MM, DH, HB | 74 8152 01 |
| Huddersfield Workstation | | | | |
| Standedge Tunnel (Inc) and Greetland Jnc (Incl) to Dewsbury Station and Horbury Junction SB (Exc) | 085-42005 | 033-085-42005 | HU, DH, HM | 74 8154 01 |
| Clayton West Junction (Incl) to Huddersfield Station | | | | |
| North Lincolnshire WS 1 | | | | |
| Brocklesby West Jn (Incl) to Brigg (Excl) | 085-42003 | 033-085-42003 | BD, BG, BL, CB, B | 74 8158 01 |
| Wrawby Jn (Incl) to Holton le Moor (Excl) | | | | |
| Wrawby Jn (Incl) to Foreign Ore Branch Jn (Excl) | | | | |
| North Lincolnshire WS 2 | | | | |
| Cleethorpes to Brocklesby East Jn (Excl) | 085-42004 | 033-085-42004 | ST, P, CB, MB | 74 8159 01 |
| Ulcerby North Jn (Inc) to Goxhill SB (Excl) | | | | |
| Ulceby North Jn to Humber Road Jn | | | | |
| Immingham East (Excl) to Pyewipe Road SB (Excl) and Immingham reception | | | | |
| Marsh West Jn to Great Coates No 1 Signalbox (Excl) | | | | |
| Brocklesby West Jn (Excl) to Ulceby North Jn (Incl) | | | | |
| Rotherham WS | 085-42002 | 033-085-42002 | S | 74-8161-01 |
| Hexthorpe Junction (exclusive), Bolton-Upon-Deerne (inclusive) Tipton Junction (exclusive) Woodburn (exclusive) Beighton Jnc (Exclusive) and Meadowhall (Exclusive) Barrow Hill, Masborough and Rotherham Central | | | | |
| Sheffield WS | 085-42001 | 033-085-42001 | S | 74-8160-01 |
| Sheffield Station. Totley Tunnel East (exclusive), Dronfield (inclusive) and Tipton Junction (exclusive). and Meadowhall (Inclusive) | | | | |
| YORK ROC Brough WS | 085-42006 | 033-085-420-06 | TG, SG, GH | 74-8153-01 |
| Howden (exclusive) to Hessele (exclusive) and Goole Bridge (exclusive) to Gilberdyke Jn (inclusive) | | | | |
| Signaller Shift Manager (Leeds Sub-ROC) | 03 72757 | 01904 644252 | | 74 8213 01 |

Miscellaneous Instructions- Continued
SIGNAL BOX AND GSM-R TELEPHONE NUMBERS - Continued
LONDON NORTH EASTERN - Continued

| Signal Box | Internal | Alternative | Signal Prefix | GSM-R Contact Number |
|--|---------------------------------|------------------------------|---------------|----------------------|
| <u>York North Workstation</u> (Skelton to Northallerton) | 03 72059 | 01904 522059 | Y | 74 8206 01 |
| <u>York South Workstation</u> (Heck to York Station, also Scarborough Branch) | 03 72412 | 01904 522412 | Y | 74 8207 01 |
| YROC Middlesbrough Workstation | 085 42010 | 033 085 42010 | DS, MW | 74 8274 01 |
| <u>Leeds East Workstation</u> | 03 72643 | 01904 522643 | L | 74 8208 01 |
| <u>Leeds East Assist Workstation</u> | 03 73908 | 01904 523908 | CF | 74 8209 01 |
| <u>Leeds North West Workstation</u> | 03 72217 | 01904 522217 | L | 74 8211 01 |
| <u>Leeds West Workstation</u> (Leeds W. Jn - Armley Jn / New Purse/ Cot Tingley/ Ardsley Tun / Woodlesford) | 03 72644 | 01904 522644 | L, S | 74 8210 01 |
| <u>Leeds Ardsley Workstation</u> (Ardsley Tun – S. Elmsall Goldthorpe – South Kirkby Jn) | 03 72168 | 01904 522168 | L | 74 8212 01 |
| <u>St Pancras (HL) / Dock Jn North to Oakley.</u> Shift Signaller Manager | 085 84900 (01 332 442478) | 085 84900 (0330 858 4900) | | |

All Drivers are reminded to use the above numbers in order to contact Signalling staff on NRN radio.

GSM-R - ELECTRICAL CONTROL ROOM (ECR) CONTACT NUMBERS

| ELECTRICAL CONTROL ROOM | | GSM-R CONTACT NUMBER |
|---|--|-----------------------------------|
| ECO York | | 74 4081 03 |
| ECO Derby | | NO GSM-R CONTACT NUMBER |
| Emergency: 178 or 085 40970 / 033 085 40970 085 49150 / 033 085 49150 No fax derbyecr@networkrail.co.uk Covers City Thameslink / London St. Pancras High Level (domestic platforms 1-4) to Kettering North Jn / Corby | | |
| ELECTRICAL CONTROL ROOM | | GSM-R CONTACT NUMBER |
| ECR YORK | | |
| Emergency: 173 + 174 / 0845 6020 173 + 0845 6020 174 york.ecryork@networkrail.co.uk | 03 75622 / 01904 525 622 <u>0375952/01904525952</u> | No fax |
| Planning Office yorkecr.planning@networkrail.co.uk | 085 42185 / 033 085 42185 085 42186 / 033 085 42186 | No fax |
| From 27 th May 2023 City Thameslink / London St. Pancras Hi controlled by new ECR at Derby, see above. | High Level (domestic platforms 1-4 | to Kettering North Jn / Corby now |

Miscellaneous Instructions- Continued

GSM-R – ROUTE CONTROL CONTACT NUMBERS

| NETWORK RAIL OPERATIONS CONTROL | GSM-R CONTACT NUMBER |
|---|-----------------------------|
| Route Control Manager London North Eastern | 74 3081 02 |
| Route Control Manager East Midlands | 74 3072 02 |

| NETWORK RAIL CONTROL | | BRT | BT |
|---------------------------------|------------------|---------------------|------------------------------------|
| Route Control Manager | | 085 54587 | 0121 345 6587 |
| Duty Control Manager | | 085 54540 | 0121 345 6540 |
| Fax | | 085 54644 | 0121 345 644 |
| Emergency Line | | 085 54665 | 0121 345 6665 |
| Internal Emergency | | 085 54650 | 0121 345 6650 |
| External Emergency | | | 0121 345 6249 |
| Control Fax Numbers | | 085 54641 | 0121 345 6641 |
| | | 085 54642 | 0121 345 6642 |
| | | 085 54643 | 0121 345 6643 |
| EAST MIDLANDS CONTROL | INTERNAL | EXTERNAL | FAX |
| ROUTE CONTROL MANAGER | 085-52400 | 01332-442400 | 085-52369, 01332-442369 |
| Line 2 | 085-52312 | 01332-442312 | |
| | | | 085-52370, |
| TRAIN RUNNING CONTROLLER | 085-52316 | 01332-442316 | 01332-442370 |
| Line 2 | 085-52317 | 01332-442317 | |
| | | | 085-52362, |
| INCIDENT CONTROLLER | 085-52324 | 01332-442324 | 01332-442362 |
| Line 2 | 085-52325 | 01332-442325 | |
| | | | 085-52362, |
| TECHNICAL SUPPORT ENGINEER | 085-52323 | 01332-442323 | 01332-442362 |
| EXTERNAL EMERGENCY | 056-2333 | 01332-262333 | |
| TEAM ORGANISER | 085-52322 | 01332-442322 | |
| CURRENT OPERATIONS MANAGER | 085-52309 | 01332-442309 | |
| POSTAL ADDRESS | | | |
| EAST MIDLANDS CONTROL CENTRE | | | |
| NETWORK RAIL | | | |
| BATEMAN STREET | | | |
| DERBY | | | |
| DE23 8JQ | | | |

OPERATIONS CONTROL OFFICE TELEPHONE (AND FAX) NUMBERS - MIDLANDS

Miscellaneous Instructions- Continued

NETWORK RAIL LONDON NORTH EASTERN OPERATIONS CONTROL OFFICE TELEPHONE (AND FAX) NUMBERS

LONDON NORTH EASTERN RAILWAY (LNER)

| Pre-ICC Route Controllers | Internal Phone | External Phone | Fax Internal | Fax External |
|---|----------------------------|--|---------------------|---------------------|
| Route Control Manager | 085 - 35031 | 01904 - 718031 | 085 - 35003 | 01904-718003 |
| Incident Controller East Coast | 085 - 35030 | 01904 - 718030 | 085 - 35002 | 01904-718002 |
| Incident Controller North East | 085 - 35029 | 01904 - 718029 | 085 - 35002 | 01904-718002 |
| Incident Controller West Yorks | 085 - 35028 | 01904 - 718028 | 085 - 35001 | 01904-718001 |
| Incident Controller Central | 085 - 35027 | 01904 - 718027 | 085 - 35001 | 01904-718001 |
| Incident Controller Infrastructure | 085 - 35015 | 01904 - 718015 | 085 - 35004 | 01904-718004 |
| Incident Support Controller East Coast / North East | 085 - 35021 | 01904 - 718021 | 085 - 35002 | 01904-718002 |
| Incident Support Controller West Yorks / Central | 085 - 35024 | 01904 - 718024 | 085 - 35001 | 01904-718001 |
| Train Running Controller Freight | 085 - 35025 | 01904 - 718025 | 085 - 35006 | 01904-718006 |
| Train Running Controller Passenger | 085 - 35023 | 01904 - 718023 | 085 - 35006 | 01904-718006 |
| VSTP Section (1) | 085 - 35012 | 01904 - 718012 | 085 - 35005 | 01904-718005 |
| VSTP Section (2) | 085 - 35013 | 01904 - 718013 | 085 - 35005 | 01904-718005 |
| Technical Support Engineer | 085 - 35016 085 - 35058 | 01904 - 718016 01904 - 718058 01904 - 525745 | 085 - 35004 | 01904-718004 |

SERVICE DELIVERY TEAM AT YORK ROC TELEPHONE NUMBERS

The following contact numbers should be used for contacting the LNER Delivery Team.

In an emergency, or where the safety of the line is affected, *ALWAYS* contact the controlling signaller first.

| Post | BT | Internal |
|--|--------------|-----------------|
| GSM-R Contact Number (Driver Helpline) | | 037 5726 |
| Emergency Line | 01904 718111 | 085 35111 |
| Duty Operations Mgr | 01904 718124 | 085 35124 |
| Resource Controller | 01904 718127 | 085 35127 |
| Train Crew controller | 01904 718121 | 085 35121 |
| Customer Service Controller | 01904 718126 | 085 35126 |
| Performance Analyst | 01904 718122 | 085 35122 |
| Maintenance Controller | 01904 718129 | 085 35129 |
| Drivers Emergency Help Line | 01904 718125 | 085 35125 |

All telephone calls to the London North Eastern Railway Service Delivery Team at York ROC, including the GSM-R, are digitally recorded.

Miscellaneous Instructions- Continued

BRITISH TRANSPORT POLICE

SENTINEL HOTLINE

The telephone number for the SENTINEL Hotline for verifying PTS/IWA/COSS/PC/PICOP competencies is 0330 7262222. Please note that:

- Calls are charged at the normal rate and **not** at 60p/minute.
- All callers will receive a message warning that the call will be charged at 60p/minute. This is an OFTEL requirement and callers using this number should disregard this message.

| Electrical Control Room | Internal Phone | | External Phone |
|---|----------------|---|--|
| | Short Code # | Railway ETD | |
| Cathcart | 176 | 04 53989/ 90 04 56399/ 62695 | 0141 632 3688 0141 632 5724 |
| Lewisham | 177 | 00 28400 | 0208 692 6786 |
| Romford | 175 | 00 57980/ 81/ 82 | 01708-730292 01708-730314 |
| Rugby (including former Willesden area) | 177 & 172 | 05 06422/ 533/ 47/ 46 | 01788 576256/ 57 01788 555422 |
| York (North of North Muskham neutral section at Newark) | 173 | 03 74691/ 962/ 963/ 872/ 5622 | 01904 525622 |
| York (Sth of Nth Muskham At Newark) | 174 | 03 75836/ 7 03 74902/ 06 / 03 75952 | 01904 525836 |
| Derby between City Thameslink / St. Pancras (High Level) & Kettering North Jn/Corby) | 178 | 085 49150 085 40970 (emergency) | 0330 85491 0330 854 0970 (emergency) |

* If busy use the "P" button to obtain priority call.

For emergency purposes only. Not implemented over the complete ECR area

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List of Module Pages and Dates

| Page | Date Last Changed |
|------------|---------------------|
| 1 | 01 June 2024 |
| 2 | 01 June 2024 |
| 3 | 01 September 2018 |
| 4 | 01 September 2018 |
| 5 | 01 September 2018 |
| 6 | 01 September 2018 |
| 7 | 02 December 2023 |
| 7A | 02 December 2023 |
| 7B | 02 December 2023 |
| 7C | 02 December 2023 |
| 7D | 31 August 2019 |
| 8 | 31 August 2019 |
| 9 | 01 June 2024 |
| 10 | 01 June 2024 |
| 11 | 01 June 2024 |
| 12 | 01 June 2024 |
| 13 | 02 September 2023 |
| 14 | 02 September 2023 |
| 15 | 01 June 2024 |
| 16 | 01 June 2024 |
| 17 | 01 June 2024 |
| 18 | 01 June 2024 |
| 19 | 01 June 2024 |
| 20 | 01 June 2024 |
| 21 | 02 March 2024 |
| 22 | 02 March 2024 |
| 23 | 02 September 2023 |
| 24 | 02 September 2023 |
| 25 | 01 June 2024 |
| 25A | 01 June 2024 |
| 25B | 01 June 2024 |
| 25C | 01 June 2024 |
| 25D | 01 June 2024 |
| 26 | 01 June 2024 |
| 26A | 01 June 2024 |
| 26B | 01 June 2024 |
| 27 | 03 June 2017 |
| 28 | 03 June 2017 |
| 28A | 01 June 2024 |
| 28B | 01 June 2024 |
| 28C | 01 June 2024 |
| 28D | 01 June 2024 |
| 28E | 02 March 2019 |
| 28F | 02 March 2019 |
| 28G | 02 March 2019 |
| 28H | 02 March 2019 |
| 28I | 07 March 2015 |
| 28J | 07 March 2015 |
| 28K | 29 February 2020 |
| 28L | 29 February 2020 |
| 28M | 01 June 2024 |
| 28N | 01 June 2024 |

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|------------|---------------------|
| 28O | 07 March 2015 |
| 28P | 07 March 2015 |
| 28Q | 07 March 2015 |
| 28R | 07 March 2015 |
| 28S | 29 February 2020 |
| 28T | 29 February 2020 |
| 28U | 02 March 2019 |
| 28V | 02 March 2019 |
| 28W | 02 March 2019 |
| 28X | 02 March 2019 |
| 28Y | 02 March 2019 |
| 28Z | 02 March 2019 |
| 28ZA | 02 March 2019 |
| 28ZB | 02 March 2019 |
| 28ZC | 02 March 2019 |
| 28ZD | 02 March 2019 |
| 28ZE | 02 December 2023 |
| 28ZF | 02 December 2023 |
| 28ZG | 05 September 2015 |
| 28ZH | 05 September 2015 |
| 29 | 03 June 2017 |
| 30 | 03 June 2017 |
| 31 | 01 June 2024 |
| 31A | 01 June 2024 |
| 31B | 01 June 2024 |
| 32 | 01 June 2024 |
| 32A | 02 March 2024 |
| 32B | 02 March 2024 |
| 32C | 01 June 2024 |
| 32D | 01 June 2024 |
| 32E | 01 June 2024 |
| 32F | 01 June 2024 |
| 32G | 01 June 2024 |
| 32H | 01 June 2024 |
| 32I | 01 June 2024 |
| 32J | 01 June 2024 |
| 33 | 31 August 2019 |
| 34 | 31 August 2019 |
| 35 | 05 June 2021 |
| 36 | 05 June 2021 |
| 36A | 03 June 2023 |
| 36B | 03 June 2023 |
| 36C | 03 June 2023 |
| 36D | 03 June 2023 |
| 37 | 02 March 2024 |
| 38 | 02 March 2024 |
| 39 | 01 June 2024 |
| 40 | 01 June 2024 |
| 41 | 02 March 2024 |
| 42 | 02 March 2024 |
| 43 | 02 March 2024 |
| 44 | 02 March 2024 |
| 45 | 02 March 2024 |

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| 46 | 02 March 2024 |
| 47 | 02 March 2024 |
| 48 | 02 March 2024 |
| 49 | 01 June 2024 |
| 50 | 01 June 2024 |
| 51 | 01 June 2024 |
| 51A | 01 June 2024 |
| 51B | 01 June 2024 |
| 51C | 01 June 2024 |
| 51D | 04 March 2017 |
| 52 | 04 March 2017 |
| 53 | 04 June 2016 |
| 54 | 04 June 2016 |
| 55 | 04 June 2022 |
| 56 | 04 June 2022 |
| 57 | 04 June 2022 |
| 58 | 04 June 2022 |
| 59 | 04 June 2022 |
| 60 | 04 June 2022 |
| 61 | 04 June 2022 |
| 61A | 04 June 2022 |
| 61B | 04 June 2022 |
| 61C | 04 June 2022 |
| 61D | 04 June 2022 |
| 61E | 04 June 2022 |
| 61F | 04 June 2022 |
| 62 | 04 June 2022 |
| 63 | 05 March 2016 |
| 64 | 05 March 2016 |
| 65 | 02 December 2017 |
| 66 | 02 December 2017 |
| 67 | 03 December 2011 |
| 68 | 03 December 2011 |
| 69 | 04 June 2016 |
| 70 | 04 June 2016 |
| 71 | 03 June 2017 |
| 72 | 03 June 2017 |
| 73 | 06 June 2015 |
| 74 | 06 June 2015 |
| 75 | 04 June 2016 |
| 76 | 04 June 2016 |
| 77 | 06 June 2015 |
| 78 | 06 June 2015 |
| 79 | 07 June 2014 |
| 80 | 07 June 2014 |
| 81 | 06 June 2015 |
| 82 | 06 June 2015 |
| 83 | 06 June 2015 |
| 84 | 06 June 2015 |
| 85 | 02 December 2017 |
| 86 | 02 December 2017 |
| 87 | 06 June 2015 |
| 88 | 06 June 2015 |
| 89 | 02 December 2017 |
| 90 | 02 December 2017 |
| 91 | 06 June 2015 |
| 92 | 06 June 2015 |
| 93 | 06 December 2014 |

| | |
|------------|-------------------|
| 94 | 06 December 2014 |
| 95 | 02 June 2018 |
| Page | Date Last Changed |
| 96 | 02 June 2018 |
| 97 | 07 June 2014 |
| 98 | 07 June 2014 |
| 99 | 03 June 2017 |
| 100 | 03 June 2017 |
| 101 | 07 June 2014 |
| 102 | 07 June 2014 |
| 103 | 02 December 2017 |
| 104 | 02 December 2017 |
| 105 | 02 June 2018 |
| 106 | 02 June 2018 |
| 107 | 06 June 2015 |
| 108 | 06 June 2015 |
| 109 | 06 June 2015 |
| 110 | 06 June 2015 |
| 111 | 02 June 2012 |
| 112 | 02 June 2012 |
| | |

Rule Book Module S5 - Passing a signal at danger : Part A

Passing a signal at danger on the signaller's authority

Level crossings with crossing keeper operated non block signals

Authority to pass over the level crossing during signal failure/disconnection or Single Line Working.

At the level crossings listed at the end of this instruction, the protecting signals are not part of the block signalling and are only provided to protect the level crossing. The Driver will receive a green hand signal from the Crossing Keeper as authority to pass over the crossing:-

When due to failure or disconnection it is necessary to pass the protecting signal at Danger. The Driver must, after passing over the crossing, regulate the speed of his train, having regard to the aspect displayed at the section signal.

During Single Line Working when (in accordance with Rule Book Module P1, Section 6.2 b) (other manned level crossing) a train in the wrong direction is authorised to pass over a level crossing, where the normal position of the gates or barriers is open for road traffic.

* = Crossings normally open for road traffic

Ulceby North Jn to Barton on Humber

* Barton Road (Down direction)

* Barrow Road (Single line)

Mansfield Woodhouse to Shireoaks East Jn

Norwood

York to Scarborough

Howsham

Leeds Armley Jn to York (Skelton Jn) via Harrogate

* Belmont

* Wilstrop (Single line)

* Marston Moor (Single line)

* Hessay (Single line)

LN898 - Neville Hill East Jn to Hull

Crabley Creek GB

Hull to Seamer West Jn

* Gristhorpe (Single line)

King Edward Bridge South Jn to Carlisle North Jn

* Milton Village

Bedlington North to Lynemouth Alcan

* North Seaton

London North Eastern Route GI - Dated: 08/12/18

Rule Book Module SP-Speeds:Emergency speed restriction

Section 4 – Emergency Speed Restrictions (ESR) - How emergency speed restrictions are set up

If an emergency speed restriction (ESR) is imposed and before the speed restriction equipment has been set up, the signaller will tell the driver of a train to pass over the ESR the actual speed limit that has been imposed by the engineer.

It will no longer be necessary for the drivers of all trains to proceed at no more than 20 mph prior to the erection of the speed restriction equipment but drivers must travel over the restriction at no more than the speed given by the signaller.

This also means that only trains which would normally be running at a speed higher than the ESR to be imposed will need to be cautioned by the signaller. For example, if an ESR of 60 mph is imposed, it will not be necessary to stop and advise the drivers of trains classes 6, 7 or 8.

National GI - Dated: 07/06/14

Rule Book Module TS1 - General signalling regulations

Section 13

Handbook 8 - IWA, COSS or PC blocking a line

Handbook 21 – Safe Work Leader (SWL) blocking a line

Swing Bridges at Goole, Hull, Keadby and Selby

When arranging a blockage of a line which passes over the swing bridge, then the COSS/IWA/SWL/PC must come to a clear understanding with the signaller/bridge operator that either:

a) The swing bridge will remain closed to river traffic for the duration of the blockage.

OR

b) The signaller will obtain the authority of the COSS/IWA/SWL/PC before opening the bridge to river traffic.

OR

c) The work site is clear of the bridge and will not affect the operation of the bridge.

London North Eastern Route GI - Dated: 06/12/14

Rule Book Module TS1 - General signalling regulations

Section 13, Clause 13.2.4 – T-COD

Rule Book Module HB8-IWA, COSS or PC blocking a line

Section 2, Clause 2.5 - Using a track circuit operating device T-COD

Handbook 21 Safe Work Leader (SWL) blocking a line

Section 2, Clause 2.5 - Using a track circuit operating device T-COD

Providing additional protection by use of a track circuit operating device (T-COD)

Remotely activated T-Cod (e.g. ZKL): These devices are static devices permanently fitted to the rail. These devices are operated remotely and occupy a track circuit to provide additional protection in exactly the same way as a T-Cod, which is described in Rule Book Module TS1 Clause 13.2.4. These devices are authorised providing a Signalbox Special Instruction (SBSI) is in place.

TCOD's may be used to provide additional protection on the following sections of line listed below subject to the restrictions shown:-

Must not be used on track circuits between the signals protecting a RC or CCTV level crossing and the track circuit that passes through the crossing deck. On bi-directional and single lines, TCOD's must not be used between the signals protecting the crossing.

- Must not be used where there are check rails.
- Must not be used within Axle Counter Areas
- TCOD's are best used clear of points and crossings and not in overlap track circuits. If it is necessary for a TCOD to be used in the vicinity of points, the Signaller must before giving permission consider the implications of track circuit controls etc. on other lines, particularly if the points will need to be moved during the time the TCOD is in use.

| Routes and locations on which TCOD can be used | Remarks, including Locations/Sections where TCOD cannot be used, in addition to those detailed above and in the RULE BOOK |
|--|--|
| LN101 KINGS CROSS TO SHAFTHOLME JN | |
| Kings Cross to Shaftholme Jn. | Not to be used between Kings Cross station and Holloway Junction on Welwyn Garden City to Arlesey all lines on Axle Counter sections |
| Peterborough to New England Jn | Not to be used on Eastfield South Up Departure, Eastfield South Down Arrival, Eastfield North Up Arrival and Eastfield North Down Departure lines between Peterborough & New England North |
| New England to Helpston Jn | Not to be used between Down Slow / Down Stamford line and Up Stamford line in the Axle counter area |
| Newark Flat Crossing | Not to be used at Newark Flat crossing between the Axle Counters |
| LN110 CANONBURY WEST JN TO FINSBURY PARK JN | |
| Canonbury West Jn. to Finsbury Park Jn | |
| LN115 COPENHAGEN JN TO CAMDEN ROAD CENTRAL JN | |
| Copenhagen Jn to Camden Road Central Jn | |
| LN120 WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD | |
| Wood Green North Jn. to Langley Jn via Hertford | |
| LN125 HITCHIN, CAMBRIDGE JN TO ROYSTON (ROUTE BOUNDARY) | |
| Hitchin Cambridge Jn. to Royston (Route Boundary) | Not to be used in the Axle Counter sections between Hitchin Cambridge Junction and Letchworth Garden City Station |
| LN125 HITCHIN, CAMBRIDGE JN TO CAMBRIDGE | |
| Hitchin Cambridge Jn. to Cambridge | Not to be used un the Axle Counter sections between Hitchin Cambridge Junction and Letchworth Garden City Station |
| LN135 KINGS DYKE TO CRESCENT JN | |

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| Routes and locations on which TCOD can be used | Remarks, including Locations/Sections where TCOD cannot be used, in addition to those detailed above and in the RULE BOOK |
|---|---|
| Funthams Lane CCTV LC excl. to Crescent Jn | |
| LN145 MARHOLM JN TO GLINTON JN | |
| Marholm Jn to Glinton Jn | Not to be used on this line of route |
| LN150 FLYOVER EAST JN TO DECOY NORTH JN | |
| Flyover East Jn. to Decoy North Jn | |
| LN155 FLYOVER EAST JN TO LOVERSALL JN (UP LOVERSALL CURVE) | |
| Flyover East Jn. to Loversall Jn | |
| LN160 LOVERSALL CARR JN TO FLYOVER WEST JN | |
| Loversall Carr Jn. to Flyover West Jn | |
| LN 165 HARRINGAY PARK JN TO HARRINGAY JN | |
| Harringay Park Jn. to Harringay Jn | |
| LN170 WERRINGTON JN TO FLYOVER EAST JN VIA LINCOLN | |
| Bessacarr Jn. to Flyover East Jn | |
| LN185 ALLINGTON WEST JN TO SKEGNESS | |
| Allington West Jn to Allington North Jn | |
| LN190 ALLINGTON EAST JN TO ALLINGTON NORTH JN | |
| Allington East Jn to Allington North Jn | |
| LN195 GRANTHAM, NOTTINGHAM BRANCH JN TO BOTTESFORD WEST JN | |
| Nottingham Branch Jn to Allington West Jn | |
| LN220 BESSACARR JN TO BLACK CARR JN | |
| Bessacarr Jn. to Black Carr Jn | |
| LN3140 BEDFORD ST JOHNS exclusive TO BEDFORD STATION JN. | |
| Bedford St Johns to Bedford | Up and Down Bletchley Goods Up and Down Bletchley Run Round Siding |
| LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY) | |
| Kentish Town Jn. to Luton South Junction. | Down Carriage Loop. Run Round Road at West Hampstead |
| | Up Hendon Line. Down Hendon line Up & Down Brent Curve. Up & Down Cricklewood Curve. Up Goods 1 & 2 Cricklewood. Depot Exit Road Cricklewood. All sidings Cricklewood Depot Except north reception 1 & 2. St Albans Station |
| Luton South Jn. to Bedford Station Jn. | All lines except the Down Fast in Luton Station Between WH 104 -WH 98 Up Fast Between WH299 - WH307Down Slow Between WH312 - WH298 Up Slow Up & Down Platform Loop Platform one Legrave WH |

London North Eastern Route Sectional Appendix Module LN1

| Routes and locations on which TCOD can be used | Remarks, including Locations/Sections where TCOD cannot be used, in addition to those detailed above and in the RULE BOOK |
|--|---|
| LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY) | |
| Bedford Station Jn. to Sharnbrook Jn. | Between WH343 – WH349 Down Slow Between WH 362 – WH348 Up Slow Bay Platform Down Platform Loop Up and Down Bletchley Goods Up and Down Bletchley Run Round siding If used in advance of 363 WH157 WH357 then Kettering Workstation, EMCC should be informed. |
| Bedford Station Jn. to Oakley (WH control area only - last (Down lines) WH155, WH155 / first (Up lines) WH166, WH366 signals which are suitable for the use of TCODs. | Slow Lines, Down Platform Loop between WH.343 Down Slow & WH.362 Up Slow and Bay Platform Bedford Station. Up and Down Goods Line Up and Down Bletchley Up and Down Through sidings If used on the Up & Down Bletchley then Marston Vale signal box should be informed. |
| Wellingborough Station to Kettering Station | Reception & Departure lines Wellingborough Up Sidings Up & Down Slow lines between Kettering South Jn. & Kettering Station North Jn. |
| Kettering Station to Leicester South Jn. Down direction LR.209/211 & Up direction LR.212/214 Little Bowden Level Crossing Down direction LR.209/211 & Up direction LR.222/214 to clear of barrow crossing, Market Harborough station | Up & Down Slow from Kettering Station (Inc) to Kettering North Jn. Up & Down Goods Knighton Jn. to Wigston North Jn. |
| Leicester North Jn to Loughborough Down Fast LR.505, Up Fast LR.512, Down Slow LR.517 and Up Slow LR.518. | Up & Down Goods at Humberstone Road. Use prohibited on all lines within Leicester Station area between North & South Jn. |
| Breadsal Jn (exc) to signal DC4833 Down / signal to signal DC4833 Down / signal DY551 Up | Up Passenger Loop & Down Passenger Loop Broadholme. If used in advance of DY.564 then Chesterfield Work Station, Derby EMCC to be informed |
| St Pancras to Kentish Town Jn. | Up & Down Relief line Up & Down slow line WH198 / WH200 to Buffer Stops Platform 1/2/3/4 |
| Kentish Town Jn. to Luton South Junction. | West Hampstead Down Loop West Hampstead Run Round |
| | Up Hendon Line. Down Hendon line Up & Down Brent Curve. Up & Down Cricklewood Curve. Up Goods 1 & 2 Cricklewood. Depot Exit Road Cricklewood. All sidings Cricklewood Depot Except north reception 1 & 2. St Albans Centre Siding |
| Luton South Jn. to Bedford Station Jn. | Between WH 104 - WH 98 Up Fast Between WH299 - WH307 Down Slow Between WH312 - WH298 Up Slow Luton Platform Loop Platform one Leagrave. |

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| Routes and locations on which TCOD can be used | Remarks, including Locations/Sections where TCOD cannot be used, in addition to those detailed above and in the RULE BOOK |
|--|--|
| LN628 SOUTH HYLTON TO SUNDERLAND SOUTH JN | |
| South Hylton to Sunderland South Jn | |
| LN629 PELAW METRO JN TO PELAW SOUTH JN | |
| Pelaw Metro Jn to Pelaw South Jn | |
| LN630 PELAW NORTH JN TO PELAW METRO JN | |
| Pelaw North Jn to Pelaw Metro Jn | |
| LN631 DARLINGTON SOUTH JN TO EAGLESCLIFFE SOUTH JN | |
| Darlington South Jn to Uray Nook | |
| LN632 STOCKTON CUT JN TO SALTBURN | |
| Stockton Cut Jn to Redcar Church Lane LC signals 227 Down and 223 Up Longbeck signals 6 Down and 7 Up to Saltburn Station | Not to be used on Down & Up Goods between Middlesbrough signals M685 Down / M676 Up and Whitehouse |
| LN642 SALTBURN WEST JN TO BOULBY POTASH MINE | |
| Saltburn West Jn. to signals 209 Down and 210 Up on Crag Hall line | |
| LN644 HARTBURN CURVE | |
| Hartburn Jn to Bowesfield | |
| LN670 JARROW BRANCH | |
| Pelaw Jn for Jarrow to Network Rail Boundary | |
| LN674 HIGH LEVEL BRIDGE JN TO GREENSFIELD JN (WEST CURVE) | |
| High Level Bridge Jn to Greensfield Jn | |
| LN676 PARK LANE JN TO KING EDWARD BRIDGE SOUTH JN | |
| Park Lane Jn to K.E.B South Jn | |
| LN678 DARLINGTON NORTH JN TO EASTGATE | |
| Darlington North Jn to Hopetown Jn. | |
| LN682 KING EDWARD BRIDGE SOUTH JN TO CARLISLE NORTH JN | |
| K.E.B South Jn to Blaydon | |
| LN684 LOW FELL JN TO NORWOOD JN | |
| Low Fell Jn to Norwood Jn | |
| <u>LN694 Benton North Jn to Morpeth North Jn via Bedlington</u> | |
| Benton East Jn to Morpeth North Jn via Bedlington | Not to be used on this line of route |
| LN696 HEPSCOTT JN TO MORPETH JN | |
| Hepscott Jn (excl.) to Morpeth North Jn. | |
| <u>LN702 Bedlington North to Lynemouth Alcan</u> | |
| Bedlington North to Lynemouth Alcan | Not to be used on this line of route |
| LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD | |
| Cleethorpes to Marsh Jn signals CB8619 Down and CB8618 Up. | |
| Signals B161 Down Cleethorpes and CB 8785 Down Cleethorpes, CB8787 Down Cleethorpes Goods. Up Cleethorpes B162 to CB8754 | Not to be used between signals CB8751 and B161 on Down Cleethorpes, CB8785 Down Cleethorpes and CB8831 Down Cleethorpes Fast, CB8787 Down Cleethorpes Goods and CB8833 Down Cleethorpes Slow. Up Cleethorpes CB8790 and B162 Signal. |
| Trent East Jn. to Thrumpton West Jn. | |
| Manton Wood to Kiveton Park | |
| Woodburn Jn. signals W215 Down/W214 Up to Nunnery Main Line Jn. | |

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| LN740 GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN | |
| Immingham Reception Sdgs to Humber Road Jn | |
| LN741 HABROUGH JN TO ULCEBY SOUTH JN | |
| Habrough Jn. to Ulceby South Jn | |
| LN 742 KILLINGHOLME TO BROCKLESBY JN | |
| Immingham West Jn. to Brocklesby Jn. | |
| LN744 ULCEBY NORTH JN TO BARTON ON HUMBER | |
| Ulceby North Jn. to signals 5 Down Barton/20 Up Barton. | |
| LN748 RETFORD WESTERN JN TO THRUMPTON WEST JN | |
| Retford Western Jn. to Thrumpton West Jn | |
| LN752 WRAWBY JN TO MARSHGATE JN | |
| Appleby to Medge Hall | |
| Thorne Jn. to Marshgate Jn | |
| Keadby Drawbridge | Not to be used between signal S302 and S304 on the Up Main, and S303 and D601 on the Down Main |
| LN758 BRANCLIFFE EAST JN TO KIRK SANDALL JN | |
| Brancliffe East Jn. to Dinnington Jn (excl) | |
| Firbeck Jn. to Kirk Sandall Jn. | |
| LN762 ST CATHERINES JN TO DECOY SOUTH JN (ST CATHERINES CURVE) | |
| St. Catherines Jn. to Decoy South Jn | |
| LN766 BENTLEY JN TO HEXTHORPE JN (DONCASTER AVOIDING LINE) | |
| Bentley Jn. to Hexthorpe Jn. | |
| LN768 MANSFIELD WOODHOUSE TO SHIREOAKS EAST JN | |
| Mansfield Woodhouse to Shirebrook Jn signal SJ7 Down and signal SJ33 Up. | |
| Woodend Jn. to Shireoaks East Jn. | |
| LN772 WARSOP JN TO SHIREBROOK JN | |
| Warsop Jn. to Shirebrook Jn. | |
| LN774 BARROW HILL JN TO OXCROFT DISPOSAL POINT | |
| Barrow Hill North Jn. to Seymour Jn. | |
| LN776 HALL LANE JN TO FOXLOW JN | |
| Hall Lane Jn. to Foxlow Jn. | |
| LN782 WOODEND JN TO SHIREOAKS WEST JN | |
| Woodend Jn. to Shireoaks West Jn. | |
| LN784 HIGH MARNHAM TO SHIREBROOK EAST JN | |
| Clipstone East Jn. signal CJ29 Down and CJ41 Up to Shirebrook East Jn. | |
| LN790 RUFFORD NO1 COAL STACKING SITE TO CLIPSTONE EAST JN | |
| Bilsthorpe Colliery Jn. to Clipstone East Jn. | |
| LN804 TAPTON JN TO GASCOINE WOOD (VIA SHEFFIELD) | |
| Signal S39 Down / Signal CS4902 Up (Dronfield) to Gascoigne Wood | |
| LN806 TAPTON JN TO MASBOROUGH JN | |
| Signal S233 Down Barrow Hill / Signal CB4794 Up Barrow Hill. to Masborough Jn. | |
| LN807 DORE SOUTH JN TO DORE WEST JN | |
| Dore South Jn. to Dore West Jn. | |

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| Routes and locations on which TCOD can be used | Remarks, including Locations/Sections where TCOD cannot be used, in addition to those detailed above and in the RULE BOOK |
|---|---|
| LN808 DORE STATION JN TO TOTLEY TUNNEL EAST | |
| Dore Station Jn. to Totley Tunnel East | |
| LN816 BEIGHTON JN TO WOODHOUSE JN | |
| Beighton Jn. to Woodhouse Jn | |
| LN824 MOORTHORPE JN TO SOUTH KIRKBY JN | |
| Moorthorpe Jn to South Kirkby Jn | |
| LN826 DONCASTER SOUTH YORKSHIRE JN TO SWINTON JN NORTH / SOUTH | |
| South Yorkshire Jn. to Swinton Jn. North/South | |
| LN828 MEXBOROUGH JN TO ALDWARKE JN VIA KILNHURST | |
| Mexborough Jn. to Aldwarke Jn via Kilnhurst | |
| LN830 ALDWARKE JN TO WOODBURN JN | |
| Aldwarke Jn to Woodburn Jn. | |
| LN832 DONCASTER BRIDGE JN TO ST JAMES JN | |
| Bridge Jn. to St. James Jn. | |
| LN836 DONCASTER, MARSHGATE JN TO NEVILLE HILL EAST JN | |
| Marshgate Jn to Neville Hill East Jn. | |
| LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE | |
| Armley Jn to Horsforth. | |
| LN840 LEEDS ENGINE SHED JN TO WHITEHALL EAST JN | |
| Leeds Engine Shed Jn to Whitehall East Jn. | |
| LN842 STAINFORTH JN TO ADWICK JN | |
| Applehurst Jn to Adwick Jn. | |
| LN844 APPLEHURST LOOP | |
| Applehurst Jn to Joan Croft Jn. | |
| LN846 CARCROFT JN TO SKELLOW JN | |
| Carcroft Jn to Skellow Jn. | |
| LN848 HARE PARK JN TO CROFTON WEST JN | |
| Hare Park Jn to Crofton West Jn. | |
| LN850 WAKEFIELD WESTGATE SOUTH JN TO WAKEFIELD KIRKGATE WEST JN | |
| Wakefield Westgate South Jn to Wakefield Kirkgate West Jn. | |
| LN852 HOLBECK JN TO BRADFORD INTERCHANGE | |
| Holbeck Jn to Bradford Interchange. | |
| LN854 HALL ROYD JN TO SKELTON JN | |
| Hebden Bridge signals HB3 to HB7 Down Line and signals HB35 to PN305 Up Line. | |
| Down line:- Milner Royd signal MR18 to Skelton Jn, Up line:- Skelton Jn to Milner Royd MR8 signal, Up line:- Milner Royd signals MR2 to MR8 | Not to be used between signal CD1268 & K1266 on Up line at Normanton |
| LN858 MILNER ROYD JN TO BRADFORD, MILL LANE JN | |
| Milner Royd Jn to Halifax signal H719 Down/H718 Up. | |
| Mill Lane signal M1567 Down/M1566 Up at Bradford end of Bowling Tunnel to Mill Lane Jn. | |

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| Routes and locations on which TCOD can be used | Remarks, including Locations/Sections where TCOD cannot be used, in addition to those detailed above and in the RULE BOOK |
|--|--|
| LN859 GREETLAND JN TO DRYCLOUGH JN | |
| Greetland Jn to Drycough Jn. | |
| LN860 DIGGLE JN TO COPLEY HILL EAST JN | |
| Marsden to Copley Hill East Jn. | |
| LN861 BRADLEY JN TO BRADLEY WOOD JN | |
| Bradley Jn to Bradley Wood Jn. | |
| LN862 BARNSELY STATION JN TO HUDDERSFIELD | |
| Barnsley Station Jn to Huddersfield | Not to be used on Up Penistone, between signal HU742 and Clayton West Jn on Up Stocksmoor, between signal HU743 and Stocksmoor Jn on the Down Stocksmoor. |
| LN868 WINCOBANK JN TO HORBURY JN | |
| Wincobank Jn to Barnsley Station Jn. | Not to be used between signal S198 and Wincobank Jn. |
| LN870 WAKEFIELD TURNERS LANE TO CALDER BRIDGE JN | |
| Turners Lane Jn to Calder Bridge Jn. | |
| LN872 ALTOFTS JN TO LEEDS WEST JN | |
| Altofts Jn to Leeds West Jn | Not to be used between signal CD961 & Woodlesford Stn on Down line or between signal S5944 and Methley North R/G LC on Up line. |
| LN874 METHLEY JN TO WHITWOOD JN | |
| Methley Jn. to Whitwood Jn | |
| LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN | |
| Castleford West Jn to Pontefract West Jn | |
| LN878 SHERBURN JN TO GASCOINE WOOD | |
| Sherburn Jn to Gascoigne Wood | |
| LN880 YORK TO SCARBOROUGH | |
| York to Strensall signal S11 on Down line Strensall signal S12 to York on Up line | Not to be used between signals S1 and S3. Not to be used between signals S4 and Y272 |
| Malton signal M2 to M22 on Down line Malton signal M21 to signal M3 on Up line | |
| LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN | |
| Wakefield Kirkgate West Jn to Whitley Bridge Jn | |
| LN884 OAKENSHAW SOUTH JN TO OAKENSHAW JN | |
| Oakenshaw South Jn. to Oakenshaw Jn. | |
| LN886 MONK BRETTON LOOP TO CROFTON EAST JN | |
| Oakenshaw South Jn. to Crofton East Jn. | |
| LN888 STAINFORTH JN TO FERRYBRIDGE NORTH JN | |
| Knottingley South Jn to Ferrybridge North Jn | No exclusions |
| Stainforth Jn to Knottingley South Jn | Authorised for ZKL 3000 (RC) type of T-COD only. Not to be used between points 2081 and signals D722 on the Up Skellow and between signals D717 and D723 on the Down Skellow due to the presence of AHB type level crossings |
| LN889 SHAFTHOLME JN TO HAYWOOD JN | |
| Shaftholme Jn to Haywood Jn | Authorised for ZKL 3000 (RC) type of T-COD only. Not to be used on the track circuit 6883 on the Down Knottingley and track circuits 6773 and 6772B on the Up Knottingley due to Thorpe LC |
| LN892 PONTEFRACT EAST JN TO FERRYBRIDGE SOUTH JN | |
| Pontefract East Jn to Ferrybridge South Jn | |

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| LN894 KNOTTINGLEY SOUTH JN TO KNOTTINGLEY EAST JN | |
| Knottingley South Jn to Knottingley East Jn | |
| LN898 NEVILLE HILL EAST JN TO HULL | |
| Neville Hill East Jn to Cliffe CCTV LC exclusive | Not to be used between signal CF1821 and South Milford Footpath R/G LC on Down line and signal GW1818 and South Milford Footpath R/G LC on Up line |
| Melton Lane to Hull | |
| Neville Hill East Jn to Cliffe CCTV LC exclusive | Not to be used between signal CF1821 and South Milford Footpath R/G LC on Down line and signal GW1818 and South Milford Footpath R/G LC on Up line. 20m 6ch (HUL1) to 6m 27ch (HUL1). |
| LN902 MICKLEFIELD JN TO CHURCH FENTON NORTH JN | |
| Micklefield Jn to Church Fenton North Jn | |
| LN906 HAMBLETON EAST JN TO HAMBLETON NORTH JN | |
| Hambleton East Jn to Hambleton North Jn | |
| LN908 SELBY WEST JN TO CANAL JN | |
| Selby West Jn. to Canal Jn. | |
| LN910 TEMPLE HIRST JN TO SELBY SOUTH JN | |
| Temple Hirst Jn. to Selby South Jn. | |
| LN912 THORNE JN TO GILBERDYKE JN | |
| Thorne Jn. to Saltmarshe | Not to be used between signal G37 and Thorne Moor AHB LC on Down line and signal G44 and Thorne Moor AHB LC on Up line |
| North Side Farm UWC to Gilberdyke Jn | Not to be used between signal TG1993 and Gilberdyke Jn on Down line and Gilberdyke Jn and West Linton Farm UWC on Up line |
| LN914 HULL (PARAGON) TO SEAMER WEST JN | |
| Hull to Cottingham | |
| Seamer South Jn signal SR139 to Seamer West Jn on Down Bridlington line. Seamer West Jn to signal SR140 on Up Bridlington line. | |
| LN916 HESSLE ROAD TO SALTEND | |
| Hessle Road to Springbank North Jn | |
| LN918 SPRINGBANK NORTH JN TO WALTON STREET JN | |
| Springbank North Jn to Walton Street Jn | |
| LN920 ANLABY ROAD JN TO WEST PARADE NORTH JN | |
| Anlaby Road Jn to West Parade North Jn | |
| LN922 WHITEHALL WEST JN TO HELLIFIELD SOUTH JN | |
| Whitehall West Jn to Gargrave | Not to be used between signal L3971 and Shipley West Jn. on Down line |
| LN924 APPERLEY JN TO ILKLEY | |
| Apperley Jn to Ilkley | |
| LN926 DOCKFIELD JN TO ESHOLT JN | |
| Dockfield Jn to Esholt Jn | |
| LN928 SHIPLEY EAST JN TO BRADFORD FORSTER SQUARE | |
| Shipley East Jn to Bradford Forster Square | |
| LN932 SHIPLEY SOUTH JN TO SHIPLEY WEST JN | |
| Shipley South Jn to Shipley West Jn | |

London North Eastern Route GI - Dated: 30/05/2025

Rule Book Module T3 - Possession of the line for engineering work

Swing Bridges at Goole, Hull, Keadby and Selby

Note: Whenever possible, possessions should always be planned so that the swing bridge is outside the possession limits.

When a T3 possession is to be arranged which will include the signal section(s) that passes over the swing bridge then one of the following methods of protection must be adopted:

- a) When no work is required to take place between the protecting signal(s) and exit point of the bridge and no trains or on-track plant are within the possession, then the Signaller must obtain the PICOP's authority to open the bridge to river as required. Where possible, before granting the possession to the PICOP the Signaller will advise the PICOP that river traffic that may be required to pass the bridge during the possession.
- b) If trains or on-track plant are to operate within the possession, but do not require to work between the bridge protecting signal(s) and exit point, a separate worksite must be created to protect the bridge. The PICOP must arrange for the marker boards to be positioned at the bridge protecting signal(s) and 100 metres (100 yards) beyond the exit point (where applicable this distance must be extended to include the limits of any track circuits that will lock the bridge controls when occupied). When these arrangements have been put in place, the PICOP must advise the Signaller that the bridge may be operated as normal. In these circumstances, the PICOP must act as an Engineering Supervisor for the bridge work site.

If a train or on track plant is required to pass through the bridge worksite, the PICOP must receive an assurance from the Signaller that the bridge is closed and secure for rail traffic before arranging for the movement to have passed clear of the worksite exit marker board, the PICOP must advise the Signaller that the bridge may be operated normally.

London North Eastern Route GI - Dated: 02/12/06

Rule Book Module T10 – Duties of a designated person (DP) and people working on rail vehicles

Safety of employees working on rail vehicles

At the following locations sidings are used for maintenance and repairs or form part of depots as shown in Rule Book, Module T10, Section 1. When sidings are in use by Maintenance personnel the movements of rail vehicles will be under the control of the Designated Person, Responsible for Protection (DP) who will be identified by an orange arm-band endorsed 'DP' in black letters. At other times movements will be under the control of operating staff. Movements must not exceed 5 mph.

When Maintenance personnel are in the sidings visitors and staff of other departments/ Companies must report to the designated person and must not start work until their presence in the depot or sidings has been recorded and the relevant protection has been provided.

| Location | Line(s) |
|---|---|
| Bedford Carriage Sidings | All roads |
| Corby Internal Exchange BSC | Cripple Siding |
| Derby Etches Park Depot | Depot Roads 4 to 8 |
| Derby Etches Park 4 Shed Fuelling Point | Both Shed Roads |
| Derby Railway Technical Centre | Engineering Development Unit roads 1 to 6. Research Workshops Roads 7, 8, 12, 13,14, 17. Track Laboratory Road 19 |
| Leicester Humberstone Road | Cripple Sidings 12 and 13 |
| Toton C & W Depot | Depot Roads 1 to 4 Sidings 5 and 6 |
| Toton EWS TMD | Depot Roads 1 to 4 Depot Roads 5 to 15 (North) Wheel Lathe Road |

London North Eastern Route GI - Dated: 27/12/18

London North Eastern Route Sectional Appendix Module LN1

National exceptions to MU trains

- Class 185 trains are not permitted to run at MU or DMU speeds
- Class 390 trains are not permitted to run at MU or EMU speeds
- Class 253 and 254 trains formed with less than three coaches between the power cars are not permitted to run at MU or DMU speeds

National GI - Dated: 22/06/20

ANIMALS ON THE LINE

NOTICE TO TRAINCREW, SIGNALLERS AND CONTROLLERS

Where the rules and regulations (General Signalling Regulation 18.2 and Rule Book Module TW1 section 20) require that trains be cautioned because of animals on the line, this procedure need not be applied providing that the animals are:

- domestic, for example, dogs
- deer
- not more than six sheep

However, drivers are still required to make an initial report of the animals being 'on the line' and maintenance response teams are mobilised to establish where the animals gained access to the line and where necessary effect repairs.

Once a report is received from a driver, then a general call will be put out via GSM-R / CSR to all trains in the area, advising them of the approximate vicinity of the incursion and that they are not required to stop to report the incident.

Drivers are advised that if they believe the safety of trains is at risk then they are instructed to carry out the relevant provisions of the Rule Book.

SWANS ON THE LINE

A train need only be cautioned for a swan on the line if the swan is reported to be within the "four foot" of the line concerned

London North Eastern Route GI - Dated: 07/05/16

AXLE COUNTERS

The following Lines of Route are equipped with axle counters

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules TS1 Regulation 13.2, T3 protection and Handbook 8, and Handbook 21:

- Re-railing, resleepering or reballasting
- Removal of rails with axle counter heads
- Tamper operations past axle counter heads, other than:
 - those using a split-head tamping machine suitable for tamping single sleepers around axle counters
 - journeys of the tamper to or from the work site
- Stoneblower or ballast cleaner/regulator operations past axle counter heads, but not including journeys to or from the work site
- Any other work, which may affect axle counter heads.

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and East Midlands Control Centre area, Engineering Possession Reminders must be applied for all possessions. A Signalling Technician must be provided for the reset in accordance with EPR procedures.

* Where Sections of Line Equipped are marked with an asterisk, a Signalling Technician must be provided to re-set the equipment.

Permanent Way and S & T Equipment utilising wheels for movement along tracks, such as trolleys and engineering skates, must not be used without the permission of the COSS/PC/SWL/PICOP.

When giving up a possession, the PICOP must confirm that any affected axle counter sections are fit for use.

The following activities may be undertaken with lines open to traffic where a safe method of working has been established in advance that does not require Rule Book, Modules TS1 Regulation 13.2, T3 protection Handbook 8 and Handbook 21:

- Rail grinding past axle counter heads
- Any work near axle counter heads with tools or any equipment which cannot impact on the operation of the axle counter heads
- Loading and unloading of materials

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and the East Midlands Control Area Special Train Reminders must be applied by the Signaller. The Signaller may reset the axle counters, if necessary, in accordance with STR procedures.

Rule Book Module TW5 Preparation and movement of trains - Defective or isolated vehicles and on-train equipment - Section 25.4 - Moving vehicles with wheelskates

Traction units or vehicles fitted with wheelskates must not pass over the above routes unless the movement has been planned and the signaller advised.

London North Eastern Route Sectional Appendix Module LN1

| Route | Sections of Line Equipped |
|---|---|
| LN101 – Kings Cross to Shaftholme Jn | All lines between 0m 0ch at Kings Cross station and Holloway 1m 40ch |
| LN101 – Kings Cross to Shaftholme Jn | Down Slow / Down Stamford line and Up Stamford line between 78m 35ch (ECM 1) 20m 13ch (PMJ) and 79m 79ch (ECM 1) 18m 48ch (PMJ) (Helpston Jn) |
| LN101 – Kings Cross to Shaftholme Jn | Down Slow / Down Fast / Down Main lines between 18m 63ch and 35m 55ch Up Slow / Up Fast / Up Main lines between 19m 01ch and 38m 05ch |
| LN105 – Finsbury Park to Moorgate | All lines between 03m 7ch at Drayton Park and 0m 00ch at Moorgate station. |
| LN115 – Copenhagen Junction to Camden Road Central Junction | North London incline 0m 0ch to 0m 7ch |
| LN120 – Wood Green North Jn to Langley Jn via Hertford | Down Hertford line between 28m 05ch and 29m 0ch Up Hertford Line between 27m 75ch and 28m 01ch |
| LN125 – Hitchin, Cambridge Jn to Royston (Route Boundary) | Down Royston line Between 32m 11ch and 33m 75ch Up Royston line between 32m 11ch and 34m 15ch |
| LN126 – Hitchin North Jn to Hitchin East Jn | Down Royston Flyover between 32m 53ch and 33m 32ch |
| LN3214 Canal Tunnel Junction to Belle Isle Junction | Up Canal Tunnel line between 0m 52ch and 0m 18ch, Down Canal Tunnel Line between 0m 50ch and 0m 53ch |
| LN145 – MARHOLM JN TO GLINTON JN | Up and Down Werrington lines between 0m 00ch and 1m 64ch |
| LN170 - WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN | All Down and Up lines between 80m 12ch (WEB 1) to 83m 29ch (West Holmes Jn). All Down and Up lines between 85m 20m (Pyewipe Jn Exclusive) and 98m 75ch (Gainsborough Trent West Jn) |
| LN185 ALLINGTON WEST JN TO SKEGNESS | Down Sleaford between Allington signal AL3433 & Ancaster signal AR2 / Up Sleaford between Ancaster signal AR28 & Allington signal AL3434 |
| LN195 GRANTHAM, NOTINGHAM BRANCH TO BOTTESFORD WEST JN | Down Grantham 109m 55ch to Netherfield Jn Up Grantham Netherfield Jn to 109m 50ch |
| LN200 - WRABBY JN TO PELHAM STREET JN | All lines between Down 38m 10ch / Up 39m 39ch and Pelham Street Jn. Down Barnetby 20m 78ch / Up Barnetby 20m 10ch to Wrawby Junction |
| LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA COAST | Down Main between 70m 17ch & 70m 71ch / Up Main between 71m 12ch & 70m 30ch / Up Loop between 71m 12ch & 69m 45ch Down Sunderland between 75m 10ch & 81m 64ch Up Sunderland between 74m 03ch & 82m 30ch Down Sunderland between 61m 01ch & 67m 06ch. Down Sunderland between 70m 17ch & 70m 71ch. Down Sunderland between 75m 10ch & 81m 64ch Up Sunderland between 60m 79ch & 67m 18ch. Up Sunderland between 70m 30ch & 71m 12ch. Up Sunderland between 74m 03ch & 82m 30ch. Up Cliff House Loop between 71m 12ch & 69m 45ch |
| LN632 Stockton Cut Jn. To Saltburn | All Up and Down Saltburn lines between 11m17ch and 14m 03ch. (Newport East Jn) All Up and Down Saltburn Slow Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn Fast Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn lines between 15m70ch (Whitehouse) and 16m 40ch Down Goods between 13m 44ch and 13m 64ch, Up Goods 1 form 13m 56ch to 13m 64, Up Goods 2 from 13m 21ch to 13m 64ch. |
| LN634 Guisborough Jn to Nunthorpe | Nunthorpe Single between 0m 00ch and 0m 17ch |
| LN646 NORTON-ON-TEES SOUTH TO FERRYHILL SOUTH JN | Down Ferryhill between 0m 00ch & 9m 09ch. Up Ferryhill between 9m 72ch & 0m 00ch |
| LN652 BILLINGHAM-ON-TEES TO PORT CLARENCE JN | Down Belasis between 0m 00ch & 1m 03ch. Up Belasis between 1m 03ch & 0m 00ch |
| LN648 NORTON-ON-TEES WEST TO NORTHON-ON-TEES EAST | Down Norton Curve between 0m 28ch & 0m 00ch. Up Norton Curve between 0m 00ch & 0m 28ch |

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| LN694 Benton North Jn to Morpeth North Jn via Bedlington | All Lines between Benton East Junction 1m 11ch and Coatsworth Junction 16m 15ch |
| LN702 Bedlington North to Lynemouth Alcan | Bedlington Junction 0m 0ch to Ashington 3m 05ch |
| LN736 CLEETHORPES TO NUNNERY MAIN LINE VIA RETFORD | Cleethorpes Single Up direction from 93m 22ch all lines to Up Cleethorpes 97m 67ch. Up Cleethorpes from 100m 20ch to Up Cleethorpes 104m 52ch. Up Cleethorpes from 106m 15ch to Up Cleethorpes 108m 38ch. Down Cleethorpes from 108m 32ch to Down Cleethorpes 105m 60ch. Down Cleethorpes from 104m 65ch to Down Cleethorpes 99m 70ch Down Cleethorpes from 97m 00ch all lines to Cleethorpes Single Down direction 93m 22ch. Down Worksop between 49m 64ch & 42m 56ch. Up Worksop between 42m 56ch & 49m 04ch. |
| LN740 GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN | All Lines from Marsh West Junction (Inclusive) to Up Grimsby 108m 21ch Down Grimsby 108m |
| LN741 HABROUGH JN TO ULCEBY SOUTH JN | All |
| LN742 KILLINGHOLME TO BROCKLESBY JN | Up Immingham, Brocklesby East Junction (Exclusive) 99m 72ch to Immingham Reception Sidings (Exclusive) 102m 48ch Down Immingham, Immingham Reception Sidings (Exclusive) 102m 18ch to Brocklesby East Junction (Exclusive) 99m 72ch |
| LN744 ULCEBY NORTH JN to BARTON ON HUMBER | Down Barton Ulceby North Jn Inclusive to 100m 40ch to 101m 10ch Up Barton 100m 51ch to Ulceby North Jn Inclusive 100m 40ch |
| LN752 WRRAWBY JN TO MARSHGATE JN | Up Scunthorpe from 26m 34ch to Wrawby Jn Inclusive 33m 34ch Wrawby Jn Inclusive 33m 34ch to Down Scunthorpe 26m 42ch. Up Line between 18m 15ch and 18m 22ch, Down Main 18m 24ch and 18m 15ch |
| LN804 TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD) | All lines from Tipton Jn to 149m 62ch Down / 149m 20ch Up |
| LN806 TAPTON JN TO MASBROUGH JN | All lines from Tipton Jn to 147m 67ch Down / 147m 38ch Up |
| LN807 DORE SOUTH JN TO DORE WEST JN | Dore Single between 153m 75ch and 154m 34ch. |
| LN808 DORE STATION JUNCTION TO EARLES SIDING | Up Hope Valley between 164m 66ch and 0m 60ch Down Hope Valley between 0m 60ch and 164m 66ch. |
| LN810 SHEPCOTE LANE WEST JUNCTION TO TINSLEY SOUTH JUNCTION | Down/Up South West Curve from Shepcote Lane West Jn 161m 24ch to Tinsley South Jn 161m 63ch |
| LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE | Down/Up Sheffield Tram Transfer line from Tinsley North Jn 0m 00ch to Spring Points 0m 22ch |
| LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER LINE | Down/Up Parkgate Tram Transfer Line from Parkgate Jn 0m 00ch to Parkgate Stabling Section 0m 15ch |
| LN816 BEIGHTON JN TO WOODHOUSE JN | Down Beighton between 46m 56ch and 47m 52ch Up Beighton between 46m 56ch and 47m 44ch |
| LN818 HOLMES CURVE | Down/Up Holmes Curve from Holmes Junction 0m 00ch to Rotherham Central Junction 0m 62ch |
| LN830 WOODBURN JUNCTION TO ALDWARKE JUNCTION | Up Tinsley Line from Broughton Lane Jn 1m 36ch to Aldwarke New Site 6m 39ch Down Tinsley line from Aldwarke New Site 6m 39ch to Broughton Lane Jn 1m 36ch |
| LN860 – DIGGLE TO COPLEY HILL EAST JN | Down Huddersfield line between 32m 60ch and 41m 20ch Up Huddersfield line between 40m 44ch to 33m 25ch |
| LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn | Down Goole between 56m 16ch & 56m 65ch Up Goole between 56m 65ch & 56m 0ch |
| LN875 Castleford West Jn to Pontefract West Jn | Down Cutsyke between 0m 50ch & 56m 43ch Down Cutsyke between 56m 43ch & 0m 10ch |
| LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY) | Oakley to Kettering Station Up fast, Down Fast lines from 53m 72ch to 71m 73ch & Oakley to Kettering North Jn Up Slow & Down Slow lines from 53m 72ch to 74m 00ch. Loughborough North Jn (Exc) to all Lines up to Breadsall Down from 113m 07ch to 132m 7ch All Lines Up from 132m 48ch to 113m 46ch Wingfield (Exc) to Tipton Jn (Inc) All Lines Down 143m 17ch to 146m 59ch. All lines Up 146m 59ch to 142m 13ch |

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| LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN | All lines except in Nottingham Station Platforms |
| LN3207 TRENT EAST JN TO CLAY CROSS NORTH JN | All |
| LN3228 TRENT EAST JN TO SHEET STORES JN | All |
| LN3232 WIGSTON NORTH JN TO HINCKLEY | Up line from Route Boundary to 2m 77ch (signal CT2982). |
| LN3239 DERBY NORTH JN TO CHADDESDEN SIDINGS | All lines, exclusive of storage sidings 5-7 |
| LN3249 LENTON SOUTH Jn. TO LENTON NORTH Jn. | All |
| LN3252 MANSFIELD JN TO TROWELL SOUTH JN | All |
| LN3255 RADFORD Jn. TO KIRKBY LANE END Jn. | All lines from Radford Jn to 127m20ch |
| LN3261 TRENT SOUTH JN TO TOTON SOUTH JN | All |
| LN3264 ATTENBOROUGH JN TO MEADOW LANE JN | All |
| LN3273 CODNOR PARK JN TO SHIREBROOK JN | Codnor Park Jn to 138m 09ch Down Kirkby / 137m 46ch Up Kirkby |
| LN3501 DERBY LONDON ROAD JN TO TAMWORTH EXCLUSIVE | Stenson Jn (Exc) to London Road Jn (inc) All Lines from 3m 60ch to 0m 00ch |
| LN3505 NORTH STAFFORD JN TO STOKE JN (EXCLUSIVE) | * Down Main between signals Uttoxeter 5 & Uttoxeter 6 / * Up Main between signals Caverswall 22 & Caverswall 23 / Between Foley Crossing SB & Stoke Jn |
| LN3515 MELBOURNE JN TO SINFIN | Single line from Melbourne Jn (Inc) to 130m 72ch. |
| LN3520 SHEET STORES JN TO STENSON JN | All lines Sheet Stores Jn to Down Chellaston 125m 11ch/Up Chellaston 124m 58ch |
| LN3601 KETTERING NORTH JN TO MANTON JN | Kettering Nth Jn (Inc) to Manton Jn (exc) Down Corby from 74m 00Ch to MJ5 (exc) Up Corby MJ6 (Inc) to 74m 00ch |
| LN3605 CORBY BSC WORKS TO CORBY NORTH | Corby Station South Junction (Inc) to Corby BSC Works, (Exc) |
| LN3625 NOTTINGHAM EAST JN. TO NEWARK FLAT CROSSING (EXCLUSIVE) | All – Except, Down Newark 2m 40ch to 7m 18ch and Up Newark 6m 75ch to 2m 52ch. |
| LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN. | All lines from Down Grantham 122m 53ch / Up Grantham 123m 16ch to Netherfield Jn. |
| LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE | Up Harrogate 5m 40ch to 16m 67ch Down Harrogate 5m 53ch to 16m 62ch |
| LN898 NEVILLE HILL EAST JN TO HULL | All Down and Up lines between 20m 6ch (HUL1) to 6m 27ch (HUL1). |
| LN912 THORNE JN TO GILBERDYKE JN | All Down and Up lines between 02m 33ch (TGJ2) to 0m 00ch (Gilberdyke Jn). |

The following activities require axle counter heads to be disconnected or removed and must be undertaken with appropriate Rule Book, Modules TS1 Regulation 13.2, T3 protection and Handbook 8; and Handbook 21:

- Re-railing, resleepering or reballasting
- Removal of rails with axle counter heads
- Tamper operations past axle counter heads, other than:
those using a split-head tamping machine suitable for tamping single sleepers around axle counters
- journeys of the tamper to or from the work site
- Stoneblower or ballast cleaner/regulator operations past axle counter heads, but not including journeys to or from the work site
- Any other work, which may affect axle counter heads.

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and East Midlands Control Centre area, Engineering Possession Reminders must be applied for all possessions. A Signalling Technician must be provided for the reset in accordance with EPR procedures.

* Where Sections of Line Equipped are marked with an asterisk, a Signalling Technician must be provided to re-set the equipment.

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Permanent Way and S & T Equipment utilising wheels for movement along tracks, such as trolleys and engineering skates, must not be used without the permission of the COSS/PC/SWL/PICOP.

When giving up a possession, the PICOP must confirm that any affected axle counter sections are fit for use.

The following activities may be undertaken with lines open to traffic where a safe method of working has been established in advance that does not require Rule Book, Modules TS1 Regulation 13.2, T3 protection and Handbook 8 and Handbook 21:

- Rail grinding past axle counter heads
- Any work near axle counter heads with tools or any equipment which cannot impact on the operation of the axle counter heads
- Loading and unloading of materials

In the Lincoln Signalling Control Centre area, Harrogate Signal Box control area and the East Midlands Control Area Special Train Reminders must be applied by the Signaller. The Signaller may reset the axle counters, if necessary, in accordance with STR procedures.

Rule Book Module TW5 Preparation and movement of trains - Defective or isolated vehicles and on-train equipment, Section 25.4 - Moving vehicles with wheelskates

Traction units or vehicles fitted with wheelskates must not pass over the above routes unless the movement has been planned and the signaller advised.

London North Eastern Route GI - Dated: 30/05/2024

CLASS 950 (formerly Class 150) TRACK RECORDING UNIT (TRU) ROUTES AND RESTRICTIONS

The Class 950 TRU (formerly Class 150) may be worked over all lines detailed in Table A of the London North Eastern Sectional Appendix subject to the following restrictions:

| Route | Restriction |
|--|---|
| Moorgate – Drayton Park | Prohibited (diesel prohibition) |
| Northallerton Longlands Jn – Newcastle East Jn via the coast | Speed restriction of 40mph between Monkwearmouth and East Boldon; 91m 32ch - 93m 17ch |

London North Eastern Route GI - Dated: 06/04/13

CLASS 373/2 TRAINS: ROUTES AND RESTRICTIONS

The Class 373/2 may be worked over the lines listed below subject to the restrictions listed in 2.

1. Routes

North London Incline Line

- a) Camden Road Central Jn - Copenhagen Jn

East Coast Main Line

- d) All Main and Fast lines between Kings Cross and York
- e) All Slow and Goods lines and Passenger Loops between Kings Cross and York
- f) Ferme Park Carriage Sidings - Nos. 1, 2 and 3 lines
- g) Ferme Park North Jn to Wood Green South Jn - Down Carriage line
- h) Peterborough to New England North, Easfield South Down Arrival, Eastfield North Down Departure, Eastfield North Up Arrival, Eastfield South Up departure
- i) Between Loversall Carr Jn and Decoy North Jn via Down and Up Lincoln Flyover.
- j) Holgate Loop and Down Sidings
- k) Marshgate Jn to Down Thorne Limit of Shunt via Down Thorne (electrified sections only) except:
 - (i) Up Decoy Goods lines 1, 2 and 3 and Transfer line
 - (ii) No.1 Slow line Kings Cross – Belle Isle

Hertford Loop

- c) Wood Green South Jn to Langley Jn

2. Restrictions

2.1 Speed Restrictions

Speed shall be restricted to the lower of 125 mph or the permissible line speed except:

- a) between the locations shown in figures i, ii, iii the maximum speed must not exceed 110mph:
 - (i) Down Fast line between 59m 10ch and 59m 30ch (Huntingdon North Jn)
 - (ii) between Grantham (105m 77ch) and Shaftholme Jn (160m 00ch Down/160m 20ch Up)
 - (iii) between Colton Jn (182m 75ch) and York
- b) Maximum speed of 60 mph if any trailer vehicle suspension deflated
- c) Hitchin Underbridge No.102 (32m 03ch) 20 mph Up Slow
- d) Hitchin Underbridge No.102 (32m 03ch) 50 mph Down Slow

Note: these speed restrictions are not signed at the lineside, except restriction (a) i,

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2.2 Route Restrictions

- | | | |
|-----|---|--|
| (a) | Kings Cross Station | Platforms 1 & 6 only permitted. |
| (b) | Doncaster Station | Platforms 1, 3, 4 & 8 only permitted. |
| (c) | York Station | Platforms 3, 5, 9, 10 & 11 only permitted. (All movements are prohibited beyond the platform starting signals at the North end of York Station as defined above). |
| (e) | Up and Down Flyover lines at Doncaster | No train to pass Class 373/2 between 116m 46ch and 117m 46ch. |
| (f) | Eastfield Up and Down South Arrival and Departure lines at Peterborough | When a Class 373/2 is travelling on Departure or South Down Arrival line no train to pass Class 373/2 on South Down Arrival or South Up Departure line. |
| (g) | The total number of Class 373/2 trains operating under their own power between Mitre Bridge, Kings Cross and York is limited to four. | |
| (h) | The use of the Doncaster Station ladder (points 2429, 2428, 2422 in the reversed position) is prohibited. | |
| (i) | Down Thorne line When a Class 373/2 is travelling on the Down Thorne line no train to pass Class 373/2 on opposite line. | |

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GSM-R - CAB RADIO REGISTRATION AT MAIN AND POSITION LIGHT SIGNALS - LOCATION CODES

DRIVERS ARE TO REGISTER USING THE LAST 3 DIGITS OF THE SIGNAL ID, ADDING LEADING ZEROS WHERE REQUIRED (E.G. FOR SIGNAL SN23, REGISTER USING 023) EXCEPT WHERE THE SIGNAL IS LISTED BELOW. IN SUCH CASES, THE CORRESPONDING LOCATION CODE IN THIS SECTION IS TO BE USED.

| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|---|---|--------|---------------|-----------------------------------|----------------------|
| LN101 KINGS CROSS TO SHAFTHOLME JN | | | | | |
| Harringay | Up Slow 1 | K85 | 998 | Finsbury Park Workstation | 74 8133 01 |
| Harringay | Up Slow 2 | K81 | 998 | Finsbury Park Workstation | 74 8133 01 |
| Ferne Park South Outlet | Down - Siding | K84 | 998 | Finsbury Park Workstation | 74 8133 01 |
| Ferne Park North Outlet | Down - Siding | K93 | 998 | Finsbury Park Workstation | 74 8133 01 |
| Ferne Park Down Carriage | Down – Other/Engine/Carriage | K94 | 998 | Finsbury Park Workstation | 74 8133 01 |
| Welwyn Garden City | Up Headshunt | YB1009 | 998 | Langley Workstation | 74 8135 01 |
| Welwyn Garden City | Up Yard Junction | YB2024 | 998 | Langley Workstation | 74 8135 01 |
| Biggleswade | Down Siding | K236 | 998 | Hitchin Workstation | 74 8136 01 |
| Connington South | Down – Slow/Relief/Local | P46 | 998 | Peterborough Workstation | 74 8137 01 |
| Nene Carriage Sidings | Up Sidings | P65 | 998 | Peterborough Workstation | 74 8138 01 |
| Peterborough | Reversible/ BiDirectional – Loco Siding | P66 | 998 | Peterborough Workstation | 74 8138 01 |
| Peterborough | Reversible/ BiDirectional – Loco Siding | P81 | 998 | York ROC Peterborough Workstation | 74 8138 01 |
| Peterborough | Reversible/ BiDirectional – Siding | P83 | 998 | York ROC Peterborough Workstation | 74 8138 01 |

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| | | | | | |
|----------------------|--|-------|-----|---|------------|
| Peterborough | Reversible/ BiDirectional – Other/Engine/ Carriage | P84 | 998 | York ROC Peterborough Workstation | 74 8138 01 |
| New England North | EastfieldUp Siding | P88 | 998 | York ROC Peterborough Workstation | 74 8138 01 |
| Potteric Carr Jn | North Siding | D1450 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Potteric Carr Jn | Shunt Neck | D1401 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Down Reception Road 1 | D1436 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Down Reception Road 2 | D1438 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Down Reception Road 3 | D1440 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Up West Reception | D1442 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Locomotive Line | D1434 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Cripple Sidings / CCE Yard | D1418 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Transfer Line - Up | D1420 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Up Goods Loop No.2 | D1424 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Up Goods Loop No.3 | D1422 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy North Jn | Transfer Line - Down | D1439 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Carr | MPD near Down Locomotive Line | D1446 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Bridge Jn | Up Siding No.4 - Down | D1437 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Shaftholme Jn | Up Main - Down | D1505 | 998 | Doncaster Panel 4 | 74 8203 01 |

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| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|--|------------------------------------|--------|------------------|------------------------------------|----------------------------|
| LN120 WOOD GREEN NORTH JN. TO LANGLEY JN VIA HERTFORD | | | | | |
| Bowes Park Workstation | Down Hertford Down -Main/Fast | K192 | 998 | Wood Green Workstation | 74 8134 01 |
| Bowes Park Workstation | Reverse Siding | K194 | 998 | Wood Green Workstation | 74 8134 01 |
| Gordon Hill | Up Hertford Down Main Fast | K202 | 998 | Wood Green Workstation | 74 8134 01 |
| LN150 FLYOVER EAST JN TO DECOY NORTH JN | | | | | |
| Decoy South Jn | Line below South Loop | D1414 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.1 Reception Siding - Up | D1402 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.1 Reception Siding - Down | D1407 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.2 Reception Siding - Up | D1404 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.2 Reception Siding - Down | D1409 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.3 Reception Siding - Up | D1406 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.3 Reception Siding - Down | D1411 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.4 Reception Siding - Up | D1408 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.4 Reception Siding - Down | D1413 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | No.5 Reception Siding - Up | D1410 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | South Loop - Up | D1412 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | Back Road to North/Bay Platform | D1426 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | North Platform | D1417 | 998 | Doncaster Panel 2 | 74 8201 01 |
| Decoy South Jn | Bay Platform | D1419 | 998 | Doncaster Panel 2 | 74 8201 01 |
| LN170 WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN | | | | | |
| St James Deeping SB | Up Spalding (Down direction) | JD13 | 998 | Lincoln SSM | 74 8157 01 |
| St James Deeping SB | Down Spalding (Up direction) | JD11 | 998 | Lincoln SSM | 74 8157 01 |
| Spalding South Jn | Down Main | SG3 | 998 | Lincoln SSM | 74 8157 01 |

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| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|--|------------------------------|--------|---------------|------------------------------|----------------------|
| Spalding | Down Main (Up direction) | SG54 | 998 | Lincoln SSM | 74 8157 01 |
| Spalding | Up Main (Down direction) | SG7 | 998 | Lincoln SSM | 74 8157 01 |
| Spalding | Up sidings | SG52 | 998 | Lincoln SSM | 74 8157 01 |
| Blankney | Down sidings | BY4 | 998 | Lincoln SSM | 74 8157 01 |
| Metheringham | Up main (Down direction) | BY11 | 998 | Lincoln SSM | 74 8157 01 |
| Metheringham | Down main (Up direction) | BY13 | 998 | Lincoln SSM | 74 8157 01 |
| Metheringham | Up sidings | BY18 | 998 | Lincoln SSM | 74 8157 01 |
| LN185 ALLINGTON WEST JN TO SKEGNESS | | | | | |
| Sleaford West Jn | Shunt Spur | SW25 | 998 | Sleaford West Jn | 74 8146 01 |
| Sleaford West Jn | Sleaford West Siding | SW16 | 998 | Sleaford West | 74 8146 01 |
| Boston West Street Jn | Up sidings | WS21 | 998 | West Street | 74 8124 01 |
| Boston | Carriage sidings | WS5 | 998 | West Street | 74 8124 01 |
| Skegness | Northern Group sidings | 66 | 998 | Skegness | 74 8120 01 |
| Skegness | Platform 4 | 44 | 998 | Skegness | 74 8120 01 |
| Skegness | Platform 7 | 4 | 998 | Skegness | 74 8120 01 |
| Skegness | Platform 5 | 18 | 998 | Skegness | 74 8120 01 |
| Skegness | Platform 6 | 7 | 998 | Skegness | 74 8120 01 |
| Skegness | Platform 3 | 42 | 998 | Skegness | 74 8120 01 |
| Skegness | Platform 2 | 39 | 998 | Skegness | 74 8120 01 |
| Skegness | Platform 2 | 38 | 998 | Skegness | 74 8120 01 |
| LN200 WRAWBY JN TO PELHAM STREET JN | | | | | |
| Wrawby Jn | Down Barnetby (Up Direction) | WJ77 | 998 | Wrawby Jn | 74 8237 01 |
| Wrawby Jn | Down Barnetby (Up Direction) | WJ49 | 998 | Wrawby Jn | 74 8237 01 |
| Holton-le-Moor SB | Up Barnetby (Down Direction) | HM21 | 998 | Holton-le-Moor | 74 8243 01 |
| Holton-le-Moor SB | Down Barnetby (Up Direction) | HM22 | 998 | Holton-le-Moor | 74 8243 01 |
| Wickenby SB | Up Barnetby (Down Direction) | WY51 | 998 | Wickenby | 74 8242 01 |

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| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|--|--------------------------------|--------|------------------|------------------------------------|----------------------------|
| LN696 HEPSCOTT JN. TO MORPETH JN. | | | | | |
| Barmoor Through Sidings | To Up & Down Blythe | M321 | 998 | Morpeth | 74 8219 01 |
| Morpeth Jn | Up Sidings | M316 | 998 | Morpeth | 74 8219 01 |
| LN736 CLEETHORPES TO NUNNERY MAIN LINE JN VIA RETFORD | | | | | |
| Cleethorpes | Cleethorpes Station Platform 1 | P993 | 998 | Pasture Street | 74 8226 01 |
| Cleethorpes | Cleethorpes Station Platform 2 | P97 | 998 | Pasture Street | 74 8226 01 |
| Cleethorpes | Cleethorpes Station Platform 2 | P995 | 998 | Pasture Street | 74 8226 01 |
| Cleethorpes | Cleethorpes Station Platform 3 | P997 | 998 | Pasture Street | 74 8226 01 |
| Cleethorpes | Cleethorpes Station Platform 4 | P999 | 998 | Pasture Street | 74 8226 01 |
| Cleethorpes | Cleethorpes Station Platform 5 | P99 | 998 | Pasture Street | 74 8226 01 |
| Cleethorpes | Down Siding | P95 | 998 | Pasture Street | 74 8226 01 |

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| LOCATION | LINE/PLATFORM (DIRECTION) | SIGNAL | LOCATION CODE | CONTROLLING SIGNAL BOX/PANEL | GSM-R CONTACT NUMBER |
|--------------------|---|--------|---------------|------------------------------|----------------------|
| New Clee | Up & Down Cleethorpes (Up Direction) New Cleethorpes Station | P986 | 998 | Pasture Street | 74 8226 01 |
| New Clee | Up & Down Cleethorpes (Down Direction) | P983 | 998 | Pasture Street | 74 8226 01 |
| Grimsby Docks | Up & Down Cleethorpes (Up Direction) Grimsby Docks Station | P984 | 998 | Pasture Street | 74 8226 01 |
| Grimsby Docks | Passenger Loop (Up Direction) | P1000 | 998 | Pasture Street | 74 8226 01 |
| Grimsby Docks | Up & Down Cleethorpes (Down Direction) Grimsby Docks Station | P981 | 998 | Pasture Street | 74 8226 01 |
| Pasture Street | Passenger Loop (Down Direction) | P1001 | 998 | Pasture Street | 74 8226 01 |
| Pasture Street | Down Main (Up Direction) Grimsby Town Station Platform 2 | P978 | 998 | Pasture Street | 74 8226 01 |
| Pasture Street | Up Main Grimsby Town Station Platform 1 | P976 | 998 | Pasture Street | 74 8226 01 |
| Grimsby Town | Down Main (Down Direction) Grimsby Town Station Platform 2 | P973 | 998 | Pasture Street | 74 8226 01 |
| Grimsby Town | Grimsby Town Station Platform 3 | P975 | 998 | Pasture Street | 74 8226 01 |
| Marsh West Jn | Up Main (Down Direction) | M32 | 998 | Marsh Jn | 74 8225 01 |
| Marsh West Jn | Down Main (Up Direction) | M34 | 998 | Marsh Jn | 74 8225 01 |
| Harbrough Jn | Up Main | UJ116 | 998 | Ulceby | 74 8232 01 |
| Harbrough Jn | Down Main | UJ115 | 998 | Ulceby | 74 8232 01 |
| Brocklesby East Jn | Up Main (Down Direction) | BJ221 | 998 | Brocklesby Jn | 74 8233 01 |
| Brocklesby West Jn | Down Main (Up Direction) | BJ222 | 998 | Brocklesby Jn | 74 8233 01 |

Line Clear Verification (LCV)

In accordance with Network Rail Standard "NR/L3/OCS/084 - Line Clear Arrangements Following Engineering Works in Axle Counter areas - Line Clear Verification Process", the following must be observed.

The LCV process applies to the following line of routes.

LCV will also apply at any signalling location where part of the applicable possession is within any of the following line of routes listed below:

| <u>Route</u> | <u>Sections of Line Equipped</u> |
|--|---|
| LN101 – Kings Cross to Shaftholme Jn | All Lines Between 0m 00ch at Kings Cross Station and Holloway 1m 40ch |
| LN101 – Kings Cross to Shaftholme Jn | Down Slow / Down Stamford line and Up Stamford line between 78m 35ch (ECM 1) 20m 13ch (PMJ) and 79m 79ch (ECM 1) 18m 48ch (PMJ) (Helpston Jn) |
| LN105 – Moorgate to Finsbury Park | All lines from Drayton Park 3m 07ch to Moorgate station 0m 00ch |
| LN115 – Copenhagen Junction to Camden Road Central | North London Incline 0m 00ch to 0m 07ch |
| LN20 Wood Green North Jn to Langley Jn via Hereford | Down Hereford line between 28m 05ch and 29m 0ch Up Hertford Line between 27m 75ch and 28m 01ch |
| LN125 Hitchin Cambridge Jn to Royston (Route Boundary) | Down Royston line Between 32m 11ch and 33m 75ch Up Royston line between 32m 11ch and 34m 15ch |
| LN126 Hitchin North Jn to Hitchin East Jn | Down Royston Flyover between 32m 53ch and 33m 32ch |
| LN3214 – Canal Junction to Belle Isle Junction | All Canal Tunnel line between 0m 52ch and 0m 48ch Down Canal Tunnel line between 0m 50ch and 0m 53ch |
| LN145 – MARHOLM JN TO GLINTON JN | Up and Down Werrington lines between 0m 00ch and 1m 64ch |
| LN170 WERRINGTON JUNCTION TO FLYOVER EAST JUNCTION VIA LINCOLN | All Down and Up lines between 80m 12ch (WEB) to 83m 29ch (West Holmes Jn). All Down and Up lines between 85m 2ch (Pyewipe Jn Exclusive) and 98m 75ch (Gainsborough Trent West Jn) |
| LN195 GRANTHAM, NOTTINGHAM BRANCH TO ALLINGTON WEST JN (INCLUSIVE) | Down Grantham 109m 55ch to Netherfield Jn Up Grantham Netherfield Jn to 109m 50ch |
| LN200 WRAWBY JUNCTION TO PELHAM STREET JUNCTION | Up line from Pelham Street Jn 41m 26ch to Cherry Willingham 38m 40ch Down line from Pelham Street Jn 41m 26ch to Cherry Willingham 38m 15ch Down Barnetby 20m 78ch / Up Barnetby 20m 10ch to Wrawby Junction |
| LN627 NORTHALLERTON LONGLANDS JN TO NEWCASTLE EAST JN VIA COAST | Down Sunderland between 61m 01ch & 67m 06ch. Down Sunderland between 70m 17ch & 70m 71ch. Down Sunderland between 75m 10ch & 81m 64ch Up Sunderland between 60m 79ch & 67m 18ch. Up Sunderland between 70m 30ch & 71m 12ch. Up Sunderland between 74m 03ch & 82m 30ch. Up Cliff House Loop between 71m 12ch & 69m 45ch |
| LN632 Stockton Cut Jn. To Saltburn | All Up and Down Saltburn lines between 11m17ch and 14m 03ch. (Newport East Jn) All Up and Down Saltburn Slow Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn Fast Lines between 13m 64ch (Newport East Jn) to 15m 69ch (Whitehouse) All Up and Down Saltburn lines between 15m70ch (Whitehouse) and 16m 40ch Down Goods between 13m 44ch and 13m 64ch, Up Goods 1 form 13m 56ch to 13m 64, Up Goods 2 from 13m 21ch to 13m 64ch. |
| LN634 Guisborough Jn to Nunthorpe | Nunthorpe Single between 0m 00ch and 0m 17ch |

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|--|--|
| LN646 NORTON-ON-TEES SOUTH JN TO FERRYHILL SOUTH JN | Down Ferryhill between 0m 00ch & 9m 09ch. Up Ferryhill between 9m 72ch & 0m 0ch |
| LN648 NORTON-ON-TEES WEST JN TO NORTHON-ON-TEES EAST JN | Down Norton Curve between 0m 28ch & 0m 00ch. Up Norton Curve between 0m 0ch & 0m 28ch |
| LN652 BILLINGHAM JN TO PORT CLARENCE JN | Down Belasis between 0m 00ch & 1m 03ch. Up Belasis between 1m 03ch & 0m 00ch |
| LN694 BENTON NORTH JN TO MORPETH NORTH JN VIA BEDLINGTON | All lines between Benton East Junction 1m 11ch and Coatsworth Junction 16m 15ch |
| LN702 BEDLINGTON NORTH TO LYNEMOUTH ALCAN | Bedlington Junction 0m 0ch to Ashington 3m 05ch |
| LN736 CLEETHORPES TO NUNNERY MAIN LINE VIA RETFORD | All Lines Down Direction from 108m 32ch to 93m 22ch, Up Direction from 93m 22ch to 108m 38ch |
| LN740 GRIMSBY, MARSH WEST JN TO HUMBER ROAD JN | All Lines from Marsh West Junction (Inclusive) to Up Grimsby 108m 21ch Down Grimsby 108m |
| LN741 HABROUGH JN TO ULCEBY SOUTH JN | All |
| LN742 KILLINGHOLME TO BROCKLESBY JN | Up / Down Immingham 99m 72ch (Brocklesby East Junction Exclusive) to Immingham Reception Sidings (Exclusive) |
| LN744 ULCEBY NORTH JN to BARTON ON HUMBER | Down Barton Ulceby North Jn Inclusive to 101m 10ch Up Barton 100m 05ch to Ulceby North Jn Inclusive |
| LN752 WRAWBY JN TO MARSHGATE JN | Down / Up Scunthorpe from 26m 20ch to Wrawby Jn Inclusive. |
| LN804 TAPTON JN TO GASCOIGNE WOOD (VIA SHEFFIELD) | All lines from Tapton Jn to 149m 62ch Down / 149m 20ch Up |
| LN806 TAPTON JN TO MASBROUGH JN | All lines from Tapton Jn to 147m 67ch Down / 147m 38ch Up |
| LN810 SHEPCOTE LANE WEST JUNCTION TO TINSLEY SOUTH JUNCTION | Down/Up South West Curve from Shepcote Lane West Jn 161m 24ch to Tinsley South Jn 161m 63ch |
| LN814 TINSLEY NORTH JUNCTION TO SHEFFIELD TRAM TRANSFER LINE | Down/Up Sheffield Tram Transfer line from Tinsley North Jn 0m 00ch to Change of Operational Rules 0m 12ch |
| LN815 PARKGATE JUNCTION TO SHEFFIELD TRAM PARKGATE TRANSFER LINE | Down/Up Parkgate Tram Transfer Line from Parkgate Jn 0m 00ch to Parkgate Stabling Section 0m 15ch |
| LN818 HOLMES CURVE | Down/Up Holmes Curve from Holmes Junction 0m 00ch to Rotherham Central Junction 0m 62ch |
| LN830 WOODBURN JUNCTION TO ALDWARKE JUNCTION | Up Tinsley Line from Broughton Lane Jn 1m 36ch to Aldwarke New Site 6m 39ch Down Tinsley line from Aldwarke New Site 6m 39ch to Broughton Lane Jn 1m 36ch |
| LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN | Up Cutsyke and Down Cutsyke between Pontefract West Jn and Parkside Farm LC across 2094 A/B Points |
| LN882 Wakefield Kirkgate West Jn to Goole Potters Grange Jn | Down Goole between 56m 16ch & 56m 65ch Up Goole between 56m 65ch & 56m 0ch |
| LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY) | Oakley to Kettering Station Up fast, Down Fast lines from 53m 72ch to 71m 73ch & Oakley to Kettering North Jn Up Slow & Down Slow lines from 53m 72ch to 74m 00ch. Loughborough North Jn (Exc) to Derby North Jn (Exc) All Lines Down from 113m 07ch to 128m 04ch All Lines Up from 128m 04ch to 113m 46ch Wingfield (Exc) to Tapton Jn (Inc) All Lines Down 143m 17ch to 146m 59ch. All lines Up 146m 59ch to 142m 13ch |

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| | |
|---|---|
| LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN | All |
| LN3207 TRENT EAST JN TO CLAY CROSS NORTH JN | All |
| LN3228 TRENT EAST JN TO SHEET STORES JN | All |
| LN3232 WIGSTON NORTH JN TO HINCKLEY | Up line from route boundary to 2m 77ch (signal CT2982). |
| LN3249 LENTON SOUTH JN TO LENTON NORTH JN | All |
| LN3252 MANSFIELD JN TO TROWELL SOUTH JN | All |
| LN3255 RADFORD JN TO KIRKBY LANE END | All lines from Radford Jn to 127m 20ch |
| LN3261 TRENT SOUTH JN TO TOTON SOUTH JN | All |
| LN3264 ATTENBOROUGH JN TO MEADOW LANE JN | All |
| LN3501 DERBY LONDON ROADJN TO TAMWORTH (EXCLUSIVE) | All lines London Road Jnc (Inc) to Stenson Raynors UWC (Exc) 0m 00ch to 4m 16ch |
| LN3515 MELBOURNE JN (INC) TO SINFIN | Single Line, Melbournd Jnc (Inc) to Sinfin North (Exc) 131m 15ch to 130m 73ch |
| LN3601 KETTERING NORTH JN TO MANTON Jn | Kettering Nth Jn (Inc) to Manton Jn (exc) Down Corby from 74m 00Ch to MJ5 (exc) Up Corby MJ6 (Inc) to 74m 00ch |
| LN3605 CORBY BSC WORKS TO CORBY NORTH | Corby Station South Junction (Inc) to Corby BSC Works, (Exc) |
| LN3625 NOTTINGHAM EAST JN (excl) TO NEWARK FLAT CROSSING (excl) | All lines from Nottingham East Jn to Down Newark 2m 40ch / Up Newark 2m 52ch |
| LN3635 ALLINGTON WEST JN (excl) TO NETHERFIELD JN | All lines from Down Grantham 122m 53ch / Up Grantham 123m 16ch to Netherfield Jn |
| LN3273 CODNOR PARK JN TO SHIREBROOK JN | Codnor Park Jn to 138m 09ch Down Kirkby / 137m 46ch Up Kirkby |
| LN3505 NORTH STAFFORD JN TO STOKE JN (EXCLUSIVE) | Between Foley Crossing SB & Stoke Jn |
| LN3520 SHEET STORES JN TO STENSON JN | All lines Sheet Stores Jn to Down Chellaston 125m 11ch/Up Chellaston 124m 58ch |
| LN3625 NOTTINGHAM EAST JN. TO NEWARK FLAT CROSSING (EXCLUSIVE) | All – Except Down Newark 2m 40ch to 7m 18ch and Up Newark 6m 75ch to 2m 52ch |
| LN3635 ALLINGTON WEST JN (EXCLUSIVE) TO NETHERFIELD JN | All lines from Down Grantham 122m 53ch / Up Grantham 123m 16ch to Netherfield Jn |
| LN807 DORE SOUTH JN TO DORE WEST JN | Dore Single between 153m 75ch and 154m 34ch. |
| LN808 DORE STATION JUNCTION TO EARLES SIDING | Up Hope Valley between 164m 66ch and 0m 60ch |
| LN838 LEEDS ARMLEY JN TO YORK SKELTON JN VIA HARROGATE | Up Harrogate 5M 40ch to 16m 67ch Down Harrogate 5m 53ch to 16m 62ch |
| LN860 DIGGLE JN TO COPLEY HILL EAST JN | Down Huddersfield between 32m 59ch to 40m 30ch Up Huddersfield between 40m 25ch and 33m 25ch |
| LN898 NEVILLE HILL EAST JN TO HULL | All Down and Up lines between 20m 6ch (HUL1) to 6m 27ch (HUL1). |
| LN912 THORNE JN TO GILBERDYKE JN | All Down and Up lines between 02m 33ch (TGJ2) to 0m 00ch (Gilberdyke Jn). |

London North Eastern Route GI - Dated: 30/05/2024

LINE OF ROUTE NUMBER REPLICATION

In order to facilitate production of 4 separate WONs for the LNE Territory (North, Centre, South and East Midlands), the NAU have allocated a second LOR number to all or part of some LORs listed in this appendix.

Only one of the replicated LORs has been built into this Sectional appendix, and the following table shows the relationship between replications.

| LOR included in Sectional Appendix | Replicated LOR NOT shown in Sectional Appendix | Notes |
|---|---|--|
| LN101 - Kings Cross to Shaftholme Jn. | LN720 - Doncaster Black Carr to Skelton Bridge | Replicates part between Doncaster Black Carr and Shaftholme Jn |
| LN150 – Flyover East Jn to Decoy North Jn | LN722 – Flyover East Jn to Decoy North Jn | Complete LOR replicated. |
| LN170 - Werrington Jn to Flyover East Jn | LN726 - Gainsborough Lea Road to Flyover East Jn. | Replicates Gainsborough Lea Road to Flyover East Jn. |
| LN200 - Wrawby Jn to Pelham Street Jn | LN728 - Wrawby Jn to Pelham Street Jn | Complete LOR replicated. |
| LN210 - Newark Crossing Curve | LN732 - Newark Crossing Curve | Complete LOR replicated. |
| LN215 - Boultham Jn to Pyewipe Jn | LN734 - Boultham Jn to Pyewipe Jn | Complete LOR replicated. |
| LN600 - Shaftholme Jn. to Reston. | LN720 - Doncaster Black Carr to Skelton Bridge | Replicates part between Shaftholme Jn and Skelton Bridge |
| LN736 - Cleethorpes to Nunnery Main Line Jn (via Retford) | LN225 - Cleethorpes to Retford | Replicates Cleethorpes to Retford |
| LN748 - Retford Western Jn to Thrumpton West Jn | LN230 - Retford Western Jn to Thrumpton West Jn | Complete LOR replicated. |
| LN832 - Doncaster Bridge Jn to Saint James Jn | LN240 - Doncaster Bridge Jn to Saint James Jn | Complete LOR replicated. |

NOTE: The only exception to the above is for the **Holgate Jn to Skelton Jn** Line of Route which is replicated in Module 3 under LN618 and in Module 7 under LN724.

London North Eastern Route GI - Dated: 03/10/2020

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| | | | | | |
|--|---|---------|-------------------|---------------------|--|
| LN115 Copenhagen Jn to Camden Road Central Jn | Down Slow & Up slow | LOD (K) | YA5127 | Key enabled | Beyond YA3045 signal (NLI), Belle Isle to approach of Holloway. |
| LN120 WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD | Hertford North Station to Molewood Jn | LOD (P) | DH1 (WL1821) | Key Enabled | Down Hertford Line – Protection to prevent Up Direction Moves |
| | Molewood Jn to Hertford South Jn | LOD (P) | UH1 (WL1822) | Key Enabled | Up Hertford Line – Protection to prevent Down Direction Moves |
| | Bragbury Jn to Molewood Jn to | LOD (P) | UH2 (WL1823) | Key Enabled | Up Hertford Line – Protection to prevent Down Direction Moves |
| | Bragbury Jn to Langley South Jn | LOD (P) | DH2 (YB5606) | Key Enabled | Down Hertford Line – Protection to prevent Up Direction Moves |
| | Langley South Jn to Bragbury JN | LOD (P) | UH3 (WL1825) | Key Enabled | Up Hertford Line – Protection to prevent Down Direction Moves. |
| | Langley South Jn to Stevenage Bay Platform 5 | LOD (T) | DH2 (WL1826) | Twin Key Enabled | Down Hertford Line – Protection to prevent Up and Down Direction Moves |
| | Welwyn North and Welwyn South Tunnels | LOD (T) | DM&UM (YB5564) | Twin Key Enabled | Up and Down Main Lines – Protection to prevent Up and Down Direction Moves |
| LN170 - WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN | Spalding Station Protecting Down Spalding across Points 4789A, through the Down Platform (Platform 2) and 4791B Points | LOD (K) | WS9001 WS9003 | Captive Key | Down Spalding Line, Spalding Station Down Platform |
| | Spalding Station Protecting Up Spalding across points 4798B, through the up Platform (Platform 1) and points 4790A/B points (Sidings and 4791A points | LOD (K) | WS9002 WS9003 | Captive Key | Up Spalding Line, Spalding Station Up Platform |
| | Gosberton Crossover Points Protecting the Down Spalding Line | LOD (K) | WS9005 | Captive Key | Down Spalding Line |
| | Gosberton Crossover Points Protecting the Up Spalding Line | LOD (K) | WS9006 | Captive Key | Up Spalding Line |
| | Sleaford South Jn Protecting the Down Spalding line across points 4794B and 4795 Points | LOD (K) | WS9009 | Captive Key | Down Spalding Line |
| | Sleaford South Jn Protecting the Up Spalding line across points 4794A | LOD (K) | WS9010 | Captive Key | Up Spalding Line |
| | Sleaford North Jn Protecting the Down Spalding Line across points 4797A and 4796 points | LOD (K) | SL9013 | Captive Key | Down Spalding Line |
| | Sleaford North Jn Protecting the Up Spalding Line across points 4797B | LOD (K) | SL9014 | Captive Key | Up Spalding Line |
| | Metheringham Station Protecting the Down line across points 4798B and through the Down Platform | LOD (K) | SL9017 | Captive Key | Down Spalding line, Metheringham Station Down Platform |

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| Metheringham Station Protecting the Up Spalding line across points 4798A and through the Up Platform and 4799 A/B points (Sidings) | LOD (K) | SL9018 | Captive Key | Up Spalding Line, Metheringham Station Up Platform |
| Sincil Bank LC Protecting the Down Spalding line across points 4801A | LOD (K) | SL9021 | Captive Key | Down Spalding Line |
| Sincil Bank LC (inclusive) to Lincoln High Street LC (inclusive) | LOD (K) | LG8001 | Captive Key | Down Gainsborough line, Up Spalding line and platforms 4 and 5 |
| Pelham Street Jn to Sincil Bank LC (inclusive) | LOD (K) | LG8002 | Captive Key | Up Spalding line, & Down and Up Barnetby lines |
| Lincoln High St. LC (exclusive) to Pelham St. Jn (exclusive) | LOD (K) | LG8003 | Captive Key | Up Gainsborough line and platforms 1, 2 and 3 |
| East Holmes Jn to Lincoln High Street LC (inclusive) | LOD (K) | LG8004 | Captive Key | Up Gainsborough line |
| Lincoln High Street LC (exclusive) to East Holmes Jn | LOD (K) | LG8005 | Captive Key | Down Gainsborough line |
| East Holmes Jn (exclusive) to West Holmes Jn (exclusive) | LOD (K) | LG8006 | Captive Key | Down Gainsborough fast and slow lines. |
| Pyewipe Jn to East Holmes Jn (exclusive) | LOD (K) | LG8007 | Captive Key | Up Gainsborough lines |
| West Holmes Jn (exclusive) to Pyewipe Jn | LOD (K) | LG8008 | Captive Key | Down Gainsborough line, Down Newark line and Up / Down Pyewipe line |
| West Holmes Jn | LOD (K) | LG8009 | Captive Key | Down Gainsborough line & Up Newark line |
| Stow Park Crossover Points Protecting Down Gainsborough line across points 4843B | LOD (K) | LG8015 | Captive Key | Down Gainsborough |
| Stow Park Crossover Points Protecting Up Gainsborough line across points 3843A | LOD (K) | LG8016 | Captive Key | Up Gainsborough |
| Gainsborough Lea Road Station Protecting Down Gainsborough line across points 4845B and through the Down Platform | LOD (K) | LG8027 | Captive Key | Cabinet located on Down Gainsborough line adjacent to 4845B points. Protection area also covered by LG8029 lockout |
| Gainsborough Lea Road Station Protecting Up Gainsborough line across points 4845A points (crossover), 4846A/B, 4847A/B points (Siding) and through the Up Platform | LOD (K) | LG8028 | Captive Key | Cabinet located on the Down Gainsborough line adjacent to 4845B points. Protection area also covered by. LG8030 Lockout. |
| Gainsborough Lea Road Station Protecting Down line across points 4745B and through the down platform | LOD (K) | LG8029 | Captive Key | Cabinet located beyond Gainsborough Lea Road, Down Platform. Protection area also covered by LG8027 Lockout. |

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| | Gainsborough Lea Road Station Protecting Up Gainsborough line across points 4845A points (crossover), 4846A/B, 4847A/B points (Sidings) and through the Up Platform | LOD (K) | LG8030 | Captive Key | Cabinet located on the Gainsborough Lea Road, Up Platform adjacent to 4846B points. Protection area also covered by LG8028 Lockout |
| LN185 – ALLINGTON WEST JN TO SKEGNESS | Allington North Jn. - All lines. | LOD (K) | LT.N | Captive Key | - |
| LN190 – ALLINGTON EAST JN TO ALLINGTON WEST JN | Allington North Jn. - All lines. | LOD (K) | LT.N | Captive Key | - |
| | Allington East Jn. - All lines. | LOD (K) | LT.E | Captive Key | - |
| LN195 – GRANTHAM, NOTTINGHAM BRANCH JN ALLINGTON WEST JN | Allington East Jn. - All lines. | LOD (K) | LT.E | Captive Key | - |
| | Allington West Jn. - All lines. | LOD (K) | LT.W | Captive Key | - |
| LN200 – WRAWBY JN TO PELHAM STREET JN | Pelham Street Jn | LOD (K) | LG8002 | Captive Key | Down and Up Barnetby lines, & Up Spalding line |
| | Wrawby Jn (Fish Pond FP crossing) to Barnetby station | LOD (T) | CB9104 | Key Enabled | Up Barnetby 13m 26ch to Down Scunthorpe 33m 24ch |
| LN206 – NEWARK FLAT CROSSING (INCLUSIVE) TO WEST HOLMES JN | Skew Bridge LC (exclusive) to West Holmes Jn (exclusive) | LOD (K) | LG8008 | Captive Key | Down Newark line, Down Gainsborough line and Up / Down Pyewipe line |
| | West Holmes Jn to Boultham Jn (exclusive) | LOD (K) | LG8009 | Captive Key | Up Newark line & Down Gainsborough line |
| LN215 - BOULTHAM JN TO PYEWIPE JN | Boultham Jn to Pyewipe Jn | LOD (K) | LG8008 | Captive Key | Up / Down Pyewipe line |
| LN875 CASTLEFORD WEST JN TO PONTEFRACT WEST JN | Up Cutsyke and Down Cutsyke between Pontefract West Jn and Parkside Farm LC across 2094 A/B Points | LOD(T) | FE5004 | Key Enabled | Axle Counter sections JAG(X), JAK(X), JAL(X), JAM(X), JAN(X), JBA(X), JBD(X) and JBD(X) |
| LN882 WAKEFIELD KIRKGATE WEST JN TO GOOLE POTTERS GRANGE JN | Down Goole and Up Goole, Pontefract West Jn 2097 A/B, 2098 A/B, 2099 AND 2100 points. | LOD(K) | FE5005 | Captive Key | Axle Counter sections JCF(X), JCK(X), JCM(X), JCP(X), JDB(X), JDC(X), JDE(X), JDF(X) and JDH(X) |
| LN3201 ST PANCRAS TO TAPTON JN (VIA DERBY) | Way and Works Jn to Derby Station (Inclusive) | LOD (K) | TD9111 | Captive Key | Way & Works Junction – All Lines |
| | | LOD (K) | TD9112 | Captive Key | Way & Works Junction – Up Main, Down Main & RTC Sidings South |
| | | LOD (K) | TD9110 | Captive Key | London Road Junction – Up Tamworth Slow & Down Tamworth Slow |
| | | LOD (E) | DW9101 | Key Enabled | Derby Station Platforms 1 & 2 |
| | | LOD (E) | DW9102 | Key Enabled | Derby Station Platform 2 & 1 |
| | | LOD (E) | TD9103 | Key Enabled | Derby Station Platform 3 & 4 |

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| | | LOD (E) | TD9104 | Key Enabled | Derby Station Platform 4 & 3 |
| | | LOD (E) | TD9105 | Key Enabled | Derby Station Platform 5 & 6 |
| | | LOD (E) | TD9106 | Key Enabled | Derby Station Platform 6 & 5 |
| | Derby F&I and Pilot Line | LOD (T) | EC9107 | Key Enabled | Derby Pilot Line – Derwent Viaduct |
| | Derby Station (Exclusive) to Breadsall. | LOD (K) | DC9121 | Captive Key | St Mary's South Junction – A, B, C & D Lines |
| | | LOD (P) | DC1920 | Key Enabled | DC9120 St Mary's South Junction – A, B, C & D Lines |
| | | LOD (K) | DC9122 | Key Enabled | DC9122 St Mary's South Junction – B & C Lines |
| | | LOD (K) | DC9123 | Key Enabled | St Mary's South Junction – Up fast & Up Slow |
| | | LOD (P) | DC1924 | Key Enabled | St Mary's North Junction – Up & Down Fast and Up & Down Slow |
| | | LOD (K) | DC9125 | Key Enabled | St Mary's North Junction – Up & Down Fast and Up & Down Slow |
| | | LOD (P) | DC1926 | Key Enabled | Breadsall Junction – Up & Down Fast, Up & Down Slow & Down Main |
| | | LOD (K) | DC9127 | Key Enabled | Breadsall Junction – Up & Down Fast, Up & Down Slow & Down Main & Up Main |
| | | LN3204 TRENT SOUTH JN TO NOTTINGHAM EAST JN | Beeston South Jn (exclusive) to Mansfield Jn (exclusive) | LOD (T) | TN 4907 |
| Beeston South Jn (exclusive) to Mansfield Jn (exclusive) | LOD (T) | | TN4908 | Key Enabled | Up Nottingham Slow Line |
| Lenton North Jn (exclusive) to Nottingham West Jn (exclusive) | LOD (T) | | TN4989 | Key Enabled | A Line & Up Mansfield Line |
| Mansfield Jn (exclusive) to Nottingham West end of Platform 5 | LOD (T) | | TN4991 | Key Enabled | B(1) Line |
| Mansfield Jn (exclusive) to Nottingham West Jn (exclusive) | LOD (T) | | TN4992 | Key Enabled | C Line |
| Mansfield Jn (exclusive) to Nottingham West Jn (exclusive) | LOD (T) | | TN4993 | Key Enabled | D Line |
| Nottingham West Jn (exclusive) to Nottingham East Jn (exclusive) | LOD (K) | | TN4994 | Captive Key | Platform 1 Line |
| Nottingham Station Platform 2 only | LOD (K) | | TN4995 | Captive Key | Platform 2 Line |
| Nottingham West Jn (exclusive) to Nottingham East Jn (exclusive) | LOD (K) | | TN4996 | Captive Key | Platform 4/5 Line |
| LN3213 – FARRINGDON TO KENTISH TOWN | Up Moorgate line between Kentish Town and St Pancras | LOD (T) | LT1-TWH9500 | Key Enabled | Blocks St Pancras Platform A |
| | Down Moorgate line between St Pancras & Kentish Town | LOD (T) | LT2-TWH9501 | Key Enabled | Blocks St Pancras Platform B |

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| | Up Moorgate Line / Down Snow Hill Line between St Pancras & Farringdon | LOD (T) | LT3-TWH9510 | Key Enabled | Blocks Farringdon Platform 3 |
| | Down Moorgate Line / Up Snow Hill Line between Farringdon & St Pancras | LOD (T) | LT4-TWH9511 | Key Enabled | Blocks Farringdon Platform 4 |
| LN3214 – CANAL TUNNELS JUNCTION TO BELLE ISLE JUNCTION | Up Canal Tunnel Line Between Bell Isle Junction(Excl) and Canal Tunnels Junction (Excl) | LOD(T) | LT-UC01 TWH9602 | Key Enabled | Blocks the Up Canal Tunnel Line |
| | Down Canal Tunnel Line Between Canal tunnels Junction (Excl) and Belle Isle Junction (Excl) | LOD(T) | LT-DC01 TWH9601 | Key Enabled | Blocks the Down Canal Tunnel Line |
| | Canal Junction | LOD (K) | YA5087 | Key enabled | Down Canal Tunnel, Up Canal Tunnel, Line F / Down Slow & Up Slow line E inclusive of Belle Isle Junction |
| LN3232 – WIGSTON NORTH JN TO HINCKLEY | Up Nuneaton line adjacent to NO. 3 siding at Croft. | LOD (E) | LT | Key Enabled | To protect staff preparing / inspecting a train where there are substandard clearances on No. 3 siding. Qualified FOC staff are authorised to use this lockout. |
| LN3239 Derby North Jn to Chaddesden Sidings | Chaddesden Carriage Siding 1 & 2 | LOD(E) | EC9108 | Key Enabled | Chaddesden Carriage Sidings 1 & 2 |
| LN3252 – MANSFIELD JN TO TROWELL SOUTH JN | Lenton North Jn (exclusive) to Nottingham West Jn (exclusive) | LOD (T) | TN4989 | Key Enabled | Up Mansfield Line & A Line |
| | Mansfield Jn (inclusive) to Lenton North Jn (exclusive) | LOD (T) | TN4990 | Key Enabled | B(2) Line and Down Mansfield Line |
| | Radford Jn to Lenton North Jn | LOD (P) | MS4227 | Key Enabled | Up Mansfield – Protection to prevent Down Direction Moves. |
| | Signal FE6623(exclusive) and Signal M625 (exclusive) | LOD (T) | FE4007 | Key Enabled | Down Pontefract line (Brotherton bridge / tunnel) |
| LN3501 Derby London Road Jn to Tamworth (Exclusive) | London Road Jn to Melbourne Jn | LOD (K) | DW9100 | Key Enabled | London Road Junction – Up Tamworth Fast & Down Tamworth Fast |
| | | LOD (K) | DW9119 | Key Enabled | L&NW Junction – Up Tamworth Fast & St Andrews Siding |
| | | LOD (K) | DW9118 | Key Enabled | L&NW Junction – Up Tamworth Slow & Down Tamworth Slow |
| | | LOD (K) | DW9117 | Key Enabled | L&NW Junction – Down Tamworth Fast & Up Tamworth Slow |
| | | LOD (K) | DW9116 | Key Enabled | L&NW Junction - Up Tamworth Fast & Down Tamworth Fast |
| | | LOD (K) | DW9115 | Key Enabled | Sinfin Arrival/Departure Line |
| | | LOD (K) | DW9114 | Key Enabled | Melbourne Junction – Down Tamworth& Sinfin Arrival/Departure |
| | | LOD (K) | DW9113 | Key Enabled | Melbourne Junction – Up Tamworth & Up Sunny Hill Loop |

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| LN3625 – NOTTINGHAM EAST JN TO NEWARK FLAT CROSSING (EXCLUSIVE) | Bulcote AHBC-X to Thurgaton Station | LOD (K) | NN4098 | Captive Key | Up Newark 9m 27ch to 6m 07ch |
| | | | NN4099 | | Down Newark 6m 07ch to 10m 55ch |
| | Lowdham OD Crossing to Morton OC Crossing | LOD (K) | NN4100 | Captive Key | Up Newark 12m 03ch to 7m 18ch |
| | | | NN4101 | | Down Newark 7m 38ch to 12m 10ch |
| | Bleasby Station to Rolleston MCB-OC (Excl) | LOD (K) | NN4102 | Captive Key | Up Newark 12m 66ch to 10m 55ch |
| | | | NN4103 | | Down Newark 10m 55ch to 12m 70ch |
| | Fiskerton Station to Staythorpe OD Crossing | LOD (K) | NN4104 | Captive Key | Up Newark 12m 79ch to 12m 27ch |
| | | | NN4105 | | Down Newark 12m 44ch to 14m 20ch |
| | Morton OD Crossing to Newark Castle Station | LOD (K) | NN4106 | Captive Key | Up Newark 16m 90ch to 12m 78ch |
| | | | NN4107 | | Down Newark 12m 70ch to 16m 76ch |
| | Staythorpe OD Crossing to Newark Flat Crossing (Excl) | LOD (K) | NN4108 | Captive Key | Up Newark 17m 18ch to 14m 18ch |
| | | | NN4109 | | Down Newark 14m 20ch to 17m 41ch |
| LN627 Northallerton Longlands Jn to Newcastle East Jn via the Coast | Down Sunderland / Shunt Neck (Ryhope Grange Junction) across 2888B 2890A/B, 2892A points | LOD(T) | NS9023 | Key Enabled | Track sections NC, ND, NG at Ryhope Grange |
| | Up Sunderland (Ryhope Grange Junction) across 2893A/B 2892B 2888A points. | LOD(T) | NS9022 | Key Enabled | Track sections PD at Ryhope Grange |
| | Up Sunderland (Dawdon Junction) 2881A, 2880A/B points | LOD(K) | NS9020 | Captive Key | Track Sections MJ, MN at Dawdon Junction |
| | Down Sunderland (Dawdon Junction) 2881B, 2882A/B points | LOD(K) | NS9021 | Captive Key | Track Sections LH, LJ, LK at Dawdon Junction |
| | Down Sunderland (Bridge 214) | LOD(T) | NS9019 | Key Enabled | Track Section JD between Bridge 214 and Horden Station) |
| | Down Sunderland (Seaton Carew Station) 2864A/B points | LOD(T) | GM9017 | Key Enabled | Track Sections AP, AR, AS at Seaton Carew Station |
| | Up Sunderland (Seaton Carew Station) 2865 points | LOD(T) | GM9018 | Key Enabled | Track Sections DX, DY1 at Seaton Carew Station |
| | Down Sunderland (Seaton Snook Junction) 2863B points. | LOD(K) | GM9015 | Captive Key | Track Section AL at Seaton Snook Junction |
| | Up Sunderland (Seaton Snook Junction) 2862A/B, 2863A points. | LOD(K) | GM9016 | Captive Key | Track sections DZ, FA at Seaton Snook Junction |
| | Down Sunderland (Billingham Junction) 2196B, 2198 points | LOD(T) | NS9013 | Key Enabled | Track Sections JCY, JCZ, JDA at Billingham Junction |
| | Up Sunderland (Billingham Junction) 2196A, 2197, 2199A/B points. | LOD(T) | NS9014 | Key Enabled | Track Sections JWD, JWC, JWB at Billingham Junction |

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| | Up Sunderland and Down Sunderland (Norton on Tees South Junction) 2190, 2191 points. | LOD(K) | NS9011 | Captive Key | Track Sections JCD, JCE, FZA, JWV at Norton on Tees South Junction |
| | Up Sunderland and Down Sunderland (Norton on Tees East Junction) 2192, 2193 points. | LOD(K) | NS9012 | Captive Key | Track Sections JWR, JCH, JPS, JCK at Norton on Tees East Junction |
| | Down Sunderland / Shunt Neck (Ryhope Grange Junction) across 2888B 2890A/B, 2892A points | LOD(T) | NS9023 | Key Enabled | Track sections NC, ND, NG at Ryhope Grange |
| LN646 NORTON-ON-TEES SOUTH JN TO FERRYHILL SOUTH JN | Up Norton Curve, Down Norton Curve, Up Ferryhill and Down Ferryhill (Norton on Tees West Junction) 2194, 2195 points | LOD(K) | NS9010 | Captive Key | Track Sections FZU, FZV, JPV, FAD at Norton on Tees West Junction |
| LN736 – CLEETHORPES TO NUNNERY MAIN LINE VIA RETFORD | Wrawby Jn to Barnetby Station | LOD (T) | CB9104 | Key enabled | Up Cleethorpes 93m 78ch to Up Cleethorpes Slow 94m 38ch |
| | Up Worksop, Woodhouse Jn 6672 and 6670A Points | LOD(K) | WN9086 | Captive Key | Axle Counter sections UWCB(X) and UWCA(X) |
| | Down Worksop and Down Beighton, Woodhouse Jn points 6670B, 6671A & B, 6684 A & B, 6673 and 6674 A & B | LOD(K) | WN9087 | Captive Key | Axle Counter sections DWRA (X), DWRB (X), DWRC (X), DWRD (X), UBAH (X), UBAG (X) and DBMG (X) |
| | Down Worksop, Woodburn Jn 311A and 308B points | LOD(K) | WN9091 | Captive Key | Track Circuit section CP |
| | Up Worksop, Woodburn Jn 312A, 311B, 308A and 306B points | LOD(K) | WN9092 | Captive Key | Track Circuit sections CC and CD |
| | Up/Down Tinsley, Woodburn Jn 312B and 306A | LOD(K) | WN9093 | Captive Key | Track Circuit Sections AC and AD |
| LN752 – WRAWBY JN TO MARSHGATE JN | Elsham OD crossing to Wrawby Jn | LOD (T) | BD9100 | Key Enabled | Up Scunthorpe 31m 35ch to 33m 12ch |
| | | | BD9101 | | Down Scunthorpe 33m 30ch to 31m 41ch |
| | Wrawby Jn to Barnetby Station | LOD (T) | CB9102 | Key Enabled | Up Scunthorpe 33m 24ch to Up Cleethorpes Slow 94m 38ch |
| | | CB9104 | Down Cleethorpes Fast 94m 38ch to Down Scunthorpe 33m 24ch | | |
| LN804 Tapton Junction to Gascoign Wood (via Sheffield) | Up Main, Down Main and connection to Down Hope Valley, DE4038 A/B and DE4034 points. | LOD(K) | DE9024 | Captive Key | Dore Station Jn area 88T, 84T, 89T and 91T |
| | Down Main, connection to Up Hope Valley and DE4036 points. | LOD(K) | DE9025 | Captive Key | Dore Station Jn Area 93T and 1003T. |

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| LN808 Dore Station Junction to Earles Sidings (Exclusive) | Up Hope Valley, Down Hope Valley, Grindleford Down Siding, DE4013 A/B and DE4031 A/B points | LOD(K) | DE9019 | Captive Key | Track sections DDK(X), DDJ(X), DDH(X), DDG(X), DUL(X), DUM(X), DUN(X) and DUP(X) |
| | Up Hope Valley, Down Hope Valley, Grindleford Down Siding, DE4013 A/B and DE4031 A/B points, Totley Tunnel, and 4032A/B points | LOD(T) | DE9020 | Key Enabled | DDP(X), DDN(X), DDL(X), DDK(X), DDJ(X), DDH(X), DDG(X), DUL(X), DUM(X), DUN(X), DUP(X), DUQ(X), DUS(X), DUT(X), DUU(X), DUV(X) and DUX(X) |
| | Up Hope Valley, Down Hope Valley, DE4032 A/B points, and DE4033 points. | LOD(K) | DE9021 | Captive Key | DDQ(X), DDP(X), DDN(X), DDL(X), DUQ(X), DUS(X), DUT(X), DUU(X), DUV(X) and DUX(X) |
| LN820 – YORK TO SCARBOROUGH | Scarborough Station | LOD (E) | 1471 | Captive Key | Platform 1 |
| | Scarborough Station | LOD (E) | 1472 | Captive Key | Platform 2 |
| | Scarborough Station | LOD (E) | 1473 | Captive Key | Platform 3 & 4 |
| | Scarborough Station | LOD (E) | 1475 | Captive Key | Platform 5 |
| | Scarborough Station | LOD (K) | 1476 | Captive Key | Station Throat |
| LN836 – MARSHGATE JUNCTION TO NEVILLE HILL WEST JUNCTION | Leeds Station | LOD (E) | L9135 | Captive Key | Platform 0 |
| | Leeds Station | LOD (E) | L9136 | Captive Key | Platform 1 & 2 Bays |
| | Leeds Station | LOD (E) | L9137 | Captive Key | Platform 3 & 4 Bays |
| | Leeds Station | LOD (E) | L9138 | Captive Key | Platform 5 & 6 Bays |
| LN860 - DIGGLE TO COPLEY HILL EAST JN | Dewsbury Down Loop & Down Huddersfield covering points 7861 & 7862 | LOD (K) | SL9401 | Captive Key | Axel counter sections HHSL, HJSL, HKSL, and KASL |
| | Down Huddersfield & Up Huddersfield covering points 7865 | LOD (K) | SL9402 | Captive Key | Axel counter sections HWSL and PKSL |
| LN882 – WAKEFIELD KIRKATE WEST JN TO GOOLE POTTERS GRANGE JN | Knottingley West Jn. (inclusive) to Knottingley Depot staff crossing. | LOD (K) | FE4001 | Captive Key | Knottingley West Jn & Down Goole / Up Goole Platform Lines |
| | Knottingley Depot staff crossing to England Lane level crossing (inclusive) | LOD (K) | FE4002 | Captive Key | & Down Goole / Up Goole |
| | Crofton West Jn. (inclusive) | LOD (K) | WK2801 | Captive Key | - |
| | Crofton East Jn. (inclusive) | LOD (K) | WK2802 | Captive Key | - |
| LN888 – SHAFTHOLME JN TO FERRYBRIDGE NORTH JN | Knottingley West Jn. (inclusive) | LOD (K) | FE4001 | Captive Key | Knottingley West Jn & Down Goole / Up Goole Platform Lines |
| LN898 NEVILLE HILL EAST JN TO HULL | Gilberdyke Jn | LOD (K) | GH9110 | Captive Key | HUL1 Up and Down Hull, and Up and Down Saltmarshe lines – Protection to prevent Up and Down Direction Moves Located at 17m 6ch |
| | Ferriby Station to Ferriby Jn | LOD (K) | GH9113 | Captive Key | HUL1 Down Hull Line – Protection to prevent Up and Down Direction Moves Located at 7m 37ch |
| | Ferriby Station to Ferriby Jn | LOD (K) | GH9114 | Captive Key | HUL1 Up Hull Fast, and Up Hull Slow lines – Protection to prevent Up and Down Direction Moves Located at 7m 37ch |

London North Eastern Territory GI - Dated: 25/03/2024

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| STATION | DOWN | UP | SINGLE | MULTI-PLATFORM |
|---------------------------------|-------|-------|--------|--|
| BRADFORD INTERCHANGE | - | - | - | Platform 1 209 Platform 2 203 Platform 3 127 Platform 4 128 |
| BRAMLEY | 102 | 102 | - | - |
| BRAMPTON (CUMBRIA) | 106.6 | 107 | - | - |
| BRIDLINGTON | | | | |
| Platform 4 | 168.2 | - | - | - |
| Platform 5 | - | 168.2 | - | - |
| Platform 6 | - | - | - | 138 |
| Platform 7 | - | - | - | 214 (out of use) |
| BRIGG | 140 | 154 | - | - |
| BRIGHOUSE | 118 | 118 | - | - |
| BRITISH STEEL REDCAR | 60 | 60 | - | - |
| BROCKHOLES | - | - | 65 | - |
| BROCKLEY WHINS | 64.8 | 65 | - | - |
| BROOKMANS PARK | | | | |
| Platform 4 (Down Slow) | 123.5 | - | - | - |
| Platform 3 (Down Fast) | 123.5 | - | - | - |
| Platform 2 (Up Fast) | - | 123.5 | - | - |
| Platform 1 (Up Slow) | - | 123.5 | - | - |
| BROOMFLEET | 95 | 95 | - | - |
| BROUGH | 184 | 184 | - | Up Bay 142 |
| BURLEY-IN-WHARFEDALE | 98 | 98 | - | - |
| BURLEY PARK | 97 | 97 | - | - |
| CASTLEFORD | 104 | OOU | - | (Platform 2 = Out of use) |
| CASTLETON MOOR | - | - | 77.4 | - |
| CATTAL | 86 | 86 | - | - |
| CHAPELTOWN | 85 | 85 | - | - |
| CHATHILL | 83 | 164 | - | - |
| CHESTER-LE-STREET | 104.5 | 104.5 | - | - |
| CHESTERFIELD | | | | |
| Platform 1 (Down Main) | 211 | - | - | - |
| Platform 2 (Up Main) | - | 205 | - | - |
| Platform 3 (Down Barrow Hill) | 240 | - | - | - |
| CHURCH FENTON | | | | |
| Platform 1 (Up Normanton) | - | 101.5 | - | - |
| Platform 2 (Down Normanton) | 132 | - | - | - |
| Platform 3 (Up/Down Pass. Loop) | - | - | - | 121 (Up direction to Drivers viewing point of CF720 signal) |
| Platform 3 (Up/Down Pass. Loop) | - | - | - | 132 (Down direction) |
| Platform 4 (Down Leeds) | 119 | - | - | - |
| CLEETHORPES | - | - | - | <u>Except DMU's</u> <u>DMU's</u> Platform 1 202.6 170 Platform 2 205.6 174 Platform 3 205.6 174 Platform 4 203.0 203 |
| COLLINGHAM | 89 | 66 | - | - |
| COMMONDALE | - | - | 51 | - |
| CONISBROUGH | 117 | 97 | - | - |
| CONONLEY | 116.5 | 95.6 | - | - |
| CORBRIDGE | 97 | 97 | - | - |
| COTTINGHAM | 105 | 105 | - | - |
| COTTINGLEY | 117 | 117 | - | - |
| CRAMLINGTON | 101 | 101 | - | - |
| CRESWELL | 79 | 79 | - | - |
| CREWS HILL | 126 | 126.2 | - | - |
| CROSSFLATTS | 102 | 102 | - | - |

London North Eastern Route Sectional Appendix Module LN1

| STATION | DOWN | UP | SINGLE | MULTI-PLATFORM |
|---------------|-------|-------|--------|--|
| CROSS GATES | 151 | 148 | - | - |
| CROWLE | 90 | 89 | - | - |
| CUFFLEY | 126.2 | 126.5 | - | - |
| DANBY | - | - | 90 | - |
| DARLINGTON | - | - | - | Platform 1 Up direction throughout. 441 Platform 1 Down direction to T887 signal. 347 Platform 2 Bay. 181 Platform 3 Bay. 200 Platform 4A Down direction to T895 signal. 134 Platform 4B Down direction clear of 1080B points. 251 Platform 4 Down/Up direction throughout. 458 Platform 4 Up direction to T888 signal. 238 |
| DARNALL | 108.7 | 108.7 | - | - |
| DARTON | 104 | 104 | - | - |
| DEIGHTON | 97 | 97 | - | - |
| DENBY DALE | - | - | 65 | - |
| DEWSBURY | 150 | 166.3 | - | - |
| DINSDALE | 97 | 97 | - | - |
| DODWORTH | - | - | 95 | - |
| DONCASTER | - | - | - | Platform 0 Bay: 107 Platform 1 Up direction – 319 Platform 1 Down direction – 330 Platform 2 Bay – 126 Platform 3 Up direction (Full length) – 418 Platform 3 Down direction (Full Length) – 425 Platform 3 North end only (3B – either direction) – 165 Platform 4 Down direction – 296 Platform 4 Up direction – 257 Platform 5 Bay – 57 Platform 6 Bay – 107 Platform 7 Bay – 105 Platform 8 Down direction – 296 Platform 8 Up direction -254 |
| DORE | 152 | 152 | - | - |
| DRAYTON PARK | 124.1 | 124.1 | - | - |
| DRIFFIELD | 124 | 103.8 | - | - |
| DRONFIELD | 111.8 | 112.5 | - | - |
| DUNSTON | 94 | 93 | - | - |
| DURHAM | 295 | 264 | - | - |
| EAGLESCLIFFE | 175 | 175 | - | - |
| EAST BOLDON | 62.9 | 66.3 | - | - |
| EAST GARFORTH | 102 | 102 | - | - |
| EASTRINGTON | 90 | 90 | - | - |
| EGTON | - | - | 80 | - |
| ELSECAR | 130 | 99 | - | - |
| ENFIELD CHASE | 126.2 | 125.4 | - | - |
| ESSEX ROAD | 128.7 | 128.5 | - | - |
| FEATHERSTONE | 101 | 101 | - | - |
| FELLGATE | 66 | 66 | - | - |
| FERRIBY | 110 | 170 | - | - |

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| STATION | DOWN | UP | SINGLE | MULTI-PLATFORM |
|--|-------|--------------|--------|----------------|
| SKIPTON | | | | |
| Platform 1 (Up Bay) | | | | 99 |
| Platform 2 (Up Shipley Main) - Up direction | | | | 200.5 |
| Platform 2 (Up Shipley Main) - Down direction to Drivers viewing point of L4033 signal | | | | 197.5 |
| Platform 3 (Down Shipley Fast) - Down direction | | | | 183.6 |
| Platform 3 (Down Shipley Fast) - Up direction to Drivers viewing point of L4036 signal | | | | 155 |
| Platform 4 (Down Shipley Slow) - Down direction | | | | 182.2 |
| Platform 4 (Down Shipley Slow) - Up direction to Drivers viewing point of L4038 signal | | | | 154.2 |
| SLAITHWAITE | 99 | 99 | | |
| SLEAFORD | 176 | 176 | - | - |
| Local line | - | - | - | 184 |
| SLEIGHTS | - | - | 74.4 | - |
| SNAITH | - | - | 42 | - |
| SOUTH BANK | 75.1 | 74.9 | - | - |
| SOUTH ELMSALL | 91 | 91 | - | - |
| SOUTH HYLTON | - | - | 117.9 | - |
| SOUTH MILFORD | 97 | 94 | - | - |
| SOWERBY BRIDGE | 121 | 117 | - | - |
| SPALDING | 88 | 100 Up/Dn | - | - |
| STADIUM OF LIGHT | 65.1 | 64.6 | - | - |
| STALLINGBOROUGH | 85.5 | 86.5 | - | - |
| STARBECK | 139 | 139 | - | - |
| STEETON & SILSDEN | 102 | 102 | - | - |
| STEVENAGE | | | | |
| Platform 1 (Up Slow) | - | 265.3 | - | - |
| Platform 2 (Up Fast) | - | 265.3 | - | - |
| Platform 3 (Down Fast) | 256.2 | - | - | - |
| Platform 4 (Down Slow) | 254.0 | - | - | - |
| Platform 5 (Up/Down Hertford) | - | - | - | Bay 129 |
| STOCKSFIELD | 109.3 | 119 | - | - |
| STOCKSMOOR | 66 | 66 | - | - |
| STOCKTON | 104 | 104 | - | - |
| STREETHOUSE | 101 | 101 | - | - |
| SUNDERLAND | | | | |
| Platform 1 Up direction | - | - | - | 72 |
| Platform 1 Down direction | - | - | - | 77 |
| Platform 2 Up direction | - | - | - | 61 |
| Platform 2 Down direction | - | - | - | 84 |
| Platforms 1 & 2 combined Up direction | - | - | - | 179 |
| Platforms 1 & 2 combined Down direction | - | - | - | 206 |
| Platform 3 Down direction | - | - | - | 60 |
| Platform 3 Up direction | - | - | - | 60 |
| Platform 4 Down direction | - | - | - | 72 |
| Platform 4 Up direction | - | - | - | 80 |
| Platforms 3 & 4 combined Down direction | - | - | - | 174 |
| Platforms 3 & 4 combined Up direction | - | - | - | 177 |
| SWINDERBY | 76 | 60 | - | - |
| SWINESHEAD | 94 | 67 | - | - |

London North Eastern Route Sectional Appendix Module LN1

| STATION | DOWN | UP | SINGLE | MULTI-PLATFORM |
|-----------------------------|-------|--------------------|----------|---------------------|
| SWINTON (SOUTH YORKS) | | | | |
| Platform 1 (Down Main) | 92 | - | - | - |
| Platform 2 (Up Main) | - | 92 | - | - |
| Platform 3 (Down Doncaster) | 92 | - | - | - |
| TEESSIDE AIRPORT | 76.4 | 76.4 | - | - |
| THIRSK | 135 | 148 | - | - |
| THORNABY | 143 | 146 | - | - |
| THORNE NORTH | 89 | 90 | - | - |
| THORNE SOUTH | 90 | 90 | - | - |
| THORNTON ABBEY | 55 | 55 | - | - |
| THORPE CULVERT | 62 | 63 | - | - |
| THURNSCOE | 92 | 92 | - | - |
| ULCEBY | - | - | 44.7 | - |
| ULLESKELF | 106 | 106 | - | - |
| UNIVERSITY | 65.4 | 65.4 | - | - |
| WAINFLEET | 98 | 99 | - | - |
| WAKEFIELD KIRKGATE | | | | |
| Platform 1 (Down L&Y) | 92 | - | - | - |
| Platform 2 (Up L&Y) | - | 120 | - | - |
| Platform 3 (Down Goole) | - | - | - | (Up/Down) 103 |
| WAKEFIELD WESTGATE | 254 | 253 | - | - |
| WATTON-AT-STONE | 126.6 | 126.5 | - | - |
| WEETON | 88 | 86.9 | - | - |
| WELHAM GREEN | 129 | 129 | - | - |
| WELWYN GARDEN CITY | | | | |
| Platform 1 (Up Back) | - | 185 | - | - |
| Platform 2 (Up Slow) | - | 185 | - | - |
| Platform 3 (Down Slow) | 185 | - | - | - |
| Platform 4 (Down Back) | 185 | - | - | - |
| WELWYN NORTH | 170 | 170.1 | - | - |
| WETHERAL | 80 | 95 | - | - |
| WHITBY | - | - | - | |
| Platform 1 | - | - | - | 177.3 |
| Platform 2 | - | - | - | 172.0 |
| WHITLEY BRIDGE | 65 | 59 | - | - |
| WHITWELL | 79 | 79 | - | - |
| WIDDRINGTON | 90 | 90 | - | - |
| WINCHMORE HILL | 136.6 | 135.4 | - | - |
| WOMBWELL | 134 | 99 | - | - |
| WOODHOUSE | 82 | 82 | - | - |
| WOODLESFORD | 100 | 71 | - | - |
| WORKSOP | 121 | 113 (Up direction) | WORKS OP | 121 |
| WRESSLE | 95 | 79.4 | - | - |
| WYLAM | 92 | 107 | - | - |
| YARM | 94 | 101 | - | - |
| YORK | | | | |
| Platform 1 Bay | - | - | - | 184.8 |
| Platform 2 Bay | - | - | - | 169.7 |
| Platform 3 | - | - | - | Down 242.3 Up 272.6 |
| Platform 4 | - | - | - | 157.5 |
| Platform 5 | - | - | - | Down 391.8 Up 410.6 |
| Platform 6 Bay | - | - | - | 264.5 |
| Platform 7 Bay | - | - | - | 249 |
| Platform 8 Bay | - | - | - | 152 |
| Platform 9 | - | - | - | Down 380.7 Up 401.4 |
| Platform 10 | - | - | - | Down 332.5 Up 330.1 |
| Platform 11 | - | - | - | Down 329.5 |

London North Eastern Route GI - Dated: 25/03/2024

Overlay Miniature Stop Light Level Crossings (OMSL)

A Miniature Stop Light (MSL) is the conventional active warning system used to give indications at private user worked crossings, public bridleway and footpath crossings. Indications provided for the user to determine that the crossing is safe to cross (green) or not safe to cross (red). The system is designed to overlay existing infrastructure without interacting with it, however permissible speeds in the wrong direction on the approach should be identified on multiple track lines with wrong direction speed boards. It is expected that train detection inputs to the system will usually be provided as part of the system and typically these systems may be referred to as "EBI Gate 200" or "VaMoS", although other systems may be used. The system is usually activated by wheel sensors that operate in a similar way to Axle Counters, when they detect a train they set the lights to red, when the train hits the strike out sensor the lights go to green.

Where a system failure is detected or operational scenario (e.g. train failure, slow trains, engineering works) may incur the red (not safe to cross) indication for excessive periods, user indications are suppressed. On encountering this mode the user is directed on safe operation by the signage provided, however they can be reactivated by another train passing or through a manual reset.

Would all staff please note that, like Axle Counters, using metal tools or simply passing by within a metre wearing safety boots can cause activation of these sensors and should be avoided.

London North Eastern Territory GI - Dated: 02/06/18

Proceeding over a manned level crossing equipped with non block signals operated by a crossing keeper during signal failure/disconnection of equipment or Single Line Working

At the level crossings listed the protecting signals are not part of the block signalling and are only provided to protect the level crossing.

During a signal failure/disconnection of equipment the driver will receive a green hand signal from the crossing keeper as authority to proceed over the level crossing irrespective of the aspect/indication shown at that protecting signal at locations on the lines indicated below:

Ulceby North Jn to Barton on Humber (LN744-LN5)

Barrow Road

Mansfield Woodhouse to Shireoaks Jn (LN768-LN5)

Norwood

York to Scarborough (LN880-LN7)

Howsham

Leeds Armley Jn to York Skelton Jn (via Harrogate) (LN838-LN7)

Belmont (Up direction only* - SPT provided on Down direction signal)

Wilstrop

Marston Moor

Hull to Seamer West Jn (LN914-LN7)

Gristhorpe

King Edward Bridge Jn to Carlisle North Jn (LN682-LN8)

Milton Village

Bedlington North Jn to Lynemouth Alcan (LN702-8)

North Seaton

The Driver having received the green handsignal must regulate the speed of the train in accordance with the aspect/indication previously displayed at the section signal.

London North Eastern Route Sectional Appendix Module LN1

During Single Line Working at those locations shown below a green handsignal will be displayed at the crossing as authority for movements in the wrong direction to proceed over the crossing.

Nottingham East Jn to Newark Castle (LN3625-LN4)

Fiskerton Station

Mansfield Woodhouse to Shireoaks Jn (LN768-LN5)

Norwood

York to Scarborough (LN880-LN7)

Howsham

Leeds Armley Jn to York Skelton Jn (via Harrogate) (LN838-LN7)

Belmont

King Edward Bridge Jn to Carlisle North Jn (LN682-LN8)

Milton Village

Bedlington North Jn to Lynemouth Alcan (LN702-8)

North Seaton

London North Eastern Route GI - Dated: 08/12/2018

PROTECTING A STABLED TRAIN ON A PLATFORM LINE

The following locations are permitted to have trains stabled in the platform during a blockage using TS1, 13.2

- St Pancras Station
- Luton Station
- Leicester Station
- Nottingham Station
- Hull Paragon Station
- Kings Cross Station

When a platform line is to be blocked under Rule book procedure TS1, 13.2 and a train is stabled on that line, the COSS must supply and ensure that the following protection is placed on the train before authorising the work to start:

- During daylight - a NOT TO BE MOVED board.
- During darkness or fog and falling snow - a red light (steady or flashing).

You must make sure the protection is displayed on the platform side of the train:

- at the end from which the train is to be driven, or
- at both ends of the train if it can be driven from either end.

The following locations are permitted to have trains stabled in the platform during a T3 possession

- Kings Cross Station
- Peterborough Station

When a platform line is to be blocked by a T3 possession and a train is stabled on that line, You and the PICOP must agree

- Any train in the platform is at a stand
- The PICOP has been advised of the lines affected
- The details are to be recorded on the T3 form when the possession is taken

You may take possession without the requirement for this to be published.

In addition to the above for Peterborough station only you must also ensure

- NOT TO BE MOVED boards are applied during daylight or
- During darkness, fog and falling snow a red light (flashing or steady) is provided

These are to be provided on the platform side and to each end the train can be driven from

Trains are authorised to stable at Peterborough Station

London North Eastern Route GI - Dated: 01/04/2024

RAILWAY CRIME

All railway staff must be vigilant to railway crime and cable theft, and report any suspicious activity on the operational railway, or in the area of electrical substations, to the controlling signaller.

Some examples of suspicious activity could be:

- Anyone not wearing appropriate PPE, or that do not appear to have a safe system of work.
- Anyone not responding to a train drivers warning, or appearing to hide as trains or people approach.
- Vehicles that do not have any company markings or logos
- Signalling location cabinets with doors open or missing, or troughing lids newly disturbed, with no staff nearby.
- People 'loitering' in the area of electrical substations.

In such cases, please inform the controlling signaller as quickly as possible giving precise location details. Drivers do not need to stop their trains immediately to report this, unless they consider it a safety of the line issue.

National GI - Dated: 30/08/2014

SEMI-AUTOMATIC TRAIN WARNING SYSTEM (SATWAS)

Network Rail (NR) is improving track worker safety, by introducing higher integrity warning systems that do not require lookouts to be positioned to warn of approaching trains, these systems include SATWS.

SATWS will give track workers sufficient audio and visual warning of approaching trains within the required derived warning time (minimum 25 seconds) to locations where sighting of trains is difficult and / or traffic density is high, precluding line blocks being taken for protection and to meet NR's target of zero unassisted lookout working.

The system can only be operated by trained operators who hold the required competence and who have received the required briefing on associated SBSI requirements attached to the safe use of this track warning system.

The SATWAS system applies to the following locations and lines of route.

| LOR | Line of Route description | Section of Line Equipped | Worksite Area |
|-------|------------------------------|--|--|
| LN101 | Kings cross to Shaftholme Jn | Down Slow 42m 66ch to 44m 00ch wn Fast 42m 66ch to 44m 00ch Up Fast 44m 00ch to 43m 59ch Up Slow 44m 00ch to 43m 59ch | Sandy South Jn.to Sandy Station, Down Slow Sandy South Jn.to Sandy Station, Down Fast Sandy station to Sandy South Jn., Up Fast Sandy station to Sandy South Jn., Up Slow |
| LN101 | Kings cross to Shaftholme Jn | Down Main 70m 67ch to 71m 10ch Up Main 71m 10ch to 70m 67ch | Stilton Fen Crossovers |
| LN101 | Kings cross to Shaftholme Jn | Down Slow 84m 64ch to 85m 05ch Down Fast 84m 64ch to 85m 05ch Up Fast 85m 05ch to 84m 64ch Up Slow 85m 05ch to 84m 64ch | Tallington Crossovers |
| LN101 | Kings cross to Shaftholme Jn | Down Slow 99m 57ch to 99m 62ch Down Fast 99m 57ch to 100m 39ch Up Fast 100m 39ch to 99m 57ch Up Slow 99m 62ch to 99m 57ch | Stoke Jn, Down Slow 1315 pts only Down Fast 1315pts to Stoke Tunnel Stoke Jn, Up Fast from Stoke Tunnel to 1316pts PUp Slow 1316pts Only |
| LN600 | Shaftholme Jn – Reston GSP | 73.328yds – 73.1068yds | Up Main Down Main |
| LN600 | Shaftholme Jn – Reston GSP | 74.1682yds – 75.917yds | Up Main Down Main |

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| | | | |
|------------|---|---------------------------------|--|
| LN600 | Shaftholme Jn – Reston GSP | 77.340yds – 77.1231yds | Up Main Down Main Tyne Yard Reverse |
| LN804 | Tapton Jn to Gascoigne Wood (via Sheffield) | 162m 158yds to 162m 704yds | Masborough Jn Up Main Dn Main |
| LN804 | Tapton Jn to Masborough Jn | 163m 440yds to 163m 1234yds | Holmes Jn Up Main Dn Main |
| LOR | Line of Route description | Section of Line Equipped | Worksite Area |
| LN804 | Tapton Jn to Gascoigne Wood (via Sheffield) | 164m 880yds to 165m 00yds | Aldwarke Junction |
| LN806 | Tapton Jn to Masborough Jn | 162m 158yds to 162m 528yds | Masborough Jn Up Barrow Hill Dn Barrow Hill |
| LN818 | Tapton Jn to Masborough Jn | 0m 0yds to 0m 101yds | Holmes Jn Holmes Curve |
| LN826 | Doncaster South Yorkshire to Swinton Jn North / South | 18m 286yds to 18m 1518yds | Conisbrough Stn to Conisbrough Tunnel Up Conisbrough Down Conisbrough Up Conisbrough Goods Loop |
| LN828 | Mexborough Jn to Aldwarke Jn via Kilnhurst | 7m 608yds to 7m 572yds | Aldwarke Junction |
| LN830 | Aldwarke Jn to Woodburn Jn | 7m 80yds to 7m 550yds | Aldwarke Junction |
| LN3201 | St Pancras to Tapton Jn (via Derby) | From 95m 1474yds to 96m 242yds | Wigston North Jn. Up main, Down Main, Up&Dn Slow and Up&Dn Goods |
| LN3232 | Wigston North Jn to Hinkley | From 15m 418yds to 15m 682yds | Wigston North Jn Up Nuneaton and Down Nuneaton |

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London North Eastern Route Sectional Appendix Module LN2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|------------------------------|------------------------------------|----------------------|--|
| LN101 | 001 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 07/06/2021 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| KINGS CROSS | | 0 00 | | | <p>TCB RA9</p> <p>York ROC (YA) Kings Cross workstation AC:York EC</p> <p>GSM-R</p> <p>PP = Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in all Kings Cross platforms.</p> <p>All Lines between Kings Cross Station buffers and 0m 73ch are restricted for Loco hauled, Appendix A braked trains to a maximum of 15 MPH unless signed lower. See Route tables for details.</p> <p>☒ = Lockout protection provided - see General Instructions for detail. (Numbers prefixed YA.)</p> <p>A = Line A B = Line B C = Line C D = Line D E = Line E F = Line F</p> |
| | | 0 21 * | | | |
| Gasworks Tunnel East Bore (Lines A & B) (483m 528 yards) | | 0 22 0 to 46 | | | |
| Gasworks Tunnel Centre Bore (Lines C & D) (483m 528 yards) | | 0 22 0 to 46 | | | |
| Gasworks Tunnel West Bore (Lines E & F) (483m 528 yards) | | 0 22 0 to 46 | | | |

London North Eastern Route Sectional Appendix Module LN2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|--|------------------------------------|----------------------|--|
| LN101 | 002 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 07/06/2021 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Belle Isle Jn | | 0 57 | | | <p>TCB RA9</p> <p>York ROC (K, YA) Kings Cross workstation AC:York EC</p> <p>GSM-R</p> <p>A = Line A C = Line C D = Line D E = Line E F = Line F UF = Up Fast DF = Down Fast US = Up Slow DS = Down Slow UCT = Up Canal Tunnel DCT = Down Canal Tunnel NLI = North London Incline</p> <p>☒ = Lockout protection provided - see General Instructions for detail. ☒☒ Located adjacent to Line F = YA5087</p> <p>All Lines between Kings Cross Station buffers and 0m 73ch are restricted for Loco hauled, Appendix A braked trains to a maximum of 15 MPH unless signed lower. See Route tables for details.</p> <p>① = The Down Fast Line from 1m 40ch to 4m 60ch is restricted to maximum permissible speed of 60 MPH for Class 0, and Loco Hauled short formation and / or Mk1 / Mk2 coaching stock unless signed lower. See Route tables.</p> <p>② = The Down Fast Line from 1m 63ch to 1m 76ch is further restricted to maximum permissible speed of 30 MPH for Class 0 trains joining from the Down Slow line. See Route tables.</p> |
| Copenhagen Jn | | 0 64 | | | |
| Copenhagen Tunnel West Bore (Lines US & DS) (543m 594 yards) | | 0 65 * 0 66 1 12 | | | |
| Copenhagen Tunnel Centre Bore (Lines UF & DF) (543m 594 yards) | | 0 66 1 12 0 73 * | | | |
| Holloway | | 1 12 * 1 34 1 40 * 1 41 * 1 44 1 62 * 1 63 * | | | |

London North Eastern Route Sectional Appendix Module LN2

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|--|------|---|------------------------------------|----------------------|---|
| LN101 | 007 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 26/08/2019 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Potters Bar Tunnel (1110m 1214 yards) | | 11 23 * 11 25 12 ^{to} 00 | | | TCB RA9 <div style="float: right;"> York ROC (K) Wood Green workstation AC:York ECR </div> |
| POTTERS BAR | | 12 03 * 12 36 12 40 * | | | TOWS Potters Bar Tunnel separate system for each bore |
| BROOKMANS PARK | | 12 53 12 57 | | | |
| BROOKMANS PARK | | 14 25 * 14 37 14 47 * | | | |
| WELHAM GREEN Marshmoor | | 15 50 16 06 | | | |
| HATFIELD | | 17 54 | | | |
| Welwyn F.S. OHNS | | 19 29 | | | York ROC (K) Langley workstation |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------|-----------------|------------------------------------|--|----------------------|--------------|
| LN101 | 008 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 13/04/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| | | | <p>TCB: Axle Counters RA9</p> <p>York ROC (K) Langley Workstation AC:York ECR</p> <p>GSM-R</p> <p>WS = Welwyn Reversing Siding WR = Welwyn Reversing Line WF = Welwyn Flyover WU = Welwyn Up Back Platform = 160m 175yds WD = Welwyn Down Back Platform = 160m 175yds WH = Welwyn Hertford siding</p> <p>① To / from Welwyn Up Yard Sidings</p> <p>Note - Between 21m 01ch on the Down Slow and 22m 38ch on the Down Main signal spacing is insufficient for classes of train operating with braking performance in accordance to requirements in GKRT0075 Appendix B and GM/RT2045 Curves V or A1</p> | | |
| Welwyn Up Yard Sidings | 19 63 | | | | |
| | 19 70 * | | | | |
| | 20 02 | | | | |
| WELWYN GARDEN CITY | 20 25 | | | | |
| Welwyn Up Yard Sidings | 20 30 | | | | |
| Digswell | 21 07 * | | | | |
| | 21 18 | | | | |
| | 21 24 * | | | | |
| | 21 36 | | | | |

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|------------------------------------|----------------|------------------------------------|---|----------------------|--------------|--|
| LN101 | 009 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 13/04/2024 | |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | | |
| WELWYN NORTH | 22 00 | | <p>GSM-R</p> <p>TCB: Axle Counters RA9</p> <p>York ROC (K) Langley workstation AC:York ECR</p> <p>Note - Between 21m 01ch on the Down Slow and 22m 38ch on the Down Main signal spacing is insufficient for classes of train operating with braking performance in accordance to requirements in GKRT0075 Appendix B and GM/RT2045 Curves V or A1</p> <p>New Patrolman's Lockout system LOD-T Welwyn North and Welwyn South Tunnels up and Down main lines</p> <p>Between 26m 58ch and 24m 07ch on the Up slow line Appendix B baked trains must refer to GKRT0075</p> <p>UH = Up Hertford DH = Down Hertford</p> <p>CW. Up Slow at 26m 30ch.</p> <p>① To / from Langley Stone Terminal (Lafarge private siding)</p> <p>Hot Axle Bearing Detectors on the Down Fast and Down Slow lines.</p> <p>PP-C Permissive working is authorised in Stevenage Down Slow Platform 4 for Class 1, 2, 3 ECS, 5, 9 & 0 trains.</p> | | | |
| | 22 08 * | | | | | |
| Welwyn South Tunnel (408m 446yds) | 22 10 to 22 31 | | | | | |
| Welwyn North Tunnel (956m 1046yds) | 22 44 to 23 12 | | | | | |
| Woolmer Green GSP Crossover | 23 15 * | | | | | |
| Woolmer Green | 23 58 to 23 68 | | | | | |
| | 23 72 * | | | | | |
| KNEBWORTH | 25 03 | | | | | |
| Langley Jn FS OHNS | 25 73 | | | | | |
| Langley Jn Up | 26 45 | | | | | |
| Langley Jn Down | 26 59 | | | | | |
| Langley Siding | 26 59 | | | | | |
| Langley HABD | 26 62 | | | | | |
| | 27 38 * | | | | | |
| STEVENAGE | 27 45 | | | | | |
| | 27 56 * | | | | | |

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|-------------------------------|------|------------------------------|---|----------------------|--|
| LN101 | 010 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 13/04/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | | | <p>GSM-R</p> <p>TCB: Axle Counters RA9</p> <p>York ROC (K) Hitchin workstation AC: York ECR</p> <p>Wymondley Hot Axle Bearing Detectors on the UP Fast and Up Slow lines.</p> <p>① = To / From Hitchin Up Sidings ② = To / From Hitchin Up Yard. ③ = To / From Hitchin Down Yard.</p> <p>\$ = Class 373/2 trains must not exceed 20mph on the Up Slow and 50mph on the Down Slow passing over Underbridge 102 located at 32m 03ch</p> <p>UR = Up Royston. DR = Down Royston. DRF = Down Royston Flyover.</p> <p>Note - Between 38m 14ch and 31m 65ch on the Up Slow signal spacing is insufficient for classes of train operating with braking performance in accordance to requirements in GKRT0075 Appendix B and GM/RT2045 Curves V or A1</p> |
| Corey's Mill OHNS (All Lines) | | 29 05 * | | | |
| Wymondley HABD | | 29 77 | | | |
| Wymondley WILD | | 30 60 | | | |
| Hitchin South Jn | | 30 63 | | | |
| | | 31 18ch | | | |
| DS & DF LOS | | 31 62 | | | |
| HITCHIN | | 31 74 | | | |
| | | 31 79 | | | |
| | | 32 03 \$ | | | |
| | | 32 06 * | | | |
| Cambridge Jn | | 32 11 | | | |
| | | 32 18 * | | | |
| | | 32 32 | | | |
| Hitchin North Junction | | 32 53 | To / From Sheperth Jn. see LN125 seq 001 | | |
| | | 32 65 * | | | |
| Cadwell | | 33 42 | To Hitchin East Jn. see LN126 seq 001 | | |
| | | 34 33ch | | | |

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|-----------------------------------|------|------------------------------|------------------------------------|----------------------|---|
| LN101 | 013 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 06/04/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Huntingdon South Jn | | 58 35 | | | <p>TCB York ROC Huntingdon WS RA9 AC:York ECR</p> <p>GSM-R</p> <p>PP-C Permissive working is authorised in Huntingdon Bay Platform 1 for Class 1, 2, 3 ECS, 5, 9 & 0 trains.</p> <p>Class 373/2 trains must not exceed 110 mph on the Down Fast line between 59m 10ch and 59m 30ch.</p> <p>CW. Down Slow at 59m 27ch</p> <p>Hot Axle Bearing Detector at Woodwalton on the UM</p> <p>① = To / from Huntingdon Down Sidings. ② = To / from Connington Sidings (OOU)</p> <p>Hot Axle Bearing Detector at Holme on the DM</p> <p>York ROC Peterborough Workstation</p> <p>Crossovers worked from Stilton Fen GSP</p> |
| HUNTINGDON | | 58 70 | | | |
| Huntingdon North Jn | | 59 12 * 59 20 | | | |
| Abbots Ripton Public Bridleway LC | | 62 60 | | | |
| Abbots Ripton HABD | | 62 61 | | | |
| Woodwalton Jn | | 65 43 | | | |
| | | 65 48 * | | | |
| | | 66 60 * | | | |
| Connington South Jn | | 67 20 to 67 38 | | | |
| Connington North LC (CCTV) | | 68 28 | | | |
| Holme TSC OHNS | | 69 00 | | | |
| | | 69 00 * | | | |
| | | 69 11 | | | |
| Holme LC (CCTV) | | 69 26 | | | |
| Holme HABD | | 69 28 | | | |
| | | 69 30 * | | | |
| Holme Lode LC (CCTV) | | 70 02 | | | |
| Stilton Fen | | 70 78 | | | |
| | | 71 00 * | | | |

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| LN101 | 014 | Kings Cross to Shaftholme Jn | ECM1 FOM EMP | London North Eastern | 28/08/2023 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | Alternative Mileage | | | | GSM-R | |
| Fletton Jn | 72 00 * | 74 69 | | | TCB York ROC Peterborough WS RA9 AC:York ECR | ① See Special Instructions |
| Boundary | 75 00 | 75 02 | | | Change of ELR from Fletton Jn to 75m 02ch to 75m 00ch on the Orton Mere Line = FOM | |
| Fletton Jn (GF) | 75 11 | 75 24 * | | | OML = Orton Mere Line MI = March Independent UH = Up March DH = Down March PTWG = Peterborough Two Way Goods U1 = Up Slow No1 U2 = Up Slow No2 | |
| | 75 29 * | 75 54 * | | | To/From Kings Dyke LN135 seq 001 | ② = To/From Nene Carriage Sidings |
| | 75 54 * | 76 05 | | | MI 20 UH 30 DH 30 TWG 30 | A = Alternative Mileage March Lines ELR = EMP |
| | 76 09 * | 76 16 * | | | | |
| | 76 16 * | 76 25 | | | | |
| Crescent Jn | 76 09 * | 76 25 | | | | |

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|----------|------------------------------------|------------------------------|------------------------------------|----------------------|---|
| LN101 | 017 | Kings Cross to Shaftholme Jn | ECM1 PMJ | London North Eastern | 30/09/2023 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | Alternative Mileage | | | | <p>GSM-R</p> <p>TCB York ROC Peterborough WS RA9 AC:York EC</p> <p>DS/DST = Down Slow / Down Stamford UST = Up Stamford B = Stamford lines mileage, ELR = PMJ</p> <p>☒ Up Slow (Down direction) Patrolman Lockout Protection provided. See Local Instruction</p> <p>USP = Up Spalding DSP = Down Spalding</p> <p>DST = Down Stamford Limit of OLE on Stamford Lines</p> |
| | B 19m 27ch | 79 21 * | | | |
| | APCO Zone Commencement (selective) | 79 27 | | | |
| | Werrington Jn | 79 34 | | | |
| | | 80 63 * | | | |
| | Woodcroft LC (MCG) | 81 23 | | | |
| | Helpston Jn | 81 56 | | | |
| | Helpston LC (MCB) | 81 71 | | | |
| | | 81 74 * | | | |
| | Maxey LC (CCTV) | 82 38 | | | |

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|-----------------------|------|------------------------------|------------------------------------|----------------------|--|
| LN101 | 018 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 06/04/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Lolham LC (CCTV) | | 83 33 | | | GSM-R TCB York ROC Peterborough WS RA9 AC:York ECR |
| Lolham HABD | | 83 34 | | | |
| Tallington LC (CCTV) | | 84 64 | | | See General Instructions for SATWS details at Tallington Crossovers ① = To form Tallington Private Sidings |
| Tallington Crossovers | | 84 67 * | | | |
| | | 84 68 * | | | |
| | | 84 67 * | | | |
| | | 85 to 02 | | | |
| | | 85 00 | | | |
| Greatford LC (CCTV) | | 87 08 | | | |
| | | 91 42 * | | | |
| | | 92 12 * | | | |
| Bytham F.S. OHNS | | 92 29 | | | |

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|----------------------------------|------|------------------------------------|---|----------------------|--|
| LN101 | 019 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 06/04/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Stoke | | 96 20 * 96 40 * | | | <p>GSM-R</p> <p>TCB York ROC Peterborough WS RA9 AC:York ECR</p> |
| Stoke GSP | | 99 66 | <p>Crossovers worked from Stoke GSP</p> <p>Doncaster SB (D)</p> | | <p>Hot Axle Box Detector on the Down Main line at 99 78</p> <p>See General Instructions for SATWS details at Stoke Jn.</p> |
| Stoke HABD | | 99 78 | | | <p>TOWS Stoke Tunnel</p> |
| Stoke Tunnel (805m 880 yards) | | 100 39 * 100 39 to 100 79 | | | |

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| LN101 | 020 | Kings Cross to Shaftholme Jn | ECM1 | London North Eastern | 08/04/2023 | | | |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | | | | |
| Highdyke | 101 46 | | | <table border="1"> <tr> <td>TCB RA9</td> <td>Doncaster SB (D) AC:York ECR</td> <td>GSM-R </td> </tr> </table> | | TCB RA9 | Doncaster SB (D) AC:York ECR | GSM-R |
| TCB RA9 | Doncaster SB (D) AC:York ECR | | | GSM-R | | | | |
| Grantham South Jn | 104 77 * | | | TOWS Salter's Ford DM, UF, 103 40 to 104 40. | | | | |
| | 105 01 | | | DS = Down / Up Slow DG = Down / Up Goods | | | | |
| | 105 10 * | | | ① To/From Grantham Down sidings (OOU) | | | | |
| | 105 27 * | | | TOWS D&UM 105 20 and 106 40. | | | | |
| GRANTHAM | 105 38 | | | Full permissive working (PP) is authorised at Grantham platform 3 for class 0, 1, 2, 3, 5 and 9 | | | | |
| | 105 42 * | | | Contingency permissive working (PP-C) is authorised at Grantham platform 4 for class 1, 2, 3, 5 and 9 during operational disruptions only | | | | |
| Nottingham Branch Jn | 105 52 * | | | | | | | |
| | 105 77 * | | | | | | | |
| | 106 08 | | | | | | | |
| Grantham North Jn | 106 34 | | | Class 373/2 trains must not exceed 110 mph on the Down Main/Fast line between Grantham 105m 77ch & Shaftholme Jn 160m 00ch (No Lineside signs). | | | | |

London North Eastern Route Sectional Appendix Module LN2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|--|------|---|------------------------------------|----------------------|--|---|
| LN120 | 002 | Wood Green North Jn. to Langley Jn via Hertford | HDB | London North Eastern | 26/08/2019 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| GORDON HILL | | 9 48 9 69 | | | TCB RA9 | |
| CREWS HILL | | 10 12 * 11 40 | | | York ROC Wood Green Workstation (K & WL) AC:York ECR | <p>UH – Up Hertford DH – Down Hertford GB – Gordon Hill Up Bay PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in Gordon Hill Up Bay P1.</p> <p>Crossovers worked from Cuffley Ground Frame</p> <p>① To / from Up Hertford Sidings ② To / from Down Hertford Siding.</p> <p>DB – Down Hertford Bay Platform. PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains in Down Hertford Bay P3. PP - A is authorised in the Down Hertford P2 for Class 1, 2, 3 and 5 EMU trains attaching only.</p> |
| CUFFLEY | | 13 17 13 42 | | | | |
| Ponsbourne Tunnel (2km 454m 1m 924 yards) | | 14 59 to 16 21 | | | | |
| BAYFORD | | 16 56 | | | | |
| Hertford Junction | | 19 30 | | | | |
| HERTFORD NORTH | | 19 48 | ① ② | | | |

London North Eastern Route Sectional Appendix Module LN2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|-------------------------------------|------|--|------------------------------------|----------------------|---|--|
| LN120 | 003 | Wood Green North Jn. to Langley Jn. via Hertford | HDB | London North Eastern | 21/02/2024 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Hertford North TSC OHNS | | 19 76 | | | TCB: Axle Counters RA9 Wood Green Workstation (K & WL) AC:York ECR GSM-R York ROC Wood Green Workstation (K & WL) AC:York ECR UH – Up Hertford DH – Down Hertford | |
| Molewood Tunnel (332m 364 yards) | | 20 14 20 to 31 | | | | |
| Molewood Junction | | 21 22 * 21 22 | | | York ROC (K & WL) Langley Workstation | |
| WATTON-AT-STONE | | 21 60 * 23 72 | | | | |
| Bragbury Junction | | 26 20 27 22 * | | | | Patrolmans Lockout Systems LOD P :- Up Langley South Jn to Bragbury Jn Up Bragbury Jn to Molewood Jn Up Molewood Jn to Hertford Jn Down Hertford Jn to Molewood Jn Down Bragbury Jn to Langley South Jn |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|--|------------------------------------|----------------------|---|
| LN120 | 004 | Wood Green North Jn. to Langley Jn. via Hertford | HDB | London North Eastern | 21/02/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Langley South Jn | | 27 23 | | | <p>TCB: Axle Counters RA9</p> <p>York ROC Langley Workstation (K & WL) AC:York ECR</p> <p>GSM-R</p> <p>UH – Up Hertford DH – Down Hertford</p> <p>Note: - All mileages quoted as via Hertford line (HDB)</p> <p>⊠</p> <p>Patrolmans Lockout Systems LOD P :- Up Langley South Jn to Bragbury Jn Down Bragbury Jn to Langley South Jn</p> <p>Patrolmans Lockout System LOD T: Langley South Jn to Stevenage Bay platform 5 Stevenage Bay Platform 5 to Langley South Jn</p> <p>① To / from Langley Stone Terminal (Lafarge private siding)</p> |
| Langley Jn OHNS Down Line | | 27 32 * 27 47 | | | |
| Langley Jn OHNS Up Line | | 27 53 * 27 69 | | | |
| Langley Jn Up | | 28 01 28 07 * | | | |
| Langley Jn Down | | 28 15 28 73 * | | | |
| STEVENAGE Buffer Stop / End Of Line | | 28 78 29 00 | | | |

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|--|------|---|---|----------------------|--|
| LN125 | 001 | Hitchin, Cambridge Jn to Royston (Route Boundary) | SBR | London North Eastern | 21/02/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Cambridge Jn | | 32 11 | <p>To/From Hitchin see LN101 seq 010</p> <p>From Hitchin North Jn. see LN126 seq 001</p> <p>UR = Up Royston DR = Down Royston DRF = Down Royston Flyover ② = To / From Hitchin Up Yard</p> <p>AD = Letchworth Arrival / Dep. Road LR = Letchworth Reception Road ① = To / From Letchworth EMU Sidings ② = Letchworth Head Shunt - OOU</p> | | TCB: Axle Counters RA9 York ROC (K) Hitchin Workstation AC:York ECR GSM-R |
| Hitchin TSC OHNS Down Royston | | 32 28 | | | |
| Hitchin TSC OHNS Up Royston | | 32 33 | | | |
| | | 32 37 * | | | |
| This section does not meet the values in appendix B for the 75mph speed limit on the up slow between signals YB4362 AND YB4282 | | 33 32 | | | |
| Hitchin East Jn | | 33 33 * | | | |
| LETCWORTH GARDEN CITY | | 34 50 | | | |
| | | 34 59 * | | | |
| | | 34 63 | | | |
| | | 35 46 | | | |
| | | 35 55 | | | |
| | | 36 37 | | | |
| BALDOCK | | 36 47 | | | |

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| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------------------|------|---|------------------------------------|----------------------|---|
| LN125 | 002 | Hitchin, Cambridge Jn to Royston (Route Boundary) | SBR | London North Eastern | 21/02/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | | | <p>TCB RA9</p> <p>York ROC (K) Hitchin Workstation AC:York ECR</p> <p>GSM-R </p> <p>UR = Up Royston DR = Down Royston</p> <p>CW Up at 44 40 - secured OOU awaiting removal.</p> |
| APCO Zone commencement (Selective) | | 36 60 * | | | |
| | | 36 70 * | | | |
| | | 39 59 | | | |
| | | 40 20 * | | | |
| | | 40 59 * | | | |
| ASHWELL & MORDEN | | 41 00 | | | |
| | | 41 08 * | | | |
| APCO Zone commencement (Selective) | | 41 66 | | | |
| Litlington TSC OHNS | | 43 03 | | | |
| | | 43 13 * | | | |
| Litlington LC AHBC | | 43 13 | | | |
| A505 Roundabout (South) Bridleway LC | | 43 51 | T | | |
| Ivy Farm LC R/G | | 44 19 | | | |
| | | 44 20 * | | | |

London North Eastern Route Sectional Appendix Module LN2

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|----------------|------------------|---|--|----------------------|--------------|
| LN125 | 003 | Hitchin, Cambridge Jn to Royston (Route Boundary) | SBR | London North Eastern | 26/08/2019 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| ROYSTON | 44 46 | | <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 2px;">TCB RA9</div> <div style="border: 1px solid black; padding: 2px;">York ROC (K) Hitchin Workstation AC:York ECR</div> <div style="border: 1px solid black; padding: 2px; text-align: center;">GSM-R </div> </div> <p>UR = Up Royston DR = Down Royston RD = Royston Down Siding ① = To / from Royston Down Siding No2 & Head shunt - OOU</p> <p>PP is authorised for Class 1, 2, 3 ECS and 5 EMU trains booked to call at Royston.</p> | | |
| | 44 59 | | | | |
| | 44 70 * | | | | |
| | 44 72 * | | | | |
| | 45 27 | | | | |
| | 45 20 * | | | | |
| | 45 20 | | | | |
| | 45 26 * | | | | |
| Route Boundary | 45 60 * 45 60 | <p>LONDON NORTH EASTERN</p> <hr style="border-top: 1px dashed black;"/> <p>ANGLIA</p> <p style="text-align: center;">UR DR</p> <p style="text-align: center;">90</p> <p style="text-align: center;">To / From Shepreth Branch Jn / Cambridge see EA1230 seq 001</p> | <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 2px;">TCB RA9</div> <div style="border: 1px solid black; padding: 2px;">Cambridge SB (CA) AC:York ECR</div> </div> | | |

London North Eastern Route Sectional Appendix Module LN2

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|-----------------------------------|------|------------------------------------|------------------------------------|----------------------|--|
| LN125 | 006 | Hitchin, Cambridge Jn to Cambridge | BGK | London North Eastern | 12/11/2016 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Websters LC Shepreth Branch Jn | | 53 03 53 06 | | | GSM-R |
| No.91 Dukes LC (UWC) | | 53 34 | | | HABD Down Main line, near signal CA141 at 53m 10ch This drawing is part of EA1161 in Anglia Sectional Appendix and is shown here for convenience of users only |
| No.92 Pembertons LC (UWC) | | 54 04 | | | |
| | | 54 47 * | | | Down Slow Loop 729m (798yds) |

London North Eastern Route Sectional Appendix Module LN2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------|------|-------------------------------------|--|----------------------|--|
| LN126 | 001 | Hitchin North Jn to Hitchin East Jn | DCF | London North Eastern | 21/02/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Hitchin North Jn | | 32 53 | <p>80 ECML To / From Hitchin see LN101 seq 010</p> <p>70 DRF</p> <p>50 *</p> <p>55 *</p> <p>80 To / From Sheperth Jn. see LN125 seq 001</p> <p>80 EMU 85</p> | | <p>TCB: Axle Counters RA9</p> <p>York ROC (K) Hitchin Workstation AC : York EC</p> <p>GSM-R</p> <p>DRF = Down Royston Flyover</p> <p>DR = Down Royston UR = Up Royston</p> |
| Royston Flyover OHNS | | 33 37 33 50 * | | | |
| Hitchin East Jn | | 33 32 33 33 * | <p>To / From Hitchin see LN125 seq 001</p> <p>50 DR UR</p> | | |

London North Eastern Route Sectional Appendix Module LN2

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|--|------------------------------------|----------------------|--|
| LN170 | 011 | Werrington Jn. to Flyover East Jn. Via Lincoln | SPD3 | London North Eastern | 05/03/2016 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Pyewipe Jn | | 84 13 | | | <p>TCB Lincoln SCC (West workstation) RA8</p> <p>DG - Down Gainsborough UG - Up Gainsborough</p> <p>X - Lockout Protection provided. See General Instruction</p> <p>Axle Counter Area</p> <p>GSM-R</p> |
| River Bank (No. 305) LC (UWC) | | 87 04 | | | |
| Kesteven LC (MCB-OD) | | 87 41 | | | |
| Saxilby LC (MCB-OD) | | 88 40 | | | |

London North Eastern Route Sectional Appendix Module LN2

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| LN170 | 012 | Werrington Jn. to Flyover East Jn. Via Lincoln | SPD3 | London North Eastern | 27/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| SAXILBY | | 88 51 | | | <div style="border: 1px solid black; padding: 2px;">RA8 Lincoln SCC (West Workstation) TCB including Axle Counters</div> <p>UG = Up Gainsborough DG = Down Gainsborough OMSL SEE GENERAL INSTRUCTION</p> <p>Hot Axle Box Detector on the Up Gainsborough line at 89m 17ch</p> <p>Lockout Protection provided for Stow Park crossover</p> |
| | Hochkings LC (UWC) | 88 57 | [T] | | |
| | No. 316 LC (UWC) | 88 75 | [T] | | |
| | Sykes Lane Up Gainsborough HABD | 89 17 | | | |
| | Sykes Lane LC (MCB-OD) | 89 15 | | | |
| | | 89 20 * | | | |
| | No. 319 LC (UWC) | 90 28 | [T] | | |
| | Sleights LC (UWC) | 92 67 | [T] | | |
| | Stow Park LC (MCB-CCTV) | 93 13 | | | |
| | Hansons LC (UWC) (OMSL - X) | 95 08 | [T] | | |
| | Foxes LC (UWC) | 95 35 | [T] | | |
| | | 96 00 * | | | |


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| LN185 | 001 | Allington West Jn to Skegness | ABE GRS1 | London North Eastern | 05/03/2016 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Allington West Jn | | 108 69 ^① 0 00 | | | <div style="border: 1px solid black; padding: 2px; display: inline-block;">TCB RA8</div> <div style="margin-left: 20px;">Allington SB (AL)</div> <div style="float: right; text-align: center;"> GSM-R </div> <p>① Nottingham lines mileage</p> <p>DS - Down Sleaford US - Up Sleaford</p> <p><input type="checkbox"/> - Lockout Protection provided. See General Instruction</p> |
| Allington North Jn | | 0 18 * 0 24 * | | | |
| Barkston East Jn (Former) | | 4 08 110 12 | | | Change of ELR ABE to GRS1 at 4 08 / 110 12 |


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| LN185 | 002 | Allington West Jn to Skegness | GRS1 | GRS2 | London North Eastern | 28/03/2024 | | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | | Signalling & Remarks | | |
| Mill (FPG) (OMSL - X) | | 110 32 | | | | <div style="border: 1px solid black; padding: 2px;">TCB RA8</div> <div style="border: 1px solid black; padding: 2px; margin-left: 100px;">Ancaster SB (AR)</div> <div style="text-align: right; margin-top: 10px;"> GSM-R </div> | | |
| Lodge Farm LC (UWC) | | 110 65 | | | | <p>OMSL SEE GENERAL INSTRUCTION DS - Down Sleaford US - Up Sleaford</p> | | |
| Hough Lane LC (AHBC-X) | | 111 08 | | | | | | |
| Frinkley Lane LC (AHBC-X) | | 111 53 | | | | | | |
| Honington LC (AHBC-X) | | 111 72 | | | | | | |
| Honington Jn (Former) | | 112 00 | | | | <p>Change of ELR 112m 00ch - GRS1 to GRS2</p> | | |

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| LN185 | 011 | Allington West Jn to Skegness | GRS3 | London North Eastern | 05/03/2016 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Hurn Lane LC (UWC) | | 110 53 | | | TCB RA7 West Street Jn SB (WS)  |
| High Ferry Lane LC (AHBC) | | 111 04 | | | |
| High Ferry LC (AHBC) | | 111 23 | | | |
| No.18 LC (UWC) | | 111 45 | | | |
| Sibsey SB (S) Sibsey LC (MCG) | | 112 07 112 07 112 12 | | | AB Sibsey SB (S) |

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| LN185 | 012 | Allington West Jn. to Skegness | GRS3 | London North Eastern | 29/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | | | <p>AB RA7 Sibsey SB (S) </p> <p>UM = Up Main DM = Down Main</p> <p>OMSL SEE GENERAL INSTRUCTION</p> <p>DM line UP direction of travel : Single common X30 special speed restriction board for Smiths (UWC) and Old Leake LC (AHBC-X) SSRB physically located at #1</p> <p>UM line DN direction of travel : Single common X30 special speed restriction board for Old Leake LC (AHBC-X) and Smiths (UWC) SSRB physically located at #2</p> <p>UM line DN direction of travel : X30 special speed restriction board for Simmon House LC (AHBC-X) physically located at #3</p> |

LN101 - KINGS CROSS TO SHAFTHOLME JN**Welwyn Garden City Up Yard**

Before entering Welwyn Garden City Up Yard the Driver must bring his train to a stand at the entry points. The Traincrew must then set the hand-points to a siding that is clear for the train.

Dated: 02/12/06**LN101 - KINGS CROSS TO SHAFTHOLME JN****Lafarge Siding**

Stevenage – Lafarge roadstone private siding. When the train arrives the Shunter will issue the Driver with a radio handset and carry out a satisfactory radio transmission test.

When the train is ready to set back the Shunter must advise the Signaller at York ROC and take up a position where signal YB 1291 can be clearly seen. When the signal has been cleared the Shunter must instruct the Driver to commence setting back.

Dated: 21/02/2024**LN101 - KINGS CROSS TO SHAFTHOLME JN****NENE VALLEY RAILWAY****Delivery and receipt of staff by persons other than the signaller**

| Staff Station | Person authorised to receive or deliver staff other than the signaller |
|----------------------|---|
| Peterborough | Mobile Operations Manager at Peterborough Shift Signaller Manager at Peterborough Signal Box Local Operations Manager at Peterborough |

Dated: 22/08/15**LN101 - KINGS CROSS TO SHAFTHOLME JN****PETERBOROUGH**

Nene Carriage Sidings. All staff detraining from vehicles being stabled in Siding 4 must do so only on to the Siding 5 side of the vehicles.

Peterborough Station Train Crew Relief. Drivers, when relieved must advise Peterborough Signal box when they are ready to depart.

Peterborough Station. Electric Multiple Units are permitted to be stabled in Platform numbers 2 and 3.

Dated: 01/12/11**LN101 - KINGS CROSS TO SHAFTHOLME JN****PETERBOROUGH To Eastfield**

Freight trains conveying IZA wagons must not proceed beyond P80 (Shunt Line) and P84 (South Up Departure Line) Signals in the Up direction or from the Down direction to the South Down Arrival, South Up Departure or Shunt Lines via 1245 points.

Dated: 22/11/08

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LN125 - HITCHIN, CAMBRIDGE JN TO ROYSTON (ROUTE BOUNDARY) ROYSTON

Working over Up platform

Drivers of terminating trains arriving at the Up platform from either direction must, after stopping at the 4-car or 8-car stop sign as appropriate not move towards the signal ahead until either the signal is cleared or the Driver is personally instructed to do so by the person in charge of the platform.

Dated: 16/06/18

LN125 - HITCHIN, CAMBRIDGE JN TO CAMBRIDGE CAMBRIDGE

Freight Yard and numbers 4 and 5 Reception Lines.

The Driver or Person-in-charge of a movement from position light signal CA659 or CA710 into these lines must ensure that the hand points are all correctly set for the safety of the train. When the train has been brought to a stand and no further movements are required to be made, the Signaller must be advised accordingly.

Instruction to Drivers of Trains Stopped on the Reception Lines. at Cambridge

When you need to speak with the Signaller at Cambridge PSB, you must use the Signal Post Telephone at the exit signal for the Reception Line on which your train is standing. When you confirm your location to the Signaller you must state which Reception Line your train is standing on.

Dated: 02/12/06

LN125 - HITCHIN, CAMBRIDGE JN TO ROYSTON (ROUTE BOUNDARY)

Power Restrictions Hitchin Cambridge Jn to Shepreth Branch Jn via Route Boundary

[Copy repeated in EA1230 - ROYSTON TO SHEPRETH BRANCH JN]

Clarification of existing power supply restrictions – Hitchin Cambridge Jn To Shepreth Branch Jn.

Class 86 locos are prohibited except as a single light locomotive, provided that: -

- A. No other class 86 locomotive is on either the opposite or same line
- B. Not more than one EMU formation of up to 12 coaches is on the opposite line

Class 89, 90 and 91 locomotives / electric locomotive hauled-propelled-push-pull trains and all Class 80x sets are prohibited except: -

- A. The following types of traction be permitted to occupy the Down Royston line between Hitchin Cambridge Jn and signal YB3283 on the approach to Cambridge East Jn: Class 89, Class 90, Class 91, Class 92, Class 801.
- B. The following types of traction may be permitted to occupy the Up Royston line between signal YB4282 and Hitchin Cambridge Jn on the approach to Hitchin Cambridge Jn: Class 89, Class 90, Class 91, Class 801.
- C. Class 800, & 802 Bi Mode units in electric mode between Hitchin Cambridge Jn and the Automatic Power Change Over location at Ashwell and Morden, and in diesel mode between Automatic Power Change Over location at Ashwell and Morden and Shepreth Branch Jn (continuing in diesel mode to / from Ely North Jn).

Dated: 21/02/2024

LN150 - FLYOVER EAST JN TO DECOY NORTH JN

Down Decoy Yard

Doncaster

Due to restricted clearance between the Down Main Line and No.1 Reception Road, trains must not be prepared on No.1 Reception.

When entering the sidings, unless advised to the contrary, the Driver must bring the train to a stand at the STOP AWAIT INSTRUCTIONS board on the arrival siding.

Dated: 02/12/06

LN170 - WERRINGTON JN. TO FLYOVER EAST JN. VIA LINCOLN

LINCOLN CENTRAL

Stabling of Empty Multiple Units in Platforms 3,4,5 at Lincoln Central Station.

Empty Diesel Multiple Unit may be stabled unattended on platforms 3,4, or 5 at Lincoln Central Station subject to the following criteria.

When it is required to stable an empty Diesel Multiple Unit, which is to occupy platforms 3,4, or 5, the Signaller at Lincoln Signalling Centre, in conjunction with the Person in Charge at Lincoln Central Station must ensure that:-

- There is sufficient room to accommodate the Unit.

Before the Unit is left unattended, the Person in Charge at Lincoln Central Station must confirm to the Signaller at Lincoln Signalling Centre that:-

- All unsupervised driving cab doors have been locked.
- A portable flashing tail lamp is displayed at each end of the stabled Unit.

When it is necessary to allow a subsequent empty Diesel Multiple Unit, that requires to stable, to enter any already occupied platform line, whether to stable separately or to couple to another empty Diesel Multiple Unit, the Signaller at Lincoln Signalling Centre, in conjunction with the Person in Charge at Lincoln Central Station must ensure that:-

- There is sufficient room to accommodate the Unit.

Before the empty Diesel Multiple Unit is left unattended, the Person in Charge at Lincoln Central Station must confirm to the Signaller at Lincoln Signalling Centre that:-

- All unsupervised driving cab doors have been locked.
- A portable flashing tail lamp is displayed at each end of each of the stabled Unit/s.

When it is required to remove a Unit that has been stabled, the Person in Charge at Lincoln Central Station must advise the signaller at Lincoln Signalling Centre accordingly.

When the Unit has departed, the Person in Charge at Lincoln Central Station must confirm to the Signaller at Lincoln Signalling Centre:-

- All unsupervised driving cab doors have been locked on any remaining Units.
- A portable flashing tail lamp is displayed at each end of each of any remaining stabled Units.

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LN600 - SHAFTHOLME JN. TO RESTON GSP NEWCASTLE

Drivers of UP HST's booked to call at platform 7 and 8 must bring their trains to a stand at signal 486.

No train, except one composed of a single Class 153 car, may arrive in Platform 8 for passenger purposes from the West End. If the Driver of any other type of unit is routed towards Platform 8 to call at that platform for passenger purposes he must stop at T481/483/487 signal as appropriate and advise the Signaller that his train is too long to fit in the platform.

The Guard of any train the doors of which are not completely on the Platform must not release the doors until arrangements have been made to have the train completely platformed.

Train crew requiring access to/from the Provincial Sidings at Newcastle Station

Train crew requiring access to/from the Provincial Sidings at Newcastle station must adopt the following procedure:

Access to Provincial Sidings

Access from platform 8 to the provincial sidings will require the Signaller (at Tyneside ROC Newcastle Workstation) to be contacted from T486 signal and a request made for train movements to be stopped on the Provincial Sidings, the Up/Down Slow line and Platform No 8 line. The Signaller must comply with Rule Book Module TS1 Regulation 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed all lines he/she must contact the Signaller from the telephone positioned at the buffer stops and confirm that he/she is now clear and that normal running of trains may resume.

Access from Provincial Sidings

Access from the provincial sidings to platform 8 will require the Signaller to be contacted from the telephone positioned at the buffer stops and a request made for movements to be stopped on the provincial sidings, the up/down slow line and platform No 8 line. The signaller will comply with Rule Book Module TS1 Regulation 13 and when in a position to do so he/she will advise the caller that train movements have been stopped and that it is safe to cross.

After the caller has crossed all lines he/she must ring the Signaller from T486 signal and confirm that he/she is now clear and that normal running of trains may resume.

Dated: 27/12/2021

LN600 - SHAFTHOLME JN. TO RESTON GSP LNER TRAINS

NEWCASTLE PLATFORM 5/6 & 7/8 ASDO & APCO RESTRICTIONS

Drivers of any class 80x trains must not accept the route into platforms 5/6 or 7/8 unless prior authorisation has been given. If the route is cleared into one of these platforms and no such authorisation has been received the train must be brought to a stand and the signaller contacted.

A class 80x train longer than a 5 car formation must not be planned into platforms 5/6 or 7/8 without first informing the Tyneside ROC, Newcastle workstation signaller. Formations longer than 5 cars will require manual selection of individual doors due to short platform lengths.

Due to non-provision of APCO control any unplanned class 80x services being signalled towards an unwired route from platforms 5/6 or 7/8 will require the driver to confirm to the signaller that Diesel traction has been selected before the controlling signal is cleared.

Unwired routes include Hexham (NEC1), Sunderland (LEN3) or Forth Bank sidings. (NEN1)

Dated: 16/03/2024

LN600 - SHAFTHOLME JN. TO RESTON GSP

Heaton Depot

1. Movements Onto Shed Roads

1.1 At the Stopboard/warning light in advance of the shed entrance the Driver must bring his train to a stand. The Shunter must ensure that the derailer, where fitted, is clear of the line, before giving the Driver permission to proceed. The driver must ensure that the associated white light is illuminated and sound the horn before proceeding

1.2 The movement proceeding towards the shed will operate a treadle switch which causes a continuous bell to sound accompanied by a flashing white light over the road on which the movement is taking place. The Driver must sound the horn before entering the shed.

1.3 In the event of failure of the white light, which authorises a movement to commence the defect should be reported to the Team Leader, Production who will investigate the fault and arrange repairs. During any repair period the emergency depot procedure must be instigated to allow movements to continue.

2. Movements out of Sheds

2.1 Before a train or vehicle is moved, the shunter in charge shall ensure that the protection has been removed by observing that the red warning and red overhead lights are out and where fitted derailleurs are clear of the line.

2.2 Before starting a move inside or to move out of the shed, the shunter, after removing scotches and releasing hand brakes where necessary, and after ensuring that it is safe to move, must first operate the manual push button to initiate the bell and visual warning. Before departing out of the shed the driver must, upon receiving the Shunter's authority to proceed, ensure that the associated white light is illuminated and sound the horn before proceeding.

2.3 In the event of failure of the white light, which authorises a movement to commence the defect should be reported to the Team Leader Production who will investigate the fault and arrange repairs. During any repair period the emergency depot procedure must be instigated to allow movements to continue.

NB Action if Warning Bell and/or White Lights Cease to Operate

If the warning bell/white lights stop before the movement is completed, the train must be brought to a stand and movement must not start again until the manual push button has been operated which reactivates the warning system.

3. Movements within the Yard

3.1 Arrivals from Newcastle

A locomotive, after being detached from a train in the reception roads, must draw forward to the "STOP AND TELEPHONE" board where the Driver must obtain instructions from the shunter.

Trains or light locomotives entering Heaton Depot via CT.19 or CT.13 signals must be held at those signals until the shunter has joined such train or locomotive and a clear understanding reached between the Control Tower and the shunter as to the extent of the movement before the appropriate signal is cleared. The shunter must remain with the train or locomotive throughout the movement and inform the Control Tower when the movement is complete.

3.2 Arrivals from the North End (Benton)

Assurance must be given to the Control Tower by the shunter that all necessary hand points have been set for a train arriving via the North End of the Depot before clearance is given for such movement. The train must be accompanied by the shunter from 3107 points leading from the Up Main Line.

3.3 When a train is ready to depart the Driver or Shunter must advise the Control Tower. When the "Train Ready" indicator becomes illuminated the train may proceed to the next signal.

When the train is ready to depart the Guard must advise the control Tower. When the "Train Ready" indicator becomes illuminated the train may proceed to the next signal.

3.4 Departures via the North End (Benton)

All trains departing from Heaton via the North End must be accompanied by the shunter throughout the movement up to signal T609.

3.5 Heaton South Junction

Movements from the primary departure sidings to the reception roads at the Heaton South Junction end of the Yard must only be made when routed via signals T594 and T572

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| 159 | 01 June 2013 |
| 160 | 01 June 2013 |
| 161 | 02 March 2024 |
| 162 | 02 March 2024 |
| 163 | 28 November 2020 |
| 164 | 28 November 2020 |
| 165 | 05 June 2021 |
| 166 | 05 June 2021 |
| 166A | 04 June 2022 |
| 166B | 04 June 2022 |
| 167 | 04 June 2022 |
| 168 | 04 June 2022 |
| 169 | 04 September 2021 |
| 170 | 04 September 2021 |
| 171 | 03 June 2023 |
| 172 | 03 June 2023 |
| 173 | 03 June 2017 |
| 174 | 03 June 2017 |
| 175 | 03 June 2017 |
| 176 | 03 June 2017 |
| 177 | 01 December 2018 |
| 177A | 01 December 2018 |
| 177B | 01 December 2018 |
| 178 | 01 December 2018 |
| 179 | 30 May 2020 |
| 179A | 30 May 2020 |
| 179B | 30 May 2020 |
| 180 | 30 May 2020 |
| 181 | 01 December 2018 |
| 182 | 01 December 2018 |

TABLE A DIAGRAM

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London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | | | | |
|--|---------------------|--|--|--|---|--|---------------------|-----|---------------|
| LN3140 | 001 | Bedford St. Johns (Exclusive) to Bedford Station | BBM SPC1 | London North Eastern | 02/03/2024 | | | | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | | | | |
| Continued on LNW(S) Territory Sectional Appendix | | | | | <table border="1"> <tr> <td>TCB</td> <td>Bedford Workstation</td> </tr> <tr> <td>RA8</td> <td>AC: DERBY ECR</td> </tr> </table> | TCB | Bedford Workstation | RA8 | AC: DERBY ECR |
| TCB | Bedford Workstation | | | | | | | | |
| RA8 | AC: DERBY ECR | | | | | | | | |
| BEDFORD ST. JOHNS | | 16 05 | | | MD140 seq 6 | Platform Length: Bedford St. Johns - 41 metres | | | |
| Route Boundary | | 16 07 | | | LONDON NORTH WESTERN (SOUTH) LONDON NORTH EASTERN | | | | |
| | | 16 40 | | | JOWETT RUN ROUND | Siding Length Bedford CE - 35 metres (5 SLU) Bedford NDS1 - 50 metres (7SLU) Bedford NDS2 - 81.5 metres (12 SLU) JOWETT 15 to 19 - 245 metres (38 SLU) | | | |
| Bedford Carriage Sidings Crossing (OC) | | 16 45 | 10-14 Bedford Carriage Sidings 10-14 1-9 Bedford Carriage Sidings 1-9 Wash Bedford Washer Siding | | | | | | |
| Bedford Station Jn change of mileage | | 16 50 * 49 60 * | To London LN3201 seq 21 | | | | | | |
| BEDFORD | | 49 65 | From Leicester LN3201 seq 21 | Platform Length: Bedford 1A - 81 metres | | | | | |



London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------|------|--------------------------------------|------------------------------------|----------------------|---|
| LN3201 | 001 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 03/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| ST. PANCRAS | | 0 12 | | | <p>TCB Kentish Town Workstation</p> <p>RA8 AC: Derby ECR #</p> <p># AC: P4 has shared headspans with International P5 - Ashford ECR</p> <p>PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains. All platforms: Platform 1 length = 260m/285 yards Platform 2 length = 260m/285 yards Platform 3 length = 260m/285 yards Platform 4 length = 260m/285 yards</p> <p>20mph over all lines & points between 0m 24ch & 0m 38ch.</p> <p>RS = Churchyard Reception Siding RR = Churchyard Run Round LL = Dock Junction Link Line</p> |
| | | 0 24 * | | | |
| | | 0 38 * | | | |



London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|---|------|--------------------------------------|------------------------------------|----------------------|---|--|
| LN3201 | 002 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Dock Jn South | | 0 59 | | | TCB Kentish Town Workstation RA8 AC: Derby ECR | |
| Dock Jn North | | 0 76 | | | | |
| Camden Road Tunnels (281 metres / 308 yards) | | 0 79 to 1 13 | | | | |
| | | 1 14 * | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|--------------------------------------|------------------------------------|----------------------|---|
| LN3201 | 003 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| KENTISH TOWN | | 1 42 | | | TCB Kentish Town Workstation RA8 AC: Derby ECR GSM-R |
| Kentish Town Jn | | 1 48 * | | | Platform lengths: Platform 3 - 201 metres Platform 4 - 174 metres UDR = Up & Down Relief UDS = Up & Down Slow UM = Up Moorgate DM = Down Moorgate |
| Hampstead Tunnel (40m / 44 yds) | | 1 74 1 to 76 | | | DT = Down Tottenham UT = Up Tottenham |
| Carlton Road Jn | | 2 00 * | | | |
| Lismore Circus Tunnel (101m / 110 Yds) | | 2 17 2 to 22 2 20 * | | | |
| | | 2 23 * | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|--|------------------------------------|----------------------|--|
| LN3201 | 004 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Belsize Tunnels (1707m / 1 mile 107yds on slow lines) (1619m / 1 mile 11yds on fast lines) | | 2 29 (slow lines) 2 33 (fast lines) to 3 34 | | | GSM-R TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR |
| West Hampstead South Jn | | 3 53 3 66 | | | DH - Down Hendon RR - West Hampstead Run Round |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------------|-----------------|--------------------------------------|--|----------------------|--------------|
| LN3201 | 005 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| WEST HAMPSTEAD THAMESLINK | 3 70 * | | <p>GSM-R</p> <p>TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR</p> <p>Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres</p> <p>DH = Down Hendon (PF) authorised from signal WH31, 3m 38ch to WH449 5m 68ch.</p> <p>RR = West Hampstead Run Round UH = Up Hendon</p> <p>DL = West Hampstead Down Loop</p> | | |
| | 3 73 | | | | |
| West Hampstead P.S. Box (WH) | 4 00 | | | | |
| | 4 04 * | | | | |
| West Hampstead North Jn | 4 09 | | | | |
| | 4 39 * | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------|--------------------------|--------------------------------------|------|--|--------------|
| LN3201 | 006 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | | | <p>GSM-R</p> <p>TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR</p> <p>UH = Up Hendon (PF throughout) Not Electrified DH = Down Hendon (PF from WH31 signal 3m 38ch to WH449 signal 5m 68ch) Not Electrified.</p> <p>Platform lengths: Platform 1 - 171 metres Platform 2 - 171 metres Platform 3 - 171 metres Platform 4 - 183 metres AWS not provided on goods lines</p> <p>UG1 = Up Goods No1 (PF) UG2 = Up Goods No2 (PF)</p> <p>DC = Down Cricklewood Curve UC = Up Cricklewood Curve DR = Down Reception Siding.</p> <p><u>Cricklewood Depot: -</u> Cricklewood Depot SB (CD) AC: Derby ECR</p> <p>DX = Depot Exit Road (PF) TS = Cricklewood Depot Tamper Siding (length = 110m - Not Electrified) DRS = Cricklewood Depot Departure Road South. SS A-E = To / From Cricklewood Depot South Sidings Nos A to E (length = 502 Metres). SS 1-5 = To / From Cricklewood Depot South Sidings Nos 1 to 5 (length = 500 Metres). WR = Cricklewood Depot Washer Road.</p> | |
| Cricklewood South Jn | 4 60 4 68 | | | | |
| CRICKLEWOOD | 5 09 | | | | |
| Cricklewood Curve Jn | 5 19 5 20 * 5 20 * | | | | |
| | 5 27 * 5 30 * | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|--------------------------------------|--------------------------------------|------|---|--------------|
| LN3201 | 007 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | | | <p>GSM-R</p> <p>TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR</p> <p>UH = Up Hendon (PF throughout) Not Electrified. DH = Down Hendon (PF from WH31 signal 3m 38ch to WH449 signal 5m 68ch) Not Electrified.</p> <p>DR = Down Reception Siding. AWS not provided on goods lines CA = Cricklewood Aggregate Terminal (C.A.T) DB = Down Brent Curve UB = Up Brent Curve # = Brent Cross West platforms Under Construction (OOU)</p> <p><u>Cricklewood Depot:</u> - Cricklewood Depot SB (CD) AC: Derby ECR</p> <p>UG1 = Up Goods No1 (PF) UG2 = Up Goods No2 (PF)</p> <p>TW = Cricklewood Depot Train Washer 3 MPH WR = Cricklewood Depot Washer Road DRS = Cricklewood Depot Departure Road South. DRN = Cricklewood Depot Departure Road North. SS A-E = To / From Cricklewood Depot South Sidings Nos A to E (length = 502 Metres). SS 1-5 = To / From Cricklewood Depot South Sidings Nos 1 to 5 (length = 500 Metres). FR = Cricklewood Depot Fuel Road (not electrified) NR1 = Cricklewood Depot North Reception Road No1 (length = 287 Metres) NR2 = Cricklewood Depot North Reception Road No2 (length = 287 Metres)</p> <p>Ⓢ = Down Direction from Brent Curve Jn. available for Shunt Moves only.</p> | |
| Cricklewood Depot LC (AHBC) | 5 40 * 5 55 * 5 56 * 5 57 * | | | | |
| Cricklewood Depot Jn Cricklewood Depot SB | 5 63 5 63 | | | | |
| BRENT CROSS WEST | 5 75 | | | | |
| Brent Curve Jn | 6 04 6 10 * 6 21 * | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------|-----------------|--------------------------------------|------|--|--------------|
| LN3201 | 008 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| HENDON | 6 20 | | | <p>GSM-R</p> <p>TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR</p> | |
| | 6 40 * | | | <p>UH = Up Hendon (PF throughout) Not Electrified. DH = Down Hendon. Not electrified</p> <p>\$ = Down direction from Brent Curve Jn. available for Shunt moves only.</p> | |
| | 6 79 | | | <p>Platform lengths: Platform 1 - 166 metres Platform 2 - 170 metres Platform 3 - 172 metres Platform 4 - 166 metres</p> | |
| | 7 06 * | | | <p>CL = Hendon Chord Line.</p> | |
| 7 33 * | | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------|-----------------|--------------------------------------|------|---|--------------|
| LN3201 | 009 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Silkstream Jn | 7 50 * | | | GSM-R TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR | |
| | 7 60 * | | | UH = Up Hendon (PF throughout) Not Electrified. DH = Down Hendon. Not Electrified. | |
| | 7 68 * | | | | |
| | 7 72 | | | | |
| | 7 75 * | | | | |
| Grahame Park OHNS | 8 29 | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|-----------------------------|--------------------------------------|---|----------------------|--------------|
| LN3201 | 010 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| MILL HILL BROADWAY | 9 28 | | <p>TCB West Hampstead Workstation as far as 12m.20ch (WH) RA8 AC: Derby ECR</p> <p>GSM-R</p> <p>Platform lengths: Mill Hill Broadway Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres</p> | | |
| Elstree Tunnels (967 metres / 1058 yards) | 11 38 * to 12 06 | | <p>Trolleys must only be placed on the line in these tunnels when the line is under Possession</p> | | |
| ELSTREE AND BOREHAMWOOD | 12 06 * 12 19 * 12 35 | | <p>Platform lengths: Elstree and Borehamwood Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 176 metres Platform 4 - 177 metres</p> | | |
| Borehamwood OHNS | 12 70 * 12 71 * 13 32 | | | | |


London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------|--------------------|---|------|---|--------------|
| LN3201 | 012 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Radlett Private Sidings | 16 27 | | | GSM-R TCB Luton Workstation as far as 12m.20ch RA8 AC: Derby ECR | |
| Napsbury HABD | 18 00 18 38 * | * * * * 100 HST 110 * * * * * * 100 HST 110 * * 80 80 100 | | US = Up Slow DS = Down Slow UF = Up Fast DF = Down Fast CS = St Albans Centre Siding | |
| ST. ALBANS | 19 21 * 19 23 * | * * * * 80 80 100 | | Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres | |
| | 19 24 * | * * * * 80 80 100 | | | |
| | 19 57 | * * * * 80 80 100 | | | |
| | 19 62 * 19 65 * | * * * * 80 80 100 | | | |
| | 19 71 | * * * * 65 65 100 100 15 15 CS 65 65 100 100 US DS UF DF | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------|------|--------------------------------------|------------------------------------|----------------------|--|
| LN3201 | 013 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Harpenden Jn | | 24 25 | | | GSM-R TCB Luton Workstation as far as 12m.20ch RA8 AC: Derby ECR |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | | |
|------------------|------|--------------------------------------|------------------------------------|----------------------|-------------------------------------|---------------------------------------|--|
| LN3201 | 014 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 | | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | | |
| HARPENDEN | | 24 38 * | US ▲ 90 | DS 90 | UF ▲ EMU 110 HST 120 | DF EMU 100 110 HST 115 | GSM-R TCB Luton Workstation as far as 12m.20ch RA8 AC: Derby ECR  Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres |
| | | 24 51 | | | | | |
| | | 24 57 * | | | | | |
| | | 24 64 * | | | | | |
| | | 24 78 * | | | | | |
| | | 25 01 * | | | | | |
| | | 25 17 * | | | | | |
| | | 26 24 * | | | | | |
| | | 26 38 * | | | | | |
| | | 27 69 * | | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|--|------|--------------------------------------|---|----------------------|--|-----------|
| LN3201 | 015 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 25/03/2024 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| LUTON AIRPORT PARKWAY | | 28 26 * | | | TCB West Hampstead PSB (WH) RA8 AC: Derby ECR | GSM-R |
| | | 29 19 | | | | |
| | | 29 57 * | | | | |
| | | 29 59 * | | | | |
| Luton Up Sidings GF | | 29 69 | | | | |
| | | 30 09 * | | | | |
| Luton South Jn | | 30 12 | | | | |
| | | 30 15 * | | | | |
| | | 30 17 * | | | | |
| LUTON | | 30 19 | | | | |
| Crossover moved 36m north to be outside platform limits. Centre of crossover now at 30m 621y | | 30 28 * | | | | |
| | | 30 30 * | | | | |
| | | 30 39 * | | | | |
| | | | Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres ① = To/from Crescent Yard ② = Crossover Temporarily OOU Platform lengths: Platform 1 - 255 metres PP-C Platform 2 - 255 metres PP Platform 3 - 254 metres *See below Platform 4 - 255 metres PP-C Platform 5 - 251 metres * PP-C applies in Platform 3 in the Up Direction PP applies in Platform 3 in the Down Direction | | | |


London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|--------------------------------|------|--------------------------------------|------------------------------------|----------------------|--|-----------|
| LN3201 | 016 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Luton North Jn | | 30 43 * | | | TCB Luton workstation as far as 31.20 RA8 AC: Derby ECR | GSM-R |
| Limbury Rd Up Line GF (No. 1) | | 30 75 * 30 79 * 31 16 * | | | | |
| Limbury Rd Dn. Line GF (No. 2) | | 31 45 31 69 | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|---------------|------|---|------------------------------------|----------------------|---|-----------|
| LN3201 | 018 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Sundon Jn | | 35 43 * 35 49 | | | TCB Bedford Workstation RA8 AC: Derby ECR | GSM-R |
| Harlington Jn | | 37 00 37 07 * 37 09 * 37 22 | HARLINGTON | | Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 168 metres Platform 4 - 178 metres | |
| FLITWICK | | 37 25 * 37 32 * 40 09 * 40 18 40 20 * | FLITWICK | | Platform lengths: Platform 1 - 245 metres Platform 2 - 245 metres Platform 3 - 245 metres Platform 4 - 245 metres | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------------|---------------------------------------|--------------------------------------|------|--|--------------|
| LN3201 | 019 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Flitwick Jn | 40 47 | | | TCB Bedford Workstation RA8 AC: Derby ECR  | |
| Ampthill Tunnels (443m / 715yds) | 42 18 * to 42 52 42 55 * | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------|-----------------|---|------|---|--------------|
| LN3201 | 021 | St. Pancras to Tapton Jn (via Derby) | SPC1 | London North Eastern | 02/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Bedford Station Jn | 49 00 * | <p>To / from Bedford St.Johns / Route Boundary. see LN3140 seq 001</p> <p>15 15 15 15 15 15</p> <p>BG UDB</p> <p>20 20 20</p> <p>1A 2 3 4</p> <p>ES</p> <p>US DS U&DPL UF DF</p> <p>90 75 75 50 50 30 110</p> <p>75 75 50 30 110</p> <p>EMU 100 110 HST 125</p> <p>EMU 100 110 HST 125</p> <p>110 HST 125</p> | | GSM-R | |
| | 49 40 * | | | TCB Bedford Station RA8 AC: Derby ECR | |
| | 49 46 * | | | BG = Up & Down Bletchley Goods UDB = Up & Down Bletchley | |
| | 49 59 * | | | BPL = Bedford Platform Loop | |
| | 49 60 | | | Full permissive working (PP) authorised in platforms 1, 2 and 3 for trains arriving from the South only | |
| BEDFORD | 49 65 | Platform lengths Bedford: Platform 1A - 92 metres Platform 1 - 252 metres Platform 2 - 261 metres Platform 3 - 261 metres Platform 4 - 245 metres ES = Bedford EMU Stabling Siding | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------|-----------|--------------------------------------|------------------------------------|----------------------|---|
| LN3201 | 022 | St. Pancras to Tapton Jn (via Derby) | SPC2 | London North Eastern | 02/03/2024 |
| Location | Mileage M | Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Bedford North Jn | 50 | 11 * | | | TCB Bedford Workstation RA8 AC: Derby ECR BPL = Bedford Platform Loop CW Up Slow at 50m 8ch Derby EMCC (WH) Kettering workstation AC: Derby ECR |
| Oakley HABD | 53 | 00 * | | | |
| | 53 | 21 * | | | |
| | 53 | 60 | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | | Route | Last Updated | | |
|---------------------|------|--------------------------------------|------------------------------------|------|----------------------|---|--|-----------|
| LN3207 | 008 | Trent East Jn to Clay Cross North Jn | TCC | SPC9 | London North Eastern | 26/01/2019 | | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | | Signalling & Remarks | | |
| Morton Jn | | 139 09 | | | | TCB RA8 | Derby EMCC (TC) Erewash Workstation | GSM-R |
| Change of ELR | | 141 45 * | | | | Derby EMCC (TC) Chesterfield Workstation | | |
| | | 141 53 * | | | | | | |
| | | 142 06 * | | | | | | |
| | | 142 10 | | | | | | |
| Clay Cross North Jn | | 143 12 | To / From Chesterfield South Jn | | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|--|------|---|--|----------------------|---------------------------------------|-------|
| LN3210 | 001 | Junction Road Jn to Carlton Road Jn (Tottenham Lines) | JRT | London North Eastern | 02/03/2024 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Junction Road Jn | | 2 42 | <p>To / from Harringay Park Jn. see EA1370 seq 001</p> <p>15 15</p> <p>DT&H UT DT</p> <p>ROUTE BOUNDARY ANGLIA EAST MIDLANDS</p> <p>To / from Gospel Oak Jn 20 20</p> <p>20 20</p> <p>20 20</p> <p>UT DT</p> <p>20 20</p> <p>15 15</p> <p>To / from Kentish Town Jn DS</p> <p>To / from Cricklewood South Jn / Belsize Tunnels US</p> <p>UF</p> <p>Midland Main Line see LN3201 seq 003 DF</p> | | TCB Kentish Town Workstation (WH) RA8 | GSM-R |
| | | 2 39 * | | | | |
| Route Boundary | | 2 38 | | | | |
| Covered Way (169m / 185 yards) | | 2 36 to 2 27 | | | | |
| Tottenham North Curve Tunnel No 3 (94m / 103 yards) | | 2 21 to 2 17 | | | | |
| Tottenham North Curve Tunnel No 2 (64m / 70 yards) | | 2 15 to 2 12 | | | | |
| Change of mileage | | 2 00 to 0 18 | | | | |
| Tottenham North Curve Tunnel No 1 (146m / 160 yards) | | 0 16 to 0 08 | | | | |
| | | 0 05 * | | | | |
| Carlton Road Jn | | 0 03 to 2 06 | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|-------------------------------|------------------------------------|----------------------|---|
| LN3213 | 003 | Farringdon to Kentish Town Jn | MCL | London North Eastern | 02/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Dock Junction North | | 2 72 | | | TCB Kentish Town Workstation (TWH) GSM-R PoSA Core Central Workstation ERTMS L2 Overlay RA4 AC: Derby ECR Signaller must be informed prior to any TSR/ESR's implemented to allow ETCS to be updated |
| Camden Square Tunnel (196 metres /217 yards) | | 2 75 to 3 05 | | | TCB Three Bridges ROC (TWH) GSM-R Core Central Workstation RA4 AC: Derby ECR |
| Camden Road Tunnel (60 metres / 66 yards) | | 3 06 to 3 09 | | | UMG = Up Moorgate DMG = Down Moorgate UDR = Up Down Relief UDS = Up Down Slow |
| KENTISH TOWN | | 3 40 | | | Limit of staff lockouts LT1 - WH9500 (Up Moorgate Line) LT2 - WH9501 (Down Moorgate Line) LOD (T) machine at 3m 35ch |
| Kentish Town Jn | | 3 58 3 61 * | | | TCB West Hampstead PSB (WH) GSM-R RA8 AC: Derby ECR Platform 1 Length 192m Platform 2 Length 201m Platform 3 Length 201m |

London North Eastern Route Sectional Appendix Module LN4


| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|--|-----------------|---|---|----------------------|--------------|--|
| LN3219 | 001 | Cricklewood Curve Jn to Dudding Hill Jn | CAW | London North Eastern | 02/03/2024 | |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | | |
| Cricklewood Curve Jn | 5 19 | | <div style="border: 1px solid black; padding: 2px;">TCB West Hampstead Workstation (WH) RA8</div> <p>UCC = Up Cricklewood Curve DCC = Down Cricklewood Curve</p> <p>AWS not provided on goods lines</p> | | | |
| Route Boundary | 5 72 * | | | | | |
| Continued in Network Rail Anglia Route Sectional Appendix | 5 72 | | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|-------------------------------|------------------------------------|----------------------|--|
| LN3213 | 003 | Farringdon to Kentish Town Jn | MCL | London North Eastern | 27/12/2023 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Dock Junction North | | 2 72 | | | TCB Three Bridges ROC (TWH) GSM-R PoSA Core Central Workstation ERTMS L2 Overlay RA4 AC: Derby ECR Signaller must be informed prior to any TSR/ESR's implemented to allow ETCS to be updated |
| Camden Square Tunnel (196 metres /217 yards) | | 2 75 to 3 05 | | | TCB Three Bridges ROC (TWH) GSM-R Core Central Workstation RA4 AC: Derby ECR |
| Camden Road Tunnel (60 metres / 66 yards) | | 3 06 to 3 09 | | | UMG = Up Moorgate DMG = Down Moorgate UDR = Up Down Relief UDS = Up Down Slow |
| KENTISH TOWN | | 3 40 | | | Limit of staff lockouts LT1 - WH9500 (Up Moorgate Line) LT2 - WH9501 (Down Moorgate Line) LOD (T) machine at 3m 35ch |
| Kentish Town Jn | | 3 58 3 61 * | | | TCB West Hampstead PSB (WH) GSM-R RA8 AC: Derby ECR Platform 1 Length 192m Platform 2 Length 201m Platform 3 Length 201m |

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London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|-----------------------------------|------------------------------------|---|--------------|
| LN3222 | 001 | Brent Curve Jn to Dudding Hill Jn | BDH | London North Eastern | 02/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | |
| Brent Curve Jn | | 6 04 0 00 | | TCB West Hampstead Workstation (WH) RA8  | |
| Route Boundary | | 0 08 * | | AWS not provided on goods lines Line direction indication up/down is different to adjacent mainline on Brent Curve | |
| Continued in Network Rail Anglia Route Sectional Appendix | | 0 54 | | | |
| Dudding Hill Jn | | 1 03 | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | | |
|---------------------------|------|--|------------------------------------|----------------------|--|--|-----------|
| LN3610 | 001 | Corby Automotive Terminal to Corby North | BSC | London North Eastern | 26/02/2018 | | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | | |
| Corby Automotive Terminal | | 1 10 | | | OTN(S) RA8 | Derby EMCC (KM) Kettering Workstation | GSM-R |
| Network Rail Boundary | | 0 17 | | | DUB = Corby Down & Up Automotive Branch TCB | | |
| Corby South Station Jn | | 0 00 | | | UC = Up Corby DC = Down Corby | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|--------------------------------|--|----------------------|---|
| LN3615 | 001 | Helpston Jn to Syston South Jn | PMJ | London North Eastern | 21/02/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Change of LOR | | 13 60 | <p>To / From Helpston Jn LN147 seq 001</p> | | <p>TCB RA9</p> <p>York ROC Peterborough Workstation</p> <p>GSM-R </p> |
| Aldwinkles LC (UWC) OMSL | | 13 57 | <p>X30</p> | | <p>AB Uffington SB (UN)</p> <p>OMSL - See General Instruction</p> |
| Brassey LC (UWC) | | 13 09 | <p>---</p> | | |
| Uffington & Barnack LC (MCG) Uffington SB (UN) | | 12 75 12 75 | <p>---</p> <p>75 UST DST</p> | | <p>UST - Up Stamford DST - Down Stamford</p> |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------------|----------------------|------------------------------------|-----|---|--------------|
| LN3615 | 002 | Helpston Jn to Syston South Jn | PMJ | London North Eastern | 21/02/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| | | | | <p>TCB RA9 York ROC Peterborough Workstation</p> <p>AB RA8 Uffington SB (UN)</p> <p>UST - Up Stamford DST - Down Stamford</p> <p>Telephone - Up platform</p> <p>Platform lengths: Down Main - 99 metres Up Main - 88 metres</p> <p>GSM-R </p> | |
| | 12 68 * | | | | |
| Hoods Mill LC (UWC) | 11 08 | T | | | |
| | 10 55 * | | | | |
| Stamford Tunnel (341 yards) | 10 36 to 10 20 | | | | |
| STAMFORD | 10 11 | T | | | |
| | 10 00 * | | | | |

London North Eastern Route Sectional Appendix Module LN4

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------------|------|--------------------------------|------------------------------------|----------------------|---|
| LN3615 | 003 | Helpston Jn to Syston South Jn | PMJ | London North Eastern | 20/09/2014 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Tinwell LC (UWC) | | 8 36 | | | GSM-R AB RA8 Uffington SB Ketton SB |
| Wards LC (UWC) | | 7 66 | | | |
| Wards Sidings GF | | 7 60 7 40 * | | | |
| Ketton LC (MCB) Ketton SB | | 6 60 6 60 | | | |
| Naylors LC (UWC) | | 5 46 | | | |

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| 62 | 03 June 2017 |
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| 64 | 05 June 2010 |
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| 66 | 05 March 2016 |
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| 68 | 05 June 2010 |
| 69 | 02 December 2017 |
| 70 | 02 December 2017 |
| 71 | 05 March 2016 |
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| 73 | 07 December 2013 |
| 74 | 07 December 2013 |
| 75 | 03 June 2017 |
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London North Eastern Route Sectional Appendix Module LN5

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|-----------------------------------|------|---|------------------------------------|----------------------|--|
| LN736 | 010 | Cleethorpes to Nunnery Main Line Jn via Retford | MAC3 | London North Eastern | 15/06/2022 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Shireoaks East Jn | | 55 62 | | | <p>TCB RA8 Worktop SB (WP)</p> <p>① To/From Worktop Reception/Departure Sidings</p> <p>CW Down at 55 55 (456 yards before reaching signal WP.531)</p> <p>AB Kiveton Park SB (KS)</p> |
| Shireoaks West Jn | | 55 00 | | | |
| Shireoaks Station LC (CCTV) | | 54 56 | | | |
| SHIREOAKS | | 54 52 | | | |
| | | 54 46 | | | |
| Brancliffe East Jn | | 53 57 | | | |
| Fanfield LC (UWC) | | 53 44 | T | | |
| Thorpe Salvin Public Bridleway LC | | 52 21 | T | | |
| Kiveton Park SB (KS) | | 51 53 | | | |
| Kiveton Park LC (MCB) | | 51 53 | | | |
| KIVETON PARK | | 51 50 | | | |
| L.O.S. | | 51 18 | | | |
| | | 50 70 | | | |

London North Eastern Route Sectional Appendix Module LN5

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------|------|---|------------------------------------|----------------------|---|
| LN736 | 011 | Cleethorpes to Nunnery Main Line Jn via Retford | MAC3 | London North Eastern | 23/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| KIVETON BRIDGE | | 50 34 | | | GSM-R AB Kiveton Park SB (KS) RA8 |
| Change of line name | | 50 11 | | | |
| Change of line name | | 48 51 | | | |
| Woodhouse Jn | | 46 62 * | | | |
| | | 46 56 | | | |
| | | 46 53 * | | | |
| WOODHOUSE | | 46 18 | | | |
| DARNALL | | 43 23 | | | |
| | | | | | UW = Up Worksop DW = Down Worksop TCB York ROC (W, WN) Sheffield Outer Workstation To 48m 51ch UW, from 50m 11ch DW UB = Up Beighton DB = Down Beighton S Switched Diamonds X Lockout protection provided - see General Instructions for detail. WR = Woodhouse Run-Round = 500m / 547yds. WA = Woodhouse Arrival / Departure = 500m / 547yd \$ = Platform numbers at DARNALL station are currently under review. Sheffield Workstation To 42m 43ch UW, From 43m 57ch DW |

London North Eastern Route Sectional Appendix Module LN5

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|-----------------------------|--|--|----------------------|--------------|
| LN736 | 012 | Cleethorpes to Nunnery Main Line Jn via Retford | MAC3 NUJ2 NUJ1 | London North Eastern | 23/03/2024 |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | |
| Woodburn Jn Change of ELR | 42 29 42 29 | <p>To / from Broughton Lane Jn see LN830 seq 003</p> <p>To / from Deepcar see LN750 seq 001</p> <p>To / from Sheffield see LN804 seq 003</p> | <p>TCB RA8 York ROC (W,S) Sheffield Outer Workstation GSM-R</p> <p>UW = Up Worksop DW = Down Worksop</p> <p>DUT = Down / Up Tinsley (ELR = WME)</p> <p>ELR, MAC3 to NUJ2</p> <p>SB = Down Stocksbridge Up (ELR = MAC3)</p> <p>SST = Adjacent Sheffield Supertram electrified Lines OHL (DC) via Nunnery Power Control Tel :0114 279 8126 or 0114 279 2550</p> <p>ELR, NUJ2 to NUJ1</p> | | |
| Woodburn HABD | 42 29 | | | | |
| Nunnery Jn (Former) Change of Milage, change of ELR | 41 68 159 33 159 30 * | | | | |
| | 159 16 * | | | | |
| Broad Street Tunnel (100m / 109 yards) | 159 02 158 77 | | | | |
| Nunnery Main Line Jn | 158 77 | | <p>TCB RA8 York ROC (W,S) Sheffield Workstation To and from 159m 20ch</p> | | |

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| 14 | 02 December 2023 |
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London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|--|------------------------------------|--------------|---|
| LN808 | 001 | Dore West Jn to Earles Sidings (EXCL) | DWS MAS | North & East | 25/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Dore Station Jn | | (154 71) (154 54) 0 62 (154 53) * (154 52) * | | | <p>TCB</p> <p>York ROC Sheffield Workstation (S)</p> <p>GSM-R</p> <p>Mileages in round brackets () are LN804 mileages with ELR: TJC1.</p> <p>UHV Up Hope Valley DHV Down Hope Valley</p> <p>see NW0001 seq 001 seq 001</p> <p>U&D DS Up & Down Dore Single</p> |
| DORE & TOTLEY | | 0 27 | | | |
| (Main lines start / end adjacent to Manchester line) | | 0 22 (154 15) | | | |
| Dore West Jn (Change of mileage & ELR) | | 0 03 * 0 00 | DWS MAS | | |
| | | 154 16 | | | |
| | | 154 20 | | | |
| | | 154 34 | | | |
| (Start / end of diagram) | | 154 37 | | | |

London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|--|------|--------------------------------------|------------------------------------|--------------|--|--|
| LN808 | 002 | Dore West Jn to Earles Siding (Excl) | MAS | North & East | 30/03/2024 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| (Start / end of diagram) | | 154 37 | | | <p>TCB York ROC Sheffield Outer WS (DE) </p> <p>UHV Up Hope Valley DHV Down Hope Valley</p> | |
| | | 154 41 * | | | <p>Trolleys must only be used in this tunnel when the line is blocked in accordance with Rule Book, Module T3.</p> | |
| (Crossover) | | 154 50 | | | <p>Platform lengths: Grindleford. Platform 1: 95 metres (104 yards). Platform 2: 92 metres (101 yards).</p> | |
| | | 154 74 * | | | <p>Standage: Down Siding: 210 metres (230 yards).</p> | |
| from | | 155 20 | | | | |
| (Telephone) | | 155 74 | | | | |
| Totley Tunnel (5697 metres / 3 miles 950 yards) | | 156 73 | | | | |
| (Telephone) | | 157 38 | | | | |
| (Telephone) | | 157 76 * | | | | |
| (Telephone) | | 158 39 | | | | |
| to | | 158 63 * | | | | |
| GRINDLEFORD | | 158 70 | | | | |
| (Start / end of diagram) | | 159 20 | | | | |

London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|---------------------------------------|------------------------------------|------------|---|
| LN808 | 003 | Dore West Jn to Earles Sidings (EXCL) | MAS | North West | 23/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| (Start / end of diagram) | | 159 20 | | | <div style="border: 1px solid black; padding: 2px;">TCB York ROC Sheffield Outer WS (DE)</div> <p>UHV Up Hope Valley DHV Down Hope Valley UBL Up Bamford Loop</p> <p>Platform lengths: Hathersage. Platform 1: 95 metres (104 yards). Platform 2: 99 metres (108 yards).</p> <p>UBL= 640m/2100 Feet</p> <p>Exceptionally Poor Rail Adhesion: Up Main line between 167m 00ch and 162m 00ch.</p> <p>Platform lengths: Bamford. Platform 1: 98 metres (107 yards). Platform 2: 102 metres (112 yards).</p> |
| Grindleford WILD | | 159 32 * 159 33 * | | | |
| Hathersage East LC (FP) | | 159 45 | | | |
| HATHERSAGE | | 160 30 160 47 * | | | |
| Hathersage Viaduct (116 metres / 127 yards) | | from 161 00 to 161 06 | | | |
| Hathersage West LC (FP) | | 161 35 161 66 | | | |
| BAMFORD | | 162 35 162 42 | | | |
| (Start / end of diagram) | | 163 20 | | | |

London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------------|--------|--|---|---|--|
| LN808 | 004 | Dore Stn Jn to Earles sidings (Excl) | MAS | North & East | 25/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| HOPE (DERBYSHIRE) | | 164 26 | <p>The diagram shows a vertical main line with 'UP MAIN' (UM) and 'DOWN MAIN' (DM) directions. A 'DOWN GOODS LOOP' branches off to the right, containing sidings 1 through 7. A 'QUARRY LINE' branches off to the right from the main line. 'Bottom Dead End' and 'Top Dead End' are marked. Speed restrictions of 70 MU, 70 SP, and 90 are indicated. A '70 MU 90' sign is shown at the top, and a '70 SP 90' sign at the bottom. A '15' speed restriction is shown at several points. A 'To / from Hope Cement Works' line is also indicated.</p> | | <p>TCB YorkROC Sheffield Outer WS (DE) </p> <p>Exceptionally Poor Rail Adhesion: Up Main line between 167m 00ch and 162m 00ch.</p> <p>Platform lengths: Hope (Derbyshire). Platform 1: 95 metres (104 yards). Platform 2: 95 metres (104 yards).</p> |
| (Shunting Neck buffer stops) | 164 76 | <p>North & East Route</p> <p>North West Route</p> <p>LNE Sectional Appendix</p> <p>LNW(N) Sectional Appendix</p> | | | <p>AB Earles Sidings SB (ES)</p> |
| (Crossover) | 165 05 | | | | <p>For Explanation of Table A terms and symbols, see NW0001 seq 001</p> |
| Earles Sidings SB | 165 20 | | | <p>Standages: Down Goods Loop: 358 metres (392 yards). Siding 1: 358 metres (392 yards). Siding 2: 294 metres (322 yards). Siding 3: 243 metres (266 yards). Siding 4: 243 metres (266 yards). Siding 5: 262 metres (287 yards). Siding 6: 262 metres (287 yards). Siding 7: 109 metres (119 yards). Bottom Dead End: 173 metres (189 yards). Top Dead End: 122 metres (133 yards).</p> | |
| (Connection to Down Main line) | 165 35 | | | <p>Permissive working: PF authorised on the Down Goods Loop.</p> | |
| (Shunting Neck buffer stops) | 165 40 | | | | |

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London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|--|------------------------------------|----------------------|----------------------|
| LN815 | 001 | Parkgate Jn to Sheffield Tram Parkgate Transfer Line | PSP | London North Eastern | 18/04/2018 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Parkgate Stabling Section | | 0 15 | | | GSM-R |
| PARKGATE TRAM STOP | | 0 14 | | | |
| Change of Operational Rules | | 0 12 * | | | |
| Parkgate Jn (5m 59ch LN830) ② | | 0 00 | | | |
| Line of Sight York ROC Rotherham Workstation (S) OHL (DC): York ECR | | | | | |
| DT = Down Tinsley UT = Up Tinsley PTT = Parkgate Tram Transfer Line | | | | | |
| ① Note: Parkgate Tram Transfer Line is for use by Tram Trains only | | | | | |
| ② Note: Points at Parkgate Jn have raised check rails | | | | | |
| TCB Including Axle Counters York ROC RA8 Rotherham Workstation (S) OHL (DC): York ECR | | | | | |

London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------|------|-----------------------------|------------------------------------|----------------------|--|
| LN816 | 001 | Beighton Jn to Woodhouse Jn | BEW | London North Eastern | 23/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Beighton Jn | | 48 06 | | | <p>TCB York ROC (S, WN) RA8 Sheffield Outer Workstation</p> <p>DBH = Down Barrow Hill UBH = Up Barrow Hill DB = Down Beighton UB = Up Beighton</p> <p>Ⓢ Switched Diamonds</p> <p>UW = Up Worksop DW = Down Worksop</p> |
| Rotherham Road LC (MCB-OD) | | 47 42 | | | |
| Woodhouse Jn | | 46 56 | | | |

London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-----------------------------|------|---------------------------|--|----------------------|--|
| LN818 | 001 | Holmes Curve | HCD | London North Eastern | 24/02/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Holmes Jn | | 0 00 | <p>To/From Sheffield see LN804 seq 004</p> <p>15 ①</p> <p>HC</p> <p>30</p> <p>Up ▲ ▼ Down</p> <p>To/From Aldwarke Jn see LN830 seq 002</p> | | <p>TCB Including Axle Counters York ROC RA10 Rotherham Workstation (S)</p> <p>① To/From Westgate Siding See General Instructions for SATWS details at Holmes Jn</p> <p>HC = Holmes Curve</p> |
| Brinsworth Street LC (CCTV) | | 0 36 | | | |
| Rotherham Central Jn | | 0 62 | | | |

London North Eastern Route Sectional Appendix Module LN6

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|---------------------------|------------------------------------|----------------------|----------------------|
| LN822 | 001 | Frickley Colliery Branch | FRC | London North Eastern | 31/05/11 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| THIS TABLE A DIAGRAM HAS BEEN WITHDRAWN | | | | | |

LIST OF MODULE PAGES AND DATES

| Page | Date Last Changed |
|----------|---------------------|
| 1 | 01 June 2024 |
| 2 | 01 June 2024 |
| 3 | 05 December 2015 |
| 4 | 05 December 2015 |
| 5 | 02 December 2006 |
| 6 | 02 December 2006 |
| 7 | 02 December 2006 |
| 8 | 02 December 2006 |
| 9 | 02 December 2006 |
| 10 | 02 December 2006 |
| 11 | 03 December 2022 |
| 12 | 03 December 2022 |
| 13 | 05 March 2016 |
| 14 | 05 March 2016 |
| 15 | 31 August 2019 |
| 16 | 31 August 2019 |
| 17 | 05 March 2022 |
| 18 | 05 March 2022 |
| 19 | 29 August 2020 |
| 20 | 29 August 2020 |
| 21 | 27 February 2021 |
| 22 | 27 February 2021 |
| 23 | 04 June 2022 |
| 24 | 04 June 2022 |
| 25 | 04 March 2023 |
| 26 | 04 March 2023 |
| 27 | 03 December 2022 |
| 28 | 03 December 2022 |
| 29 | 03 December 2022 |
| 30 | 03 December 2022 |
| 31 | 03 December 2016 |
| 32 | 03 December 2016 |
| 33 | 30 November 2019 |
| 34 | 30 November 2019 |
| 35 | 02 March 2019 |
| 36 | 02 March 2019 |
| 37 | 28 November 2020 |
| 38 | 28 November 2020 |
| 39 | 04 December 2021 |
| 40 | 04 December 2021 |
| 41 | 02 March 2024 |
| 42 | 02 March 2024 |
| 43 | 02 September 2023 |
| 44 | 02 September 2023 |
| 45 | 04 December 2021 |
| 46 | 04 December 2021 |
| 47 | 02 March 2024 |
| 48 | 02 March 2024 |
| 49 | 28 November 2020 |
| 50 | 28 November 2020 |
| 51 | 02 March 2019 |
| 52 | 02 March 2019 |
| 53 | 02 September 2023 |

| Page | Date Last Changed |
|-----------|---------------------|
| 53A | 02 September 2023 |
| 53B | 05 June 2021 |
| 54 | 05 June 2021 |
| 55 | 02 March 2024 |
| 56 | 02 March 2024 |
| 57 | 02 September 2023 |
| 57A | 02 September 2023 |
| 57B | 03 June 2023 |
| 58 | 03 June 2023 |
| 59 | 03 March 2018 |
| 60 | 03 March 2018 |
| 61 | 01 June 2024 |
| 62 | 01 June 2024 |
| 63 | 03 March 2018 |
| 64 | 03 March 2018 |
| 65 | 30 May 2020 |
| 66 | 30 May 2020 |
| 67 | 02 June 2018 |
| 68 | 02 June 2018 |
| 69 | 03 June 2023 |
| 70 | 03 June 2023 |
| 71 | 02 March 2024 |
| 72 | 02 March 2024 |
| 73 | 02 September 2023 |
| 74 | 02 September 2023 |
| 75 | 04 December 2021 |
| 76 | 04 December 2021 |
| 77 | 02 June 2018 |
| 78 | 02 June 2018 |
| 79 | 04 December 2021 |
| 80 | 04 December 2021 |
| 81 | 04 March 2023 |
| 81A | 04 March 2023 |
| 81B | 03 December 2022 |
| 82 | 03 December 2022 |
| 83 | 02 March 2024 |
| 84 | 02 March 2024 |
| 85 | 03 September 2022 |
| 86 | 03 September 2022 |
| 87 | 04 June 2016 |
| 88 | 04 June 2016 |
| 89 | 01 June 2024 |
| 90 | 01 June 2024 |
| 90A | 29 February 2020 |
| 90B | 29 February 2020 |
| 91 | 04 June 2016 |
| 92 | 04 June 2016 |
| 93 | 04 December 2021 |
| 93A | 04 December 2021 |
| 93B | 04 December 2021 |
| 94 | 03 September 2022 |
| 95 | 03 September 2022 |
| 96 | 02 June 2018 |

London North Eastern Route Sectional Appendix Module LN7

| Page | Date Last Changed |
|------------|---------------------|
| 97 | 02 September 2023 |
| 98 | 02 September 2023 |
| 99 | 02 March 2019 |
| 100 | 02 March 2019 |
| 101 | 27 February 2021 |
| 101A | 27 February 2021 |
| 101B | 02 March 2019 |
| 102 | 02 March 2019 |
| 103 | 05 March 2022 |
| 104 | 05 March 2022 |
| 105 | 04 December 2021 |
| 106 | 04 December 2021 |
| 107 | 29 February 2020 |
| 108 | 29 February 2020 |
| 109 | 04 December 2021 |
| 110 | 04 December 2021 |
| 111 | 04 June 2022 |
| 112 | 04 June 2022 |
| 113 | 01 June 2024 |
| 114 | 01 June 2024 |
| 115 | 04 December 2021 |
| 115A | 04 December 2021 |
| 115B | 04 December 2021 |
| 116 | 04 December 2021 |
| 117 | 04 June 2016 |
| 118 | 04 June 2016 |
| 119 | 03 December 2022 |
| 120 | 03 December 2022 |
| 121 | 03 June 2023 |
| 122 | 03 June 2023 |
| 123 | 01 June 2024 |
| 124 | 01 June 2024 |
| 125 | 28 November 2020 |
| 126 | 28 November 2020 |
| 127 | 03 December 2022 |
| 128 | 03 December 2022 |
| 129 | 01 June 2024 |
| 130 | 01 June 2024 |
| 131 | 31 August 2019 |
| 132 | 31 August 2019 |
| 132A | 02 December 2017 |
| 132B | 02 December 2017 |
| 133 | 30 May 2020 |
| 134 | 30 May 2020 |

| Page | Date Last Changed |
|------|---------------------|
| 135 | 31 August 2019 |
| 136 | 31 August 2019 |
| 137 | 02 March 2019 |
| 138 | 02 March 2019 |
| 139 | 30 November 2019 |
| 140 | 30 November 2019 |
| 140A | 30 November 2019 |
| 140B | 30 November 2019 |
| 141 | 28 November 2020 |
| 142 | 28 November 2020 |
| 143 | 02 December 2023 |
| 144 | 02 December 2023 |
| 145 | 29 February 2020 |
| 146 | 29 February 2020 |
| 147 | 02 March 2019 |
| 148 | 02 March 2019 |
| 149 | 06 December 2014 |
| 149A | 29 February 2020 |
| 149B | 30 May 2020 |
| 150 | 05 March 2022 |
| 151 | 05 March 2022 |
| 152 | 30 May 2020 |
| 152A | 03 June 2023 |
| 152B | 03 June 2023 |
| 153 | 03 June 2023 |
| 154 | 03 June 2023 |
| 155 | 07 December 2013 |
| 156 | 07 December 2013 |
| 157 | 03 June 2017 |
| 158 | 03 June 2017 |
| 159 | 02 March 2019 |
| 160 | 02 March 2019 |
| 161 | 03 June 2023 |
| 162 | 03 June 2023 |
| 163 | 02 September 2023 |
| 164 | 02 September 2023 |
| 165 | 03 October 2009 |
| 166 | 03 October 2009 |
| 167 | 01 June 2024 |
| 168 | 01 June 2024 |
| 169 | 03 June 2023 |
| 170 | 03 June 2023 |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|-------------------------------------|------------------------------------|----------------------|---|
| LN862 | 003 | Barnsley Station Jn to Huddersfield | PEH | London North Eastern | 01/10/2018 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Wellhouse Tunnel (380m / 415 yards) | | 12 48 to 12 29 | | | <div style="border: 1px solid black; padding: 2px;"> TCB Barnsley SB (BY) RA8 </div> GSM-R Other crossings in this area T = Ingbirchworth Public Bridleway LC at 11 59 OMSL - see General Instruction |
| Carr Head Farm LC (UWC - OMSL) | | 11 72 | | | [T] |
| DENBY DALE | | 9 72 * | | | |
| Cumberworth Tunnel (828m / 906 yards) | | 9 31 9 05 to 8 44 * | | | |
| Clayton West Jn | | 7 62 * | | | |
| SHEPLEY | | 7 58 * | | | |
| STOCKSMOOR | | 7 14 | | | |
| Stocksmoor Jn | | 6 26 6 05 * | | | |
| | | 6 01 * | | | |
| | | | | | <div style="border: 1px solid black; padding: 2px;"> TCB York ROC (HU) RA8 Huddersfield WS </div> D/UH = Down/Up Huddersfield DNP = Down Penistone UPP = Up Penistone PS = Penistone Single |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | | | |
|--|----------------------------------|--------------------------------------|------------------------------------|----------------------|---|------------|----------------------------------|--|
| LN862 | 004 | Barnsley Station Jn. to Huddersfield | PEH | London North Eastern | 20/01/2018 | | | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | | | |
| Thurstonland Tunnel (1491m / 1631 yards) | | 5 58 to 4 63 | | | <table border="1"> <tr> <td>TCB RA8</td> <td>York ROC (HU) Huddersfield WS</td> <td></td> </tr> </table> <p>PS = Penistone Single</p> | TCB RA8 | York ROC (HU) Huddersfield WS | |
| TCB RA8 | York ROC (HU) Huddersfield WS | | | | | | | |
| BROCKHOLES | | 4 25 | | | | | | |
| HONLEY | | 3 28 | | | | | | |
| Robin Hood Tunnel (208m / 228 yards) | | 2 70 to 2 60 | | | | | | |
| BERRY BROW | | 2 26 | | | | | | |
| LOCKWOOD Lockwood Tunnel (188m / 205 yards) | | 1 18 1 16 to 1 07 | | | TOWS 1 70 Down & Up to and from Springwood Jn | | | |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------------------|------|---------------------------------------|------------------------------------|----------------------|--|
| LN888 | 001 | Stainforth Jn to Ferrybridge North Jn | CJS HTM KWS | London North Eastern | 30/04/2016 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Stainforth Jn | | 166 70 | | | <p>TCB RA9</p> <p>Doncaster SB (D) AC (for LN600): York ECR</p> <p>GSM-R</p> <p>US = Up Skellow DS = Down Skellow</p> <p>ELR Mileage Changes CJS 163m 76ch to 166m 70ch (continued on LN842)</p> <p>HTM 67m 66ch to 69m 56ch KWS 58m 20ch to 67m 66ch (continued on LN889)</p> <p>USF = Up Shaftholme Flyover DSF = Down Shaftholme Flyover</p> <p>UK = Up Knottingley DK = Down Knottingley</p> |
| Stainforth Road LC (AHBC) | | 165 42 | | | |
| Bramwith Road LC (AHBC) | | 164 72 | | | |
| Thorpe Road LC (AHBC-X) | | 164 48 | | | |
| Thorpe Marsh Power Station Siding GF | | 164 21 | | | |
| Thorpe Marsh Jn Change of Mileage | | 163 76 69 56 | | | |
| Applehurst Lane LC (UWC) | | 69 39 | | | |
| Shaftholme Viaduct | | 68 41 to 68 51 | | | |
| Owston Grange Farm No1 (UWC) | | 67 73 | | | |
| Haywood Jn | | 67 66 | | | |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|-------------------------------|------|---------------------------------------|--|----------------------|--|
| LN888 | 002 | Stainforth Jn to Ferrybridge North Jn | KWS | London North Eastern | 24/02/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Haywood LC (CCTV) | | 67 57 67 56 * | | | <div style="border: 1px solid black; padding: 2px; display: inline-block;">TCB RA9</div> <div style="margin-left: 20px;">Doncaster SB (D)</div> <div style="text-align: right; margin-top: 10px;"> GSM-R </div> |
| Cuckoo Lane (UWC) | | 67 55 * | | | UK = Up Knottingley DK = Down Knottingley |
| Rushey Moor (UWC) | | 67 30 * | | | |
| Askern LC (CCTV) | | 66 26 66 30 * | | | |
| Selby Road LC (MCB-OD) | | 65 73 | | | |
| Norton LC (MCB) | | 65 12 | | | |
| Lowfield LC (UWC) | | 64 71 | | | |
| Park Lane (UWC) | | 64 40 | | | |
| Stubbs Walden South LC (CCTV) | | 64 28 | | | |
| Stubbs Walden North LC (CCTV) | | 64 11 | | | |
| Gill's No 2 (UWC) | | 63 24 | | | |
| Gill's No 1 (UWC) | | 63 07 | | | |
| Wormersley LC (MCB-OD) | | 62 49 | <div style="text-align: right; margin-right: 20px;">DD</div> | | DD = Down Doncaster |
| | | | <div style="border: 1px solid black; padding: 2px; display: inline-block;">TCB RA9</div> <div style="margin-left: 20px;">Ferrybridge SB (FE) Down Direction Only</div> | | |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--------------------------------|------|----------------------------------|---|----------------------|--|
| LN914 | 004 | Hull (Paragon) to Seamer West Jn | HBS | London North Eastern | 25/09/2021 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| | | | | | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> AB RA6 </div> <div style="margin-left: 20px;"> Driffield SB (D) </div> <div style="text-align: right; margin-top: 10px;"> </div> |
| | | 19 20 * | | | |
| Driffield SB (D) | | 19 26 | | | |
| Driffield LC (MCB) | | 19 26 | | | |
| Driffield Station LC (RC)(MCB) | | 19 34 | | | |
| DRIFFIELD | | 19 38 | | | |
| Wansford Road LC (CCTV) | | 19 54 | | | |
| | | 19 60 * | | | |
| Meadow Gates (UWC) | | 20 00 | T | | |
| Chicken Farm (UWC) | | 20 69 | T | | |
| Nafferton LC (AHBC-X) | | 21 44 | X30 | | |
| NAFFERTON | | 21 44 | | | |
| Nether Lane LC (AHBC-X) | | 21 58 | X30 | | |
| Black Carr (UWC) | | 22 09 | T | | |
| Outgates Farm (UWC) | | 22 76 | T | | |
| Mingledale LC (UWC - OMSL-X) | | 23 34 | T | | |
| Sleights Farm (UWC) | | 22 39 | T | | |
| Mill Farm (UWC) | | 23 48 | T | | |
| Lowthorpe LC (AHBC-X) | | 23 64 | X30 | | |
| Harpham (UWC) | | 25 10 | T | | |
| Burton Agnes LC (AHBC-X) | | 25 45 | X30 | | |
| Manor Farm (UWC) | | 26 40 | T | | |
| Thornholme LC (UWC - OMSL-X) | | 26 61 | T | | |
| | | | UM 40 70 DM | | |
| | | | | | GSM-R |
| | | | | | ① - Engineers Siding |
| | | | | | OMSL - See General Instruction |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---------------------------------------|------|--|------------------------------------|----------------------|---|
| LN922 | 004 | Whitehall West Jn to Hellifield South Jn | TJC3 | London North Eastern | 04/05/2019 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| KEIGHLEY | | 212 06 212 22 | | | <div style="border: 1px solid black; padding: 5px; display: inline-block;"> GSM-R </div> <p>TCB York ROC Leeds North RA8 West WS (L) AC: York ECR</p> <p>TOWS throughout. See Local Instruction</p> <p>T = Up & Down sides immediately south of Bridge 70 at 211 71 ; immediately north of Bridge 72 at 212 14, and at Ground Frame to Keighley & Worth Valley Railway</p> <p>① - To/From Keighley & Worth Valley Railway</p> <p>⊗ = Derailed</p> <p>USM = Up Shipley Main DSM = Down Shipley Main</p> |
| Gotts LC (UWC) | | 212 67 * 213 15 | | | |
| STEETON AND SILSDEN | | 215 04 | | | |
| Eastburn LC (UWC) | | 215 55 | | | |
| Raws LC (UWC) | | 216 10 | | | |
| HABD | | 216 50 | | | |
| Kildwick LC (CCTV) | | 216 52 | | | |
| CONONLEY | | 218 20 | | | |
| Cononley LC (CCTV) | | 218 22 | | | |
| Shady Lane LC (UWC) | | 218 52 | | | |
| Pettys No.1 LC (UWC) | | 218 60 | | | |
| Throstle Nest FP (OMSL-X) | | 219 26 | | | |
| | | 219 78 * | | | |
| | | 220 02 * | | | |
| | | 220 60 * | | | |
| | | 220 69 * | | | |
| <p>OMSL - See General Instruction</p> | | | | | |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|---|-----------------|--|--|--------------|--------------|--|
| LN922 | 005 | Whitehall West Jn to Hellifield South Jn | TJC3 SKW1 | North & East | 09/03/2024 | |
| Location | Mileage M Ch | Running lines & speed restrictions | Signalling & Remarks | | | |
| Skipton South Jn | 221 00 | | <p>TCB York ROC Leeds North West WS (L) RA8 GSM-R AC: York ECR</p> <p>TOWS provided south of 221m 13ch. See Local Instructions.</p> <p>Permissive working: PP-C is authorised in Skipton platforms for Class 1, 2, 3 ECS, 5, 9 and 0 trains. PF is authorised on the DSS between signal L4037 and signal L4045.</p> <p>① Electric trains 25mph maximum permissible speed USM / Platform 2.</p> <p>USM: Up Shipley Main. DSM: Down Shipley Main. DSF: Down Shipley Fast. DSS: Down Shipley Slow. RB: Rylstone Branch. W: Train washer.</p> <p>Change of ELR: 221m 68ch - TJC3 to SKW1.</p> <p>② Skipton Up Sidings. ③ Skipton Down Stabling Siding.</p> <p>Gargrave Hot Axle Box Detector linked to York ROC.</p> | | | |
| SKIPTON | 221 16 * | | | | | |
| | 221 21 | | | | | |
| | 221 30 * | | | | | |
| Skipton Middle Jn (DSF & DSS lines limit of OLE) | 221 33 | | | | | |
| | 221 35 | | | | | |
| | 221 58 * | | | | | |
| Skipton North Jn (USM line LOS and limit of OLE) | 221 60 | | | | | |
| | 221 73 | | | | | |
| Marshalls LC (UWC) | 222 18 * | | T | | | |
| Niffany LC (UWC) | 222 18 | T | | | | |
| GARGRAVE | 222 50 | | | | | |
| | 224 79 | | | | | |
| Gargrave HABD | 226 59 | | | | | |
| (Route boundary and Sectional Appendix boundary) | 230 00 | North & East Route North West Route | <p>LNE Sectional Appendix LNW(N) Sectional Appendix</p> <p>Hellifield SB (HD)</p> | | | |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|--------------------------------|------------------------------------|----------------------|---|
| LN930 | 001 | Skipton Middle Jn. to Rylstone | SKS1 SKS2 | London North Eastern | 31/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Skipton Middle Jn | | 221 33 222 68 | | | <div style="border: 1px solid black; padding: 2px;">ETB York SB</div> <div style="border: 1px solid black; padding: 2px;">RA8</div> <p>AWS not provided at Rylstone LC Down and Up reflectorised Distant boards at 5 05 and 5 33 respectively</p> <p>RB = Rylstone Branch</p> <p>OTNS Skipton Middle Jn to Rylstone LC (TMO) also see local instructions for LN922</p> <p>DSS = Down Shipley Slow \$</p> <p>DSM = Down Shipley Main \$</p> <p>USM = Up Shipley Main \$</p> <p style="text-align: right;">\$ = OLE AC : York ECR</p> |
| Haw Bank Tunnel (201m / 220 yards) | | 221 07 to 220 77 | | | |
| Embsay Jn (Former) | | 220 64 0 0 0 24 * | | | |
| Rylstone LC (TMO) | | 5 17 | | | |
| Route Boundary | | 6 50 | | | |
| Rylstone (Swinden Quarry) Private Sidings (End of Line) | | 7 09 | | | |
| | | | | | <div style="border: 1px solid black; padding: 2px;">Movements authorised by PIC #</div> <p>Up: Start of GSM-R area at 6m 50ch ▲ Down: End of GSM-R area at 6m 50ch ▲</p> <p># = Rylstone (Swinden Quarry) Person In Charge (PIC) to authorise all movements between Rylstone LC 5m 17ch and the End of Line 7m 09ch.</p> |

London North Eastern Route Sectional Appendix Module LN7

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------|------|---------------------------------------|--|----------------------|--|
| LN932 | 001 | Shipley South Jn. to Shipley West Jn. | BIB | London North Eastern | 27/12/2018 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Shipley South Jn | | 0 00 0 04 | <p>To/From Bradford Forster Square see LN928 seq 001</p> | | <p>TCB York ROC Leeds North RA8 West WS (L) AC: York ECR</p> <p>GSM-R </p> <p>UDSC - Up & Down Shipley Curve</p> |
| SHIPLEY | | 0 08 | | | |
| Shipley West Jn | | 0 11 0 17 | | | |
| | | | | | |

LN928 - SHIPLEY EAST JN. TO BRADFORD FORSTER SQUARE

Shipley South Jn. To BRADFORD FORSTER SQUARE

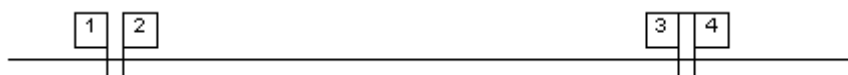
Train Operated Warning System. Provided between Shipley South Jn and 206m 53ch (north of Frizinghall), sections B1 & B2 and between 207m 19ch (south of Frizinghall) and the north end of Bradford Forster Square station platforms, sections B3 - B5. There is NO TOWS in any of the branch platforms at Shipley nor through Frizinghall Station.

On a double line, each TOWS section covers both lines. The junction areas of branches are part of the main line TOWS section.

Some TOWS sections include places where trains can stand for a short while in stations or may reverse - remember that the Rule Book tells you to **move clear** if the warning continues to sound and no train comes.

Operation of the TOWS system is by means of a special key. Turning a key switch either way will change the state of the system in that TOWS section to the opposite one; if it is on it will go off and if it is off it will go on. The key switches do not have a specific on or off position.

Key switches are normally positioned back to back on a lineside post. These either control parts of the same TOWS section or parts of adjacent TOWS sections. When you turn on the TOWS, you can only turn it off again at either the same switch or the next switch along the line in the correct direction, i.e. if the switch you turned it on by was on the Leeds side of the post, you must use the next switch towards Leeds to turn it off, or vice versa.



If the system is turned on at 2 it can be turned off at 2 or 3 but not at 1 or 4.

These instructions are for your **SAFETY** and supplement those in the Rule Book, they do not replace or change them.

Dated: 02/12/06

LN930 Skipton Middle Jn. To Rylstone

ELECTRIC TOKEN BLOCK

The section of route between Skipton Middle Jn and Rylstone LC (TMO) is designated ETB utilising DiBloC token machines.

Trains running towards Rylstone Quarry from Skipton

Leeds North-West workstation signaller must be contacted for permission to remove a token key from the DiBloC machine located adjacent to L4042 signal. The train driver must then contact the Leeds North-West workstation signaller again once they are in possession of a token key prior to the signaller clearing L4042 signal.

Upon arrival at Rylstone LC (TMO) the train will be brought to a stand at the STOP board marked "STOP AND OBTAIN PERMISSION TO PROCEED. END OF TOKEN SECTION." and the token key replaced in the DiBloC machine. Once permission has been obtained from the PIC, the train may proceed towards the quarry. The PIC (or driver of a unit which may be driven from both ends) must then inform the Leeds North-West workstation signaller that the token has been replaced and the train has passed the crossing complete with tail lamp.

Trains running towards Skipton from Rylstone Quarry

The departing train must initially request permission from the Leeds North-West workstation signaller for permission to depart towards Rylstone LC (TMO). Once permission has been obtained, the train must be brought to a stand at the STOP board marked "STOP AND OBTAIN PERMISSION TO PROCEED. START OF TOKEN SECTION" and permission obtained from the Leeds North-West workstation signaller to remove a token key from the DiBloC machine.

Once in possession of the token key, the train may proceed towards Skipton Middle Junction, obeying L4039 signal.

Once the train is fully clear of L4042 signal, the token key may be replaced in the DiBloC machine and the Leeds North-West workstation signaller advised that the token has been replaced and the train is complete with tail lamp.

Taking possession of or taking a line blockage between Skipton Middle Jn. And Rylstone LC (TMO)

A line blockage / T3 Possession may be granted from Skipton to Rylstone TMO crossing – Clear of 5155B pts to Rylstone TMO crossing only if a PICOP/ COSS / IWA /SWL or PC has requested permission to remove a token key from the machine at either end of the token section. Permission to remove a token key from either machine must be given by the Leeds North-West workstation signaller before a token key is removed in these circumstances.

To give up a line blockage or possession in this section previously laid protection shall be lifted and the token key replaced in the DiBloC machine at either end of the token section. The Leeds North-West workstation signaller must then be informed that the token key has been replaced before any reminder appliances can be removed on the workstation display.

Taking possession of or taking a line blockage between Rylstone LC (TMO) and Swinden Quarry boundary.

A possession of sidings may be taken between Rylstone LC (TMO) TMO1 STOP board and either the folding STOP board located at 06m 45ch or the folding STOP board located at 06m 52ch with the Swinden Quarry PIC who is situated in the loading bunker at the quarry. The Swinden Quarry PIC shall dictate which folding STOP board shall protect the quarry end of the possession of sidings dependant on the position of any trains within the quarry.

In order to take a possession of sidings of this section the procedure shall be that PIC authority is granted, the appropriate folding STOP board in the 4ft is lifted and the Rylstone LC quarry side crossing gate is locked with a non-standard padlock.

To give up a possession of sidings of this section Rylstone LC quarry side crossing gate shall be unlocked, the appropriate folding STOP board is lowered and the line reopened with the quarry PIC.

The quarry PIC can be contacted on 01756 753854 or in person at the rail loadout at the quarry.

In the event of no PIC being present at the quarry, the line blockage or possession shall be notified to the Tarmac Lead PIC on 07484 905477. The same contact shall be used to notify the possession of sidings being given up unless the quarry PIC has resumed duty by this point.

Dated: 31/03/2024

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| 5 | 02 December 2006 |
| 6 | 02 December 2006 |
| 7 | 02 December 2006 |
| 8 | 02 December 2006 |
| 9 | 28 November 2020 |
| 10 | 28 November 2020 |
| 11 | 06 December 2014 |
| 12 | 06 December 2014 |
| 13 | 05 March 2022 |
| 13A | 05 March 2022 |
| 13B | 30 May 2020 |
| 14 | 30 May 2020 |
| 15 | 04 March 2023 |
| 16 | 04 March 2023 |
| 17 | 05 June 2021 |
| 18 | 05 June 2021 |
| 19 | 05 June 2021 |
| 20 | 05 June 2021 |
| 21 | 05 March 2022 |
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| 32A | 05 March 2022 |
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| 35 | 05 March 2022 |
| 36 | 05 March 2022 |
| 37 | 05 June 2021 |
| 38 | 05 June 2021 |
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| 41 | 02 September 2023 |
| 42 | 02 September 2023 |
| 43 | 29 August 2020 |
| 44 | 29 August 2020 |
| 45 | 04 March 2023 |
| 46 | 04 March 2023 |
| 47 | 01 June 2019 |

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| 49 | 03 September 2022 |
| 50 | 03 September 2022 |
| 51 | 27 February 2021 |
| 52 | 27 February 2021 |
| 53 | 27 February 2021 |
| 54 | 27 February 2021 |
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| 69 | 05 March 2022 |
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| 72 | 05 March 2022 |
| 73 | 01 June 2024 |
| 74 | 01 June 2024 |
| 74A | 01 June 2024 |
| 74B | 01 June 2024 |
| 75 | 04 June 2016 |
| 76 | 04 June 2016 |
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| 78 | 02 September 2023 |
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| 80 | 04 June 2016 |
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| 83 | 02 December 2006 |
| 84 | 02 December 2006 |
| 85 | 31 August 2019 |
| 86 | 31 August 2019 |
| 87 | 05 June 2021 |
| 88 | 05 June 2021 |
| 89 | 27 February 2021 |
| 90 | 27 February 2021 |
| 91 | 05 June 2021 |
| 92 | 05 June 2021 |
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|-------------|--------------------------|
| 97 | 07 December 2013 |
| 98 | 07 December 2013 |
| 99 | 06 December 2014 |
| 100 | 06 December 2014 |
| 101 | 06 December 2014 |
| 102 | 06 December 2014 |
| 103 | 03 March 2018 |
| 104 | 03 March 2018 |
| 105 | 03 March 2018 |
| 106 | 03 March 2018 |
| 107 | 03 March 2018 |
| 108 | 03 March 2018 |
| 109 | 06 December 2014 |
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|-------------|--------------------------|
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| 113 | 05 June 2021 |
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| 115 | 05 March 2022 |
| 116 | 05 March 2022 |
| 117 | 04 March 2023 |
| 118 | 04 March 2023 |
| 119 | 04 March 2023 |
| 119A | 04 March 2023 |
| 119B | 04 March 2023 |
| 119C | 04 March 2023 |
| 120 | 04 March 2023 |
| 121 | 04 March 2023 |
| 122 | 04 March 2023 |
| 123 | 04 March 2023 |

London North Eastern Route Sectional Appendix Module LN8

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|---|------|----------------------------|------------------------------------|----------------------|---|
| LN634 | 001 | Guisborough Jn. to Whitby | MBW1 | London North Eastern | 19/03/2016 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Guisborough Jn | | 0 00 0 01 * | | | <div style="border: 1px solid black; padding: 5px; display: inline-block;"> TCB RA7 </div> <div style="margin-left: 20px;"> Middlesbrough SB (M) </div> <div style="text-align: right; margin-top: 10px;"> </div> |
| Cargo Fleet Road LC (CCTV) JAMES COOK UNIVERSITY HOSPITAL | | 0 14 2 01 | | | |
| MARTON | | 2 45 * 2 56 2 59 * | | | |
| GYPSY LANE Marton Lane LC (ABCL) | | 3 55 * 3 60 3 62 | | | Class 4, 6 7 and 8 trains approaching Marton Lane level crossing must not exceed 10 mph in the Up direction between the Level Crossing Speed Restriction Board and the Level Crossing |

London North Eastern Route Sectional Appendix Module LN8

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|----------------------------------|---------|---------------------------|------------------------------------|----------------------|---|
| LN634 | 002 | Guisborough Jn. to Whitby | MBW1 MBW2 | London North Eastern | 15/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| NUNTHORPE | | | | | <p>TCB Nunthorpe SB (N)</p> <p>RA7</p> <p>NS = Nunthorpe Single</p> <p>CL = 192 metres / 209 yds</p> <p>NSTR</p> <p>UL = Up Loop DL = Down Loop DLO = Down Loop Overrun UND = Up Nunthorpe Down</p> <p>GSM-R</p> <p>PP - Permissive Working - full use for class 1, 2, 3 (ECS), 5, 9 & 0 trains.</p> |
| | 4 12 * | | | | |
| | 4 25 | | | | |
| Nunthorpe LC (MCB) | 4 27 | | | | |
| Nunthorpe SB (N) | 4 27 | | | | |
| | 4 31 * | | | | |
| | 4 68 * | | | | |
| Morton Carr LC (AOCL+B) | 4 68 | T | | | |
| Morton Grange Farm No 1 LC | 5 10 | T | | | |
| Morton Grange Farm No 4 LC (UWC) | 5 50 | | | | |
| GREAT AYTON | 8 14 | | | | |
| | 9 55 | T | | | |
| Laings LC (UWC) | 9 70 | T | | | |
| Atkinson Wood Farm LC (UWC) | 10 18 * | | | | |
| | 10 44 * | | | | |
| Battersby Jn | 10 54 | | | | |
| | 12 10 | | | | |
| BATTERSBY | 12 03 | | | | |
| Battersby end of line | 11 61 | | | | |

London North Eastern Route Sectional Appendix Module LN8

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated | |
|---|------|--|------------------------------------|----------------------|---|--|
| LN682 | 007 | King Edward Bridge South Jn. to Carlisle North Jn. | NEC2 | London North Eastern | 27/12/2021 | |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks | |
| Denton Farm LC (UWC) | | 43 43 | | | <div style="border: 1px solid black; padding: 2px;">AB RA8</div> <div style="border: 1px solid black; padding: 2px; margin-top: 10px;">Low Row SB (LR)</div> <div style="border: 1px solid black; padding: 2px; margin-top: 10px; text-align: center;">Omsl - See General Instruction</div> <div style="border: 1px solid black; padding: 2px; margin-top: 10px; text-align: center;">Brampton Fell SB (BF)</div> | |
| Denton Village LC (MCG) | | 43 65 | | | | |
| Upper Denton LC (AHBC-X) | | 44 01 | | | | |
| Denton Mains Farm LC (UWC) | | 44 18 | | | | |
| Upper Denton West LC (UWC) | | 44 34 | | | | |
| Hightown Farm UWC (OMSL-X) | | 44 64 * 44 66 | | | | |
| Lane Head LC (MCG) | | 45 38 * 45 38 | | | | |
| Low Row SB (LR) Low Row LC (MCB) | | 46 19 46 24 | | | | |
| | | 46 34 * 46 60 * | | | | |
| Naworth LC (AHBC-X) | | 47 67 | | | | |
| Milton Village LC (MCB) | | 48 60 | | | | |
| BRAMPTON | | 49 21 | | | | |
| | | 49 70 * | | | | |
| Brampton Fell LC (MCB) Brampton Fell SB (BF) | | 50 10 50 10 51 17 * 51 49 * | | | | |

London North Eastern Route Sectional Appendix Module LN8

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|---|---|--------------|--|
| LN682 | 008 | King Edward Bridge South Jn. to Petteril Bridge Jn. | NEC2 | North & East | 09/03/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Hard Bank OMSL | | 52 33 | | | GSM-R |
| How Mill LC (AHBC-X) | | 52 66 | UP X30 DN 50 X30 X30 | | AB Bampton Fell SB RA8 |
| | | 53 01 * | X30 X30 | | See OMSL Instructions |
| | | 53 40 * | 55 60 * * 60 * | | |
| Broadwath LC (AHBC-X) | | 54 62 * | X30 X30 | | TCB Corby Gates SB |
| | | 54 62 | * * | | |
| | | 55 20 * | * * | | |
| Corby Viaduct | | 55 46 | 15° curve | | |
| Corby Gates LC (MCB) | | 55 54 | 50 50 | | |
| Corby Gates SB | | 55 54 | * * | | |
| Wetheral Viaduct | | 55 68 | 50 40 | | Carlisle PSB (CE) |
| | | 55 69 * | * * | | |
| WETHERAL | | 55 76 | 1 2 | | |
| | | 56 03 * | 40 60 | | |
| Wetheral HABD (to Carlisle SB) | | 56 73 | * * | | |
| Scotby LC (UWC) | | 56 76 | * * | | |
| (Route boundary and Sectional Appendix boundary) | | 58 00 | UP DN UNE DNE | | DNE = Down Newcastle UNE = Up Newcastle |
| | | | North & East Route LNE Sectional Appendix North West Route LNW(N) Sectional Appendix | | |
| Petteril Bridge Jn | | 59 26 * | To / from Petteril Bridge Jn. see Sectional Appendix NW9909 seq 001 To / from London Road Jn. see NW9901 seq 018 | | |

London North Eastern Route Sectional Appendix Module LN8

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|--|------|--|--|----------------------|---|
| LN694 | 001 | Benton North Jn. to Morpeth North Jn. via Bedlington | BNE EJM | London North Eastern | 20/04/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Benton North Jn | | 0 00 | | | <p>TCB Tyneside ROC (T) RA8 Newcastle workstation</p> <p>GSM-R </p> <p>CW Down at 0 07 NES = Newsham Single UNE = Up Newsham DNE = Down Newsham</p> <p>① = Adjacent lines, Nexus / Tyne & Wear Metro OLE = 1500V DC (ECR phone 0191 213 1003)</p> |
| Benton East Jn | | 0 05 0 68 0 69 * | <p>ECML AC : York EC To / from Heaton North Jn see LN600 seq 019</p> <p>Metro Northumberland Park</p> <p>▲ Up direction ▼ Down direction</p> | | |
| Northumberland Park | | 2 12 2 18 * | <p>② = Out of Use Under Construction</p> | | |
| Earsdon FPC (OMSL) | | 2 49 * | <p>OMSL - See General Instuction</p> | | |
| Milage and ELR change Earsdon Jn (Former) | | 2 53 7 08 | <p>Change of ELR 2m 53ch - BNE to EJM</p> | | |
| Holywell LC (AHBC-X) | | 7 41 | <p>40 65 NES</p> | | |

London North Eastern Route Sectional Appendix Module LN8

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
|------------------------|------|--|------------------------------------|----------------------|---|
| LN694 | 002 | Benton North Jn. to Morpeth North Jn. via Bedlington | EJM | London North Eastern | 20/04/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Holywell Jn. | | 7 44 7 53 * | | | TCB RA8 Tyneside ROC (BA) Ashington Workstation GSM-R |
| Seghill Jn. | | 9 04 | | | NES = Newsham Single UNE = Up Newsham DNE = Down Newsham ① - Out of Use Under Construction |
| Seghill LC (AHBC-X) | | 9 06 | | | |
| Mares Close FPC (OMSL) | | 9 21 * | | | OMSL - See General Instruction |
| Seaton Delaval | | 9 36 * 9 72 * 11 01 * | T | | |
| Hartley LC (AHBC) | | 11 12 | | | |
| Red House Farm Jn. | | 11 24 * 11 28 11 38 * | | | |
| Newsham | | 12 40 | | | |
| Plessey Road LC (CCTV) | | 13 16 | | | |

London North Eastern Route Sectional Appendix Module LN8

| LOR | Seq. | Line of Route Description | ELR | Route | Last Updated |
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| LN694 | 003 | Benton North Jn. to Morpeth North Jn. via Bedlington | EJM | London North Eastern | 20/04/2024 |
| Location | | Mileage M Ch | Running lines & speed restrictions | | Signalling & Remarks |
| Blyth Bebside | | 14 52 | | | TCB RA8 Tyneside ROC (BA) Ashington Workstation GSM-R |
| Bebside LC (MCB-OD 2) | | 14 67 | | | |
| | | 15 31 * | | | ① - To / From Bedlington Run Around Siding ② - Temporary Buffer ③ - Chained sleepers x4 ④ - Platforms Out Of Use Under Construction |
| | | 15 59 * | | | |
| Bedlington South LC (MCB) | | 15 60 | | | TCB Morpeth SB (M) |
| | | 15 63 * | | | |
| | | 15 67 * | | | |
| Bedlington North Jn | | 15 69 | | | D/UBT = Down/Up B&T D/UNC = Down/Up N.E. Curve DNC = Down N.E. Curve UNC = Up N.E. Curve UNE = Up Newsham DNE = Down Newsham |
| Bedlington North FPC (MSL) | | 15 71 | | | |
| Coatsworth Jn | | 16 18 | | | |
| Coatsworth Farm No. 2 LC (UWC) | | 16 26 | | | |
| | | 17 03 * | | | |
| Choppington LC (AHBC) | | 17 06 | | | |
| Hepscott LC (AHBC) | | 19 21 | | | |
| Park House Farm LC (UWC) | | 19 38 | | | |
| Hepscott Jn | | 19 44 * | | | |
| | | 20 07 * | | | |
| | | 20 29 * | | | |
| | | 20 32 | | | |
| Morpeth North Jn | | 20 46 | | | |

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| 4 | 29 February 2020 |
| 5 | 02 September 2023 |
| 6 | 02 September 2023 |
| 7 | 04 March 2023 |
| 8 | 04 March 2023 |
| 9 | 29 February 2020 |
| 10 | 29 February 2020 |
| 11 | 30 November 2019 |
| 12 | 30 November 2019 |
| 13 | 03 June 2023 |
| 14 | 03 June 2023 |
| 15 | 06 September 2014 |
| 16 | 06 September 2014 |
| 17 | 02 September 2023 |
| 18 | 02 September 2023 |
| 19 | 04 March 2023 |
| 20 | 04 March 2023 |
| 21 | 03 June 2023 |
| 21A | 03 June 2023 |
| 21B | 04 September 2021 |
| 22 | 04 September 2021 |
| 23 | 04 March 2023 |
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| 25AB | 04 March 2023 |
| 25AC | 03 June 2023 |
| 25A | 03 June 2023 |
| 25B | 01 June 2024 |
| 25C | 01 June 2024 |
| 25D | 03 June 2023 |
| 25E | 03 June 2023 |
| 25F | 03 December 2022 |
| 25G | 03 December 2022 |
| 25H | 01 June 2024 |
| 25I | 01 June 2024 |
| 25J | 01 June 2024 |
| 25K | 01 June 2024 |
| 25L | 04 March 2023 |
| 25M | 04 March 2023 |
| 25N | 30 May 2020 |
| 26 | 30 May 2020 |
| 27 | 03 March 2018 |
| 28 | 29 February 2020 |
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| 31 | 03 December 2022 |
| 32 | 03 December 2022 |
| 33 | 01 June 2024 |
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| 33C | 01 June 2024 |
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| 35B | 01 June 2024 |
| 35C | 01 June 2024 |
| 35D | 01 June 2024 |
| 35E | 01 June 2024 |
| 35F | 01 June 2024 |
| 35G | 01 June 2024 |
| 35H | 01 June 2024 |
| 35I | 01 June 2024 |
| 35J | 01 June 2024 |
| 35K | 02 December 2023 |
| 36 | 02 December 2023 |
| 37 | 02 December 2023 |
| 37A | 02 December 2023 |
| 37B | 02 December 2023 |
| 37C | 02 December 2023 |
| 37D | 02 December 2023 |
| 37E | 02 December 2023 |
| 37F | 02 December 2023 |
| 37G | 02 December 2023 |
| 37H | 02 December 2023 |
| 37I | 02 December 2023 |
| 37J | 02 December 2023 |
| 37K | 02 December 2023 |
| 37L | 02 December 2023 |
| 37M | 02 December 2023 |
| 37MA | 02 December 2023 |
| 37MB | 02 December 2023 |
| 37N | 02 December 2023 |
| 37O | 02 December 2023 |
| 37P | 02 December 2023 |
| 37Q | 02 December 2023 |
| 37R | 02 December 2023 |
| 37S | 02 December 2023 |
| 37T | 02 December 2023 |
| 37U | 02 December 2023 |
| 37V | 02 December 2023 |
| 37W | 02 December 2023 |
| 37X | 02 December 2023 |
| 37Y | 02 December 2023 |
| 37Z | 02 December 2023 |
| 37ZA | 02 December 2023 |
| 37ZB | 02 December 2023 |
| 37ZC | 02 December 2023 |
| 37ZD | 02 March 2024 |
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| 37ZF | 02 December 2023 |
| 37ZG | 02 December 2023 |
| 37ZH | 02 December 2023 |
| 37ZI | 02 December 2023 |
| 37ZJ | 02 December 2023 |

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| 39 | 01 June 2024 |
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| 41 | 01 June 2024 |
| 41A | 01 June 2024 |
| 41B | 01 June 2024 |
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| 43 | 04 March 2023 |
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| 45 | 03 June 2023 |
| 46 | 03 June 2023 |
| 46A | 03 June 2023 |
| 47 | 03 June 2023 |
| 48 | 30 May 2020 |
| 48A | 03 June 2023 |
| 48B | 03 June 2023 |
| 48C | 30 May 2020 |
| 48D | 30 May 2020 |
| 48E | 30 May 2020 |
| 48F | 30 May 2020 |
| 48G | 04 March 2023 |
| 48H | 04 March 2023 |
| 48I | 30 May 2020 |
| 48J | 30 May 2020 |
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| 51A | 05 March 2015 |
| 51B | 03 June 2023 |
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| 55 | 05 December 2015 |
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| 56B | 03 June 2023 |
| 56C | 03 June 2023 |
| 56D | 03 June 2023 |
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| 56G | 04 June 2022 |
| 56H | 04 June 2022 |
| 56I | 04 March 2023 |
| 56J | 04 March 2023 |
| 56K | 06 September 2014 |
| 56L | 06 September 2014 |
| 57 | 03 June 2023 |
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| 59 | 02 June 2018 |

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| 60 | 02 June 2018 |
| 61 | 03 June 2023 |
| 61A | 03 June 2023 |
| 61B | 03 June 2023 |
| 61C | 03 June 2023 |
| 61D | 02 December 2017 |
| 61E | 02 December 2017 |
| 61F | 02 June 2018 |
| 61G | 02 June 2018 |
| 61H | 04 June 2022 |
| 61I | 04 June 2022 |
| 61J | 04 March 2023 |
| 61K | 04 March 2023 |
| 62 | 03 June 2023 |
| 63 | 03 June 2023 |
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| 66 | 05 June 2021 |
| 66A | 05 June 2021 |
| 66B | 03 June 2023 |
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| 67A | 03 June 2023 |
| 67B | 03 June 2023 |
| 67C | 02 December 2017 |
| 67D | 04 June 2022 |
| 67E | 04 June 2022 |
| 67F | 04 June 2022 |
| 67G | 04 June 2022 |
| 67H | 04 March 2023 |
| 67I | 04 March 2023 |
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| 72A | 05 June 2021 |
| 72B | 05 June 2021 |
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| 73A | 03 June 2023 |
| 73B | 03 June 2023 |
| 73C | 03 June 2023 |
| 73D | 02 December 2017 |
| 73E | 02 June 2018 |
| 73F | 02 June 2018 |
| 73G | 05 June 2021 |
| 73H | 05 June 2021 |
| 73I | 02 December 2017 |
| 73J | 02 December 2017 |
| 73K | 03 March 2018 |
| 73L | 01 June 2024 |
| 73M | 01 June 2024 |
| 73N | 01 June 2024 |
| 73O | 01 June 2024 |
| 73P | 01 June 2024 |
| 73Q | 01 June 2024 |
| 74 | 03 March 2018 |

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|-----|-------------------|
| 75 | 03 March 2018 |
| 76 | 03 March 2018 |
| 77 | 03 March 2018 |
| 78 | 03 March 2018 |
| 79 | 03 March 2018 |
| 80 | 03 March 2018 |
| 81 | 04 September 2021 |
| 82 | 04 September 2021 |
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| 85 | 03 March 2018 |
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| 88A | 05 March 2022 |
| 88B | 05 March 2022 |
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| 91 | 03 March 2018 |
| 92 | 03 March 2018 |
| 93 | 30 November 2019 |
| 94 | 30 November 2019 |
| 94 | 30 November 2019 |
| 95 | 04 June 2022 |
| 96 | 04 June 2022 |
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| 98 | 04 June 2022 |
| 99 | 05 March 2022 |
| 100 | 05 March 2022 |
| 101 | 03 March 2018 |
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| 103 | 03 March 2018 |
| 104 | 03 March 2018 |
| 105 | 30 November 2019 |
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| 109 | 05 June 2021 |
| 110 | 05 June 2021 |
| 111 | 05 June 2021 |
| 112 | 05 June 2021 |
| 113 | 30 November 2019 |
| 114 | 30 November 2019 |
| 115 | 05 June 2021 |
| 116 | 05 June 2021 |
| 117 | 05 June 2021 |
| 118 | 05 June 2021 |
| 119 | 05 June 2021 |
| 120 | 05 June 2021 |
| 121 | 04 March 2023 |
| 122 | 04 March 2023 |
| 123 | 05 June 2021 |
| 124 | 05 June 2021 |
| 125 | 05 June 2021 |
| 126 | 05 June 2021 |
| 127 | 03 December 2016 |
| 128 | 03 December 2016 |

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LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | M | Ch | M | Ch | 170 | 172 | 180 | 185 | 195 | 220 | 221 | 222 | Notes |
|---------------|--------|---|-----|----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| LN627 | LEN3 | Boldon East Jn – Boldon West Jn | 94 | 63 | 95 | 16 | N | N | Y | Y | Y | Y | Y | N | |
| LN627 | LEN3 | Boldon West Jn – Pelaw Metro Jn | 95 | 16 | 97 | 64 | N | N | Y | Y | Y | Y | Y | N | |
| LN627 | LEN3 | Pelaw Metro Jn – Park Lane Jn | 97 | 64 | 100 | 65 | N | N | Y | R1 | Y | Y | Y | N | R1 30mph Heworth Up platform |
| LN627 | LEN3 | Park Lane Jn – High Level Bridge Jn | 100 | 65 | 101 | 33 | N | N | Y | Y | N | Y | Y | N | |
| LN627 | LEN3 | High Level Bridge Jn – Newcastle East Jn | 101 | 33 | 101 | 59 | N | N | Y | Y | N | Y | Y | N | |
| LN628 | NEK | South Hylton – Sunderland South Jn | 3 | 20 | 0 | 00 | N | N | N | N | N | N | N | N | |
| LN629 | PDL | Pelaw Metro Jn – Network Rail Boundary (Metro Operating) | 97 | 64 | 98 | 01 | N | N | N | N | N | N | N | N | |
| LN630 | PUL | Pelaw Metro Jn – Network Rail Boundary (Metro Operating) | 97 | 64 | 97 | 77 | N | N | N | N | N | N | N | N | |
| LN631 | DSN1 | Darlington South Jn – Eaglescliffe South Jn | 0 | 29 | 8 | 58 | N | N | R1 | Y | Y | Y | Y | N | R1 15mph Dinsdale Up platform |
| LN632 | DSN2 | Stockton Cut Jn – Redcar Change of Mileage | 10 | 13 | 21 | 72 | N | N | R1 | Y | R2 | N | N | N | R1 Prohibited between Thornaby and Redcar Change of Mileage R2 Prohibited British Steel Redcar Up platform with deflated secondary suspension |
| LN632 | DSN3 | Redcar Change of Mileage – Saltburn | 22 | 16 | 27 | 57 | N | N | N | Y | Y | N | N | N | |
| LN634 | MBW1 | Guisborough Jn – Battersby Jn | 0 | 00 | 10 | 54 | N | N | N | R1 | N | N | N | N | R1 Prohibited between Nunthorpe and Battersby Jn |
| LN634 | MBW2 | Battersby Jn (End of Line) – Grosmont Jn | 11 | 61 | 29 | 66 | N | N | N | N | N | N | N | N | |
| LN634 | MBW3 | Grosmont Jn – Whitby | 24 | 44 | 30 | 61 | N | N | N | N | N | N | N | N | |
| LN636 | No ELR | Beam Mill Jn – Network Rail Boundary | 18 | 03 | 18 | 67 | N | N | N | N | N | N | N | N | |
| LN638 | WCI | Shell Jn – Network Rail Boundary | 0 | 00 | 1 | 03 | N | N | N | N | N | N | N | N | |
| LN642 | SSK1 | Saltburn West Jn – Network Rail Boundary (Cleveland Potash) | 27 | 05 | 34 | 29 | N | N | N | N | N | N | N | N | |
| LN644 | BOH | Hartburn Jn – Bowesfield SB (Hartburn Curve) | 0 | 00 | 0 | 44 | N | N | Y | Y | Y | N | N | N | |
| LN646 | STF | Norton-on-Tees South – Ferryhill South Jn | 0 | 00 | 10 | 72 | N | N | Y | Y | Y | Y | Y | N | |
| LN648 | NWE | Norton-on-Tees West – Norton-on-Tees East | 0 | 29 | 0 | 00 | N | N | Y | N | N | Y | Y | N | |
| LN652 | POC1 | Billingham Jn – Phillips Siding Jn | 0 | 00 | 3 | 25 | N | N | N | N | N | N | N | N | |
| LN652 | POC2 | Phillips Siding Jn – Seal Sands Branch Jn | 3 | 25 | 5 | 01 | N | N | N | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | 0000 | 0000 | 0000 | 0000 | 170 | 172 | 180 | 185 | 195 | 220 | 221 | 222 | Notes |
|---------------|------|---|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | | | | |
| LN652 | SES | Seal Sands Branch Jn – End of NR maintenance | 0 | 00 | 2 | 44 | N | N | N | N | N | N | N | N | |
| LN656 | SOT | Seaton Snook Jn – Seaton-on-Tees | 0 | 00 | 1 | 55 | N | N | N | N | N | N | N | N | |
| LN662 | HNB | Ryhope Grange – Hendon | 0 | 00 | 1 | 53 | N | N | E | N | N | N | N | N | |
| LN664 | BNW | Boldon East Jn – Boldon North Jn | 0 | 00 | 0 | 20 | N | N | N | N | N | N | N | N | |
| LN666 | BGE | Boldon West Jn – Boldon North Jn | 0 | 00 | 0 | 32 | N | N | N | N | N | N | N | N | |
| LN666 | GLT | Boldon North Jn – Tyne Dock | 0 | 32 | 1 | 26 | N | N | N | N | N | N | N | N | |
| LN670 | JAW1 | Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow) | 0 | 09 | 3 | 36 | N | N | N | N | N | N | N | N | |
| LN672 | FEP | Wardley – Pelaw Jn | 19 | 70 | 20 | 75 | N | N | N | N | N | N | N | N | |
| LN674 | HLK | High Level Bridge Jn – Greensfield Jn (West Curve) | 0 | 00 | 0 | 21 | N | N | Y | Y | N | Y | Y | N | |
| LN676 | PLG1 | Park Lane Jn – Site of former High Street Jn | 100 | 65 | 101 | 15 | N | N | Y | Y | Y | Y | Y | N | |
| LN676 | PLG2 | Site of former High Street Jn – Greensfield Jn | 0 | 00 | 0 | 21 | N | N | Y | Y | Y | Y | Y | N | |
| LN676 | HLK | Greensfield Jn – King Edward Bridge South Jn | 0 | 16 | 0 | 48 | N | N | Y | Y | Y | Y | Y | N | |
| LN678 | DAE1 | Darlington North Jn – Site of former Parkgate Jn | 44 | 36 | 44 | 64 | N | N | N | N | Y | N | N | N | |
| LN678 | DAE1 | Site of former Parkgate Jn – Shildon SB | 0 | 00 | 8 | 29 | N | N | N | N | Y | N | N | N | |
| LN678 | DAE2 | Shildon SB – Bishop Auckland | 8 | 29 | 11 | 23 | N | N | N | N | R1 | N | N | N | R1 OPPOS between Shildon platforms 1 & 2 |
| LN682 | NEC1 | King Edward Bridge South Jn – Norwood Jn | 0 | 48 | 1 | 71 | N | N | N | E | Y | Y | Y | N | |
| LN682 | NEC1 | Norwood Jn – Site of former Blaydon East Jn | 1 | 71 | 5 | 28 | N | N | N | E | Y | Y | Y | N | |
| LN682 | NEC2 | Site of former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn) | 3 | 78 | 58 | 00 | N | N | N | E | Y | Y | Y | N | |
| LN684 | NLF | Low Fell Jn – Limit of Electrification | 0 | 00 | 1 | 26 | N | N | N | N | N | N | N | N | |
| LN684 | NLF | Limit of Electrification – Norwood Jn | 1 | 26 | 1 | 42 | N | N | N | N | N | N | N | N | |
| LN694 | BNE | Benton North Jn – Site of former Earsdon Jn | 0 | 00 | 2 | 53 | N | N | N | N | N | Y | Y | N | |
| LN694 | EJM | Site of former Earsdon Jn – Morpeth North Jn | 7 | 08 | 20 | 47 | N | N | N | N | N | Y | Y | N | |
| LN696 | HJM | Hepscott Jn – Morpeth Jn | 19 | 44 | 20 | 47 | N | N | N | N | N | Y | Y | N | |
| LN700 | BWO2 | Butterwell Jn – Signal B1 | 0 | 00 | 0 | 48 | N | N | N | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | ○○○○ | ○○ | ○○○ | ○ | 170 | 172 | 180 | 185 | 195 | 220 | 221 | 222 | Notes |
|---------------|------|---|------|----|-----|----|-----|-----|-----|----------------------|-----|-----|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | | | | |
| LN838 | LEH1 | Armley Jn – Site of former Pannal Jn | 0 | 12 | 14 | 60 | Y | N | Y | R1 R2 R3 | Y | Y | Y | N | R1 15mph Burley Park Down platform R2 30mph Horsforth Up platform R3 30mph Weeton Down platform |
| LN838 | LEH2 | Site of former Pannal Jn – Site of former Crimble Jn | 14 | 60 | 15 | 20 | Y | N | Y | Y | Y | Y | Y | N | |
| LN838 | LEH3 | Site of former Crimble Jn – Harrogate | 15 | 20 | 17 | 24 | Y | N | Y | R1 R2 R3 R4 | Y | Y | Y | N | R1 30mph LEH3/39 St James Drive overbridge 16m51ch Down line R2 5mph LEH3/39 St James Drive overbridge 16m51ch Up Line R3 30mph LEH3/40 Tewitt footbridge 16m62ch Down line R4 5mph LEH3/40 Tewitt footbridge 16m62ch Up line |
| LN838 | HAY2 | Harrogate – Site of former Starbeck North Jn | 20 | 38 | 18 | 60 | Y | N | Y | R1 | Y | Y | Y | N | R1 Prohibited Harrogate bay platform 2 |
| LN838 | HAY1 | Site of former Starbeck North Jn – Skelton Jn | 18 | 60 | 1 | 50 | Y | N | Y | Y | Y | Y | Y | N | |
| LN840 | TJC3 | Leeds Engine Shed Jn – Whitehall East Jn | 195 | 20 | 195 | 52 | Y | N | Y | Y | Y | Y | Y | N | |
| LN842 | CJS | Thorpe Marsh Jn – Applehurst Jn | 163 | 76 | 163 | 27 | N | N | N | Y | N | N | N | N | |
| LN842 | CJS | Applehurst Jn – Skellow Jn | 163 | 27 | 160 | 59 | N | N | N | Y | N | N | N | N | |
| LN842 | SKA | Skellow Jn – Adwick Jn | 0 | 61 | 0 | 00 | N | N | N | Y | Y | N | N | N | |
| LN844 | JCA | Applehurst Jn – Joan Croft Jn | 0 | 49 | 0 | 00 | N | N | N | N | N | N | N | N | |
| LN846 | CJS | Carcroft Jn – Skellow Jn | 160 | 08 | 160 | 59 | N | N | N | Y | N | N | N | N | |
| LN848 | HPC | Hare Park Jn – Crofton West Jn | 171 | 70 | 173 | 22 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN850 | WWK | Wakefield Westgate South Jn – Wakefield Kirkgate West Jn | 0 | 00 | 0 | 26 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN852 | LBE1 | Holbeck Jn – Site of former Laisterdyke East Jn | 0 | 02 | 6 | 49 | Y | N | Y | R1 | Y | Y | Y | N | R1 5mph New Pudsey Down platform |
| LN852 | LBE2 | Site of former Laisterdyke East Jn – Site of former Laisterdyke West Jn | 190 | 24 | 190 | 60 | Y | N | Y | Y | Y | Y | Y | N | |
| LN852 | LBE3 | Site of former Laisterdyke West Jn – Site of former Hammerton Street Jn | 190 | 60 | 191 | 30 | Y | N | Y | Y | Y | Y | Y | N | |
| LN852 | LBE4 | Site of former Hammerton Street Jn – Mill Lane Jn | 191 | 30 | 191 | 75 | Y | N | Y | Y | Y | Y | Y | N | |
| LN852 | MRB | Mill Lane Jn – Bradford Interchange | 40 | 01 | 40 | 27 | R1 | N | Y | Y | Y | Y | Y | N | R1 Prohibited Bradford Interchange platform 1 with deflated suspension |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | ○○○○ | ○○ | ○○○ | ○ | 170 | 172 | 180 | 185 | 195 | 220 | 221 | 222 | Notes |
|---------------|------|--|------|----|-----|----|-----|-----|----------|-----|-----|-----|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | | | | |
| LN854 | MVN2 | Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn | 22 | 62 | 48 | 33 | Y | N | R1 | Y | Y | Y | Y | R2 | R1 5mph Wakefield Kirkgate platform 3 R2 Prohibited between Route Boundary (NW7001) (Hall Royd Jn) and Horbury |
| LN854 | MVN2 | Turners Lane Jn – Site of former Goose Hill Jn | 48 | 33 | 50 | 31 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN854 | TJC3 | Site of former Goose Hill Jn – Altofts Jn | 184 | 56 | 186 | 00 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN854 | NOC | Altofts Jn – Sherburn Jn | 23 | 57 | 13 | 20 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN854 | NOC | Sherburn Jn – Colton Jn | 13 | 20 | 5 | 41 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN854 | ECM4 | Colton Jn – Holgate Jn | 182 | 79 | 188 | 07 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN854 | ECM4 | Holgate Jn – York | 188 | 07 | 188 | 40 | R1 | N | Y | Y | Y | Y | Y | Y | R1 Prohibited York platform 1 with deflated suspension |
| LN854 | ECM5 | York – Skelton Jn | 0 | 00 | 1 | 50 | N | N | Y | Y | Y | Y | Y | Y | |
| LN858 | MRB | Milner Royd Jn – Mill Lane Jn | 29 | 20 | 40 | 01 | N | N | Y | R1 | Y | Y | Y | N | R1 5mph MRB/31 Shays overbridge 34m39ch Down line |
| LN859 | GRD | Greetland Jn – Dryclough Jn | 1 | 11 | 0 | 00 | N | N | Y | Y | Y | Y | Y | N | |
| LN860 | MVL3 | Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn | 15 | 11 | 25 | 20 | Y | N | N | Y | Y | Y | Y | N | |
| LN860 | MVL3 | Springwood Jn – Change of ELR (Heaton Lodge Jn) | 25 | 20 | 29 | 00 | R1 | N | R2 R3 | R3 | Y | Y | Y | N | R1 Prohibited Huddersfield platforms 5 R2 Prohibited between Springwood and Huddersfield R3 Prohibited Huddersfield platform 5 |
| LN860 | MVL4 | Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line) | 29 | 00 | 29 | 45 | Y | N | Y | Y | Y | Y | Y | N | |
| LN860 | MVL4 | Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line) | 29 | 00 | 29 | 74 | Y | N | Y | Y | Y | Y | Y | N | |
| LN860 | MVN2 | Heaton Lodge Jn – Heaton Lodge East Jn | 37 | 18 | 37 | 47 | Y | N | Y | Y | Y | Y | Y | N | |
| LN860 | MVN2 | Heaton Lodge East Jn – Thornhill LNW Jn | 37 | 47 | 39 | 72 | Y | N | Y | Y | Y | Y | Y | N | |
| LN860 | MDL1 | Thornhill LNW Jn – Copley Hill East Jn | 32 | 16 | 42 | 03 | Y | N | Y | Y | Y | Y | Y | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | 0000 | 00 | 000 | 0 | 170 | 172 | 180 | 185 | 195 | 220 | 221 | 222 | Notes |
|---------------|------|---|------|----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | | | | |
| LN861 | BBW | Bradley Jn – Bradley Wood Jn | 0 | 00 | 1 | 17 | Y | N | Y | Y | Y | Y | Y | N | |
| LN862 | PED2 | Barnsley Station Jn – Site of former Barnsley Jn | 6 | 43 | 0 | 00 | N | N | N | N | Y | N | N | N | |
| LN862 | PED1 | Site of former Barnsley Jn – Site of former Huddersfield Jn | 29 | 13 | 28 | 37 | N | N | N | N | Y | N | N | N | |
| LN862 | PEH | Site of former Huddersfield Jn – Lockwood | 13 | 42 | 1 | 18 | N | N | N | N | R1 | N | N | N | R1 Prohibition Penistone Up platform with deflated secondary suspension |
| LN862 | PEH | Lockwood – Springwood Jn | 1 | 18 | 0 | 40 | N | N | N | N | Y | N | N | N | |
| LN862 | MVL3 | Springwood Jn – Huddersfield | 0 | 40 | 0 | 00 | N | N | N | N | N | N | N | N | |
| LN864 | DRS1 | Dewsbury Railway Street – Change of Mileage | 0 | 10 | 0 | 00 | N | N | N | N | N | N | N | N | |
| LN864 | DRS1 | Change of Mileage – Dewsbury East Jn | 0 | 27 | 0 | 00 | N | N | N | N | N | N | N | N | |
| LN868 | SHB | Wincobank Jn – Site of former Quarry Jn | 161 | 52 | 173 | 48 | R1 | N | N | N | Y | Y | Y | Y | R1 50mph inflated suspension and 30mph with deflated suspension Down Line Chapelton Station |
| LN868 | PED2 | Site of former Quarry Jn – Barnsley Station Jn | 7 | 50 | 6 | 43 | Y | N | N | N | Y | Y | Y | Y | |
| LN868 | BAH2 | Barnsley Station Jn – Site of former Craggstone Jn | 52 | 58 | 45 | 56 | Y | N | N | N | Y | Y | Y | Y | |
| LN868 | CHS | Site of former Craggstone Jn – Horbury Jn | 1 | 53 | 0 | 00 | Y | N | N | N | Y | Y | Y | Y | |
| LN870 | CTL | Wakefield Turners Lane – Calder Bridge Jn | 0 | 50 | 0 | 00 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN872 | TJC3 | Altofts Jn – Hunslet South Jn | 185 | 73 | 193 | 40 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN872 | TJC3 | Hunslet South Jn – Engine Shed Jn | 193 | 40 | 195 | 20 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN872 | ELN | Engine Shed Jn – Leeds West Jn | 195 | 20 | 195 | 53 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN874 | MEW2 | Methley Jn – Whitwood Jn | 1 | 12 | 0 | 01 | Y | N | Y | Y | Y | Y | Y | N | |
| LN875 | CPM2 | Castleford West Jn – Cutsyke Jn | 0 | 00 | 0 | 61 | Y | N | Y | N | Y | Y | Y | N | |
| LN875 | CPM1 | Cutsyke Jn – Pontefract West Jn | 59 | 02 | 56 | 42 | Y | N | Y | N | Y | Y | Y | N | |
| LN876 | BOO | Castleford East Jn – Ledston | 6 | 17 | 4 | 43 | N | N | N | N | N | N | N | N | |
| LN878 | SHG | Sherburn Jn – Gascoigne Wood Jn | 13 | 20 | 14 | 30 | Y | N | Y | Y | Y | Y | Y | N | |
| LN880 | YMS | York (platforms 4 & 5) – Scarborough (platforms 1 to 5) | 0 | 00 | 42 | 06 | R1 | N | N | R4 | Y | N | N | | R2 R1 Prohibited Scarborough platforms 3 and 5 R3 R2 5mph Scarborough platform 5 R3 Prohibited Scarborough platform 5 with deflated suspension R4 Prohibited Scarborough Platform 5 |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | ○○○○ | ○○ | ○○○ | ○ | 170 | 172 | 180 | 185 | 195 | 220 | 221 | 222 | Notes |
|---------------|------|---|------|----|---------|----|-----|-----|-----|---------------|-----|-----|-----|-----|---|
| | | | M | Ch | M | Ch | | | | | | | | | |
| LN880 | YMS | York (platform 2 and maintenance sidings) – Connection to Up line | 0 | 0 | 0 | 15 | Y | N | N | Y | Y | N | N | Y | |
| LN882 | WAG1 | Wakefield Kirkgate West Jn – Calder Bridge Jn | 47 | 43 | 48 | 28 | Y | N | R1 | Y | Y | R2 | R2 | Y | R1 5mph Wakefield Kirkgate platform 3 with deflated suspension R2 Prohibited Wakefield Kirkgate platform 3 when laden. Must use up Goole Line (reversible) |
| LN882 | WAG1 | Calder Bridge Jn – Crofton West Jn | 48 | 28 | 49 | 40 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN882 | WAG1 | Crofton West Jn – Knottingley West Jn | 49 | 40 | 58 | 20 | Y | N | Y | E R1 R2 | Y | Y | Y | Y | R1 Prohibited between Crofton East Jn and Knottingley West Jn R2 Prohibited with deflated suspension |
| LN882 | WAG1 | Knottingley West Jn – Engine Shed Jn | 58 | 20 | 73 | 52 | R1 | N | Y | N | Y | N | N | Y | R1 Prohibited Knottingley East Jn to Engine Shed Jn |
| LN882 | WAG2 | Engine Shed Jn – Goole Potters Grange Jn | 0 | 64 | 0 | 00 | N | N | Y | N | Y | N | N | Y | |
| LN884 | OAJ | Oakenshaw South Jn – Oakenshaw Jn. | 49 | 41 | 48 | 76 | N | N | Y | N | N | N | N | N | |
| LN886 | TJC3 | Monk Bretton – Oakenshaw South Jn | 176 | 22 | 18 1 | 75 | N | N | R1 | N | N | Y | Y | Y | R1 Prohibited Monk Bretton to Royston Jn |
| LN886 | OSC | Oakenshaw South Jn – Crofton East Jn | 181 | 75 | 18 3 | 04 | N | N | Y | N | N | Y | Y | Y | |
| LN888 | CJS | Stainforth Jn – Thorpe Marsh Jn | 166 | 70 | 16 3 | 76 | N | N | N | Y | N | N | N | N | |
| LN888 | HTM | Thorpe Marsh Jn – Haywood Jn | 69 | 56 | 67 | 66 | N | N | N | N | N | N | N | N | |
| LN888 | KWS | Haywood Jn – Knottingley West Jn | 67 | 66 | 58 | 20 | E | N | Y | N | N | Y | Y | Y | |
| LN888 | FKW | Knottingley West Jn – Ferrybridge North Jn | 2 | 71 | 2 | 27 | N | N | Y | N | N | Y | Y | Y | |
| LN889 | KWS | Shaftholme Jn – Haywood Jn | 68 | 75 | 67 | 66 | N | N | Y | N | N | Y | Y | Y | |
| LN892 | PEF | Pontefract East Jn – Ferrybridge South Jn | 3 | 06 | 2 | 38 | N | N | Y | N | Y | N | N | Y | |
| LN894 | KES | Knottingley South Jn – Knottingley East Jn | 0 | 00 | 0 | 20 | N | N | N | N | N | N | N | N | |
| LN896 | DRA1 | Drax Branch Jn – Drax Power Station (NR Boundary) | 0 | 00 | 4 | 16 | N | N | N | N | N | N | N | N | |
| LN898 | HUL4 | Neville Hill East Jn – Micklefield Jn | 18 | 25 | 10 | 63 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN898 | HUL4 | Micklefield Jn – Micklefield Change of ELR | 10 | 63 | 10 | 60 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN898 | HUL3 | Micklefield Change of ELR – Gascoigne Wood Jn | 10 | 60 | 6 | 27 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN898 | HUL3 | Gascoigne Wood Jn – Selby West Jn | 6 | 27 | 0 | 36 | Y | N | Y | Y | Y | Y | Y | Y | |
| LN898 | HUL3 | Selby West Jn – Selby South Jn | 0 | 36 | 0 | 00 | Y | N | Y | Y | Y | N | N | Y | |

LNE Route Sectional Appendix Module LNRC

| | | | | | | | | | | | | | | | | |
|--------|------|---|-----|----|-----|----|---|---|---|---|---------|---|---|---|----------|---|
| LN3520 | SSJ2 | Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn | 128 | 00 | 132 | 12 | E | Y | N | N | N | N | Y | Y | Y | |
| LN3525 | KSL | Knighton Jn – Leicester Jn | 97 | 45 | 127 | 00 | N | Y | N | N | N | N | N | N | E R1 | R1 Prohibited between Knighton Jn and Birmingham Curve Jn |
| LN3535 | BCJ | Birmingham Curve Jn – Branston Jn | 126 | 40 | 127 | 19 | N | Y | N | N | N | N | N | N | N | |
| LN3601 | GSM1 | Kettering North Jn – Manton Jn | 74 | 00 | 90 | 25 | N | Y | N | N | N | N | Y | Y | Y | |
| LN3605 | BSC | Corby BSC Works – Corby North | 2 | 05 | 0 | 00 | N | N | N | N | N | N | N | N | N | |
| LN3610 | BSC | Corby Automotive Terminal – Corby North | 1 | 10 | 0 | 00 | N | N | N | N | N | N | N | N | N | |
| LN3615 | PMJ | Route Boundary (LN147) – Uffington SB | 13 | 60 | 12 | 75 | N | Y | N | N | N | N | N | N | Y | |
| LN3615 | PMJ | Uffington SB – Manton Jn | 12 | 75 | 0 | 00 | N | Y | N | N | N | N | N | N | Y | |
| LN3615 | GSM2 | Manton Jn – Melton Jn | 90 | 25 | 105 | 70 | N | Y | N | N | N | N | Y | Y | Y | |
| LN3615 | GSM3 | Melton Jn – Syston South Jn | 113 | 36 | 103 | 77 | N | Y | N | N | N | N | Y | Y | Y | |
| LN3620 | GSM4 | Melton Jn GF – Asfordby | 105 | 70 | 107 | 20 | N | N | N | N | N | N | Y | Y | N | |
| LN3625 | TSN1 | Nottingham East Jn – Change of ELR (Nottingham East Jn) | 123 | 27 | 123 | 23 | N | Y | N | N | N | N | N | N | Y | |
| LN3625 | NOB1 | Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson) | 0 | 00 | 16 | 02 | N | Y | N | N | E R2 | N | N | N | R1 R2 | R1 Between Nottingham East Jn and Netherfield Jn, when accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed R2 Prohibited between Eastcroft Sidings (00m 22ch) and Route Boundary (LN206) (Coulson) |
| LN3635 | NOG1 | Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB | 111 | 60 | 123 | 76 | N | Y | N | N | N | N | N | N | R1 | R1 When accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed |
| LN3635 | NOG1 | Rectory Jn SB – Change of ELR (Netherfield) | 123 | 76 | 125 | 25 | N | Y | N | N | N | N | N | N | R1 | R1 When accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed |
| LN3635 | NOG2 | Change of ELR (Netherfield) – Netherfield Jn | 2 | 54 | 2 | 35 | N | Y | N | N | N | N | N | N | R1 | R1 When accelerating from a stand at any red signal a maximum of 50% power shall be applied until the next proceed aspect is observed |

Table D2A (London North Eastern) – Route clearance of electric multiple units

Last Updated: 23/09/2023

To be read in conjunction with General Notes.

Class 313 is prohibited from operating north of St. Neots with tripcock and shoe gear fitted.

| Line of route | ELR | Line of Route / Sector Description | 0000 | | 0000 | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|--|------|----|------|----|---------|-----|-----|-----|---------|---|
| | | | M | Ch | M | Ch | | | | | | |
| LN101 | ECM1 | Kings Cross – Copenhagen Jn | 0 | 00 | 0 | 64 | N | Y | H | N | N | |
| LN101 | ECM1 | Copenhagen Jn – Holloway South / North Jns | 0 | 64 | 1 | 44 | E | Y | Y | N | N | |
| LN101 | ECM1 | Holloway South / North Jns – Wood Green North Jn | 1 | 44 | 5 | 07 | E R1 | Y | Y | N | E R2 | R1 Prohibited between Hornsey and Wood Green North Jn |
| LN101 | ECM1 | Wood Green North Jn – Langley Jn | 5 | 07 | 25 | 73 | N | Y | Y | Y | N | |
| LN101 | ECM1 | Langley Jn – St Neots | 25 | 73 | 51 | 58 | N | Y | Y | Y | N | |
| LN101 | ECM1 | St Neots – Fletton Jn | 51 | 58 | 75 | 02 | N | Y | Y | Y | N | |
| LN101 | ECM1 | Fletton Jn – Peterborough | 75 | 02 | 76 | 29 | N | Y | Y | Y | N | |
| LN101 | ECM1 | Peterborough – Newark North Gate | 76 | 29 | 120 | 08 | N | Y | Y | Y | N | |
| LN101 | PMJ | Peterborough – Helpston Jn via Stamford lines | 22 | 19 | 16 | 71 | N | Y | Y | Y | N | |
| LN101 | ECM1 | Newark North Gate – Retford | 120 | 08 | 138 | 49 | N | Y | Y | Y | N | |
| LN101 | ECM1 | Retford – Loversall Carr Jn | 138 | 49 | 150 | 00 | N | Y | Y | Y | N | |
| LN101 | ECM1 | Loversall Carr Jn – Marshgate Jn | 152 | 00 | 156 | 26 | N | Y | Y | R1 | N | Between Doncaster platforms 1, 3, 4, 6, 7 and 8 and Marshgate Jn only |
| LN101 | ECM1 | Marshgate Jn – Shaftholme Jn | 156 | 26 | 160 | 16 | N | Y | Y | Y | N | N |
| LN105 | MEB1 | Moorgate – Drayton Park | 0 | 00 | 2 | 56 | N | N | N | N | N | N |
| LN105 | MEB1 | Drayton Park – Finsbury Park Jn | 2 | 56 | 3 | 37 | N | N | N | H | N | N |
| LN110 | CFP | Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn | 3 | 20 | 4 | 33 | E | Y | Y | H | N | E |
| LN115 | CRF1 | Copenhagen Jn – Route Boundary (EA1320) (North London Incline) | 0 | 00 | 0 | 20 | E | Y | Y | Y | N | N |
| LN120 | HDB | Wood Green Jn – Langley Jn via Hertford | 5 | 07 | 28 | 15 | N | R1 | R1 | R1 | N | R1 No more than 18 electric trains per line may operate over the Hertford Loop in any one hour period |
| LN120 | HDB | Langley Jn Down – Stevenage platform 5 (end of Line) | 28 | 15 | 29 | 00 | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|--|-----|----|-----|----|-----|-----|-----|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | |
| LN125 | SBR | Cambridge Jn – Route Boundary (EA1230) | 32 | 11 | 45 | 60 | N | R1 | R1 | H | N | R1 See Sectional Appendix Local Instructions |
| LN126 | DCF | Hitchin North Jn – Hitchin East Jn | 32 | 53 | 34 | 05 | N | Y | Y | N | N | |
| LN135 | EMP | Route Boundary (EA1560) (Ely West Jn) – Crescent Jn | 98 | 40 | 100 | 66 | N | N | N | H | N | |
| LN145 | WDU | Marholm Jn – Glinton Jn | 0 | 00 | 1 | 64 | N | N | N | N | N | |
| LN147 | PMJ | Helpston Jn – Route Boundary (LN3615) | 16 | 71 | 13 | 60 | N | N | N | H | N | |
| LN150 | SPD5 | Flyover East – Decoy North Jn | 116 | 20 | 117 | 46 | N | Y | Y | H | N | |
| LN155 | LCJ | Flyover East Jn – Loversall Jn (Up Loversall Curve) | 152 | 79 | 152 | 36 | N | Y | Y | H | N | |
| LN160 | LCR | Loversall Carr Jn – Rossington Colliery Jn | 152 | 00 | 152 | 12 | N | Y | Y | H | N | |
| LN160 | FWR1 | Rossington Colliery Jn – Flyover West Jn | 152 | 12 | 153 | 19 | N | Y | H | N | N | |
| LN165 | HPW | Route Boundary (EA1370) (Harringay Park Jn) – Harringay Jn | 0 | 14 | 0 | 03 | N | N | H | N | N | |
| LN170 | WEB | Werrington Jn – Site of former Spalding South Jn | 79 | 34 | 92 | 58 | N | N | H | N | N | |
| LN170 | SPD1 | Site of former Spalding South Jn – Sleaford South Jn | 44 | 07 | 62 | 14 | N | N | H | N | N | |
| LN170 | SPD2 | Sleaford South Jn – Sleaford North Jn | 62 | 14 | 63 | 48 | N | N | H | N | N | |
| LN170 | SPD2 | Sleaford North Jn – Site of former Greetwell West Jn | 63 | 48 | 81 | 25 | N | N | H | N | N | |
| LN170 | SPD3 | Site of former Greetwell West Jn – Trent East Jn | 81 | 25 | 98 | 56 | N | N | H | N | N | |
| LN170 | MAC3 | Trent East Jn – Trent West Jn | 73 | 25 | 73 | 11 | N | N | H | N | N | |
| LN170 | SPD4 | Trent West Jn – Bessacarr Jn | 98 | 68 | 115 | 72 | N | N | H | N | N | |
| LN170 | SPD5 | Bessacarr Jn – Doncaster, Flyover East Jn | 115 | 72 | 116 | 20 | N | N | H | N | N | |
| LN175 | SSE | Sleaford South Jn – Sleaford East Jn | 0 | 00 | 0 | 43 | N | N | H | N | N | |
| LN180 | SNW | Sleaford West Jn – Sleaford North Jn | 1 | 34 | 3 | 42 | N | N | H | N | N | |
| LN185 | ABE1 | Allington West Jn – Site of former Barkston East Jn | 0 | 00 | 4 | 08 | N | N | H | N | N | |
| LN185 | GRS1 | Barkston East Jn – Site of former Honington Jn | 110 | 12 | 112 | 00 | N | N | H | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|--|-----|----|-----|----|-----|-----|-----|-----|-----|-------|
| | | | M | Ch | M | Ch | | | | | | |
| LN185 | GRS2 | Site of former Honington Jn – Sleaford West Jn | 112 | 00 | 120 | 29 | N | N | H | N | N | |
| LN185 | GRS2 | Sleaford West Jn – Sleaford East Jn | 120 | 29 | 121 | 21 | N | N | H | N | N | |
| LN185 | GRS2 | Sleaford East Jn – Site of former Boston Sleaford Line Jn | 121 | 21 | 137 | 06 | N | N | H | N | N | |
| LN185 | GRS3 | Site of former Boston Sleaford Line Jn – Boston | 106 | 70 | 107 | 24 | N | N | H | N | N | |
| LN185 | GRS3 | Boston – Site of former Firsby East Jn | 107 | 24 | 122 | 22 | N | N | H | N | N | |
| LN185 | GRS4 | Site of former Firsby East Jn - Skegness | 0 | 28 | 9 | 17 | N | N | H | N | N | |
| LN190 | ACD | Allington East Jn – Allington North Jn (Allington Chord) | 0 | 00 | 0 | 25 | N | N | H | N | N | |
| LN195 | NOG1 | Nottingham Branch Jn – Route Boundary (LN3635) (Rectory Jn SB) | 106 | 08 | 111 | 60 | N | N | H | N | N | |
| LN200 | NOB3 | Wrawby Jn – Pelham Street Jn | 12 | 55 | 41 | 26 | N | N | H | N | N | |
| LN206 | NOB1 | Route Boundary (LN3625) (Nottingham East Jn) – Coulson Change of ELR | 16 | 02 | 32 | 00 | N | N | H | N | N | |
| LN206 | NOB2 | Coulson Change of ELR – Boultham Jn | 32 | 00 | 32 | 40 | N | N | H | N | N | |
| LN206 | NOB2 | Boultham Jn – West Holmes Jn | 32 | 40 | 32 | 70 | N | N | H | N | N | |
| LN210 | NSE | Newark Crossing South Jn – Newark Crossing East Jn | 0 | 00 | 0 | 21 | N | N | H | N | N | |
| LN215 | BHP | Boultham Jn – Pyewipe Jn | 0 | 00 | 0 | 65 | N | N | H | N | N | |
| LN220 | BCB | Bessacarr Jn – Black Carr Jn | 115 | 72 | 116 | 44 | N | N | H | N | N | |
| LN235 | FWR1 | Rossington Colliery Jn – End of Line | 152 | 12 | 151 | 69 | N | N | H | N | N | |
| LN235 | FWR2 | Rossington Colliery – End of Line | 153 | 31 | 151 | 69 | N | N | H | N | N | |
| LN600 | ECM2 | Shaftholme Jn – Temple Hirst Jn | 160 | 16 | 169 | 16 | N | Y | Y | N | N | |
| LN600 | ECM3 | Temple Hirst Jn – Colton Jn | 169 | 16 | 182 | 79 | N | Y | Y | N | N | |
| LN600 | ECM4 | Colton Jn – Colton North Jn | 182 | 79 | 183 | 65 | N | Y | Y | N | N | |
| LN600 | ECM4 | Colton North Jn – York Station | 183 | 65 | 188 | 40 | N | Y | Y | N | N | |
| LN600 | ECM5 | York Station – Birtley Jn | 0 | 00 | 75 | 26 | N | Y | Y | N | N | |
| LN600 | ECM5 | Birtley Jn – Low Fell Jn (including via Tyne Yard) | 75 | 26 | 77 | 37 | N | Y | Y | N | N | |
| LN600 | ECM5 | Low Fell Jn – King Edward Bridge South Jn | 77 | 37 | 79 | 42 | N | Y | Y | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|---------|-----|-----|---|
| | | | M | Ch | M | Ch | | | | | | |
| LN600 | ECM5 | King Edward Bridge South Jn – Newcastle West Jn | 79 | 42 | 80 | 05 | N | Y | Y | N | N | |
| LN600 | ECM6 | Newcastle West Jn – Newcastle | 80 | 05 | 80 | 16 | N | Y | Y | N | N | |
| LN600 | ECM7 | Newcastle – Newcastle East Jn | 0 | 00 | 0 | 14 | N | Y | Y | N | N | R1 Prohibited Newcastle platforms 3, 5, 6, 9, 10 and 11 |
| LN600 | ECM7 | Newcastle East Jn – Heaton South Jn | 0 | 14 | 1 | 65 | N | Y | Y | N | N | |
| LN600 | ECM7 | Heaton South Jn – Route Boundary (SC147) (Prestonpans Jn) | 1 | 65 | 69 | 67 | N | Y | Y | N | N | |
| LN618 | HOS | Holgate Jn – Skelton Jn via York Yard South | 0 | 00 | 1 | 54 | N | Y | Y | N | N | |
| LN620 | KEB | King Edward Bridge East Jn – King Edward Bridge North Jn (East Curve) | 0 | 00 | 0 | 13 | N | N | H | N | N | |
| LN622 | NEN1 | Newcastle Forth Jn – Forth Banks | 0 | 11 | 0 | 73 | N | N | H | N | N | |
| LN624 | REB4 | Northallerton Castle Hills Jn – Network Rail Boundary (Wensleydale Railway) | 0 | 04 | 0 | 18 | N | N | N | N | N | |
| LN626 | LEN2 | Northallerton High Jn – Northallerton East Jn | 0 | 00 | 0 | 36 | N | N | H | N | N | |
| LN627 | LLP1 | Longlands Jn (Down Line) – Boroughbridge Road LC | 28 | 58 | 29 | 72 | N | EH | H | N | N | |
| LN627 | LLP3 | Longlands Jn (Up Line) – Boroughbridge Road LC | 0 | 69 | 0 | 00 | N | EH | H | N | N | |
| LN627 | LLP2 | Boroughbridge Road LC – Northallerton East Jn | 42 | 21 | 42 | 79 | N | EH | H | N | N | |
| LN627 | LEN3 | Northallerton East Jn – Billingham Jn | 42 | 79 | 63 | 69 | N | EH | H | N | N | |
| LN627 | LEN3 | Billingham Jn – Ryhope Grange Jn | 63 | 69 | 87 | 63 | N | EH | H | N | N | |
| LN627 | LEN3 | Ryhope Grange Jn – Sunderland South Jn | 87 | 63 | 89 | 56 | N | EH | H | N | N | |
| LN627 | LEN3 | Sunderland South Jn – Boldon East Jn | 89 | 56 | 94 | 63 | N | EH | H R1 | N | N | OPPOS applies between Monkwearmouth Jn and East Boldon |
| LN627 | LEN3 | Boldon East Jn – Boldon West Jn | 94 | 63 | 95 | 16 | N | EH | H | N | N | |
| LN627 | LEN3 | Boldon West Jn – Pelaw Metro Jn | 95 | 16 | 97 | 64 | N | EH | H | N | N | |
| LN627 | LEN3 | Pelaw Metro Jn – Park Lane Jn | 97 | 64 | 100 | 65 | N | EH | H | N | N | |
| LN627 | LEN3 | Park Lane Jn – High Level Bridge Jn | 100 | 65 | 101 | 33 | N | EH | H | N | N | |
| LN627 | LEN3 | High Level Bridge Jn – Newcastle East Jn | 101 | 33 | 101 | 59 | N | Y | H | N | N | |
| LN628 | NEK | South Hylton – Sunderland South Jn | 3 | 20 | 0 | 00 | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|--------|---|----|----|----|----|-----|-----|-----|-----|-----|-------|
| | | | M | Ch | M | Ch | | | | | | |
| LN629 | PDL | Pelaw Metro Jn – Network Rail Boundary (Metro Operating) | 97 | 64 | 98 | 01 | N | N | N | N | N | |
| LN630 | PUL | Pelaw Metro Jn – Network Rail Boundary (Metro Operating) | 97 | 64 | 97 | 77 | N | N | N | N | N | |
| LN631 | DSN1 | Darlington South Jn – Eaglescliffe South Jn | 0 | 29 | 8 | 58 | N | N | H | N | N | |
| LN632 | DSN2 | Stockton Cut Jn – Redcar Change of Mileage | 10 | 13 | 21 | 72 | N | N | H | N | N | |
| LN632 | DSN3 | Redcar Change of Mileage – Saltburn | 22 | 16 | 27 | 57 | N | N | H | N | N | |
| LN634 | MBW1 | Guisborough Jn – Battersby Jn | 0 | 00 | 10 | 54 | N | N | H | N | N | |
| LN634 | MBW2 | Battersby Jn (End of Line) – Grosmont Jn | 11 | 61 | 29 | 66 | N | N | H | N | N | |
| LN634 | MBW3 | Grosmont Jn – Whitby | 24 | 44 | 30 | 61 | N | N | H | N | N | |
| LN636 | No ELR | Beam Mill Jn – Network Rail Boundary | 18 | 03 | 18 | 67 | N | N | N | N | N | |
| LN638 | WCI | Shell Jn – Network Rail Boundary | 0 | 00 | 1 | 03 | N | N | N | N | N | |
| LN642 | SSK1 | Saltburn West Jn – Network Rail Boundary (Cleveland Potash) | 27 | 05 | 34 | 29 | N | N | H | N | N | |
| LN644 | BOH | Hartburn Jn – Bowesfield SB (Hartburn Curve) | 0 | 00 | 0 | 44 | N | N | H | N | N | |
| LN646 | STF | Norton-on-Tees South – Ferryhill South Jn | 0 | 00 | 10 | 72 | N | N | H | N | N | |
| LN648 | NWE | Norton-on-Tees West – Norton-on-Tees East | 0 | 29 | 0 | 00 | N | N | H | N | N | |
| LN652 | POC1 | Billingham Jn – Phillips Siding Jn | 0 | 00 | 3 | 25 | N | N | N | N | N | |
| LN652 | POC2 | Phillips Siding Jn – Seal Sands Branch Jn | 3 | 25 | 5 | 01 | N | N | N | N | N | |
| LN652 | SES | Seal Sands Branch Jn – End of NR maintenance | 0 | 00 | 2 | 44 | N | N | N | N | N | |
| LN656 | SOT | Seaton Snook Jn – Seaton-on-Tees | 0 | 00 | 1 | 51 | N | N | N | N | N | |
| LN662 | HNB | Ryhope Grange – Hendon | 0 | 00 | 1 | 53 | N | N | N | N | N | |
| LN664 | BNW | Boldon East Jn – Boldon North Jn | 0 | 00 | 0 | 20 | N | N | N | N | N | |
| LN666 | BGE | Boldon West Jn – Boldon North Jn | 0 | 00 | 0 | 32 | N | N | N | N | N | |
| LN666 | GLT | Boldon North Jn – Tyne Dock | 0 | 32 | 1 | 26 | N | N | N | N | N | |
| LN670 | JAW1 | Pelaw Jn – Network Rail Boundary (Shell Mex Depot Jarrow) | 0 | 09 | 3 | 36 | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | 0000 | 0000 | 0000 | 0000 | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|---|------|------|------|------|-----|-----|-----|-----|-----|---|
| | | | M | Ch | M | Ch | | | | | | |
| LN672 | FEP | Wardley – Pelaw Jn | 19 | 70 | 20 | 75 | N | N | N | N | N | |
| LN674 | HLK | High Level Bridge Jn – Greensfield Jn (West Curve) | 0 | 00 | 0 | 21 | N | Y | H | N | N | |
| LN676 | PLG1 | Park Lane Jn – Site of former High Street Jn | 100 | 65 | 101 | 15 | N | EH | H | N | N | |
| LN676 | PLG2 | Site of former High Street Jn – Greensfield Jn | 0 | 00 | 0 | 21 | N | EH | H | N | N | |
| LN676 | HLK | Greensfield Jn – King Edward Bridge South Jn | 0 | 16 | 0 | 48 | N | Y | H | N | N | |
| LN678 | DAE1 | Darlington North Jn – Site of former Parkgate Jn | 44 | 36 | 44 | 64 | N | N | H | N | N | |
| LN678 | DAE1 | Site of former Parkgate Jn – Shildon SB | 0 | 00 | 8 | 29 | N | N | H | N | N | |
| LN678 | DAE2 | Shildon SB – Bishop Auckland | 8 | 29 | 11 | 23 | N | N | H | N | N | |
| LN682 | NEC1 | King Edward Bridge South Jn – Norwood Jn | 0 | 48 | 1 | 71 | N | N | H | N | N | |
| LN682 | NEC1 | Norwood Jn – Site of former Blaydon East Jn | 1 | 71 | 5 | 28 | N | N | H | N | N | |
| LN682 | NEC2 | Site of former Blaydon East Jn – Route Boundary (NW9909) (Petteril Bridge Jn) | 3 | 78 | 58 | 00 | N | N | H | N | N | |
| LN684 | NLF | Low Fell Jn – Limit of Electrification | 0 | 00 | 1 | 26 | N | N | H | N | N | |
| LN684 | NLF | Limit of Electrification – Norwood Jn | 1 | 26 | 1 | 42 | N | N | H | N | N | |
| LN694 | BNE | Benton North Jn – Site of former Earsdon Jn | 0 | 00 | 2 | 53 | N | N | H | N | N | |
| LN694 | EJM | Site of former Earsdon Jn – Morpeth North Jn | 7 | 08 | 20 | 47 | N | N | H | N | N | |
| LN696 | HJM | Hepscott Jn – Morpeth Jn | 19 | 44 | 20 | 47 | N | N | H | N | N | |
| LN700 | BWO2 | Butterwell Jn – Signal B1 | 0 | 00 | 0 | 48 | N | N | N | N | N | |
| LN702 | BWC | Bedlington North – Network Rail Boundary (Lynemouth Colliery) | 0 | 00 | 4 | 14 | N | N | N | N | N | |
| LN704 | ISC | Newsham North Jn – Network Rail Boundary (Blyth Bates Terminal) | 0 | 00 | 0 | 36 | N | N | N | N | N | Line out of use NME/2010/LNE/006 and NME/2010/LNE009 |
| LN706 | WSB | West Sleekburn Jn – North Blyth | 0 | 00 | 3 | 22 | N | N | N | N | N | |
| LN708 | MWJ | Winning Jn – Marchey's House Jn | 0 | 31 | 0 | 00 | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|---------|-----|-----|---|
| | | | M | Ch | M | Ch | | | | | | |
| LN724 | HOS | Holgate Jn – Skelton Jn via York Yard South | 0 | 00 | 1 | 54 | N | Y | Y | N | N | |
| LN736 | MAC3 | Cleethorpes – Grimsby Docks | 112 | 40 | 110 | 11 | N | N | H | N | N | |
| LN736 | MAC3 | Grimsby Docks – Marsh West Jn | 110 | 11 | 107 | 69 | N | N | H | N | N | |
| LN736 | MAC3 | Marsh West Jn – Wrawby Jn | 107 | 69 | 94 | 12 | N | N | H | N | N | |
| LN736 | MAC3 | Wrawby Jn – West Burton East Jn | 94 | 12 | 72 | 18 | N | N | H | N | N | |
| LN736 | MAC3 | West Burton East Jn – Thrumpton West Jn (Up) | 72 | 18 | 63 | 28 | N | N | H | N | N | |
| LN736 | MAC3 | Thrumpton West Jn (Up) – Manton Wood | 63 | 28 | 58 | 54 | N | N | H | N | N | |
| LN736 | MAC3 | Manton Wood – Brancliffe East Jn | 58 | 54 | 53 | 57 | N | N | H | N | N | |
| LN736 | MAC3 | Brancliffe East Jn – Woodburn Jn | 53 | 57 | 42 | 29 | N | N | H | N | N | |
| LN736 | NUJ2 | Woodburn Jn – Site of former Nunnery Jn | 42 | 29 | 41 | 68 | N | N | H | N | N | |
| LN736 | NUJ1 | Site of former Nunnery Jn – Nunnery Main Line Jn | 159 | 33 | 158 | 77 | N | N | H | N | N | |
| LN738 | MWN | Great Coates No. 1 – Network Rail Boundary (ABP) | 108 | 34 | 108 | 44 | N | N | N | N | N | |
| LN740 | MWN | Marsh West Jn – Network Rail Boundary (ABP) | 107 | 69 | 108 | 44 | N | N | N | N | N | |
| LN740 | PYE2 | Network Rail Boundary (ABP) – Site of former Queens Road Jn | 4 | 33 | 0 | 00 | N | N | N | N | N | |
| LN740 | PYE1 | Site of former Queens Road Jn – Immingham East Jn | 106 | 50 | 106 | 31 | N | N | N | N | N | |
| LN740 | BRI2 | Immingham East Jn – Humber Road Jn | 106 | 31 | 104 | 05 | N | N | N | N | N | |
| LN741 | HAU | Habrough – Ulceby South Jn | 0 | 32 | 1 | 45 | N | N | H | N | N | |
| LN742 | KIL2 | Killingholme – Immingham West Change of Mileage | 2 | 70 | 0 | 00 | N | N | N | N | N | |
| LN742 | KIL1 | Immingham West Change of Mileage – Humber Rd Jn | 105 | 10 | 104 | 05 | N | N | N | N | N | |
| LN742 | BRI2 | Humber Rd Jn – Ulceby North Jn | 104 | 05 | 100 | 44 | N | N | N | N | N | |
| LN742 | BRI1 | Ulceby North Jn – Brocklesby West Jn | 100 | 44 | 99 | 20 | N | N | H R1 | N | N | Prohibited between Ulceby South Jn and Brocklesby West Jn |
| LN744 | BAR | Ulceby North Jn – Barton on Humber | 100 | 44 | 110 | 18 | N | N | H | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|-----|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | |
| LN746 | TYB1 | Cottam Power Station – Clarborough Jn | 71 | 79 | 68 | 32 | N | N | N | N | N | |
| LN748 | WHR | Retford Western Jn – Thrumpton West Jn | 64 | 29 | 63 | 28 | N | N | N | N | N | |
| LN750 | MAC3 | Woodburn Jn – Deepcar | 42 | 29 | 33 | 35 | N | N | N | N | N | |
| LN752 | DOW | Wrawby Jn – Marshgate Jn | 33 | 34 | 0 | 03 | N | N | H | N | N | |
| LN754 | SAN | Scunthorpe Foreign Ore Branch | 0 | 00 | 1 | 16 | N | N | N | N | N | |
| LN756 | NOP1 | Scunthorpe Trent Jn – Site of former Dawes Lane Jn | 0 | 00 | 0 | 28 | N | N | N | N | N | |
| LN756 | NOP2 | Site of former Dawes Lane Jn – NR Boundary (Roxby) | 0 | 25 | 3 | 60 | N | N | N | N | N | |
| LN758 | BKS | Branccliffe East Jn – St Catherines Jn | 0 | 00 | 15 | 17 | N | N | N | N | N | |
| LN758 | BKS | St Catherines Jn – Low Ellers Curve Jn | 15 | 17 | 15 | 55 | N | N | N | N | N | |
| LN758 | BKS | Low Ellers Curve Jn – Kirk Sandall Jn | 15 | 55 | 20 | 49 | N | N | N | N | N | |
| LN760 | HAC | Firbeck Jn – Harworth Colliery | 11 | 20 | 14 | 21 | N | N | N | N | N | |
| LN762 | YDS | St Catherines Jn – Decoy South Jn (St Catherines Curve) | 15 | 17 | 15 | 71 | N | N | N | N | N | |
| LN764 | UDS | Low Ellers Curve Jn – Potteric Carr Jn | 15 | 55 | 16 | 56 | N | N | N | N | N | |
| LN766 | HJB | Bentley Jn – Hexthorpe Jn (Doncaster Avoiding Line) | 3 | 24 | 0 | 00 | N | N | H | N | N | |
| LN768 | PSE | Route Boundary (LN3273) (Mansfield) – Shireoaks East Jn | 143 | 00 | 154 | 30 | N | N | H | N | N | |
| LN772 | SWP | Warsop Jn – Shirebrook Jn | 0 | 00 | 0 | 45 | N | N | N | N | N | |
| LN774 | BAC2 | Barrow Hill North Jn – Seymour Jn SB | 149 | 53 | 152 | 21 | N | N | N | N | N | |
| LN774 | BAC3 | Seymour Jn SB – Oxcroft Disposal Point | 155 | 06 | 0 | 78 | N | N | N | N | N | |
| LN776 | HLF1 | Hall Lane Jn – Change of ELR | 0 | 44 | 0 | 00 | N | N | N | N | N | |
| LN776 | HLF2 | Change of ELR – Foxlow Jn | 150 | 47 | 150 | 64 | N | N | N | N | N | |
| LN778 | BOC1 | Seymour Jn – Bolsover | 7 | 51 | 5 | 21 | N | N | N | N | N | Line out of use between Site of former Markham Colliery Jn and Bolsover NC/G1/2010/LNE/020V |
| LN782 | SHW | Woodend Jn – Shireoaks West Jn | 153 | 71 | 154 | 36 | N | N | N | N | N | |
| LN784 | HIM | High Marnham – Thoresby Colliery Jn | 27 | 48 | 17 | 16 | N | N | N | N | N | |
| LN784 | HIM | Thoresby Colliery Jn – Warsop Jn | 17 | 16 | 10 | 59 | N | N | N | N | N | |
| LN784 | HIM | Warsop Jn – Shirebrook South Jn | 10 | 59 | 10 | 19 | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|--|-----|----|-----|----|-----|-----|-----|-----|-----|---|
| | | | M | Ch | M | Ch | | | | | | |
| LN784 | HIM | Shirebrook South Jn – Shirebrook East Jn | 10 | 19 | 9 | 72 | N | N | N | N | N | |
| LN786 | BEC | Boughton Jn – Network Rail Boundary (Bevercotes Colliery) | 0 | 00 | 4 | 22 | N | N | N | N | N | Line out of use from 01m 0ch to Network Rail Boundary (Bevercotes Colliery) LN213/PJ1037 |
| LN788 | TYC | Thoresby Colliery Jn – Thoresby Colliery | 0 | 00 | 0 | 42 | N | N | N | N | N | |
| LN802 | WKC | Welbeck Colliery Jn – Network Rail Boundary (RJB) | 0 | 00 | 2 | 63 | N | N | N | N | N | |
| LN804 | TJC1 | Route Boundary (LN3201) (Tipton Jn) – Dore South Jn | 146 | 64 | 153 | 71 | N | N | H | N | N | |
| LN804 | TJC1 | Dore South Jn – Sheffield Station | 153 | 71 | 158 | 40 | N | N | H | N | N | |
| LN804 | TJC1 | Sheffield Station – Nunnery Main Line Jn | 158 | 40 | 158 | 77 | N | N | H | N | N | |
| LN804 | TJC1 | Nunnery Main Line Jn – Site of former Grimesthorpe Jn | 158 | 77 | 160 | 47 | N | N | H | N | N | |
| LN804 | TJC2 | Site of former Grimesthorpe Jn – Site of Masborough South Jn | 160 | 47 | 163 | 74 | N | N | H | N | N | |
| LN804 | TJC3 | Site of former Masborough South Jn – Swinton Jn South | 161 | 77 | 166 | 56 | N | N | H | N | N | |
| LN804 | SMJ1 | Swinton Jn South – Swinton Jn North | 166 | 56 | 167 | 03 | N | N | H | N | N | |
| LN804 | SMJ1 | Swinton Jn North – Site of former Wath Curve Jn | 167 | 03 | 168 | 64 | N | N | H | N | N | |
| LN804 | SMJ2 | Site of former Wath Curve Jn – Ferrybridge South Jn | 17 | 15 | 2 | 38 | N | N | H | N | N | |
| LN804 | SMJ2 | Ferrybridge South Jn – Site of former Burton Salmon Jn | 2 | 38 | 0 | 00 | N | N | H | N | N | |
| LN804 | SMJ3 | Site of former Burton Salmon Jn – Milford Jn | 16 | 69 | 15 | 07 | N | N | H | N | N | |
| LN804 | MGW | Milford Jn – Gascoigne Wood SB | 7 | 65 | 6 | 27 | N | N | H | N | N | |
| LN806 | CHR | Route Boundary (LN3201) (Tipton Jn) – Masborough Jn | 146 | 64 | 162 | 24 | N | N | H | N | N | |
| LN807 | MAS | Dore South Jn – Dore West Jn | 153 | 73 | 154 | 16 | N | N | H | N | N | |
| LN808 | DWS | Dore Station Jn – Dore West Jn | 0 | 60 | 0 | 00 | N | N | H | N | N | |
| LN808 | MAS | Dore West Jn – Route Boundary (NW9001) (Chinley North Jn) | 154 | 16 | 154 | 20 | N | N | H | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 325 | 333 | 345 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | |
| LN809 | BTJ | Shepcote Lane West Jn – Tinsley Yard East End | 161 | 24 | 160 | 52 | N | H | N | N | |
| LN810 | SEL | Shepcote Lane West Jn – Tinsley South Jn | 161 | 24 | 161 | 63 | N | H | N | N | |
| LN812 | BLJ | Shepcote Lane East Jn – Broughton Lane Jn | 161 | 20 | 161 | 67 | N | H | N | N | |
| LN816 | BEW | Beighton Jn – Woodhouse Jn | 48 | 06 | 46 | 56 | N | H | N | N | |
| LN818 | HCD | Holmes Jn – Rotherham Central Jn | 0 | 00 | 0 | 62 | N | H | N | N | |
| LN824 | SKM | Moorthorpe Jn – South Kirkby Jn | 0 | 57 | 0 | 05 | N | H | N | N | |
| LN826 | PED5 | South Yorkshire Jn – Mexborough Jn | 22 | 57 | 15 | 64 | N | H | N | N | |
| LN826 | SJM2 | Mexborough Jn – Site of former Mexborough North Jn | 15 | 64 | 14 | 78 | N | H | N | N | |
| LN826 | SJM1 | Site of former Mexborough North Jn – Swinton Jn South | 167 | 15 | 166 | 56 | N | H | N | N | |
| LN828 | WME | Mexborough Jn – Aldwarke Jn | 10 | 17 | 7 | 26 | N | H | N | N | |
| LN830 | WME | Aldwarke Jn – Woodburn Jn | 7 | 25 | 0 | 00 | N | H | N | N | |
| LN832 | SJB | Doncaster, Bridge Jn – St. James Jn | 22 | 54 | 22 | 38 | N | H | N | N | |
| LN836 | DOL1 | Doncaster Marshgate Jn – Hare Park Jn | 156 | 28 | 171 | 70 | N | H | R1 | N | R1 Prohibited from using the unwired main to main crossover at Winterset |
| LN836 | DOL1 | Hare Park Jn – Site of former West Riding Jn | 171 | 70 | 175 | 32 | N | H | Y | N | |
| LN836 | DOL2 | Site of former West Riding Jn – Copley Hill West Jn | 175 | 32 | 184 | 65 | N | H | Y | N | |
| LN836 | DOL2 | Copley Hill West Jn – Whitehall West Jn | 184 | 65 | 185 | 25 | N | H | Y | N | |
| LN836 | DOL2 | Whitehall West Jn – Whitehall East Jn | 185 | 25 | 185 | 28 | N | H | Y | N | |
| LN836 | DOL2 | Whitehall East Jn – Leeds | 185 | 28 | 185 | 70 | N | H | Y | N | |
| LN836 | HUL4 | Leeds – Neville Hill East Jn | 20 | 50 | 18 | 25 | N | H | E | N | |
| LN838 | LEH1 | Armley Jn – Site of former Pannal Jn | 0 | 12 | 14 | 60 | N | H | N | N | |
| LN838 | LEH2 | Site of former Pannal Jn – Site of former Crimple Jn | 14 | 60 | 15 | 20 | N | H | N | N | |
| LN838 | LEH3 | Site of former Crimple Jn – Harrogate | 15 | 20 | 17 | 24 | N | H | N | N | |
| LN838 | HAY2 | Harrogate – Site of former Starbeck North Jn | 20 | 38 | 18 | 60 | N | H | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|-----|-----|-----|-------|
| | | | M | Ch | M | Ch | | | | | | |
| LN838 | HAY1 | Site of former Starbeck North Jn – Skelton Jn | 18 | 60 | 1 | 50 | N | N | H | N | N | |
| LN840 | TJC3 | Leeds Engine Shed Jn – Whitehall East Jn | 195 | 20 | 195 | 52 | N | N | H | N | N | |
| LN842 | CJS | Thorpe Marsh Jn – Applehurst Jn | 163 | 76 | 163 | 27 | N | N | H | N | N | |
| LN842 | CJS | Applehurst Jn – Skellow Jn | 163 | 27 | 160 | 59 | N | N | H | N | N | |
| LN842 | SKA | Skellow Jn – Adwick Jn | 0 | 61 | 0 | 00 | N | N | H | N | N | |
| LN844 | JCA | Applehurst Jn – Joan Croft Jn | 0 | 49 | 0 | 00 | N | N | H | N | N | |
| LN846 | CJS | Carcroft Jn – Skellow Jn | 160 | 08 | 160 | 59 | N | N | H | N | N | |
| LN848 | HPC | Hare Park Jn – Crofton West Jn | 171 | 70 | 173 | 22 | N | N | H | N | N | |
| LN850 | WWK | Wakefield Westgate South Jn – Wakefield Kirkgate West Jn | 0 | 00 | 0 | 26 | N | N | H | N | N | |
| LN852 | LBE1 | Holbeck Jn – Site of former Laisterdyke East Jn | 0 | 02 | 6 | 49 | N | N | H | N | N | |
| LN852 | LBE2 | Site of former Laisterdyke East Jn – Site of former Laisterdyke West Jn | 190 | 24 | 190 | 60 | N | N | H | N | N | |
| LN852 | LBE3 | Site of former Laisterdyke West Jn – Site of former Hammerton Street Jn | 190 | 60 | 191 | 30 | N | N | H | N | N | |
| LN852 | LBE4 | Site of former Hammerton Street Jn – Mill Lane Jn | 191 | 30 | 191 | 75 | N | N | H | N | N | |
| LN852 | MRB | Mill Lane Jn – Bradford Interchange | 40 | 01 | 40 | 27 | N | N | H | N | N | |
| LN854 | MVN2 | Route Boundary (NW7001) (Hall Royd Jn) – Turners Lane Jn | 22 | 62 | 48 | 33 | N | N | H | N | N | |
| LN854 | MVN2 | Turners Lane Jn – Site of former Goose Hill Jn | 48 | 33 | 50 | 31 | N | EH | H | N | N | |
| LN854 | TJC3 | Site of former Goose Hill Jn – Altofts Jn | 184 | 56 | 186 | 00 | N | EH | H | N | N | |
| LN854 | NOC | Altofts Jn – Sherburn Jn | 23 | 57 | 13 | 20 | N | EH | H | N | N | |
| LN854 | NOC | Sherburn Jn – Colton Jn | 13 | 20 | 5 | 41 | N | EH | H | N | N | |
| LN854 | ECM4 | Colton Jn – Holgate Jn | 182 | 79 | 188 | 07 | N | Y | Y | N | N | |
| LN854 | ECM4 | Holgate Jn – York | 188 | 07 | 188 | 40 | N | Y | Y | N | N | |
| LN854 | ECM5 | York – Skelton Jn | 0 | 00 | 1 | 50 | N | Y | Y | N | N | |
| LN858 | MRB | Milner Royd Jn – Mill Lane Jn | 29 | 20 | 40 | 01 | N | N | H | N | N | |
| LN859 | GRD | Greetland Jn – Dryclough Jn | 1 | 11 | 0 | 00 | N | N | H | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|--|-----|----|-----|----|-----|-----|-----|-----|-----|-------|
| | | | M | Ch | M | Ch | | | | | | |
| LN860 | MVL3 | Route Boundary (NW7021) (Stalybridge Tunnel Jn) – Springwood Jn | 15 | 11 | 25 | 20 | N | N | H | N | N | |
| LN860 | MVL3 | Springwood Jn – Change of ELR (Heaton Lodge Jn) | 25 | 20 | 29 | 00 | N | N | H | N | N | |
| LN860 | MVL4 | Change of ELR (Heaton Lodge Jn) – Heaton Lodge Jn (Up line) | 29 | 00 | 29 | 45 | N | N | H | N | N | |
| LN860 | MVL4 | Change of ELR (Heaton Lodge Jn) – Heaton Lodge East Jn (Down Line) | 29 | 00 | 29 | 74 | N | N | H | N | N | |
| LN860 | MVN2 | Heaton Lodge Jn – Heaton Lodge East Jn | 37 | 18 | 37 | 47 | N | N | H | N | N | |
| LN860 | MVN2 | Heaton Lodge East Jn – Thornhill LNW Jn | 37 | 47 | 39 | 72 | N | N | H | N | N | |
| LN860 | MDL1 | Thornhill LNW Jn – Copley Hill East Jn | 32 | 16 | 42 | 03 | N | N | H | N | N | |
| LN861 | BBW | Bradley Jn – Bradley Wood Jn | 0 | 00 | 1 | 17 | N | N | H | N | N | |
| LN862 | PED2 | Barnsley Station Jn – Site of former Barnsley Jn | 6 | 43 | 0 | 00 | N | N | H | N | N | |
| LN862 | PED1 | Site of former Barnsley Jn – Site of former Huddersfield Jn | 29 | 13 | 28 | 37 | N | N | H | N | N | |
| LN862 | PEH | Site of former Huddersfield Jn – Lockwood | 13 | 42 | 1 | 18 | N | N | H | N | N | |
| LN862 | PEH | Lockwood – Springwood Jn | 1 | 18 | 0 | 40 | N | N | H | N | N | |
| LN862 | MVL3 | Springwood Jn – Huddersfield | 0 | 40 | 0 | 00 | N | N | H | N | N | |
| LN864 | DRS1 | Dewsbury Railway Street – Change of Mileage | 0 | 10 | 0 | 00 | N | N | N | N | N | |
| LN864 | DRS1 | Change of Mileage – Dewsbury East Jn | 0 | 27 | 0 | 00 | N | N | N | N | N | |
| LN868 | SHB | Wincobank Jn – Site of former Quarry Jn | 161 | 52 | 173 | 48 | N | N | H | N | N | |
| LN868 | PED2 | Site of former Quarry Jn – Barnsley Station Jn | 7 | 50 | 6 | 43 | N | N | H | N | N | |
| LN868 | BAH2 | Barnsley Station Jn – Site of former Craggstone Jn | 52 | 58 | 45 | 56 | N | N | H | N | N | |
| LN868 | CHS | Site of former Craggstone Jn – Horbury Jn | 1 | 53 | 0 | 00 | N | N | H | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|---------|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | |
| LN870 | CTL | Wakefield Turners Lane – Calder Bridge Jn | 0 | 50 | 0 | 00 | N | N | H | N | N | |
| LN872 | TJC3 | Altofts Jn – Hunslet South Jn | 185 | 73 | 193 | 40 | N | N | H | N | N | |
| LN872 | TJC3 | Hunslet South Jn – Engine Shed Jn | 193 | 40 | 195 | 20 | N | N | H | N | N | |
| LN872 | ELN | Engine Shed Jn – Leeds West Jn | 195 | 20 | 195 | 53 | N | N | H | N | N | |
| LN874 | MEW2 | Methley Jn – Whitwood Jn | 1 | 12 | 0 | 01 | N | N | H | N | N | |
| LN875 | CPM2 | Castleford West Jn – Cutsyke Jn | 0 | 00 | 0 | 61 | N | N | H | N | N | |
| LN875 | CPM1 | Cutsyke Jn – Pontefract West Jn | 59 | 02 | 56 | 42 | N | N | H | N | N | |
| LN876 | BOO | Castleford East Jn – Ledston | 6 | 17 | 4 | 43 | N | N | N | N | N | |
| LN878 | SHG | Sherburn Jn – Gascoigne Wood Jn | 13 | 20 | 14 | 30 | N | N | H | N | N | |
| LN880 | YMS | York (platforms 4 & 5) - Scarborough (platforms 1 to 5) | 0 | 00 | 42 | 06 | N | N | H R1 | N | N | R1 - Prohibited Scarborough platform 5 |
| LN880 | YMS | York (platform 2 and maintenance sidings) – Connection to Up line | 0 | 0 | 0 | 15 | N | N | H | N | N | |
| LN882 | WAG1 | Wakefield Kirkgate West Jn – Calder Bridge Jn | 47 | 43 | 48 | 28 | N | N | H | N | N | |
| LN882 | WAG1 | Calder Bridge Jn – Crofton West Jn | 48 | 28 | 49 | 40 | N | N | H | N | N | |
| LN882 | WAG1 | Crofton West Jn – Knottingley West Jn | 49 | 40 | 58 | 20 | N | N | H | N | N | |
| LN882 | WAG1 | Knottingley West Jn – Engine Shed Jn | 58 | 20 | 73 | 52 | N | N | H | N | N | |
| LN882 | WAG2 | Engine Shed Jn – Goole Potters Grange Jn | 0 | 64 | 0 | 00 | N | N | H | N | N | |
| LN884 | OAJ | Oakenshaw South Jn – Oakenshaw Jn. | 49 | 41 | 48 | 76 | N | N | N | N | N | |
| LN886 | TJC3 | Monk Bretton – Oakenshaw South Jn | 176 | 22 | 181 | 75 | N | N | N | N | N | |
| LN886 | OSC | Oakenshaw South Jn – Crofton East Jn | 181 | 75 | 183 | 04 | N | N | N | N | N | |
| LN888 | CJS | Stainforth Jn – Thorpe Marsh Jn | 166 | 70 | 163 | 76 | N | N | H | N | N | |
| LN888 | HTM | Thorpe Marsh Jn – Haywood Jn | 69 | 56 | 67 | 66 | N | N | H | N | N | |
| LN888 | KWS | Haywood Jn – Knottingley West Jn | 67 | 66 | 58 | 20 | N | N | H | N | N | |
| LN888 | FKW | Knottingley West Jn – Ferrybridge North Jn | 2 | 71 | 2 | 27 | N | N | H | N | N | |
| LN889 | KWS | Shaftholme Jn – Haywood Jn | 68 | 75 | 67 | 66 | N | N | H | N | N | |
| LN892 | PEF | Pontefract East Jn – Ferrybridge South Jn | 3 | 06 | 2 | 38 | N | N | H | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | 0000 | | 0000 | | 319 | 321 | 325 | 333 | 345 | Notes |
|---------------|------|---|------|----|------|----|-----|-----|---------|-----|-----|---|
| | | | M | Ch | M | Ch | | | | | | |
| LN894 | KES | Knottingley South Jn – Knottingley East Jn | 0 | 00 | 0 | 20 | N | N | H | N | N | |
| LN896 | DRA1 | Drax Branch Jn – Drax Power Station (NR Boundary) | 0 | 00 | 4 | 16 | N | N | N | N | N | |
| LN898 | HUL4 | Neville Hill East Jn – Micklefield Jn | 18 | 25 | 10 | 63 | N | N | H | N | N | |
| LN898 | HUL4 | Micklefield Jn – Micklefield Change of ELR | 10 | 63 | 10 | 60 | N | N | H | N | N | |
| LN898 | HUL3 | Micklefield Change of ELR – Gascoigne Wood Jn | 10 | 60 | 6 | 27 | N | N | H | N | N | |
| LN898 | HUL3 | Gascoigne Wood Jn – Selby West Jn | 6 | 27 | 0 | 36 | N | N | H | N | N | |
| LN898 | HUL3 | Selby West Jn – Selby South Jn | 0 | 36 | 0 | 00 | N | N | H | N | N | |
| LN898 | HUL2 | Selby South Jn – Site of former Barlby Jn | 31 | 12 | 30 | 40 | N | N | H | N | N | |
| LN898 | HUL1 | Site of former Barlby Jn – Anlaby Road Jn | 30 | 40 | 0 | 73 | N | N | H | N | N | |
| LN898 | HUL1 | Anlaby Road Jn – Hull | 0 | 73 | 0 | 00 | N | N | H R1 | N | N | R1 - Prohibited Hull platform 1 |
| LN900 | HUE | Neville Hill West Jn – Hunslet East | 0 | 00 | 0 | 55 | N | N | N | N | N | |
| LN902 | CFM | Micklefield Jn – Church Fenton North Jn | 15 | 62 | 10 | 31 | N | N | H | N | N | |
| LN904 | HSC | Hambleton South Jn – Hambleton West Jn | 174 | 10 | 175 | 33 | N | N | H | N | N | |
| LN906 | HNC | Hambleton East Jn – Hambleton North Jn | 3 | 34 | 4 | 00 | N | N | H | N | N | |
| LN908 | SEC | Selby West Jn – Canal Jn | 0 | 00 | 0 | 32 | N | N | H | N | N | |
| LN910 | TCW1 | Temple Hirst Jn – Selby Canal Jn | 169 | 16 | 173 | 59 | N | N | H | N | N | |
| LN910 | TCW1 | Selby Canal Jn – Selby South Jn | 173 | 59 | 174 | 11 | N | N | H | N | N | |
| LN912 | TJG1 | Thorne Jn – Thorne North Change of ELR | 7 | 69 | 9 | 09 | N | N | H | N | N | |
| LN912 | TJG2 | Thorne North Change of ELR – Gilberdyke Jn | 14 | 06 | 0 | 00 | N | N | H | N | N | |
| LN914 | HBS | West Parade Jn – West Parade North Jn | 0 | 25 | 0 | 72 | N | N | H | N | N | |
| LN914 | HBS | West Parade North Jn – Walton Street Jn | 0 | 72 | 1 | 29 | N | N | H | N | N | |
| LN914 | HBS | Walton Street Jn – Seamer West Jn | 1 | 29 | 50 | 43 | N | N | H R1 | N | N | R1 - Prohibited Bridlington platforms 7 and 8 |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 333 | 345 | Notes | |
|---------------|------|---|-----|----|-----|----|-----|-----|-----|-----|-----|-------|--|
| | | | M | Ch | M | Ch | | | | | | | |
| LN916 | HJS | Hessle Road – Springbank North Jn | 0 | 00 | 1 | 38 | N | N | H | N | N | | |
| LN916 | HJS | Springbank North Jn – Network Rail Boundary | 1 | 38 | 5 | 62 | N | N | N | N | N | | |
| LN918 | SPW | Springbank North Jn – Walton Street Jn | 1 | 54 | 1 | 29 | N | N | H | N | N | | |
| LN920 | AWP | Anlaby Road Jn – West Parade North Jn | 0 | 00 | 0 | 24 | N | N | H | N | N | | |
| LN922 | TJC3 | Whitehall West Jn – Skipton | 195 | 57 | 221 | 01 | N | Y | H | Y | N | | |
| LN922 | TJC3 | Skipton – Site of former Skipton North Jn Change of ELR | 221 | 21 | 221 | 68 | N | N | H | Y | N | | |
| LN922 | SKW1 | Site of former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn) | 221 | 68 | 230 | 00 | N | N | H | N | N | | |
| LN924 | ILK1 | Apperley Jn – Burley in Wharfedale | 202 | 03 | 208 | 02 | N | Y | H | Y | N | | |
| LN924 | ILK2 | Burley in Wharfedale – Ilkley | 208 | 02 | 211 | 20 | N | Y | H | Y | N | | |
| LN926 | GUE2 | Dockfield Jn – Esholt Jn | 3 | 41 | 0 | 00 | N | Y | H | Y | N | | |
| LN928 | SBF | Shipley East Jn – Bradford Forster Square | 205 | 54 | 208 | 50 | N | Y | H | Y | N | | |
| LN930 | SKS1 | Skipton Middle – Site of former Embsay Jn | 222 | 68 | 220 | 64 | N | Y | N | N | N | | |
| LN930 | SKS2 | Site of former Embsay Jn – Network Rail Boundary (Tilcon Siding) | 0 | 00 | 6 | 50 | N | Y | N | N | N | | |
| LN932 | BIB | Shipley South Jn – Shipley West Jn | 0 | 00 | 0 | 17 | N | Y | H | Y | N | | |

Table D2A (East Midlands) – Route clearance of electrical multiple units**Last Updated: 23/09/2023**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | ○○○○ | | ○○○○ | | 319 | 321 | 325 | 360 | Notes |
|---------------|------|---|------|----|------|----|-----|-----|-----|----------------------------|---|
| | | | M | Ch | M | Ch | | | | | |
| LN3140 | BBM | Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn | 16 | 07 | 16 | 50 | EH | N | H | EH R1 | R1 Class 360/1 only |
| LN3140 | SPC1 | Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line) | 49 | 60 | 49 | 65 | E | N | H | N | |
| LN3201 | SPC1 | St Pancras platforms 1, 2, 3 and 4 - Cricklewood | 0 | 12 | 5 | 09 | Y | Y | H | R1 R2 R3 | R1 Class 360/1 only R2 Prohibited Watling Street Jn - Cricklewood Up & Down Hendon lines R3 Max speed 100mph |
| LN3201 | SPC1 | Cricklewood – Change of ELR (Bedford) | 5 | 09 | 50 | 00 | Y | Y | H | R1 R2 R3 R4 R5 | R1 Class 360/1 only R2 Prohibited Ground Signal 05m 15ch Up Goods line with deflated suspension R3 Prohibited Luton platform 4 Up Fast line with crush deflated suspension R4 Prohibited Cricklewood - Silkstream Jn Up & Down Hendon lines R5 Max speed 100mph |
| LN3201 | SPC2 | Change of ELR (Bedford) – Change of ELR (Wellingborough) | 50 | 00 | 64 | 78 | N | N | H | R1 | R1 Class 360/1 only |
| LN3201 | SPC3 | Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn) | 64 | 78 | 95 | 38 | N | N | H | R1 R2 | R1 Class 360/1 only R2 Dead-hauled only Kettering North Jn - Change of ELR (Wigston South Jn) |
| LN3201 | SPC4 | Change of ELR (Wigston South Jn) – Change of ELR (Leicester) | 95 | 38 | 98 | 73 | N | N | H | EH R1 | R1 Class 360/1 only |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 360 | Notes |
|---------------|------|--|-----|----|-----|----|-----|-----|-----|----------|---------------------|
| | | | M | Ch | M | Ch | | | | | |
| LN3201 | SPC5 | Change of ELR (Leicester) – Leicester | 98 | 73 | 99 | 07 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3201 | SPC5 | Leicester – Ratcliffe Jn | 99 | 07 | 118 | 34 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3201 | SPC5 | Ratcliffe Jn – Change of ELR (Ratcliffe) | 118 | 34 | 118 | 60 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3201 | SPC6 | Change of ELR (Ratcliffe) – Change of ELR (Spondon) | 118 | 60 | 126 | 27 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3201 | SPC7 | Change of ELR (Spondon) – London Road Jn | 126 | 27 | 128 | 23 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3201 | SPC8 | London Road Jn – Derby Jn | 127 | 54 | 128 | 08 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3201 | SPC8 | Derby Jn – Former Clay Cross South Jn | 128 | 08 | 147 | 69 | N | N | H | N | |
| LN3201 | SPC9 | Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn) | 142 | 10 | 146 | 64 | N | N | H | N | |
| LN3204 | TSN1 | Trent South Jn – Mansfield Jn | 119 | 17 | 125 | 64 | N | N | H | N | |
| LN3204 | TSN2 | Mansfield Jn – Nottingham East Jn | 124 | 22 | 123 | 27 | N | N | H | N | |
| LN3207 | TCC | Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn) | 119 | 70 | 142 | 10 | N | N | H | N | |
| LN3207 | SPC9 | Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn | 142 | 10 | 143 | 12 | N | N | H | N | |
| LN3210 | JRT2 | Route Boundary (EA1370) (Junction Road Jn) – Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) | 2 | 38 | 2 | 00 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3210 | JRT1 | Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines) | 0 | 18 | 0 | 03 | N | N | H | EH R1 | R1 Class 360/1 only |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | ○○○○ | | ○○○○ | | 319 | 321 | 325 | 360 | Notes |
|---------------|------|---|------|----|------|----|-----|-----|-----|----------------------|--|
| | | | M | Ch | M | Ch | | | | | |
| LN3213 | MCL | Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn | 0 | 66 | 3 | 58 | Y | N | H | EH R1 R2 R3 | R1 Class 360/1 only R2 Prohibited Route Boundary (SO280) (former Farringdon Jn) - St Pancras LL platform B R3 Prohibited St Pancras International Up platform A with deflated suspension |
| LN3214 | CBI | Canal Tunnel Jn – Belle Isle Jn | 0 | 00 | 0 | 53 | Y | N | N | EH R1 | R1 Class 360/1 only |
| LN3219 | CAW | Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill) | 5 | 19 | 5 | 72 | N | N | H | N | |
| LN3222 | BDH | Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill) | 0 | 00 | 0 | 54 | N | N | H | N | |
| LN3228 | TCC | Trent East Jn – Trent East ELR Change | 119 | 70 | 119 | 56 | N | N | H | N | |
| LN3228 | TES | Trent East ELR Change – Sheet Stores Jn. | 0 | 00 | 0 | 30 | N | N | H | N | |
| LN3231 | WGP | Wigston South Jn – Glen Parva Jn | 95 | 37 | 96 | 07 | N | N | H | N | |
| LN3232 | WNS | Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn) | 15 | 31 | 2 | 62 | N | N | H | N | |
| LN3234 | SEN | Syston East Jn – Syston North Jn | 0 | 17 | 0 | 00 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3237 | RUD | Loughborough South Jn – Network Rail / GCR (N) Boundary | 92 | 45 | 92 | 49 | N | N | N | N | |
| LN3240 | LED | Little Eaton Jn – Denby | 131 | 06 | 135 | 46 | N | N | N | N | Line out of use NC/G1/2010/LNE/021 |
| LN3246 | AJM1 | Ambergate Jn – Matlock | 137 | 61 | 145 | 00 | N | N | H | N | |
| LN3249 | LSN | Lenton South Jn – Lenton North Jn | 0 | 00 | 0 | 27 | N | N | H | N | |
| LN3252 | MJT1 | Mansfield Jn – Radford Jn | 124 | 22 | 125 | 55 | N | N | H | N | |
| LN3252 | MJT2 | Radford Jn – Trowell South Jn | 125 | 55 | 130 | 51 | N | N | H | N | |
| LN3255 | RAC | Radford Jn – Newstead | 125 | 55 | 134 | 20 | N | N | H | N | |
| LN3255 | RAC | Newstead – Kirkby Lane End Jn | 134 | 20 | 136 | 66 | N | N | H | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 319 | 321 | 325 | 360 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|-----|----------|---|
| | | | M | Ch | M | Ch | | | | | |
| LN3261 | THL | Trent South Jn – Toton South Jn (High Level Lines) | 119 | 17 | 121 | 36 | N | N | H | N | |
| LN3264 | AML | Attenborough Jn – Meadow Lane Jn (Attenborough Curve) | 0 | 62 | 0 | 00 | N | N | H | N | |
| LN3273 | TCC | Codnor Park Jn – Ironville Jn | 132 | 76 | 133 | 18 | N | N | H | N | |
| LN3273 | PBS1 | Ironville Jn – Kirkby Summit Crossover | 133 | 18 | 138 | 79 | N | N | H | N | |
| LN3273 | PBS2 | Kirkby Summit Crossover – Mansfield ELR Change | 137 | 11 | 140 | 40 | N | N | H | N | |
| LN3273 | PBS3 | Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn) | 140 | 40 | 143 | 00 | N | N | H | N | |
| LN3340 | BJW3 | Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn | 19 | 00 | 23 | 33 | N | N | H | N | |
| LN3501 | DBP1 | London Road Jn – Route Boundary (MD501) (Kingsbury Jn) | 0 | 00 | 23 | 30 | N | N | H | N | |
| LN3505 | NSS | North Stafford Jn – Route Boundary (NW5012) (Stoke Jn) | 30 | 10 | 1 | 40 | N | N | H | N | |
| LN3515 | MJS1 | Melbourne Jn – Sinfen | 131 | 15 | 130 | 37 | N | N | N | N | |
| LN3520 | SSJ1 | Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn) | 119 | 62 | 127 | 20 | N | N | H | N | |
| LN3520 | MJS1 | Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn) | 127 | 20 | 128 | 00 | N | N | H | N | |
| LN3520 | SSJ2 | Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn | 128 | 00 | 132 | 12 | N | N | H | N | |
| LN3525 | KSL | Knighton Jn – Leicester Jn | 97 | 45 | 127 | 00 | N | N | H | N | |
| LN3535 | BCJ | Birmingham Curve Jn – Branston Jn | 126 | 40 | 127 | 19 | N | N | H | N | |
| LN3601 | GSM1 | Kettering North Jn – Manton Jn | 74 | 00 | 90 | 25 | N | N | H | R1 R2 | R1 Class 360/1 only R2 Class 360/1 dead-hauled ECS only between Corby Station North Jn - Manton Jn |
| LN3605 | BSC | Corby BSC Works – Corby North | 2 | 05 | 0 | 00 | N | N | N | N | |
| LN3610 | BSC | Corby Automotive Terminal – Corby North | 1 | 10 | 0 | 00 | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | ○○○○ | | | | 319 | 321 | 325 | 360 | Notes |
|---------------|------|---|------|----|-----|----|-----|-----|-----|----------|---------------------|
| | | | M | Ch | M | Ch | | | | | |
| LN3615 | PMJ | Route Boundary (LN147) – Uffington SB | 13 | 60 | 12 | 75 | N | N | H | N | |
| LN3615 | PMJ | Uffington SB – Manton Jn | 12 | 75 | 0 | 00 | N | N | H | N | |
| LN3615 | GSM2 | Manton Jn – Melton Jn | 90 | 25 | 105 | 70 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3615 | GSM3 | Melton Jn – Syston South Jn | 113 | 36 | 103 | 77 | N | N | H | EH R1 | R1 Class 360/1 only |
| LN3620 | GSM4 | Melton Jn GF – Asfordby | 105 | 70 | 107 | 20 | N | N | N | N | |
| LN3625 | TSN1 | Nottingham East Jn – Change of ELR (Nottingham East Jn) | 123 | 27 | 123 | 23 | N | N | H | N | |
| LN3625 | NOB1 | Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson) | 0 | 00 | 16 | 02 | N | N | H | N | |
| LN3635 | NOG1 | Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB | 111 | 60 | 123 | 76 | N | N | H | N | |
| LN3635 | NOG1 | Rectory Jn SB – Change of ELR (Netherfield) | 123 | 76 | 125 | 25 | N | N | H | N | |
| LN3635 | NOG2 | Change of ELR (Netherfield) – Netherfield Jn | 2 | 54 | 2 | 35 | N | N | H | N | |

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LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | 0000 | 0000 | 0000 | 0000 | RA | 60 | 66 | 67 | 68 | 70 | 73 | 97/3 | Notes | |
|---------------|------|---|------|------|------|------|----|----------------|----|----------------|----|----|----|------|-------|---|
| | | | M | Ch | M | Ch | | | | | | | | | | |
| LN914 | HBS | Walton Street Jn – Seamer West Jn | 1 | 29 | 50 | 43 | 6 | N | R1 | N | N | R1 | R1 | R1 | R1 | R1 Due to the condition of the track, locomotive hauled trains and light locomotives are prohibited. Engineering trains will be permitted subject to authorisation by the Infrastructure Manager's track engineer |
| LN916 | HJS | Hessle Road – Springbank North Jn | 0 | 00 | 1 | 38 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN916 | HJS | Springbank North Jn – Network Rail Boundary | 1 | 38 | 5 | 62 | 7 | R1 R2 R3 | Y | R1 R2 R3 | Y | Y | Y | Y | Y | R1 10 mph over bridges HJS 10 -12 and HJS 16 R2 20 mph over bridges HJS 13 and 18 R3 15 mph over bridge HJS 21 |
| LN918 | SPW | Springbank North Jn – Walton Street Jn | 1 | 54 | 1 | 29 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN920 | AWP | Anlaby Road Jn – West Parade North Jn | 0 | 00 | 0 | 24 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN922 | TJC3 | Whitehall West Jn – Skipton | 195 | 57 | 221 | 01 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN922 | TJC3 | Skipton – Site of Former Skipton North Jn Change of ELR | 221 | 21 | 221 | 68 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN922 | SKW1 | Site of Former Skipton North Jn Change of ELR – Route Boundary (NW9901) (Settle Jn) | 221 | 68 | 230 | 00 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN924 | ILK1 | Apperley Jn – Burley in Wharfedale | 202 | 03 | 208 | 02 | 7 | N | Y | N | Y | Y | Y | Y | Y | |
| LN924 | ILK2 | Burley in Wharfedale – Ilkley | 208 | 02 | 211 | 20 | 7 | N | Y | N | Y | Y | Y | Y | Y | |
| LN926 | GUE2 | Dockfield Jn – Esholt Jn | 3 | 41 | 0 | 00 | 5 | N | N | N | N | N | Y | Y | Y | |
| LN928 | SBF | ShIPLEY East Jn – Bradford Forster Square | 205 | 54 | 208 | 50 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN930 | SKS1 | Skipton Middle – Site of Former Embsay Jn | 222 | 68 | 220 | 64 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN930 | SKS2 | Site of Former Embsay Jn – Network Rail Boundary (Tilcon Siding) | 0 | 00 | 6 | 50 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |
| LN932 | BIB | ShIPLEY South Jn – ShIPLEY West Jn | 0 | 00 | 0 | 17 | 8 | Y | Y | Y | Y | Y | Y | Y | Y | |

Table D4D (London North Eastern) – Route clearance of locomotives

Last Updated: 21/02/2024

To be read in conjunction with General Notes.

Class 92 locomotives may additionally be dead hauled on any route that conforms to W6a and RA7 provided that the 'Battery Isolation Switch' is set to the 'Isolate' position.

| Line of route | ELR | Line of Route / Sector Description | 0000 | | 0000 | | RA | 86 | 87 | 88 | 90 | 91 | 92 | Notes |
|---------------|------|--|------|----|------|----|----|----|----|----|----|----|----|---|
| | | | M | Ch | M | Ch | | | | | | | | |
| LN101 | ECM1 | Kings Cross – Copenhagen Jn | 0 | 00 | 0 | 64 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Copenhagen Jn – Holloway South / North Jns | 0 | 64 | 1 | 44 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Holloway South / North Jns – Wood Green North Jn | 1 | 44 | 5 | 07 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Wood Green North Jn – Langley Jn | 5 | 07 | 25 | 73 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Langley Jn – St Neots | 25 | 73 | 51 | 58 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | St Neots – Fletton Jn | 51 | 58 | 75 | 02 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Fletton Jn – Peterborough | 75 | 02 | 76 | 29 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Peterborough – Newark North Gate | 76 | 29 | 120 | 08 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | PMJ | Peterborough – Helpston Jn via Stamford lines | 22 | 19 | 16 | 71 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Newark North Gate – Retford | 120 | 08 | 138 | 49 | 8 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Retford – Loversall Carr Jn | 138 | 49 | 150 | 00 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Loversall Carr Jn – Marshgate Jn | 152 | 00 | 156 | 26 | 9 | Y | Y | Y | Y | Y | Y | |
| LN101 | ECM1 | Marshgate Jn – Shaftholme Jn | 156 | 26 | 160 | 16 | 9 | Y | Y | Y | Y | Y | Y | |
| LN105 | MEB1 | Moorgate – Drayton Park | 0 | 00 | 2 | 56 | 9 | N | N | Y | N | N | N | |
| LN105 | MEB1 | Drayton Park – Finsbury Park Jn | 2 | 56 | 3 | 37 | 9 | N | N | Y | N | N | N | |
| LN110 | CFP | Route Boundary (EA1320) (Canonbury West Jn) - Finsbury Park Jn | 3 | 20 | 4 | 33 | 9 | Y | Y | Y | Y | Y | Y | |
| LN115 | CRF1 | Copenhagen Jn – Route Boundary (EA1320) (North London Incline) | 0 | 00 | 0 | 20 | 10 | Y | Y | Y | Y | H | Y | |
| LN120 | HDB | Wood Green Jn – Langley Jn via Hertford | 5 | 07 | 28 | 15 | 9 | R1 | R1 | Y | R1 | R1 | R1 | R1 No more than 18 electric trains per line may operate over the Hertford Loop in any one hour period |
| LN125 | SBR | Cambridge Jn – Route Boundary (EA1230) | 32 | 11 | 45 | 60 | 9 | Y | Y | Y | Y | Y | R1 | R1 Prohibited expect for the purpose of setting back behind Signal YB4244 on the down Cambridge |
| LN126 | DCF | Hitchin North Jn – Hitchin East Jn | 32 | 53 | 34 | 05 | 9 | N | N | Y | N | Y | N | |

Table D2B (East Midlands) – Route clearance of electrical multiple units**Last Updated: 09/03/2024**

To be read in conjunction with General Notes.

| Line of route | ELR | Line of Route / Sector Description | ○○○○ ○○○○ ○○○○ ○○○○ | | 377 | 380 | 387 | 390 | 700 | 730 | Notes | | |
|---------------|------|---|---------------------|----|-----|-----|---------|-----|-----|----------|-------|---------------------------------|---|
| | | | M | Ch | | | | | | | | M | Ch |
| LN3140 | BBM | Route Boundary (MD140) (Bedford St. Johns) – Bedford Station Jn | 16 | 07 | 16 | 50 | N | N | E | N | E | R1 R2 Up to 3 x 3 cars only | |
| LN3140 | SPC1 | Bedford Station Jn – Bedford Station (Via Up and Down Bletchley line) | 49 | 60 | 49 | 65 | E R1 | N | N | N | N | R1 For access to Jowett Sidings | |
| LN3201 | SPC1 | St Pancras platforms 1, 2, 3 and 4 - Cricklewood | 0 | 12 | 5 | 09 | Y | N | Y | N | Y | N | |
| LN3201 | SPC1 | Cricklewood – Change of ELR (Bedford) | 5 | 09 | 50 | 00 | Y | N | Y | N | R1 | N | R1 Prohibited on the Up Hendon and Down Hendon between Cricklewood South Jn - Silkstream Jn |
| LN3201 | SPC2 | Change of ELR (Bedford) – Change of ELR (Wellingborough) | 50 | 00 | 64 | 78 | N | N | N | N | N | N | |
| LN3201 | SPC3 | Change of ELR (Wellingborough) – Change of ELR (Wigston South Jn) | 64 | 78 | 95 | 38 | N | N | N | N | N | N | |
| LN3201 | SPC4 | Change of ELR (Wigston South Jn) – Change of ELR (Leicester) | 95 | 38 | 98 | 73 | N | N | N | EH | N | N | |
| LN3201 | SPC5 | Change of ELR (Leicester) – Leicester | 98 | 73 | 99 | 07 | N | N | N | EH R1 | N | N | R1 Prohibited Leicester platform 4 |
| LN3201 | SPC5 | Leicester – Ratcliffe Jn | 99 | 07 | 118 | 34 | N | N | N | EH R1 | N | N | R1 Prohibited Leicester platform 4 |
| LN3201 | SPC5 | Ratcliffe Jn – Change of ELR (Ratcliffe) | 118 | 34 | 118 | 60 | N | N | N | EH | N | N | |
| LN3201 | SPC6 | Change of ELR (Ratcliffe) – Change of ELR (Spondon) | 118 | 60 | 126 | 27 | N | N | N | EH | N | N | |
| LN3201 | SPC7 | Change of ELR (Spondon) – London Road Jn | 126 | 27 | 128 | 23 | N | N | N | EH | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 377 | 380 | 387 | 390 | 700 | 730 | Notes |
|---------------|------|--|-----|----|-----|----|-----|-----|-----|----------------|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | | |
| LN3201 | SPC8 | London Road Jn – Derby Jn | 127 | 54 | 128 | 08 | N | EH | N | EH R1 R2 | N | N | R1 Prohibited Derby platform 4 R2 5mph Derby platform 3 |
| LN3201 | SPC8 | Derby Jn – Former Clay Cross South Jn | 128 | 08 | 147 | 69 | N | N | N | N | N | N | |
| LN3201 | SPC9 | Former Clay Cross South Jn – Route Boundary (LN804 / LN806) (Tapton Jn) | 142 | 10 | 146 | 64 | N | N | N | N | N | N | |
| LN3204 | TSN1 | Trent South Jn – Mansfield Jn | 119 | 17 | 125 | 64 | N | N | N | N | N | N | |
| LN3204 | TSN2 | Mansfield Jn – Nottingham East Jn | 124 | 22 | 123 | 27 | N | N | N | N | N | N | |
| LN3207 | TCC | Trent East Jn – Change of ELR (between Morton Jn and Clay Cross North Jn) | 119 | 70 | 142 | 10 | N | N | N | N | N | N | |
| LN3207 | SPC9 | Change of ELR (between Morton Jn and Clay Cross North Jn) – Clay Cross North Jn | 142 | 10 | 143 | 12 | N | N | N | N | N | N | |
| LN3210 | JRT2 | Route Boundary (EA1370) (Junction Road Jn) – Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) | 2 | 38 | 2 | 00 | EH | N | N | N | E | N | |
| LN3210 | JRT1 | Change of ELR (Between Tottenham North Curve No 2 and No 1 Tunnels) – Carlton Road Jn (Tottenham Lines) | 0 | 18 | 0 | 03 | EH | N | N | N | E | N | |
| LN3213 | MCL | Route Boundary (SO280) (former Farringdon Jn) – Kentish Town Jn | 0 | 66 | 3 | 58 | Y | N | Y | N | Y | N | |
| LN3214 | CBI | Canal Tunnel Jn – Belle Isle Jn | 0 | 00 | 0 | 53 | R1 | N | Y | N | Y | N | R1 Class 377/2 and 377/5 only |
| LN3219 | CAW | Cricklewood Curve Jn – Route Boundary (LOR EA1360) (Dudding Hill) | 5 | 19 | 5 | 72 | N | N | N | N | N | N | |
| LN3222 | BDH | Brent Curve Jn – Route Boundary (EA1360) (Dudding Hill) | 0 | 00 | 0 | 54 | N | N | N | N | N | N | |
| LN3228 | TCC | Trent East Jn – Trent East ELR Change | 119 | 70 | 119 | 56 | N | N | N | N | N | N | |
| LN3228 | TES | Trent East ELR Change – Sheet Stores Jn. | 0 | 00 | 0 | 30 | N | N | N | N | N | N | |
| LN3231 | WGP | Wigston South Jn – Glen Parva Jn | 95 | 37 | 96 | 07 | N | N | N | N | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | 0000 | | 0000 | | 377 | 380 | 387 | 390 | 700 | 730 | Notes |
|---------------|------|--|------|----|------|----|-----|-----|-----|-----|-----|-----|---------------------------------------|
| | | | M | Ch | M | Ch | | | | | | | |
| LN3232 | WNS | Wigston North Jn – Route Boundary (MD232) (Nuneaton South Jn) | 15 | 31 | 2 | 62 | N | N | N | EH | N | N | |
| LN3234 | SEN | Syston East Jn – Syston North Jn | 0 | 17 | 0 | 00 | N | N | N | N | N | N | |
| LN3237 | RUD | Loughborough South Jn – Network Rail / GCR (N) Boundary | 92 | 45 | 92 | 49 | N | N | N | N | N | N | |
| LN3240 | LED | Little Eaton Jn – Denby | 131 | 06 | 135 | 46 | N | N | N | N | N | N | Line out of use NC/G1/2010/LNE/021 |
| LN3246 | AJM1 | Ambergate Jn – Matlock | 137 | 61 | 145 | 00 | N | N | N | N | N | N | |
| LN3249 | LSN | Lenton South Jn – Lenton North Jn | 0 | 00 | 0 | 27 | N | N | N | N | N | N | |
| LN3252 | MJT1 | Mansfield Jn – Radford Jn | 124 | 22 | 125 | 55 | N | N | N | N | N | N | |
| LN3252 | MJT2 | Radford Jn – Trowell South Jn | 125 | 55 | 130 | 51 | N | N | N | N | N | N | |
| LN3255 | RAC | Radford Jn – Newstead | 125 | 55 | 134 | 20 | N | N | N | N | N | N | |
| LN3255 | RAC | Newstead – Kirkby Lane End Jn | 134 | 20 | 136 | 66 | N | N | N | N | N | N | |
| LN3261 | THL | Trent South Jn – Toton South Jn (High Level Lines) | 119 | 17 | 121 | 36 | N | N | N | N | N | N | |
| LN3264 | AML | Attenborough Jn – Meadow Lane Jn (Attenborough Curve) | 0 | 62 | 0 | 00 | N | N | N | N | N | N | |
| LN3273 | TCC | Codnor Park Jn – Ironville Jn | 132 | 76 | 133 | 18 | N | N | N | N | N | N | |
| LN3273 | PBS1 | Ironville Jn – Kirkby Summit Crossover | 133 | 18 | 138 | 79 | N | N | N | N | N | N | |
| LN3273 | PBS2 | Kirkby Summit Crossover – Mansfield ELR Change | 137 | 11 | 140 | 40 | N | N | N | N | N | N | |
| LN3273 | PBS3 | Mansfield Change of ELR – Route Boundary (LN768) (Shireoaks East Jn) | 140 | 40 | 143 | 00 | N | N | N | N | N | N | |
| LN3340 | BJW3 | Route Boundary (MD340) (Lichfield Trent Valley) – Wichnor Jn | 19 | 00 | 23 | 33 | N | EH | N | EH | N | N | |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | ○○○○ | | ○○○○ | | 377 | 380 | 387 | 390 | 700 | 730 | Notes |
|---------------|------|---|------|----|------|----|-----|----------|-----|----------------------------|-----|-----|---|
| | | | M | Ch | M | Ch | | | | | | | |
| LN3501 | DBP1 | London Road Jn – Route Boundary (MD501) (Kingsbury Jn) | 0 | 00 | 23 | 30 | N | EH R1 | N | EH R2 R3 R4 R5 | N | N | R1 Prohibited between Wichnor Jn and Route Boundary (MD501) (Kingsbury Jn) R2 15mph Burton on Trent Up Main platform R3 Prohibited Derby platform 4 R4 5mph Derby platform 3 R5 Prohibited Down and Up Goods lines between Clay Mills Jn and Leicester Jn |
| LN3505 | NSS | North Stafford Jn – Route Boundary (NW5012) (Stoke Jn) | 30 | 10 | 1 | 40 | N | N | N | N | N | N | |
| LN3515 | MJS1 | Melbourne Jn – Sinfin | 131 | 15 | 130 | 37 | N | N | N | N | N | N | |
| LN3520 | SSJ1 | Sheet Stores Jn – Change of ELR (Site of Former Chellaston East Jn) | 119 | 62 | 127 | 20 | N | N | N | EH | N | N | |
| LN3520 | MJS1 | Change of ELR (Site of Former Chellaston East Jn) – Change of ELR (Site of Former Chellaston West Jn) | 127 | 20 | 128 | 00 | N | N | N | EH | N | N | |
| LN3520 | SSJ2 | Change of ELR (Site of Former Chellaston West Jn) – Stenson Jn | 128 | 00 | 132 | 12 | N | N | N | EH R1 | N | N | R1 15mph over bridge 10 Swarkestone Road on the Down Line 128m 14ch |
| LN3525 | KSL | Knighton Jn – Leicester Jn | 97 | 45 | 127 | 00 | N | N | N | N | N | N | |
| LN3535 | BCJ | Birmingham Curve Jn – Branston Jn | 126 | 40 | 127 | 19 | N | N | N | N | N | N | |
| LN3601 | GSM1 | Kettering North Jn – Manton Jn | 74 | 00 | 90 | 25 | N | N | N | N | N | N | |
| LN3605 | BSC | Corby BSC Works – Corby North | 2 | 05 | 0 | 00 | N | N | N | N | N | N | |
| LN3610 | BSC | Corby Automotive Terminal – Corby North | 1 | 10 | 0 | 00 | N | N | N | N | N | N | |
| LN3615 | PMJ | Route Boundary (LN147) – Uffington SB | 13 | 60 | 12 | 75 | N | N | N | N | N | N | |
| LN3615 | PMJ | Uffington SB – Manton Jn | 12 | 75 | 0 | 00 | N | N | N | N | N | N | |
| LN3615 | GSM2 | Manton Jn – Melton Jn | 90 | 25 | 105 | 70 | N | N | N | EH R1 | N | N | R1 45mph over bridge 23 Leicester Road on the Down Line at 105m 65ch |

LNE Route Sectional Appendix Module LNRC

| Line of route | ELR | Line of Route / Sector Description | | | | | 377 | 380 | 387 | 390 | 700 | 730 | Notes |
|---------------|------|---|-----|----|-----|----|-----|-----|-----|----------------|-----|-----|--|
| | | | M | Ch | M | Ch | | | | | | | |
| LN3615 | GSM3 | Melton Jn – Syston South Jn | 113 | 36 | 103 | 77 | N | N | N | EH R1 R2 | N | N | R1 25mph over bridge 15 Kirkby Road on the Up Line at 111m 63ch R2 55mph over bridge 19 Copley's Occupation on the Up Line at 112m 56ch |
| LN3620 | GSM4 | Melton Jn GF – Asfordby | 105 | 70 | 107 | 20 | N | N | N | EH | N | N | |
| LN3625 | TSN1 | Nottingham East Jn – Change of ELR (Nottingham East Jn) | 123 | 27 | 123 | 23 | N | N | N | N | N | N | |
| LN3625 | NOB1 | Change of ELR (Nottingham East Jn) – Route Boundary (LN206) (Coulson) | 0 | 00 | 16 | 02 | N | N | N | N | N | N | |
| LN3635 | NOG1 | Route Boundary (LN195) (Nottingham Branch Jn) – Rectory Jn SB | 111 | 60 | 123 | 76 | N | N | N | N | N | N | |
| LN3635 | NOG1 | Rectory Jn SB – Change of ELR (Netherfield) | 123 | 76 | 125 | 25 | N | N | N | N | N | N | |
| LN3635 | NOG2 | Change of ELR (Netherfield) – Netherfield Jn | 2 | 54 | 2 | 35 | N | N | N | N | N | N | |

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